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CLARK COUNTY
WASHINGTON

COMMUNITY PLANNING

STAFF REPORT

TO: Clark County Council

FROM: Planning Commission Chair, Steve Morasch

PREPARED BY: Jacqui Kamp, Planner III

DATE: Oct. 20, 2017

SUBJECT: CPZ2017-00021 Felida Village South

PLANNING COMMISSION RECOMMENDATION

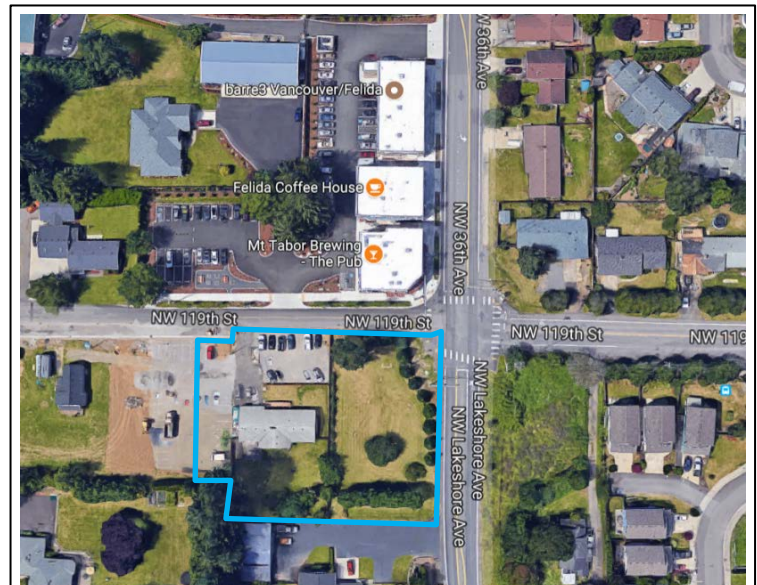
The Planning Commission heard this matter on Aug. 17, 2017 and voted 6 to 1 to forward a recommendation of approval on the proposed action as stated below with the condition that the Boundary Line Adjustment that is pending be **recorded with the county by Nov. 30, 2017** before final adoption of the ordinance.

PROPOSED ACTION

To amend the comprehensive plan and zoning map for a property in Felida from Urban Low Residential with an R1-7.5 zone to a Commercial comprehensive plan designation with Neighborhood Commercial (NC) zoning on a site approximately $\frac{3}{4}$ of an acre. This change would accommodate additional neighborhood scale commercial as well as the potential of a combined residential and commercial use.

BACKGROUND

The area was brought into the Vancouver Urban Growth Area in 1994 with an Urban Low Residential designation and R1-7.5 zoning. There has been significant residential development in the Felida area in the last 20 plus years. The site is located at the southwest corner of the intersection of NW 119th Street and NW Lakeshore Avenue and is directly south of Felida Village, a mixed use development that has a variety of amenities, such as a restaurant, coffee shop, an exercise studio, offices and residential units.



Subject parcel outlined in blue. It is an approximate outline. Request to change comp plan/zoning from urban low residential/R1-7.5 to Commercial/Neighborhood Commercial.

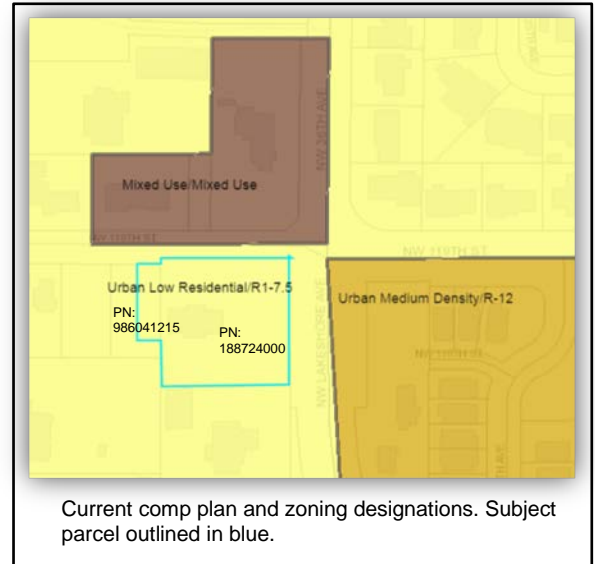
The site has been moving through a Boundary Line Adjustment (BLA) process to reconfigure the parcel that is proposed for neighborhood commercial. The BLA is anticipated to be complete soon. It is recommended that the BLA be complete with a condition of approval.

GENERAL INFORMATION:

Parcels: 188724000 and a portion of 986041215
A boundary line adjustment is pending to incorporate the portion of 986041215 into 188724000.
Location: Southwest corner of intersection of NW 119th Street and NW Lakeshore Avenue
Area: 37,744 square feet
Owner(s): Western Properties II, LLC

Existing land use:

Site: The site has one single family residence.
North: Mixed Use zoned MX
South: Urban Low Density Residential zoned R1-7.5
East: Urban Medium Density Residential zoned R-12
West: Urban Low Density Residential zoned R1-7.5



SUMMARY OF COMMENTS RECEIVED

No comments received.

APPLICABLE CRITERIA, EVALUATION AND FINDINGS

CRITERIA FOR ALL MAP CHANGES

A. The proponent shall demonstrate that the proposed amendment is consistent with the Growth Management Act (GMA) and requirements, the countywide planning policies, the Community Framework Plan, Clark County 20-Year Comprehensive Plan, and other related plans.

Growth Management Act (GMA) Goals

The GMA goals set the general direction for the county in adopting its framework plan and comprehensive plan policies. The GMA goals that apply to the proposed action are Goal 1, Goal 2, Goal 4 and Goal 5.

Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Reduce Sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types and encourage preservation of existing housing stock.

Economic Development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and disadvantaged persons and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services and public facilities.

Finding: Amending the comprehensive plan designation and zoning for this site from single family residential to neighborhood commercial supports the above mentioned GMA goals. The Felida area was brought into the Vancouver Urban Growth Area in 1994 and since that time has seen escalating residential growth. This change could provide opportunity for additional neighborhood scale appropriate commercial services to this predominantly residential area. In addition, the Neighborhood Commercial zone allows integrated multifamily/commercial or mixed use structures; therefore the comprehensive plan/zone change has the potential to provide a different type of housing stock than what is typically found in this residential area.

Community Framework Plan and Countywide Planning Policies. The Community Framework Plan encourages growth in centers, urban and rural, with each center separate and distinct from the others. The centers are oriented and developed around neighborhoods to allow residents to easily move through and to feel comfortable within areas that create a distinct sense of place and community.

APPLICABLE FRAMEWORK POLICIES

Housing

2.1.0 Communities, urban and rural, should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries and to ensure an adequate supply of affordable and attainable housing. Housing options available in the county include single-family neighborhoods and mixed use neighborhoods (e.g. housing above commercial storefronts, traditional grid single family neighborhoods, townhouses, multi-family developments, accessory units, boarding homes, cooperative housing and congregate housing.)

2.1.2 Provide housing opportunities close to employment opportunities.

2.1.6 Encourage infill development that enhances the existing community character and provide a mix of housing types in all urban and rural centers.

2.1.8 Housing strategies are to be coordinated with availability of public facilities and services, including human services.

Transportation

5.1.4 Encourage use of alternative types of transportation, particularly those that reduce mobile emissions (bicycle, walking, carpools and public transit).

Economic Development

9.1.4 Encourage appropriate commercial development in neighborhoods and rural centers that support the surrounding community.

Finding: The proposal is to change the site from urban low single family residential to the neighborhood commercial zone which is intended to provide for convenient shopping needs of the immediate neighborhood. The proposal supports the framework policies to provide additional neighborhood commercial services that are appropriate in scale to the surrounding residential neighborhood as well as provide for an opportunity for different types of housing. Located within the Vancouver urban growth area, the site has adequate public facilities and services. Having neighborhood retail/commercial amenities at this location could provide the opportunity for nearby residents to walk and/or bike to shop and visit.

APPLICABLE COUNTYWIDE PLANNING POLICIES

Land Use

1.1.3 Urban growth shall be located primarily in areas already characterized by urban growth that have existing public facility and service capacities to adequately serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services that are provided by either public or private sources. Urban governmental services shall be provided in urban areas. These services may also be provided in rural areas, but only at levels appropriate to serve rural development.

Housing

2.1.6 Encourage infill housing within cities and towns and urban growth areas.

2.1.7 Encourage flexible and cost efficient land use regulations that allow for the creation of alternative housing types which will meet the needs of an economically diverse population.

Economic Development

9.1.8 The county and cities will provide for orderly long-term commercial and industrial growth and an adequate supply of land suitable for compatible commercial and industrial development.

Finding: As stated above, the subject site is within the Vancouver UGA, is located in an area of existing urban development surrounded by mostly single family zoned land and adjacent to a small mixed use development. The proposal has adequate public facilities, provides opportunity for alternative housing types and supports the compatible commercial growth goals.

Clark County 20 Year Comprehensive Plan

The Clark County Comprehensive Plan contains many policies that guide urban form and efficient land use patterns. The most relevant goals and policies applicable to this application are as follows:

Land Use

Goal: Encourage more compact and efficiently served urban forms and reduce the inappropriate conversion of land to sprawling, low-density development.

1.3.1 Urban densities and uses may occur throughout the urban growth area if it is provided with adequate services. Development and redevelopment in the UGA should be strongly encouraged to occur in greater intensity in major centers, transit routes and other areas characterized by

both existing higher density urban development and existing urban services. Development and redevelopment should be encouraged to occur with less intensity in areas where urban development is of lower density or has not yet occurred, or in areas where urban services do not yet exist.

Goal: Integrate land uses to reduce sprawl, promote physical activity through active transportation and foster neighborhood and community identity.

1.4.1 Interrelated uses should generally be encouraged to locate in close proximity of each other:

- Frequently used commercial activities and the residential areas they serve should be allowed and encouraged to locate near to one another.*

1.4.2 Encourage mixed-use developments, which provide opportunities to combine residential, commercial or other uses within individual structures, or within adjacent structures or developments.

1.4.4 Encourage compact commercial development with an appropriate mix of uses.

Housing

Goal: Provide for diversity in the type, density, location and affordability of housing throughout the county and its cities. Encourage and support equal access to housing for rental and homeowners and protect public health and safety.

2.2.2 Encourage a variety of housing types and densities, including mixed-use centers, services and amenities.

2.2.6 Encourage a variety of housing types and densities in residential neighborhoods.

Transportation

Goal: Develop a multi-modal transportation system.

5.2.11 Promote bicycle and pedestrian safety and increased bicycling and walking through safety and encouragement activities.

Economic Development

Goal: Provide contextually-appropriate commercial sites adequate to meet a diversity of needs for retail, service and institutional development in Clark County.

9.4.2 Locate convenience-oriented retail and service developments adjacent to residential neighborhoods; encourage small-scale neighborhood commercial uses directly within residential areas.

Community Design

Goal: Development in urban areas and rural centers should incorporate diverse uses designed in a manner that provides for a sense of community, supports the human scale and allows for multi-modal transportation options.

11.2.1 Encourage the development of multi-story, mixed uses and other commercial uses that utilize regional architectural styles and are at a human scale.

Finding: The re-designation of this land from urban low density residential to neighborhood commercial supports multiple goals and policies in the comprehensive plan. The change would provide additional commercial amenities to this mostly residential area. The neighborhood commercial zone further allows the potential for an integrated multifamily/commercial or mixed use structure. This housing type is lacking in the area. A neighborhood scale commercial use also provides the option for neighbors to walk and/or bike to the location.

Conclusion: Criteria A has been met.

B. The proponent shall demonstrate that the designation is in conformance with the appropriate locational criteria identified in the Clark County Comprehensive Plan and the purpose statement of the zoning district. (See 40.560.010G(2)and 40.560.020H(2).)

Commercial – Neighborhood Commercial

These Commercial center areas provide services within walking distance for the frequent needs of the surrounding residents and are implemented by the Neighborhood Commercial base zone. These areas are located in the urban growth boundary and will generally be small areas which are generally designed to serve neighborhoods. Developments in these areas will be designed to be compatible with the surrounding residentially zoned neighborhoods. New neighborhood commercial areas should generally be less than five acres in size spaced less than five miles from similar uses or zones, serve a population of up to 10,000, locate at neighborhood collector or larger crossroads and serve a primary trade area within a 1.5 mile radius.

- A. Purpose.
 1. **Neighborhood Commercial (NC) District. These commercial areas of limited size are intended to provide for the convenience shopping needs of the immediate neighborhood.**
 2. *Community Commercial (CC) District. These commercial areas are intended to provide for the regular shopping and service needs for several adjacent neighborhoods. This district is only permitted in areas designated as community commercial or mixed use on the comprehensive plan.*
 3. *General Commercial (GC) District. 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.*

Finding: The site is located on NW Lakeshore, a minor arterial, within the Vancouver UGA and is predominantly surrounded by residential zones both low and medium density. The size of the property at approximately 37,744 square feet qualifies for the appropriate size for neighborhood commercial. It is located across the street from the Felida Village Mixed Use development that includes a brew pub, coffee shop, Barre 3 studio among other services. It meets the purpose intended by the Neighborhood Commercial District.

Conclusion: Criteria B has been met.

- C. The map amendment or site is suitable for the proposed designation and there is a lack of appropriately designated alternative sites within the vicinity. (See 40.560.010G(3)).**

Finding: The site is suitable for the proposed designation. A market analysis was submitted indicating the need for additional commercial land. As mentioned above, the Neighborhood Commercial zone allows for an integrated residential/commercial use. That type of housing choice is lacking in the area.

Conclusion: The site is suitable for the requested Commercial (C) comprehensive plan designation and Neighborhood Commercial (NC) zoning. Criteria C has been met.

- D. The plan map amendment either; (a) responds to a substantial change in conditions applicable to the area within which the subject property lies; (b) better implements applicable comprehensive plan policies than the current map designation; or (c) corrects an obvious mapping error. (See 40.560.010G(4) and 40.560.020H(3).)**

Finding: A neighborhood commercial use at this site would complement the mixed use development across the street. Since the original comprehensive plan designation and zoning were established for the subject area, a lot of single family residential growth has occurred. The residents in this area could benefit from additional commercial opportunities that are close by to homes.

The Felida Village development project to the north of this parcel has resulted in improvements to the neighborhood by providing opportunities for neighborhood restaurants, shops and amenities in close proximity to nearby homes. It has also provided transportation infrastructure improvements along the project frontage on both NW 36th Avenue and NW 119th Street that has enhanced the streetscape for pedestrians, bicyclists and motorists.

The market analysis shows a lack of commercial property in the area. The need for commercial use justifies a change in land use designation. The Felida Village development attests to how this change could continue to provide needed and beneficial retail/service amenities that are in close proximity to the surrounding residents.

Conclusion: Criteria D has been met.

- E. Where applicable, the proponent shall demonstrate that the full range of urban public facilities and services can be adequately provided in an efficient and timely manner to serve the proposed designation. Such services may include water, sewage, storm drainage, transportation, fire protection and schools. Adequacy of services applies only to the specific change site. (See 40.560.010G(5) and 40.560.020H(4).)**

Finding: The site is fully served by public facilities. Water, sewer, transportation, schools, and fire protection services are available. Transportation infrastructure will be enhanced by frontage improvements provided by future development. Stormwater improvements will be provided at the time of development.

Please refer to the attached Transportation Impact Analysis for further information regarding transportation for this proposal.

Conclusion: Criteria E has been met.

RECOMMENDATION AND CONCLUSIONS

Based upon the information and the findings presented in this report and in the supporting documents, the Planning Commission forwards a recommendation of **APPROVAL to the County Council with the condition that the Boundary Line Adjustment for combining a portion of parcel 986041215 with parcel 188724000 be recorded with the county by November 30, 2017** before final adoption of the ordinance.

RECOMMENDATION SUMMARY

The following table lists the applicable criteria and summarizes the findings of the staff report for CPZ2017-00013. The Planning Commission findings will be added to the table after public deliberation at the Planning Commission hearing scheduled for this application.

COMPLIANCE WITH APPLICABLE CRITERIA		
	Criteria Met?	
	Staff Report	Planning Commission Findings
Criteria for All Map Changes		
A. Consistency with GMA & Countywide Policies	Yes	Yes
B. Conformance with Location Criteria	Yes	Yes
C. Site Suitability and Lack of Appropriately Designated Alternative Sites	Yes	Yes
D. Amendment Responds to Substantial Change in Conditions, Better Implements Policy, or Corrects Mapping Error	Yes	Yes
E. Adequacy/Timeliness of Public Facilities and Services	Yes	Yes
Recommendation:	Yes	Yes

Transportation Impact Analysis

Annual Review Case: CPZ 2017-00021 Felida Village South

Introduction

This report provides a transportation analysis of the proposed comprehensive plan amendment and zone change. The report identifies the likely localized and general transportation impacts and shows how applicable adopted transportation policies have or have not been met by the applicant's proposal. Subsequent development will need to comply with applicable county development regulations, including standards governing the design of access and those that ensure transportation system concurrency.

Requested Amendment

The applicant is requesting to amend the Comprehensive Plan designation and zoning for portions of parcel numbers: 188667000, 188665010, and all of parcel number 188724000. Two out of the 3 sites currently have single-family homes on them, and one is vacant.

The change would be from a comprehensive plan designation of Urban Low-Density Residential (UL) with R 1-7.5 zoning, to a comprehensive plan designation of Commercial and zoning to Neighborhood Commercial (NC). The subject site is 37,744 sq. ft. or 0.87 acres and is located at the southwest corner of the intersection of NW 119th Street and NW Lakeshore Avenue. Both NW 119th Street and NW Lakeshore are classified as a 2-lane Minor Arterial with center turn-lane and bike lanes or M-2cb.

Summary of Transportation Impact Findings

The transportation analysis demonstrates that the proposed land use change generally would not significantly impact the transportation system. Staff recommends approval of the proposed comprehensive plan amendment and rezone of the subject parcel.

At full build-out, the current R 1-7.5 zoning could generate 30 net new daily trips. Approval of the rezone to NC zoning would generate 437 more daily trips than the current R 1-7.5 zoning. The applicant submitted a traffic impact analysis which concluded the site could generate 396 net new daily trips when rezoned to NC zoning.

Most of the study area intersections are projected to operate at acceptable levels of service in the 2035 "Existing Zoning Build-Out" and 2035 "Proposed Zoning Build-Out." Some of the roadway segments along NW Lakeshore between NW 99th Street and NW 119th Street will exceed the volume to capacity ratio standard of 0.9 in year 2036.

The Felida Village South development will install neighborhood oriented elements, such as wide sidewalks, benches, and bike racks to encourage the use of alternative modes of transportation, improve pedestrian connectivity, and facilitate access to local C-Tran bus stops. These pedestrian and bicycle elements will have a positive impact on the operation and roadway capacity of the roadways and assist in achieving acceptable volumes to capacity ratios along the impacted roadways.

In addition, there is a project on the Capital Facilities Plan for improving NW Lakeshore Avenue near the subject site.

Public Comment

Staff has not received any comments regarding potential transportation concerns with this docket application.

Chapter 5: Transportation

Countywide Planning Policies

5.0.8 The state, county, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility and movement of goods and people.

Findings: The proposed amendment is consistent with the applicable Countywide Planning Policies. The proposed land use will significantly increase trips onto both NW 119th Street and NW Lakeshore Avenue; however, the study area intersections will add only 28 additional PM peak hour trips. The County concurrency code considers only PM peak hour trips. The roads in this area will not operate at acceptable levels over the 20-year period, with or without the new trips that this docket item proposes. During the development review process, the applicant will have to address transportation impacts of the proposed development per the Title 40 development review requirements. In addition, there is a project on the Capital Facilities Plan for improving NW Lakeshore Avenue near the subject site.

County 20-Year Plan Policies

Goal: Develop a regionally-coordinated transportation system that supports and is consistent with the adopted land use plan.

5.1 System Development Policies

5.1.3 Performance standards for the regional arterial system and transit routes shall direct growth to urban centers.

Findings: As previously mentioned, the proposed amendment is consistent with the applicable Countywide Planning Policies. The location of the proposed plan amendment is in the urban area.

Goal: Develop a multi-modal transportation system.

5.2 Multi-modal System Policies

5.2.2 Transit related options, including high-capacity transit, shall be encouraged in order to reduce congestion and to improve and maintain air quality.

Findings: Per the applicant's traffic study, "The Felida Village South development will install neighborhood oriented elements, such as wide sidewalks, benches, and bike racks to encourage use of alternative transportation, improve pedestrian connectivity, and facilitate access to local C-Tran bus stops..."

Goal: Optimize and preserve the investment in the transportation system.

5.3.5 The local street system shall be interconnected to eliminate the need to use collector or arterial street for internal local traffic.

Findings: As previously mentioned, the proposed amendment is consistent with the applicable Countywide Planning Policies. During the development review stage, the applicant will need to address applicable development code regarding street circulation.

Analysis of Trip Generation

The site is currently zoned R1-7.5. The potential average daily traffic to and from the site under the existing zoning is 30 trips per day. Under the proposed NC zoning, the potential average daily traffic would be 437 trips. The net impact of the proposed zoning is a potential 396 additional trips per day.

Site Specific Impacts

The proposed land use will significantly increase trips onto both NW 119th Street and NW Lakeshore Avenue, however, the study area intersections will add only 28 new PM peak hour trips. The roads in this area will not operate at acceptable levels over the 20-year period, with or without the new trips that this docket item proposes. During the development review process, the applicant will have to address transportation impacts of the proposed development per the Title 40 development review requirements. In addition, there is a project on the Capital Facilities Plan for improving NW Lakeshore Avenue near the subject site.

System Impacts

Sections of NW Lakeshore Avenue between NW 99th Street and NW 119th Street will be over the accepted v/c capacity in 20 years. Most of these areas will be over capacity in the AM and concurrency does not apply to the AM trips. Only the northbound trips on NW Lakeshore will be over capacity in the PM peak hour in 20 years. However, there is a project on the Capital Facilities Plan for improving NW Lakeshore Avenue near the subject site.

The applicant's assertion is that these impacts can be mitigated during the development review process. In addition, the applicant said site amenities can be added to encourage alternate modes of transportation.

Report Prepared By: Laurie Lebowsky, Clark County

Date: July 31, 2017

Disclaimer: The trip generation and system analysis in this report provides a gross estimate of the likely impacts that will result from the action of approving this Annual Review request. The assessment of transportation impacts from subsequent development of the site occurs with a specific development proposal and the testing of that proposal under the County's Transportation Concurrency Management ordinance.

MORASCH: All right. Any other questions? All right. Well, thank you for coming.

CARROLL: Thank you. Appreciate it.

MORASCH: Is there anyone else in the audience that wishes to speak on this matter?

RETURN TO PLANNING COMMISSION

MORASCH: All right. Well, hearing none, then I will close the public hearing -- the public testimony and turn it over to the Planning Commission for any follow-up questions with staff for deliberation. And hearing none, I would see if anyone has a motion.

GRIMWADE: I make a **motion** that CPZ2017-00011, Johnson/Dillard, staff recommendation be accepted.

BARCA: **Second.**

MORASCH: It's been moved and seconded. Any discussion on the motion? All right. Sonja, roll call, please.

ROLL CALL VOTE

BENDER: AYE
GRIMWADE: AYE
JOHNSON: AYE
SWINDELL: AYE
BARCA: AYE
WRIGHT: AYE
MORASCH: AYE

MORASCH: All right. Well, that concludes the Johnson matter. The Planning Commission has unanimously recommended approval to the Board of County Councilors.

And that brings us to our last item on the agenda, CPZ2017-00021, the Felida Village South application, and I will turn it over to staff for the staff report.

PUBLIC HEARING ITEMS, continued

CPZ2017-00021 Felida Village South: A proposal to amend the comprehensive plan and zoning map from Urban Low Residential with an R1-7.5 zone to a Commercial comprehensive plan designation with a Neighborhood Commercial zone on the following parcel(s): 188724000 and a portion of 986041215.

Staff Contact: Jacqui. Kamp@clark.wa.gov or (360) 397-2280, Ext. 4913

KAMP: Thank you, Chair. My name is Jacqui Kamp, Planner III with Clark County Community Planning.

I'll be presenting this action which is a proposal for property in Felida that is on the southwest corner of the intersection of NW 119th Street and NW Lakeshore Avenue. It is currently zoned R1-7.5 with an urban low residential comprehensive plan designation. If you're familiar with the area, it's just directly south of the Felida Village mixed use development that has several retail coffee shops, restaurant, exercise studio within. The proposal is to change the comp plan designation to commercial with a zoning designation of neighborhood commercial. This area is mostly residential, and a neighborhood commercial use could bring additional retail amenities to this residential neighborhood and in close proximity where residents could easily walk or bike. The property would also, the change of property zone would also complement the mixed use directly north of it.

Staff is recommending approval of the proposal with one condition. The parcel is currently undergoing a boundary line adjustment. It has been submitted to the County and is under review, so it is in process, but just so that it's clear, by the time if this goes to the Board, that it be finalized before I put in the date of November 30th of this year to make sure that's final before it goes to the adopting ordinance.

PUBLIC TESTIMONY

None.

RETURN TO PLANNING COMMISSION

All right. With that, I will open it up to the public testimony. Again, we don't have anyone on our sign-in sheet, but if there's anyone in the audience that would like to speak on the Felida Village South application, please come forward. Seeing no one, I will then close the public hearing on this matter and turn it back over to staff for any further questions or deliberation. I'm sorry, staff, the Planning Commission for any further questions of the staff or deliberation.

JOHNSON: So just some clarity here, I'm reading on Site Specific Impacts. So we will have a significant increase in trips on both 119th and Lakeshore. Is there any parking there or, I mean, or is that -- what is the, I guess, Lakeshore? Is it a principal arterial?

LEBOWSKY: So the zone changes from residential to commercial, so part of the idea is that you can have commercial parking on the site and there will be standards for commercial, whatever is developed on that site.

HERMEN: Lakeshore Drive is classified as a minor arterial. My name is Matt Hermen for the record, H-e-r-m-e-n, Planner with Community Planning. Yeah, Lakeshore Drive is classified as a minor arterial.

During the 2016 comprehensive plan update, we updated the capital facilities plan and included a project on this segment of Lakeshore Drive due to the projected failure at that time. So, in other words, in the next 20 years, it is on the County's plans to improve the capacity there.

JOHNSON: That's all I had.

MORASCH: And it looks like there's a traffic report in the record, and I'm just I'm reading the conclusion was that there were no impacts, other than one turning movement on one intersection that was adding less than five trips, so it comes under the di minimus rule on our concurrency, and that's the new, the new rule that was recently amended; right?

HERMEN: Correct. Yeah. You made that recommendation that changed back in, I believe, March.

MORASCH: Okay. Any other questions? All right. Well, thank you. If there's no other questions, does someone have a motion?

SWINDELL: I make a **motion** that we accept staff recommendation for CPZ2017-00021, Felida Village South.

BENDER: I **second**.

MORASCH: It's been moved and seconded. Any discussion on the motion?

SWINDELL: Yeah, I just I'd like to throw out that I really like these little things like this. When you drive through Felida, I don't know how many of you have driven through there, but that little commercial building you put in there is really a nice little spot for neighborhood commercial. I think this would be great another nice little piece added to it. I really like this.

MORASCH: All right. Any other discussion? All right. Sonja, can we get a roll call, please.

ROLL CALL VOTE

BENDER: AYE
GRIMWADE: AYE
JOHNSON: NO
SWINDELL: AYE
BARCA: AYE
WRIGHT: AYE
MORASCH: AYE

MORASCH: All right. Well, thank you. The Felida Village South has been recommended by the Planning Commission for approval on a 6 to 1 vote. So we'll mix it up a little bit. So that

concludes the public hearing items on the agenda tonight. I want to thank staff for excellent work. I like it when we have nice easy hearings on these and I'm sure that was, in large part, due to the great work that staff did on this.

OLD BUSINESS

None.

NEW BUSINESS

None.

COMMENTS FROM MEMBERS OF THE PLANNING COMMISSION

None.

ADJOURNMENT

MORASCH: I will adjourn the meeting. Thank you all very much. The meeting is now adjourned.

The record of tonight's hearing, as well as the supporting documents and presentations can be viewed on the Clark County Web Page at:

<https://www.clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>

Proceedings can be viewed on CTV on the following web page link:

<http://www.cvtv.org/>

Minutes Transcribed by:

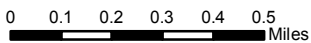
Cindy Holley, Court Reporter/Rider & Associates, Inc.

Sonja Wisner, Program Assistant, Clark County Community Planning



Geographic Information System

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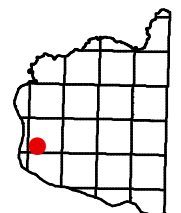
Developer's GIS Packet: Page 1 of 14

General Location Map

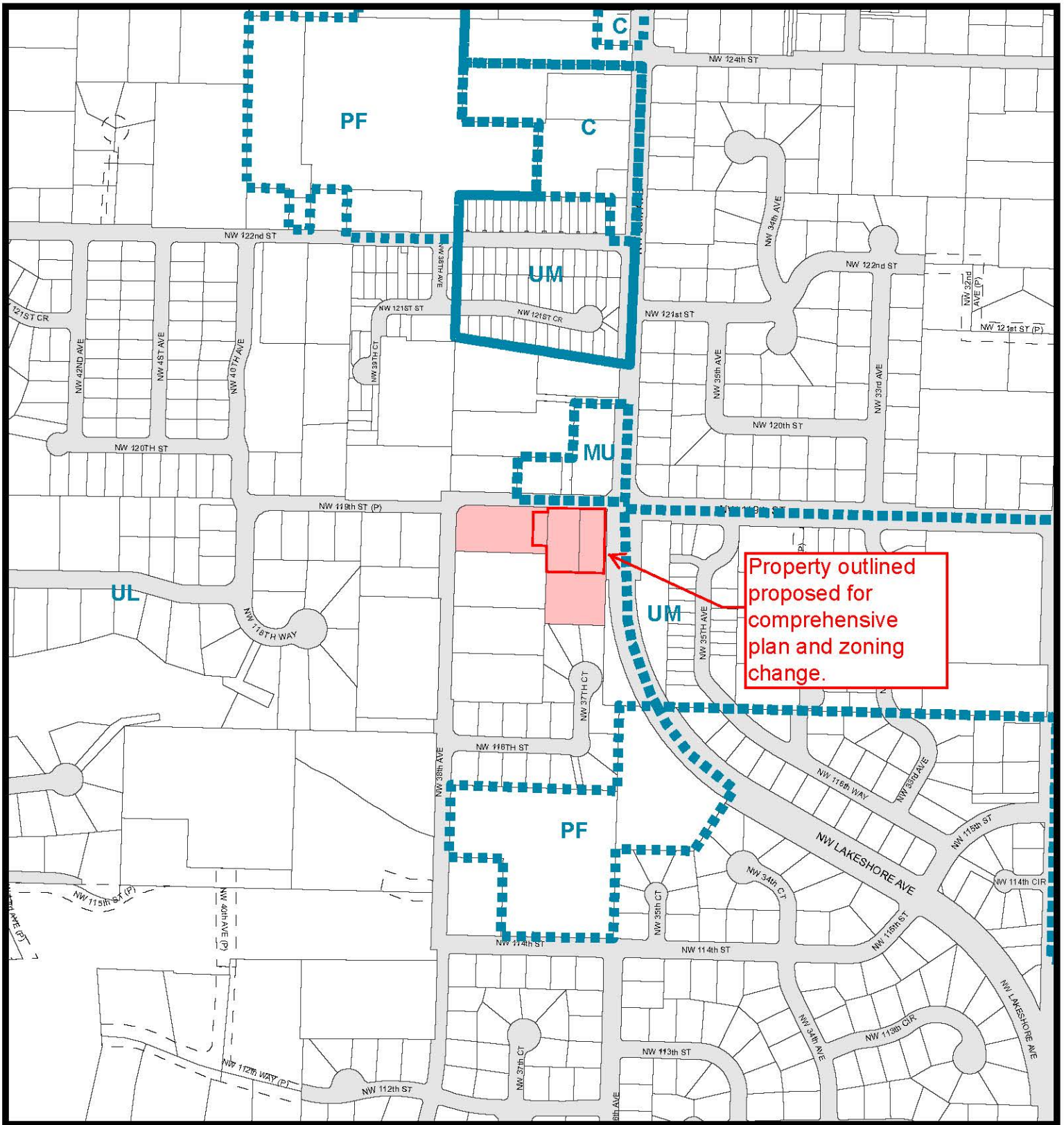
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 Owner: GANO DAMON B
 Address: 11800 NW LAKE SHORE AVE
 C/S/Z: VANCOUVER, WA 98685

Subject Property Location

Printed on: October 03, 2016



Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.





Geographic Information System

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Developer's GIS Packet Page 7 of 14

Comprehensive Plan Designation

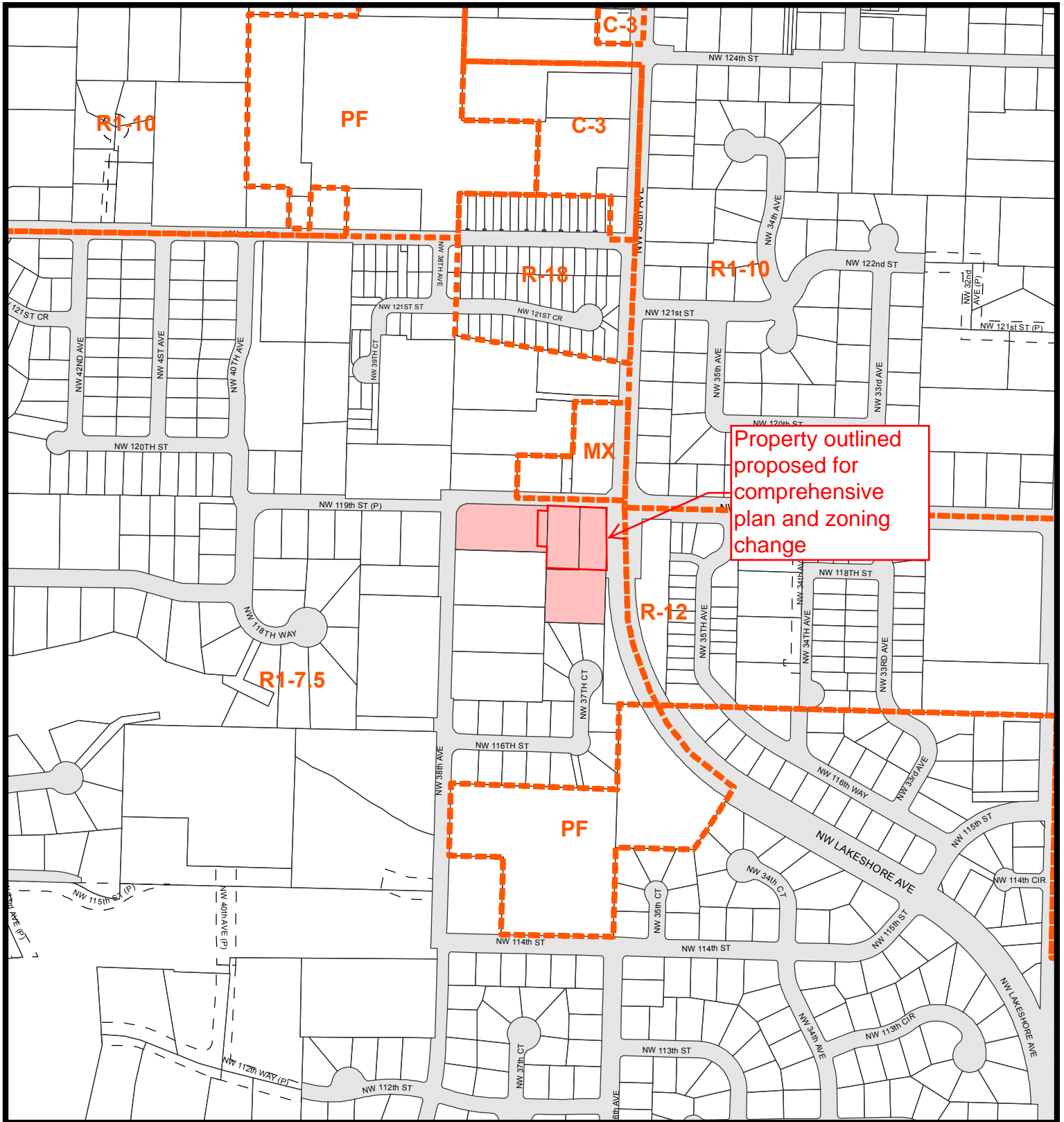
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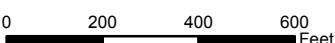
Subject Parcel	Comprehensive Plan Boundary	Urban Reserve
Public Road	Transportation or Major Utility Easement	Industrial Reserve
Comprehensive Plan Boundary	Railroad Industrial Reserve	Mining
	Rural Center Mixed Use	Columbia River Gorge Scenic Area



Property outlined proposed for comprehensive plan and zoning change



Geographic Information System
1:4,800



Zoning Designation

Account No: 188667000, 188665010, 188724000
 Owner: GANO DAMON B
 Address: 11800 NW LAKE SHORE AVE
 C/S/Z: VANCOUVER, WA 98685

Subject Parcel	Urban Holding - 10 (UH-10)
Public Road	Urban Holding - 20 (UH-20)
Transportation or Major Utility Easement	Urban Holding - 40 (UH-40)
Zoning Boundary	Surface Mining Overlay District

Printed on: October 03, 2016

31130	31129	31128
31131	31132	31133
21106	21105	21104

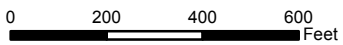
Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

Developer's GIS Packet Page 6 of 14



Geographic Information System

1:4,800



Developer's GIS Packet: Page 4 of 14

2014 Aerial Photography

Account No: 188667000, 188665010, 188724000

Owner: GANO DAMON B

Address: 11800 NW LAKE SHORE AVE

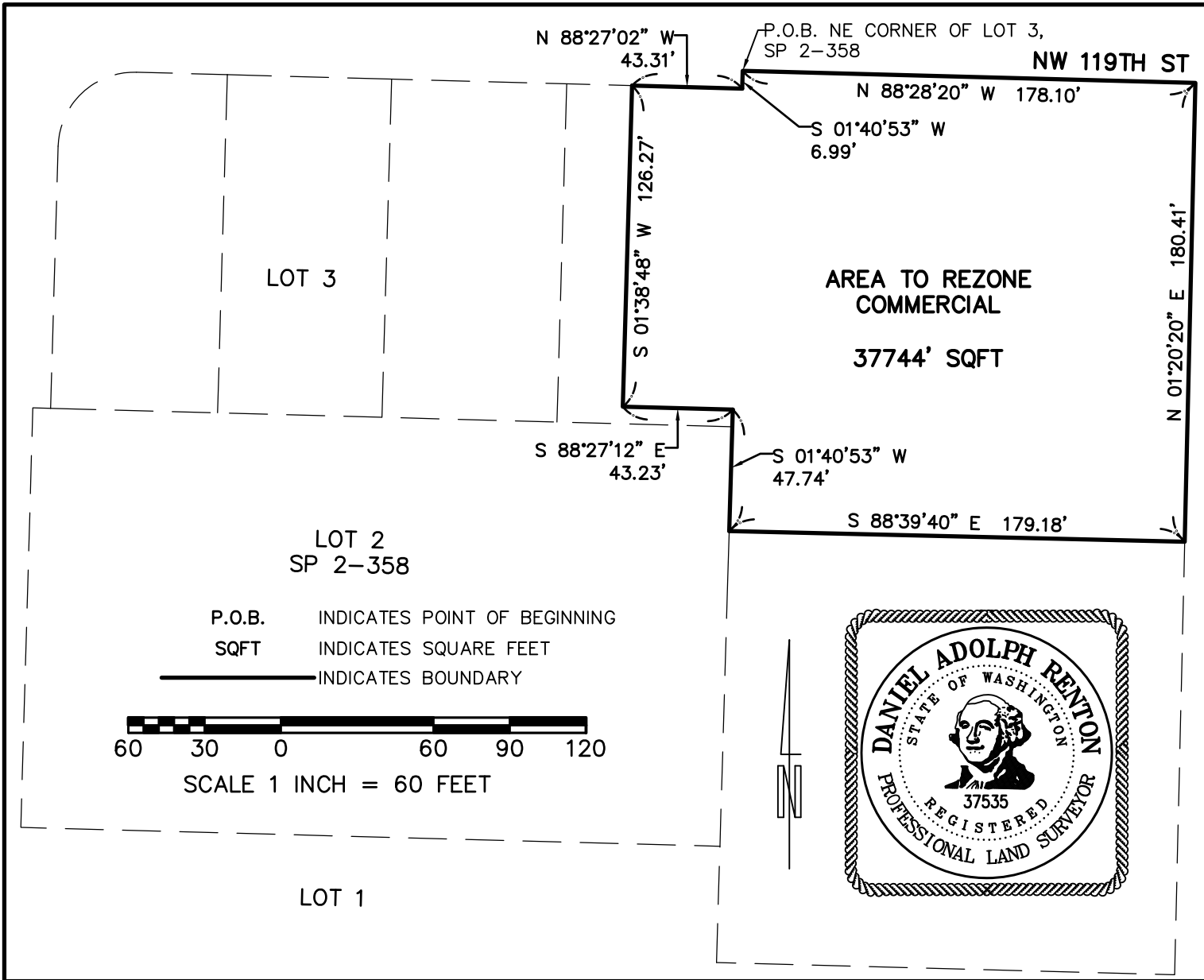
C/S/Z: VANCOUVER, WA 98685

Proposed Development Area

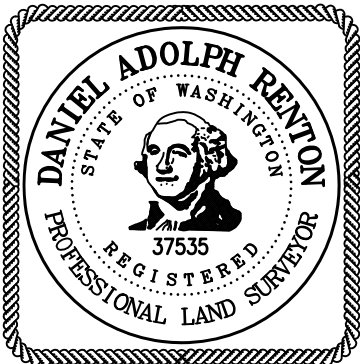
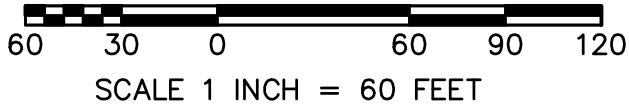
Printed on: October 03, 2016

31130	31129	31128
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21106	21105	21104

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P.O.B. INDICATES POINT OF BEGINNING
 SQFT INDICATES SQUARE FEET
 ——— INDICATES BOUNDARY



SCALE: 1"=60'
 JOB NO. 15-425
 DATE: 1-26-17
 DWG FILE: 15425EX4
 DRAWN BY: PWR

EXHIBIT
 " " " " " "
FOR COMMERCIAL REZONE

PREPARED BY:
MINISTER-GLAESER
SURVEYING INC.
 2200 E. EVERGREEN BLVD.
 VANCOUVER, WA 98661
 (360) 694-3313





Pre-Application Conference Final Report

Project Name:	Felida Village South
Case Number:	PAC2016-00123
Location:	3617 NW 119 th St
Parcel Number(s):	188724000; 188667000; 188665010
Site Size:	1.5 acres
Request:	A request to amend the Comprehensive Plan and Zoning Maps from UL (R1-6) to Community Commercial (NC?)
Applicant:	Ron Edwards 2501 NE 121 st St Vancouver, WA 98686 (360)601-7922
Contact Person:	Greta Holmstrom/Standridge Design, Inc. 113 W 7 th , Suite 200 Vancouver, WA 98660 (360) 597-9240 Fax: (888) 750-4981 Greta.holmstrom@standridgeinc.com
Property Owner:	Western Properties II LLC 2501 NE 121 st St Vancouver, WA 98686 ron@gtoedwards.com

DATE OF CONFERENCE: November 10, 2016

STAFF CONTACT: Jose Alvarez, Clark County Annual Review Coordinator
(360) 397-2280 – ext. 4898 annual.review@clark.wa.gov

PRESENT AT CONFERENCE:

<i>Name</i>	<i>Contact Information</i>
Jose Alvarez	Clark County Community Development (see above)
Laurie Lebowsky	Clark County Community Planning (Transportation) (360) 397-2375 – ext. 4544

Disclaimer: The following is a brief summary of issues and requirements that were identified at the pre-application conference based on the information provided by the applicant. This summary may contain supplemental information which was not discussed in the conference and is intended to aid the applicant in preparing a complete Annual Review application and/or to provide the applicant with additional information regarding the subject site. Staff responses and information contained in this pre-application report are preliminary in nature, and do not constitute an approval or denial. The determinations contained in this report were based upon information submitted by the applicant, and may be subject to change upon further examination or in light of new or revised information contained in the formal application.

APPLICATIONS REQUIRED

The requested Comprehensive Plan map and concurrent zone map amendments require an Annual Review/Zone Change Application to be completed. The application will be processed through the Type IV Review process. A SEPA checklist is required to be completed as a part of the Annual Review application.

Estimated fees:*

Combined Annual Review/Rezone.....	\$8,113.00
Issuance Fee.....	\$94.00
Environmental Checklist Review (SEPA).....	\$1,987.00
Issuance Fee.....	\$53.00

***Fees cited are estimated and based upon the fee schedule in effect at the time of pre-application conference and are subject to change.**

APPLICABLE POLICIES, CODES and CRITERIA

The following list is not exhaustive of all county, state or federal regulations that may govern development of the site, but is inclusive of those addressed by the county in this comprehensive plan/zone amendment review process.

- Clark County 20 Year Comprehensive Growth Management Plan Policies
 - Chapter 1 – Land Use Element
 - Chapter 9 – Economic Development
 - Chapter 11 – Community Design Element
- Clark County Unified Development Code
 - Title 40:
 - Section 40.230 (Commercial Districts)
 - Section 40.500.010 (Procedures)
 - Section 40.560.010 (Plan Amendment Procedures)
 - Section 40.570 (SEPA)

Clark County Criteria for Map Changes (found within the text of this report)

- Section 40.560.010G (Criteria for all Map Changes)
- Section 40.560.020 (Changes to Districts, Amendments, and Alterations)
- Section 40.560.020G (Approval Criteria)

Comprehensive Plan Designation Map Change Criteria

Comprehensive plan designation changes may only be approved if **all** the following criteria are met (40.560.010G) AND (40.560.010H):

1. *The proponent shall demonstrate that the proposed amendment is consistent with the Growth Management Act and requirements, the Countywide Planning Policies, the Community Framework Plan, the Comprehensive Growth Management Plan, applicable city comprehensive Plans, and including applicable capital facilities plans and official population growth forecasts; and*
2. *The proponent shall demonstrate that the designation is in conformance with the appropriate location criteria identified in the plan; and*
3. *The map amendment or site is suitable for the proposed designation and there is a lack of appropriately designated alternative sites within the vicinity; and*
4. *The plan map amendment either: (a) responds to a substantial change in conditions applicable to the area within which the subject property lies; (b) better implements applicable Comprehensive Plan policies than the current map designation; or (c) corrects an obvious mapping error; and*
5. *Where applicable, the proponent shall demonstrate that the full range of urban public facilities and services can be adequately provided in an efficient and timely manner to serve the proposed designation. Such services may include water, sewage, storm drainage, transportation, fire protection and schools. Adequacy of services applies only to the specific change site.*

Additional Criteria for Commercial Map Changes

Amendments to the plan map for designation of additional commercial land or for changing the zoning from one commercial district to another shall meet the following additional requirements.

1. A market analysis using the weighted block group centroid retrieval method shall be submitted which verifies the need for the new commercial area or center; and
2. A land use analysis of available commercially designated and zoned land in the market area of the proposed site shall be submitted which demonstrates that the existing commercial land is inadequate. The most recent vacant lands model must be used for the land use analysis.

Zone Change Criteria

The concurrent zone change may only be approved if **all** the following criteria are met (40.560.020G):

1. *Requested zone change is consistent with the comprehensive plan map designation.*
2. *The requested zone change is consistent with the plan policies and location criteria and the purpose statement of the zoning district.*
3. *The zone change either:*
 - a. *Responds to a substantial change in conditions applicable to the area within which the subject property lies;*
 - b. *Better implements applicable comprehensive plan policies than the current map designation; or*
 - c. *Corrects an obvious mapping error.*
4. *There are adequate public facilities and services to serve the requested zone change.*

SUBMITTED MATERIALS REVIEWED

The following materials were provided by the applicant and were reviewed by Clark County staff in advance of the pre-application conference:

- Application forms
- Narrative
- GIS Packet

BACKGROUND

The applicant proposes to amend the comprehensive plan and rezone approximately 1.5 acres from Urban Low designation with an R1-6 zone to Commercial with an unspecified commercial zone.

SUMMARY

The following comments and issues were discussed or identified during the pre-application meeting held on October 26, 2016.

Land Use

Comments provided by Clark County Long Range Planning, Jose Alvarez:

Staff provided an overview of how the pre-application conference would be conducted and a summary of what information would be covered. Staff also provided Information regarding Clark County's obligation to plan under the State's Growth Management Act and the long-range, comprehensive planning exercise that concluded in 1994 with the adoption of the 20-Year Comprehensive Growth Management Plan and corresponding zone map. In 2004, 2007 and 2016 the County adopted an updated 20-Year Comprehensive Plan and zone map.

Specific to this application, staff stated that the assumption is that the current comprehensive plan and zone designation (Urban Low Density Residential, R1-6) was still applicable to this area and that the applicant will need to demonstrate that a change to a commercial zone is appropriate and consistent with the County's Growth Management Plan and Unified Development Code. Staff said that the proposal to change the designation will need to be consistent with the Growth Management Act and the county-wide planning policies, specifically the commercial policies in the comprehensive plan (Growth Management Plan). Staff proceeded to discuss with the applicant the Comprehensive Plan Designation Map Change Criteria that the applicant will need to address in an application. The specific locational criteria would depend on the type of commercial ultimately petitioned for in an Annual Review Application. Staff also noted that there are similar locational criteria in the county's Unified Development Code that would need to be addressed to support a proposed change to commercial.

Staff also urged the applicant and his representative to look closely at the comprehensive plan criteria for commercial designations, as well as the locational criteria and standards, including use list for each commercial zone in the development code before making a determination of which commercial zoning designation to choose for the site. There are some uses allowed in the General and Community commercial zones that may not be compatible with other uses at that location. Neighborhood commercial may be the most appropriate, if the site is going to be developed similar to Felida Village.

Staff noted that the Board had put their request on the 2017 Docket list, so there would be a refund for the Pre-Application Conference and no charge for an Annual Review submittal, but the applicant would still be responsible for the market study, SEPA and

other requisite applications. Staff also mentioned the timeline would be the same as the Annual Review.

Natural Resources

See Attached Comments provided by Clark County Wetland Biologist, Lance Watt:

Transportation

Comments provided by Clark County Long Range Planning, Laurie Lebowsky:

The approval criteria require that the applicant demonstrate that adequate transportation facilities can be provided to serve the proposed designation. This can be accomplished by submitting a traffic analysis which compares a reasonable build-out scenario under the existing and proposed designations. It is recommended that the study horizon be 2035 or an equivalent year representing build out of the adopted urban area. Network improvements should include all those projects that are in the financially constrained Regional Transportation System Plan.

Prior to conducting the traffic analysis, it would be advisable for the applicant to submit a comparison of the potential trip generation from the site under the existing and proposed designations. With that information, staff can better define the intersections likely to be affected.

N.W. 36th Avenue is classified as a Principal Arterial street, Pr-4cb, and the design includes the following: 4 travel lanes, bike lanes, sidewalk, and median. The ultimate right-of-way width is 100'.

NEIGHBORHOOD ASSOCIATION CONTACT

While not required of a complete application for a comprehensive plan amendment, staff recommended that the applicant talk to the neighborhood association chair for their area. The Felida Neighborhood Association president is Milada Allen at (360) 573-4030 or email at: timberline713@gmail.com. Staff also encouraged the applicant to discuss the proposed land use designation change with neighbors.

TIME FRAMES

January 1 through January 31 - Submit Final Annual Review Application

February 1 through to April 1 – Clark County staff will review and prepare a recommendation to the Planning Commission (**this period may be extended depending on staff work load**)

Fourth Quarter or sooner - Planning Commission will approve or deny request. If the Planning Commission approves the Board of Commissioners will review and make a final determination. If the Planning Commission denies the request, the applicant needs to appeal the denial. In practice staff forwards all recommendations to the Board of Commissioners for final resolution of the requests.

ADDITIONAL MATERIALS

A complete list of required documents is contained in the Annual Review application packet. A Completed SEPA checklist is required for the final application. NOTE: Submit a copy of this summary with your final application.

ATTACHMENTS/REFERENCES

- Annual Review/Zone Change Application Form

- State Environmental Policy Act (SEPA) Review Handout
- SEPA Rules, Chapter 197-11 WAC
<http://www.clark.wa.gov/longrangeplan/review/documents/sepa-wac.pdf>
- Clark County Growth Management Plan –
www.co.clark.wa.us/longrangeplan/review/adopted-plan-text.html
- Clark County Code Title 40 –
www.clark.wa.gov/commdev/development/developcode.html
- Growth Management Act and Related Laws – 2004 Update – (RCW 66.70A.020 Planning goals.)
<http://www.co.clark.wa.us/longrangeplan/review/documents/gma-related%20laws-pub.pdf>

H:\LONG RANGE PLANNING\PROGRAMS\AR-DOCKETS\ANNUAL REV& DOCKET FORMS\Pre-App\PreApp_Urban_Rpt.doc

Pre-Application Conference Report

Project Name: Felida Village South
Case Number: PAC2016-00123
Request: Rezone to Commercial

Applicant: Ron Edwards	<input checked="" type="checkbox"/> Urban Area
Site Location: 3617 NW 119 th Street	<input type="checkbox"/> Rural Area
<input type="checkbox"/> Subdivision <input type="checkbox"/> Short Plat <input type="checkbox"/> Site Plan <input type="checkbox"/> Shoreline	<input checked="" type="checkbox"/> Other: Rezone

Wetland Review: All development applications must comply with the standards of Clark County's Wetlands Protection Ordinance (WPO, CCC 40.450). The WPO regulates both wetlands and wetland buffers, so wetlands located on adjacent properties may affect a site due to extension of wetland buffers across property boundaries. The WPO doesn't apply to streams and riparian areas regulated under the Shoreline Program or Habitat Conservation Ordinance.

Habitat Review: All clearing and/or development proposals within defined habitat areas must comply with the Habitat Conservation Ordinance (HCO, CCC 40.440). The HCO regulates priority habitats and species areas as defined in the current the Washington Department of Fish and Wildlife (WDF&W) Priority Habitats and Species (PHS) list.

Wetland Indicators or Data Provided by the Applicant

- | | |
|---|--|
| <input checked="" type="checkbox"/> Wetland inventory | <input type="checkbox"/> Hydric soils |
| <input type="checkbox"/> Wetland determination or delineation | <input type="checkbox"/> Aerial photo analysis |
| <input type="checkbox"/> Other: | |

Habitat Indicators or Data Provided by the Applicant

- | | |
|---|--|
| <input type="checkbox"/> Riparian Habitat Conservation Zone (HCZ) | <input type="checkbox"/> Priority species area |
| <input type="checkbox"/> Non-riparian habitat area | <input type="checkbox"/> Point species buffer |
| <input type="checkbox"/> Other: | |

Fully Complete Requirements:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Determination of wetland or habitat presence (or) | <input type="checkbox"/> Development/building/clearing envelopes (or) |
| <input checked="" type="checkbox"/> Wetland Delineation Report and Survey (or) | <input type="checkbox"/> Habitat Permit application |
| <input checked="" type="checkbox"/> Preliminary Wetland Permit Application | <input type="checkbox"/> Habitat Analysis & Mitigation Plan |
| <input type="checkbox"/> Other: | |

Wetland Comments

Review Biologist: Lance Watt

GIS review shows a modeled depressional wetland on parcel 188665010. If wetlands or wetland buffers are found to exist on a parcel wetland delineation is required (CCC40.450.030 (C)). Delineation will determine the presence, category, score and buffers required to adequately protect wetland habitat and water quality functions per the Wetland Protection Ordinance (40.450.030.E). Comparing the wetland rating category, the wetland score and intensity of land use proposed on development sites are what define wetland buffers. As such, a determination and site visit with applicable fees are the criteria for a fully complete application to verify delineation findings. If wetlands are present, the location of any wetlands on the subject parcel require mapping on new plat plans and must show proposed impacts to wetlands and/or wetland buffers.

Revised 6/6/16



Community Development
 1300 Franklin Street, Vancouver, Washington
 Phone: (360) 397-2375 Fax: (360) 397-2011
 www.clark.wa.gov/development



For an alternate format, contact the Clark County ADA Compliance Office.
 Phone: (360)397-2322
 Relay: 711 or (800) 833-6384
 E-mail: ADA@clark.wa.gov

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.

The responsible official shall waive the delineation requirements of Sections 40.450.030 (D) and (F) in certain cases if the applicant designates development envelopes which are clearly outside of any wetland or wetland buffer (CCC 40.450.030 (G)). The applicant must label proposed development envelopes on the plat or site plan avoiding wetlands and wetland buffers. Include a note on the face of the plat indicating that no construction will occur outside of development envelope areas; County staff could confirm development envelopes at the determination site visit.

Any development within a wetland, wetland buffer, or wetland mitigation site will require a wetland permit with applicable mitigation and fees. 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 quality certification or a 404 Clean Water permit, respectively.

Habitat Comments

None

Shoreline Process Comments

None

General Wetland Information

Wetland Buffer Requirements: Wetland buffers will be based on the wetland rating, the habitat score in the rating form, and the "intensity" of the proposed land use. Refer to CCC 40.450.030 Tables 2-5.

- Development envelopes may be proposed. Development envelopes must be clearly labeled on the plat or site plan and a note must be included on the face of the plat indicating that no construction will occur outside of development envelope areas.

Wetland Determination: County biologists can confirm a wetland determination, delineation, or the location of development envelopes prior to a primary application through a Wetland Predetermination Request. The pre-determination request can also be used to get the County conduct a wetland determination or establish development envelopes on the site. If you don't request a pre-determination, the County will make a determination when you submit your primary application (the same fee will be applied to your application).

Digital Submittal: 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.

Wetland Permit Requirements: You will need a wetland permit for any activity proposed within wetlands or their buffers (except those that are explicitly exempt under 40.450.010.C), including buffer reduction, stormwater facilities within buffers, and utility crossings. You must avoid and minimize impacts to wetlands and buffers as much as possible. You must also mitigate any impacts that cannot be avoided. State and Federal permits may also be required.

Wetland Permit Process and Timing: A wetland permit application will not be considered a fully complete item for vesting purposes. However, if you need a wetland permit, all associated applications will be placed on hold until you submit a Fully Complete preliminary wetland permit application.

Federal Jurisdiction: The US Army Corps of Engineers (USACE) has jurisdiction over discharges to streams and hydrologically connected wetlands under Section 404 of the Federal Clean Water Act. Because several fish species in Clark County are listed as threatened or endangered under the Federal Endangered Species Act (ESA), the USACE must review all proposed wetland impacts for potential "takings". ESA review may take a considerable amount of time because the Corps must consult the National Marine Fisheries Service (NMFS) and/or the U.S. Fish and Wildlife Service (USFWS).

The applicant has the responsibility to comply with State and Federal regulations. Questions regarding Federal jurisdiction should be addressed to the Regulatory Branch of the Seattle District US Army Corps of Engineers at (360) 694-1171.

General Habitat Information

Riparian Habitat Conservation Zone Requirements (Title 40.440.010(C)(1)(a)):

- | | |
|--|--|
| <input type="checkbox"/> Type S stream: | two hundred fifty (250) feet or 100-yr. floodplain |
| <input type="checkbox"/> Type F stream: | two hundred (200) feet or 100-yr. floodplain |
| <input type="checkbox"/> Type Np stream: | one hundred (100) feet |
| <input type="checkbox"/> Type Ns stream: | seventy-five (75) feet |

Priority Habitat and Species Buffer Requirements (Title 40.440.010(B)(2)&(C)(b)):

- | | |
|--|--------------------------|
| <input type="checkbox"/> Priority species area buffer: | three-hundred (300) feet |
| <input type="checkbox"/> Non-riparian priority habitat buffer: | one-hundred (100) feet |
| <input type="checkbox"/> Point species buffer: | one-thousand (1000) feet |

Approval Criteria: Excluding applicable reasonable use assurances or public interest exceptions, defined habitats are to be protected through an avoidance or reduction of activities (Title 40.440.020). All proposed clearing or development within a habitat area shall substantially maintain the habitat functions found on the site (Title 40.440.020(A)(2)(a)). If all avoidance options have been exhausted, acceptable habitat impacts need to be limited to the immediate project area and no more (Title 40.440.020(A)(2)(b)). Assuming the applicant has made every effort to avoid and minimize impacts, mitigation measures may be established to offset remaining habitat impacts (Title 40.440.020(A)(3)(a)). It is important to emphasize avoidance of impacts to existing forested habitat areas, as no mitigation can compensate for the loss of habitat functionality associated with mature tree removal.

- Clearing/building envelopes for land divisions must be clearly labeled on the plat.
- All habitat areas, including streams and their associated riparian zones, must be clearly labeled on the face of the plat.

Habitat Predetermination Request: The applicant can apply for a Habitat Predetermination request to have a county Biologist determine the type and extent of habitat on the property; the Ordinary High Water Mark of a stream; and identify appropriate levels of habitat encroachment and impact to help guide the future design of the proposal.

Habitat Permit Requirements: Any non-exempt clearing or development activities will require a Habitat Permit application as a Fully Complete item. The Habitat Permit application needs to be accompanied with a delineation of the habitat area in relation to the proposed project and a mitigation plan. The applicant is encouraged, but not required to hire a professional biological consultant to produce the habitat report and mitigation plan.

Habitat Permit Process and Timing: Development proposals requiring a Habitat Permit which involve other county permits shall be reviewed under the timelines of the existing reviews; provided, all requisite information is submitted and applicable approval criteria addressed (Title 40.440.030(A)).

Existing Agriculture: Existing agriculture within habitat areas is regulated under Title 40.440.040(B). Existing agricultural activities need to setback certain distances from creeks or comply with an agricultural/habitat protection plan for the property created by a certified ag/habitat technician. For a list of certified ag/habitat technicians, please contact Denise Smee (Clark County Conservation District) at (360) 883-1987 ext. 110. New agricultural activities within habitat areas are subject to the normal permitting requirements of the Habitat Ordinance.

State Jurisdiction: Any work within or above waters of the state may require a Hydraulic Project Approval (HPA) from the Washington Department of Fish and Wildlife (WDF&W). Your staff contact is Emelie McKain (360) 401-5317.

Mitigation Monitoring

Wetland or habitat mitigation triggers the need for yearly monitoring for up to 10 years to ensure mitigation success, which includes applying for monitoring permits and paying the appropriate inspection fees.

CONTACT:

Clark County Community Development
PO Box 9810, Vancouver, WA 98666-9810
Lance Watt, Biologist

(360) 397-2375

lance.watt@clark.wa.gov, x5601

FELIDA VILLAGE SOUTH
ANNUAL REVIEW APPLICATION
JANUARY 31, 2017

APPLICATION MATERIALS

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	3. Legal Description	
	4. Property Line Exhibit	
	5. Market Analysis - Retail MarketPlace Profile	
	6. Vacant Buildable Lands Model – NW Vancouver	
	7. Traffic Analysis	
	8. SEPA Checklist	
	9. Pre-Application Conference Report	

I. DEVELOPMENT SUMMARY INFORMATION

Applicant: Western Properties II LLC
2300 East 3rd Loop, Ste 110
Vancouver, WA 98661

Applicant's Representative: Standridge Design, Inc.
113 West 7th Street, Suite 200
Vancouver, Washington 98660
(360) 597-9240

Property Owners: Western Properties II LLC
2300 East 3rd Loop, Ste 110
Vancouver, WA 98661

Request: Annual Review Approval

Location: NW Lakeshore Avenue and NW 119th Street

Parcel ID's: portion 188667000, portion 188665010 and 188724000

Zoning Designation: R1-7.5 Single Dwelling Zone

II. PROPOSAL DESCRIPTION/REQUESTED REVIEW

The applicant requests to amend the comprehensive plan and rezone approximately 37,744 square feet from Urban Low designation with an R1-7.5 zone to Neighborhood Commercial. The subject site is located at the southwest corner of the intersection of NW 119th Street and NW Lakeshore Avenue, which is classified as a Principal Arterial.

The site is presently vacant. It is comprised of portions of three parcels. Boundary line adjustments will be used to consolidate the area into one parcel. Surrounding parcels to the west, south and east are occupied by single family residences at low to medium densities. The Felida Village mixed-use development is located immediately to the north. The Felida Village parcels were part of a Comprehensive Plan Change and Rezone request approved in 2008.

As shown in this application, there is substantial demand for commercial development in this area. Since the comprehensive plan designation and zoning were established for the subject area, significant change has occurred. The area and public would be better served by a designation allowing commercial development

III. CONFORMANCE WITH COMPREHENSIVE PLAN DESIGNATION MAP CHANGE CRITERIA

1. *The proponent shall demonstrate that the proposed amendment is consistent with the Growth Management Act and requirements, the Countywide Planning Policies, the Community Framework Plan, and Comprehensive Growth Management Plan, applicable city comprehensive plans, and including applicable capital facilities plans and official population growth forecasts;*

RESPONSE:

This request for a change in classification to a neighborhood commercial classification is consistent with Goals and Policies of the Comprehensive Plan. Specifically:

“Land Use Element Goal – Integrate land uses to reduce sprawl, promote physical activity through active transportation and foster neighborhood and community identity.”
The Neighborhood Commercial designation will provide for integrated land uses that serve the Felida neighborhood. Along with Felida Village to the north, this cluster of development will serve as an identifiable pillar of the community.

“Housing Element – Policy 2.2.6 – Encourage a variety of housing types and densities in residential neighborhoods.”

The shift to Neighborhood Commercial will allow for integrated commercial and multi-family residential development. This housing type is lacking in the Felida neighborhood.

“Community Design Goal –Development in urban areas and rural centers should incorporate diverse uses designed in a manner that provides a sense of community, supports the human scale and allows for multi-modal transportation options.”

The Felida Village project has demonstrated its ability to blend with and accentuate the character of the Felida neighborhood through innovative architectural style and techniques. The development standards established by Clark County support strong

community design considerations through the planning process. The proposed neighborhood commercial classification will ensure new development blends with the Felida neighborhood.

“Rural Lands / Agricultural Lands Goal – To maintain and enhance productive agriculture lands and minimize incompatibilities with adjacent uses.

Providing for further development opportunity within an existing urban area will support greater urban density, minimizing pressure on the County’s rural lands.

“Transportation – Policy 5.2.11 Promote bicycle and pedestrian safety and increased bicycling and walking through safety and encouragement activities”

A primary reason for requesting the subject parcels be classified in the Comprehensive Plan as Neighborhood Commercial is the need for safety and intersection improvements to the southwest portion of the intersection of NW 119th Street and NW Lakeshore Avenue. The Neighborhood Commercial classification and enhanced development potential will provide a catalyst for private investment in near-term intersection improvements. By meeting the County’s Street and Road Standards (including those found in CCC 40.350.030.4 and 40.350.030(B)(3)), these infrastructure improvements will benefit the entire neighborhood.

2. *The proponent shall demonstrate that the designation is in conformance with the appropriate location criteria identified in the plan; and*

RESPONSE:

The applicant requests change to Neighborhood Commercial. Neighborhood Commercial is defined in the Comprehensive Plan as:

“These Commercial center areas provide services within walking distance for the frequent needs of the surrounding residents and are implemented by the Neighborhood Commercial base zone. These areas are located in the urban growth boundary and will generally be small areas which are generally designed to serve neighborhoods. Developments in these areas will be designed to be compatible with the surrounding residentially zoned neighborhoods.

New neighborhood commercial areas should generally be less than five acres in size spaced less than five miles from similar uses or zones, serve a population of up to 10,000, locate at neighborhood collector or larger crossroads and serve a primary trade area within a 1.5 mile radius.”

The subject area is approximately 37,744 square feet, qualifying as an appropriate size for neighborhood commercial. It is located at the intersection of NW 119th Street and NW Lakeshore Avenue, which is classified as a Principal Arterial by the County. The development will primarily serve the local neighborhood of Felida. Felida Village to the north has shown that many people walk and bicycle from the neighborhood to take advantage of the development’s amenities

- 3. The map amendment or site is suitable for the proposed designation and there is a lack of appropriately designated alternative sites within the vicinity; and*

RESPONSE:

As documented above, the site meets the locational criteria for neighborhood commercial. As shown below in response to the commercial approval criteria, there are no available parcels for commercial development in the vicinity.

- 4. The plan map amendment either: (a) responds to a substantial change in conditions applicable to the area within which the subject property lies; (b) better implements applicable Comprehensive Plan policies than the current map designation; or (c) corrects an obvious mapping error; and*

RESPONSE:

The subject parcels are located at NW 36th Avenue and NW 119th Street, immediately to the south of the Felida Village mixed use development located at the northwest corner of this intersection. The Felida Village parcels were part of a Comprehensive Plan Change and Rezone request approved in 2008, which resulted in urban low-density parcels being repositioned for mixed-use development.

The Felida Village development project has resulted in many quality improvements to the Felida neighborhood, including opportunities for neighborhood retail, service amenities and open space. It has also provided greatly needed transportation infrastructure improvements along the project frontage on both NW 36th Avenue (an Urban Principal Arterial) and NW 119th Street (a Local Residential Access road). Pedestrians, bicyclists and motorists now enjoy the enhanced streetscape that the Felida Village development has brought to this intersection.

The land use and market analysis show a clear lack of commercial property in the neighborhood. The demand for commercial use justifies a change in land use designation. The success of Felida Village attests to what this change will mean for the neighborhood.

- 5. Where applicable, the proponent shall demonstrate that the full range of urban public facilities and services can be adequately provided in an efficient and timely manner to serve the proposed designation. Such services may include water, sewage, storm drainage, transportation, fire protection and schools. Adequacy of services applies only to the specific change site.*

RESPONSE:

The site is fully served by public facilities. Water, sewer, transportation, schools, and fire protection services are available. Transportation infrastructure will be enhanced by frontage improvements provided by future development. Stormwater improvements will be provided at the time of development.

IV. CONFORMANCE WITH ADDITIONAL CRITERIA FOR COMMERCIAL MAP CHANGES

1. *A market analysis using the weighted block group centroid retrieval method shall be submitted which verifies the need for the new commercial area or center; and*

RESPONSE:

A Market Analysis, in the form of a Retail MarketPlace Profile created using the weighted block group centroid retrieval method, is included in the appendix to this application. The analysis shows that existing retail within a 1.5-mile radius of the site only serves 8.4% of retail potential. The analysis also shows that existing food and drink establishments within a 1.5-mile radius of the site only serve 10.2% of the demand. Clearly there is a need for a new commercial center.

2. *A land use analysis of available commercially designated and zoned land in the market area of the proposed site shall be submitted which demonstrates that the existing commercial land is inadequate. The most recent vacant lands model must be used for the land use analysis.*

RESPONSE:

According to the most recent vacant lands model, there are only two vacant parcels in the Felida neighborhood zoned for commercial development. One is parcel number 187909000, located on the west side of NW 36th Avenue just west of NW 124th Street. This parcel is served by a narrow flag pole driveway, and effectively has no street frontage. It is not suitable for commercial development at this time. The other parcel identified on the vacant lands model is number 188693000. This parcel is part of the Erickson's Lake Shore Development. It is actively under development with commercial use, and therefore not available. Based on this analysis, there are no developable parcels available for commercial development in the subject area.

V. CONFORMANCE WITH ZONE CHANGE CRITERIA

1. *Requested zone change is consistent with the comprehensive plan map designation.*

RESPONSE:

The neighborhood commercial zone implements the neighborhood commercial comprehensive plan classification.

2. *The requested zone change is consistent with the plan policies and location criteria and the purpose statement of the zoning district.*

RESPONSE:

As documented above, the requested change is consistent with the plan policies and location criteria. The Neighborhood Commercial district purpose is:

"These commercial areas of limited size are intended to provide for the convenience shopping needs of the immediate neighborhood. This district is permitted under the neighborhood commercial and mixed use comprehensive plan designations."

Future development of the Felida Village South property will provide for convenience shopping needs of the immediate neighborhood.

3. *The zone change either:*
 - a. *Responds to a substantial change in conditions to the area within which the subject property lies;*
 - b. *Better implements applicable comprehensive plan policies than the current map designation; or*
 - c. *Corrects an obvious mapping error.*

RESPONSE:

The subject parcels are located at NW 36th Avenue and NW 119th Street, immediately to the south of the Felida Village mixed use development located at the northwest corner of this intersection. The Felida Village parcels were part of a Comprehensive Plan Change and Rezone request approved in 2008, which resulted in urban low-density parcels being repositioned for mixed-use development.

The Felida Village development project has resulted in many quality improvements to the Felida neighborhood, including opportunities for neighborhood retail, service amenities and open space. It has also provided greatly needed transportation infrastructure improvements along the project frontage on both NW 36th Avenue (an Urban Principal Arterial) and NW 119th Street (a Local Residential Access road). Pedestrians, bicyclists and motorists now enjoy the enhanced streetscape that the Felida Village development has brought to this intersection.

The land use and market analysis show a clear lack of commercial property in the neighborhood. The demand for commercial use justifies a change in land use designation. The success of Felida Village attests to what this change will mean for the neighborhood.

4. *There are adequate public facilities and services to serve the requested zone change.*

RESPONSE:

The site is fully served by public facilities. Water, sewer, transportation, schools, and fire protection services are available. Transportation infrastructure will be enhanced by frontage improvements provided by future development. Stormwater improvements will be provided at the time of development.

VI. CONCLUSION

The applicant has met the burden of proof for approval of the an Annual Review application. The proposal meets all relevant criteria.

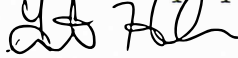
Development Application

Project name: Felida Village South		
Type(s) of application (see reverse side): Annual Review Pre-Application		
Description of proposal: Comprehensive Plan Amendment to Commercial		
Applicant name: Western Properties II LLC	Address: 2300 East 3rd Loop, Ste 110 Vancouver, WA 98661	
E-mail address: ron@westernconstruction.com	Phone and fax: 360-699-5317	
Property owner name (list multiple owners on a separate sheet): Western Properties II LLC	Address: 2300 East 3rd Loop, Ste 110 Vancouver, WA 98661	
E-mail address: ron@westernconstruction.com	Phone and fax: 360-699-5317	
Contact person name (list if not same as applicant): Laura Standridge, Standridge Design Inc.	Address: 113 W 7th St, Ste 200 Vancouver, WA 98660	
E-mail address:	Phone and fax: 360-597-9240	
Project site information: 3617 NW 119th St Site address:	Comp plan designation: UL	
Cross street: Lakeshore Ave	Zoning: R1-7.5	Portion 18866700 Portion 188665010 Parcel numbers: 188724000
Overlay zones: n/a	Legal:	
Township: 3N	Range: 1E	1/4 of section: NW 1/4 32

Authorization

The undersigned hereby certifies that this application has been made with the consent of the lawful property owner(s) and that all information submitted with this application is complete and correct. False statements, errors, and/or omissions may be sufficient cause for denial of the request. This application gives consent to the county to enter the properties listed above.


 Applicant's signature _____ Date _____


 Property owner or authorized representative's signature _____ Date _____

For staff use only	Case number: _____	Work order number: _____
---------------------------	--------------------	--------------------------

Revised 6/14/12



Community Development
 1300 Franklin Street, Vancouver, Washington
 Phone: (360) 397-2375 Fax: (360) 397-2011
 www.clark.wa.gov/development



For an alternate format, contact the Clark County ADA Compliance Office.
 Phone: (360)397-2322
 Relay: 711 or (800) 833-6384
 E-mail: ADA@clark.wa.gov



Retail MarketPlace Profile

Felida South
 3617 NW 119th St, Vancouver, Washington, 98685
 Ring: 1.5 mile radius

Prepared by Esri
 Latitude: 45.70721
 Longitude: -122.70849

Summary Demographics

2016 Population	14,777
2016 Households	5,177
2016 Median Disposable Income	\$73,915
2016 Per Capita Income	\$41,474

Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-45	\$307,271,803	\$13,754,416	\$293,517,387	91.4	39
Total Retail Trade	44-45	\$278,710,735	\$12,223,507	\$266,487,228	91.6	31
Total Food & Drink	722	\$28,561,068	\$1,530,908	\$27,030,160	89.8	7

Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$63,585,950	\$1,824,068	\$61,761,882	94.4	2
Automobile Dealers	4411	\$50,311,629	\$0	\$50,311,629	100.0	0
Other Motor Vehicle Dealers	4412	\$9,342,950	\$1,673,170	\$7,669,780	69.6	2
Auto Parts, Accessories & Tire Stores	4413	\$3,931,371	\$0	\$3,931,371	100.0	0
Furniture & Home Furnishings Stores	442	\$8,598,437	\$398,742	\$8,199,695	91.1	3
Furniture Stores	4421	\$4,656,585	\$177,896	\$4,478,689	92.6	1
Home Furnishings Stores	4422	\$3,941,853	\$220,846	\$3,721,007	89.4	2
Electronics & Appliance Stores	443	\$15,615,609	\$2,064,922	\$13,550,687	76.6	4
Bldg Materials, Garden Equip. & Supply Stores	444	\$16,959,161	\$821,038	\$16,138,123	90.8	6
Bldg Material & Supplies Dealers	4441	\$15,106,775	\$779,652	\$14,327,123	90.2	5
Lawn & Garden Equip & Supply Stores	4442	\$1,852,386	\$0	\$1,852,386	100.0	0
Food & Beverage Stores	445	\$47,461,289	\$4,533,515	\$42,927,774	82.6	3
Grocery Stores	4451	\$40,166,284	\$4,533,515	\$35,632,769	79.7	3
Specialty Food Stores	4452	\$5,791,193	\$0	\$5,791,193	100.0	0
Beer, Wine & Liquor Stores	4453	\$1,503,812	\$0	\$1,503,812	100.0	0
Health & Personal Care Stores	446,4461	\$17,463,328	\$170,441	\$17,292,887	98.1	1
Gasoline Stations	447,4471	\$13,306,701	\$0	\$13,306,701	100.0	0
Clothing & Clothing Accessories Stores	448	\$13,867,257	\$201,300	\$13,665,957	97.1	1
Clothing Stores	4481	\$9,323,852	\$201,300	\$9,122,552	95.8	1
Shoe Stores	4482	\$1,411,791	\$0	\$1,411,791	100.0	0
Jewelry, Luggage & Leather Goods Stores	4483	\$3,131,614	\$0	\$3,131,614	100.0	0
Sporting Goods, Hobby, Book & Music Stores	451	\$8,999,984	\$596,674	\$8,403,310	87.6	3
Sporting Goods/Hobby/Musical Instr Stores	4511	\$7,862,467	\$427,632	\$7,434,835	89.7	2
Book, Periodical & Music Stores	4512	\$1,137,517	\$169,042	\$968,475	74.1	1
General Merchandise Stores	452	\$54,563,214	\$342,247	\$54,220,967	98.8	1
Department Stores Excluding Leased Depts.	4521	\$37,105,026	\$0	\$37,105,026	100.0	0
Other General Merchandise Stores	4529	\$17,458,188	\$342,247	\$17,115,941	96.2	1
Miscellaneous Store Retailers	453	\$13,357,857	\$1,153,361	\$12,204,496	84.1	6
Florists	4531	\$660,766	\$0	\$660,766	100.0	0
Office Supplies, Stationery & Gift Stores	4532	\$2,150,654	\$336,529	\$1,814,125	72.9	3
Used Merchandise Stores	4533	\$1,428,909	\$102,384	\$1,326,525	86.6	1
Other Miscellaneous Store Retailers	4539	\$9,117,527	\$651,793	\$8,465,734	86.7	2
Nonstore Retailers	454	\$4,931,946	\$104,980	\$4,826,966	95.8	1
Electronic Shopping & Mail-Order Houses	4541	\$3,391,112	\$0	\$3,391,112	100.0	0
Vending Machine Operators	4542	\$155,728	\$0	\$155,728	100.0	0
Direct Selling Establishments	4543	\$1,385,107	\$104,980	\$1,280,127	85.9	1
Food Services & Drinking Places	722	\$28,561,068	\$1,530,908	\$27,030,160	89.8	7
Special Food Services	7223	\$523,214	\$132,935	\$390,279	59.5	2
Drinking Places - Alcoholic Beverages	7224	\$793,323	\$0	\$793,323	100.0	0
Restaurants/Other Eating Places	7225	\$27,244,531	1,397,974	25,846,557	90	6

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please click the link below to view the Methodology Statement. <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>

Source: Esri and Infogroup. Retail MarketPlace 2016 Release 2. Copyright 2016 Infogroup, Inc. All rights reserved.

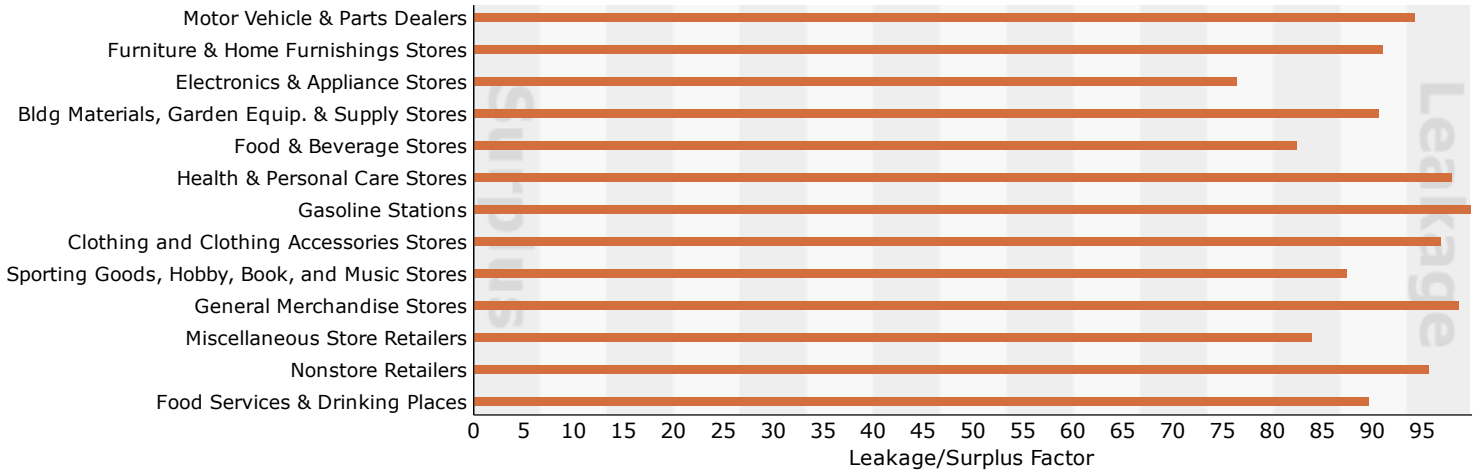


Retail MarketPlace Profile

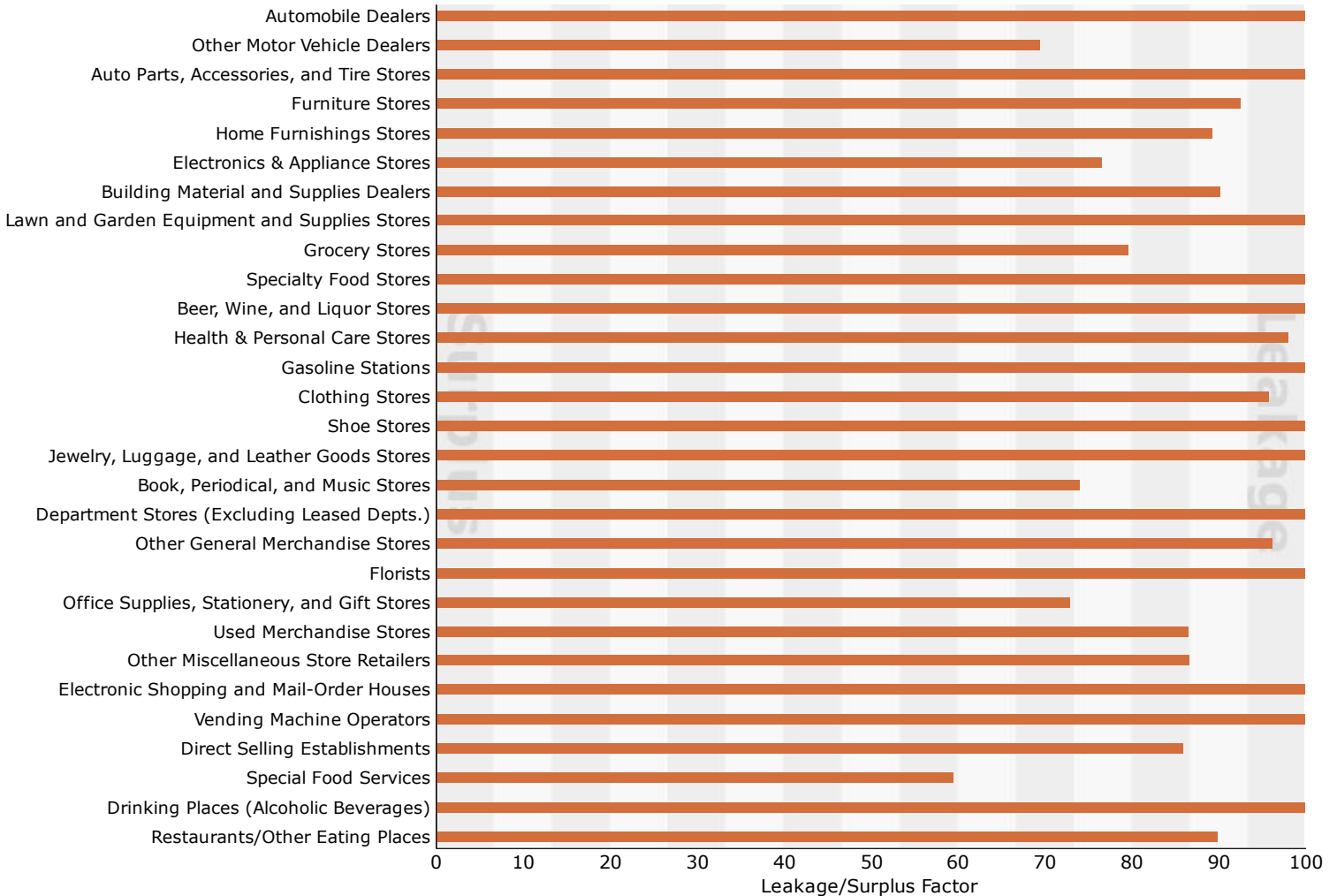
Felida South
 3617 NW 119th St, Vancouver, Washington, 98685
 Ring: 1.5 mile radius

Prepared by Esri
 Latitude: 45.70721
 Longitude: -122.70849

Leakage/Surplus Factor by Industry Subsector

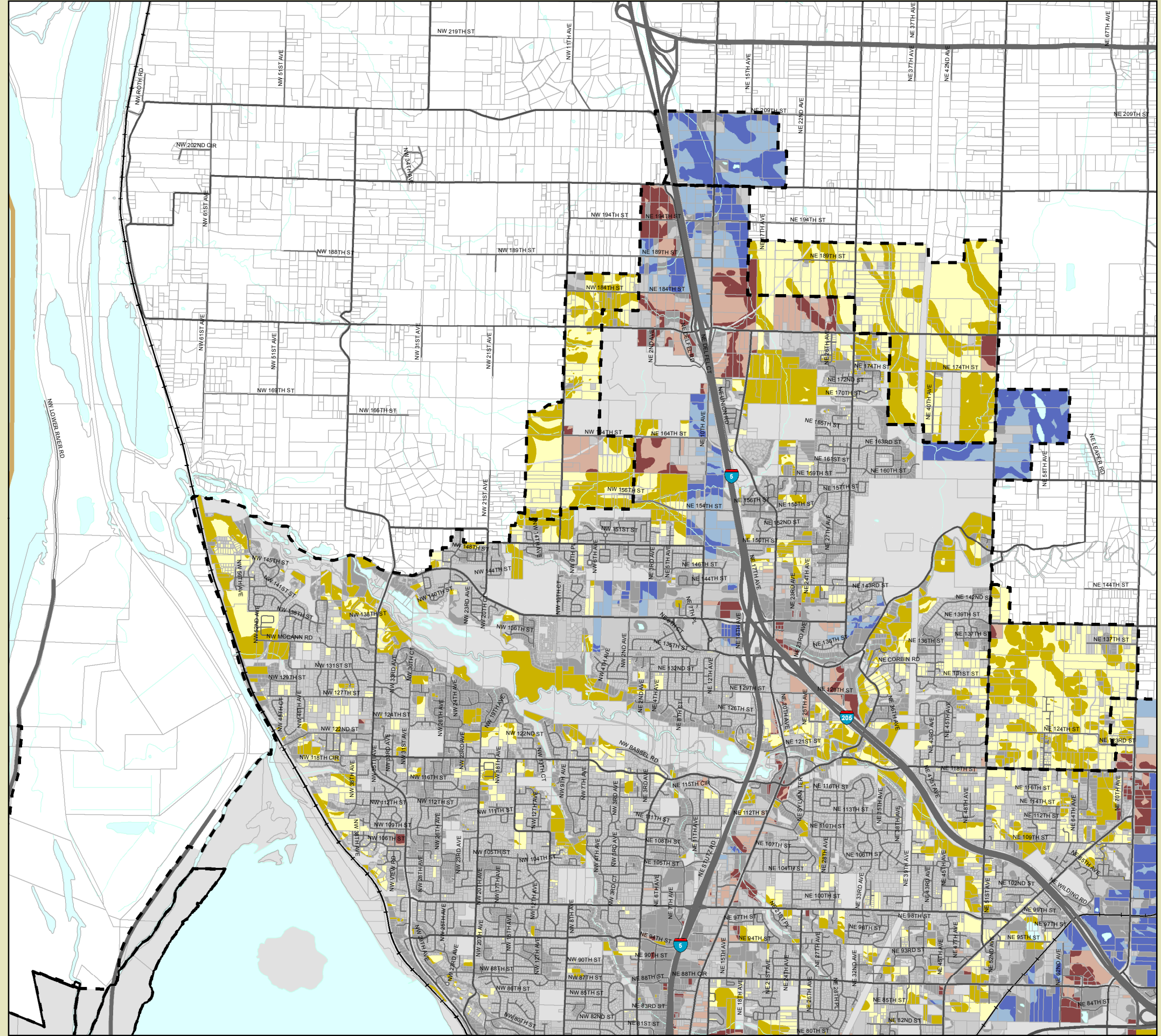


Leakage/Surplus Factor by Industry Group

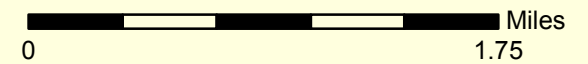


Source: Esri and Infogroup. Retail MarketPlace 2016 Release 2. Copyright 2016 Infogroup, Inc. All rights reserved.

Vacant Buildable Lands (VBLM) Vancouver NW 2016(a)



VBLM Group Classification		Industrial VBLM	
■ Built	■ Built w/Constraints	■ Built	■ Vacant
■ Commercial Vacant	■ Commercial Vacant w/Constraints	■ Vacant Critical	■ Underutilized
■ Industrial Vacant	■ Industrial Vacant w/Constraints	■ Underutilized Critical	■ Exempt Underutilized Not Port
■ Residential Vacant	■ Residential Vacant w/Constraints	■ Exempt Vacant Port Property	■ Exempt Vacant Port Property Critical
■ Excluded		■ Exempt Vacant Not Port	■ Exempt Underutilized Port
Residential VBLM		Public Facilities	
■ Built	■ Mansions and Condos	■ Parks and Open Space	■ Public Facilities
■ Vacant	■ Vacant Critical	■ Urban Growth Area (UGA)	■ City Limits
■ Vacant Exempt	■ Underutilized		
■ Underutilized Critical	■ Roads and Easements		
■ Private Openspace	■ Parks and OpenSpace		
Commercial VBLM			
■ Built	■ Vacant		
■ Vacant Critical			



Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.



CLARK COUNTY
WASHINGTON
proud past, promising future
Geographic Information System (GIS)



MEMORANDUM

DATE: April 3, 2017
TO: Ron Edwards
FROM: Dana Beckwith, PE
Monica Leal, PE
Mary Kate Otto, EIT

SUBJECT: Felida Village South Traffic Impact Analysis

P16-131-000

This memorandum summarizes the traffic impact analysis prepared for the proposed Felida Village South site at the southwest corner of Lakeshore Avenue and NW 119th Street in Clark County, Washington. Figure 1 highlights the site vicinity and Figure 2 presents the proposed site plan. The NW 119th Street access will be located approximately 150 feet west of Lakeshore Avenue.

The impacts of the site were evaluated considering development of six (6) apartments and a 10,000 square foot commercial space. The land uses being considered require a change in the site's zoning, from residential to neighborhood commercial zoning. A future 20-year analysis has been prepared to support this change in land use.

The traffic impact analysis for the proposed Felida Village South site was prepared in accordance with the Clark County Transportation Concurrency Management System code (Section 40.350.020.D.7). This memorandum includes the following:

- Existing Conditions
 - Study Roadway Transportation Facilities
 - Site Trip Generation
 - Crash Analysis
- Project Access and Circulation
 - Sight Distance
 - Circulation Plan
- Traffic Data Analysis
 - 2016 Existing Traffic
 - 2019 Background Traffic (without the proposed development)
 - 2019 Total Traffic (with site buildout)
 - 2036 Future Traffic
- Intersection and Roadway Performance
 - Clark County Operating Standards
 - Capacity Analysis
- Warrant Review
 - Turn Lane Warrants
 - Traffic Signal Warrants
- Results and Recommendations

EXISTING CONDITIONS

Study Roadway Transportation Facilities

Existing transportation facilities were reviewed along NW 119th Street, NW 99th Street, NW 36th Avenue, Lakeshore Avenue, and NW 21st Avenue. Table 1 summarizes the street functional classification, posted speed limits, pedestrian and bicycle facility characteristics, lane geometry and transit route information.

19

20



NO SCALE

98685

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31

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T3N
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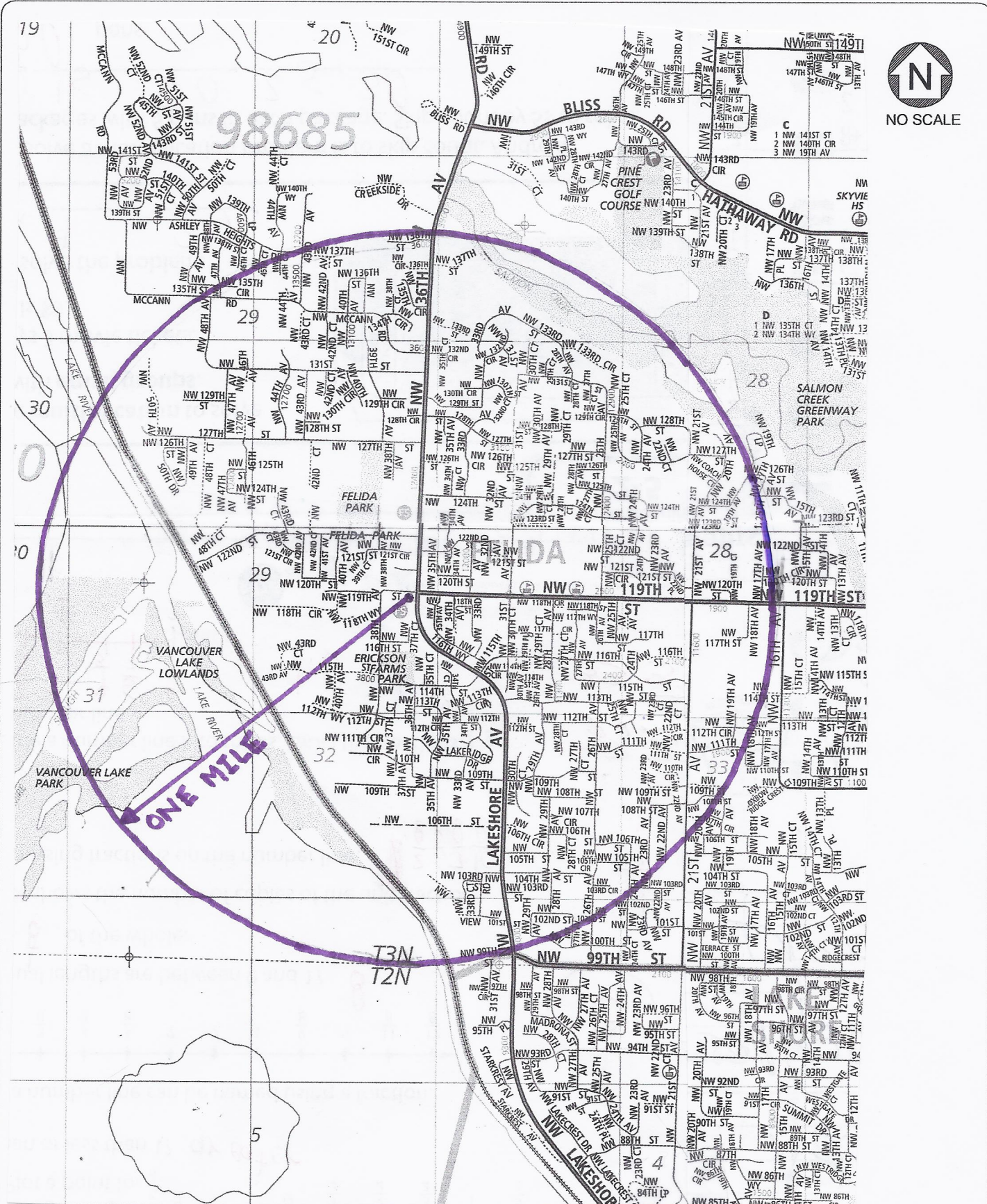
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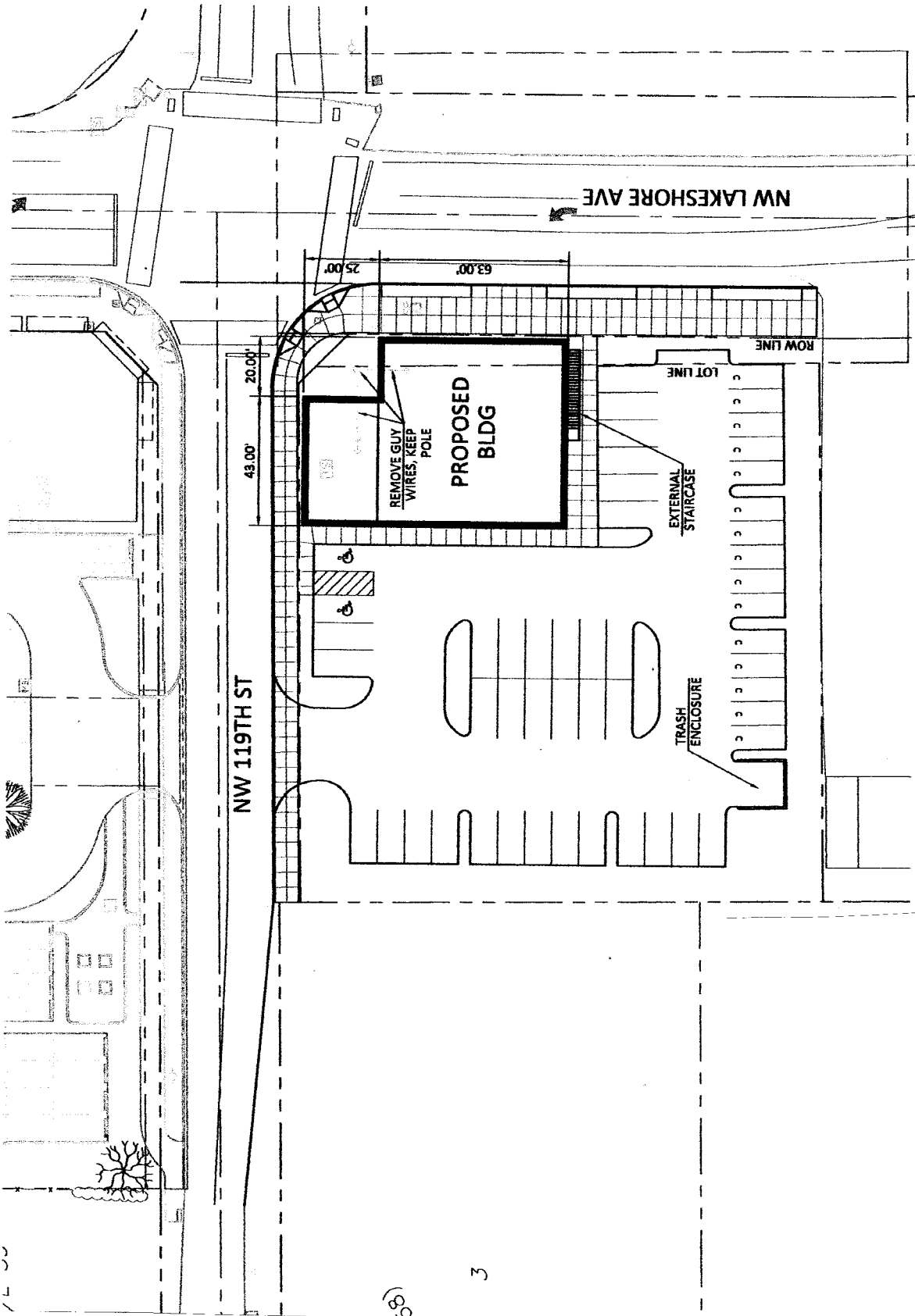
ONE MILE



Figure 1
VICINITY MAP
FELIDA VILLAGE SOUTH

PLOT DATE: 01.19.17





PLOT DATE: 01.19.17



Figure 2
SITE PLAN
FELIDA VILLAGE SOUTH

Table 1: Existing Conditions Within Study Area.

Roadway	Classification ¹	Posted Speed Limit	Sidewalks	Bike Lanes	Lane Geometry	Street Parking	Transit Routes
NW 36th Ave	Minor Arterial	30 mph	Complete sidewalks	No	One lane in each direction and a two-way left turn lane -- NB and SB left turn lanes at multiple cross-streets	No	C-Tran Route #9
Lakeshore Ave	Minor Arterial	40 mph	Generally on both sides	Yes	One lane in each direction and a two-way left turn lane -- NB and SB left turn lanes at multiple cross-streets	No	No
NW 119th St, west of Lakeshore Av	Local Street	25 mph	Intermittent on north side	No	One lane in each direction	No	No
NW 119th St, east of Lakeshore Av	Minor Arterial	35 mph	Intermittent on north side	No	One lane in each direction	No	C-Tran Route #9
NW 99th St, west of Lakeshore Av	Local Street	25 mph	None	No	One lane in each direction	No	No
NW 99th St, east of Lakeshore Av	Minor Arterial	35 mph	Complete sidewalks	No	One lane in each direction plus shoulders -- EB and WB left turn lanes at multiple cross-streets	No	No
NW 21st Ave, north of 119th St	Local Street	25 mph	Intermittent on both sides	No	One lane in each direction	No	No
NW 21st Ave, south of 119th St	Collector	35 mph	Intermittent, on east side	No	One lane in each direction	No	C-Tran Route #9

¹ Based on Clark County GIS MapsOnline.

Site Trip Generation

The existing site is occupied by one home. Trip rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, Ninth Edition, were utilized to estimate the existing site's trip generation. The existing site's trip generation is based on the trip rate for Single Family Residential (ITE 210) land use. Table 2 presents the existing trip generation for the site. Currently the site generates 1 AM peak hour trip and 1 PM peak hour trip.

Table 2. Existing trip generation

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Existing Trip Generation								
<i>Single Family Detached Housing (#210)</i>								
Generation Rate ¹	1 house	9.52	0.75	25%	75%	1	63%	37%
Site Trips		10	1	0	1	1	1	0
Total Site Trips		10	1	0	1	1	1	0

¹ Source: *Trip Generation*, 9th Edition, ITE, 2012, average rates.



Crash Analysis

Historical crash data for the study intersections was obtained from Clark County staff for the five-year period between January 2011 and December 2015. A copy of the crash data can be found in Appendix A. The crash rates presented in Table 3 are based on the number of crashes per million entering vehicles (MEV). Typically, an intersection is not considered unsafe unless its crash rate exceeds the threshold of 1.0 crashes per MEV. None of the study intersection accident rates exceed the 1.0 crashes per MEV threshold, and thus safety-based mitigation is not necessary.

Table 3. Crash rate results.

Intersection	Crash History (Years)	Number of Crashes	Crashes per year	Annual Traffic Entering (veh/yr)	Crash rate per M.E.V.*
NW 119th Street and NW 36th Avenue/Lakeshore Avenue	5	8	1.6	4203912	0.381
NW 21st Avenue and NW 119th Street	5	3	0.6	2834262	0.212
NW 99th Street and Lakeshore Avenue	5	4	0.8	4280613	0.187

* M.E.V. - million entering vehicles.

PROJECT ACCESS AND CIRCULATION

The Felida Village South site is located at the southwest corner of Lakeshore Avenue and NW 119th Street. Access to the site will be provided on NW 119th Street, approximately 150 feet west of Lakeshore Avenue. The impacts of the site were evaluated considering development of six (6) apartments and a 10,000 square foot commercial space.

Sight Distance

Sight distance from the proposed site access was reviewed in the field. From the site access, more than 280 feet of unobstructed sight distance is available to the west. A sight distance of more than 280 feet will be available to the east with the removal of landscaping on the northeast corner of the site. The available sight distance in both directions from the site access will exceed the 250-foot Clark County sight distance requirement (Section 40.350.030.8.b).

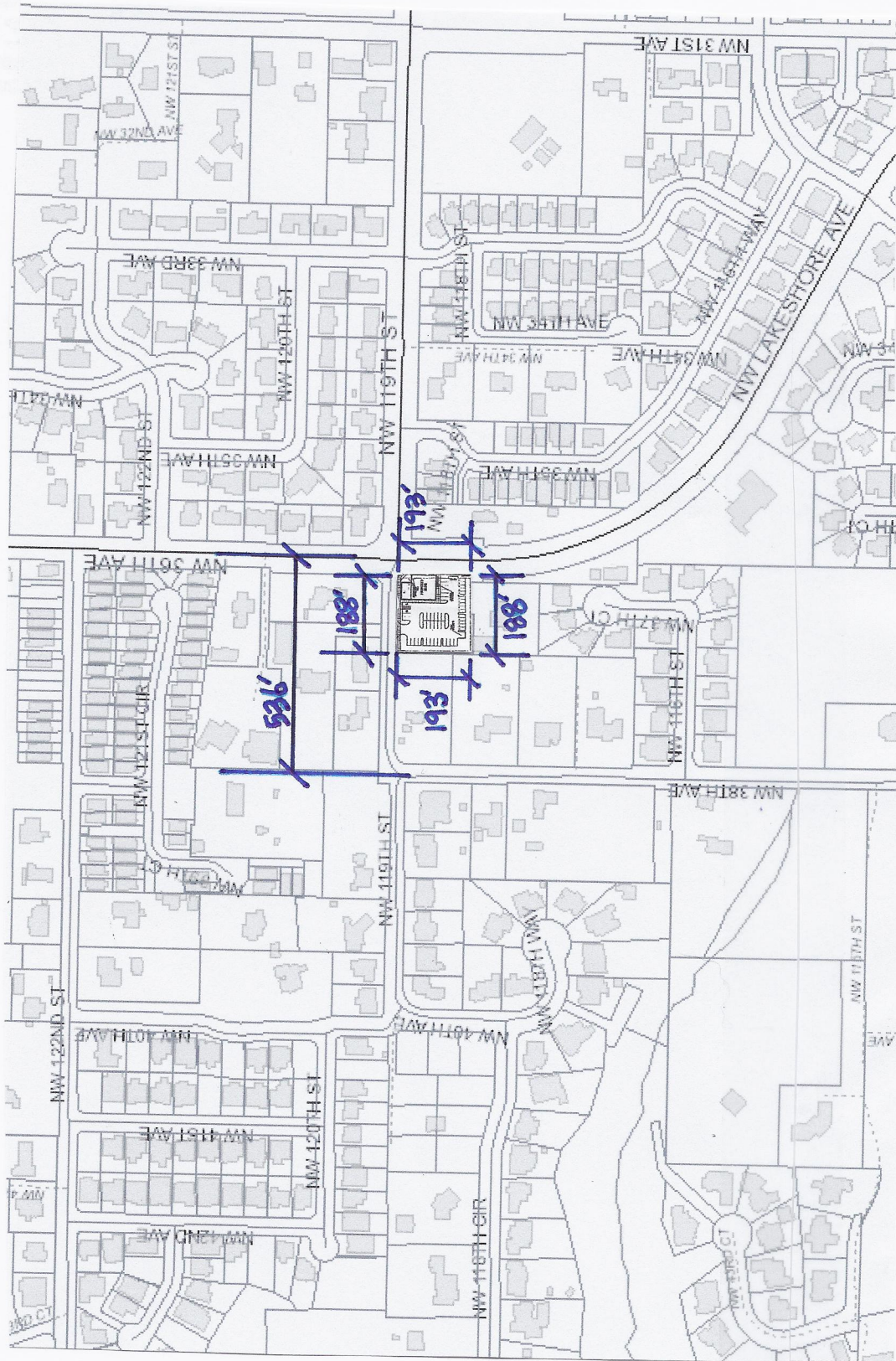
Circulation Plan

A circulation plan (See Figure 3) has been prepared in accordance with Clark County's standards (Section 40.350.030.B.2.c.). The circulation plan includes information regarding the existing and proposed streets, transit routes, and facilities for pedestrian and bicycles within 600 feet of the project boundary.

Clark County Street and Road Standards identify that cross-circulation shall be provided in a manner, where possible, that will allow subsequent developments to meet the County's block length standards. *The County standards specify:*

“that 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 intersections spacing specified in Table 40.350.030-2 through Table 40.350.030-6.”

Both NW 119th Street and Lakeshore Avenue are classified as minor arterials. Based on the roadways' classifications the minimum full access intersection spacing is identified as 500 feet (Table 40.350.030-2).



The study area for the Felida Village South site includes NW 119th Street, NW 99th Street, NW 36th Avenue, Lakeshore Avenue, and NW 21st Avenue. Bicycle lanes are only provided along Lakeshore Avenue. Transit service is provided by C-Tran Route #9 Felida which travels along NW 36th Avenue, NW 119th Street, NW 21st Avenue, and NW 99th Street between the Salmon Creek Park & Ride and the 99th Street Transit Center. An inventory of the sidewalks along the study area roadways is presented in the table below.

Roadway	Sidewalk Availability
NW 36th Avenue	Complete sidewalks
Lakeshore Avenue	Generally on both sides
NW 119th Street	Intermittent on north side
NW 99th Street	Complete sidewalks
NW 21st Avenue (north of NW 119th Street)	Intermittent on both sides
NW 21st Avenue (south of NW 119th Street)	Intermittent on east side

Figure 3
CIRCULATION PLAN
FELIDA VILLAGE SOUTH

The site's NW 119th Street frontage is located between NW 38th Avenue and Lakeshore Avenue, which are separate by approximately 536 feet. Based on this spacing Clark County's block length standard for NW 119th Street is currently met. The site's Lakeshore Avenue frontage measures less than 200 feet, and thus the County's minimum full access intersection spacing standard cannot be met.

TRAFFIC DATA ANALYSIS

2016 Existing Traffic Volumes

Manual turning movements counts were conducted at the study intersections during a typical weekday in mid-December 2016¹. Traffic data was collected during the AM peak hour period (7:00 AM – 9:00 AM) and the PM peak hour period (4:00 PM – 6:00 PM). Figure 4 illustrates the existing volume data for the weekday peak hours. The traffic count data can be found in Appendix B.

2019 Background Traffic Volumes

The 2019 background traffic is comprised of the existing traffic volumes, background traffic growth, and in-process traffic. Clark County staff have identified the use of a 2% per year background traffic growth rate through the site's buildout year. Further, County staff identified four in-process traffic projects that may affect the study intersections. The in-process traffic data is included in Appendix C. In-process traffic volumes for the study intersections are presented in Figure 5. The 2019 background traffic volumes are presented in Figure 6.

2019 Total Traffic Volumes

Trip rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, Ninth Edition, were utilized to estimate the projected site's trip generation. The projected site's trip generation is based on trip rates identified for Apartment (ITE 220) and Shopping Center (ITE 820) land uses. Table 4 presents the projected trip generation for the site. The site is expected to generate 13 new AM peak hour trips and 28 new PM peak hour trips.

Table 4. Projected trip generation

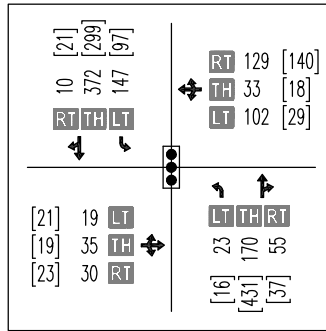
ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Projected Trip Generation								
<i>Apartment (#220)</i>								
Generation Rate ¹	6 apts.	6.65	0.51	20%	80%	0.62	65%	35%
Site Trips		40	3	1	2	4	3	1
<i>Shopping Center (#820)</i>								
Generation Rate ¹	10,000 sq. ft.	42.70	0.96	62%	38%	3.71	48%	52%
Total Driveway Trips		427	10	6	4	37	18	19
Pass-By Rate ²						34%		
Pass-By Trips						13	6	7
New Site Trips ³		427	10	6	4	24	12	12
Total Site Trips		467	13	7	6	41	21	20
Restaurant Pass-By Trips						13	6	7
New Site Trips³		467	13	7	6	28	15	13

¹ Source: *Trip Generation*, 9th Edition, ITE, 2012, average rates.

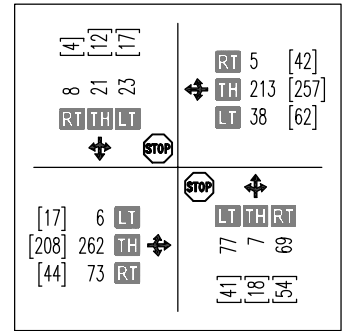
² 43% based on *Trip Generation Handbook, 2nd Edition*, ITE, 2004.

³ New Site Trips = Total Site Trips - Pass-by Site Trips.

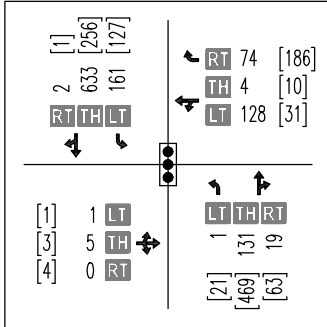
¹ Intersection turn movement counts were conducted by Quality Counts on December 13, 2016



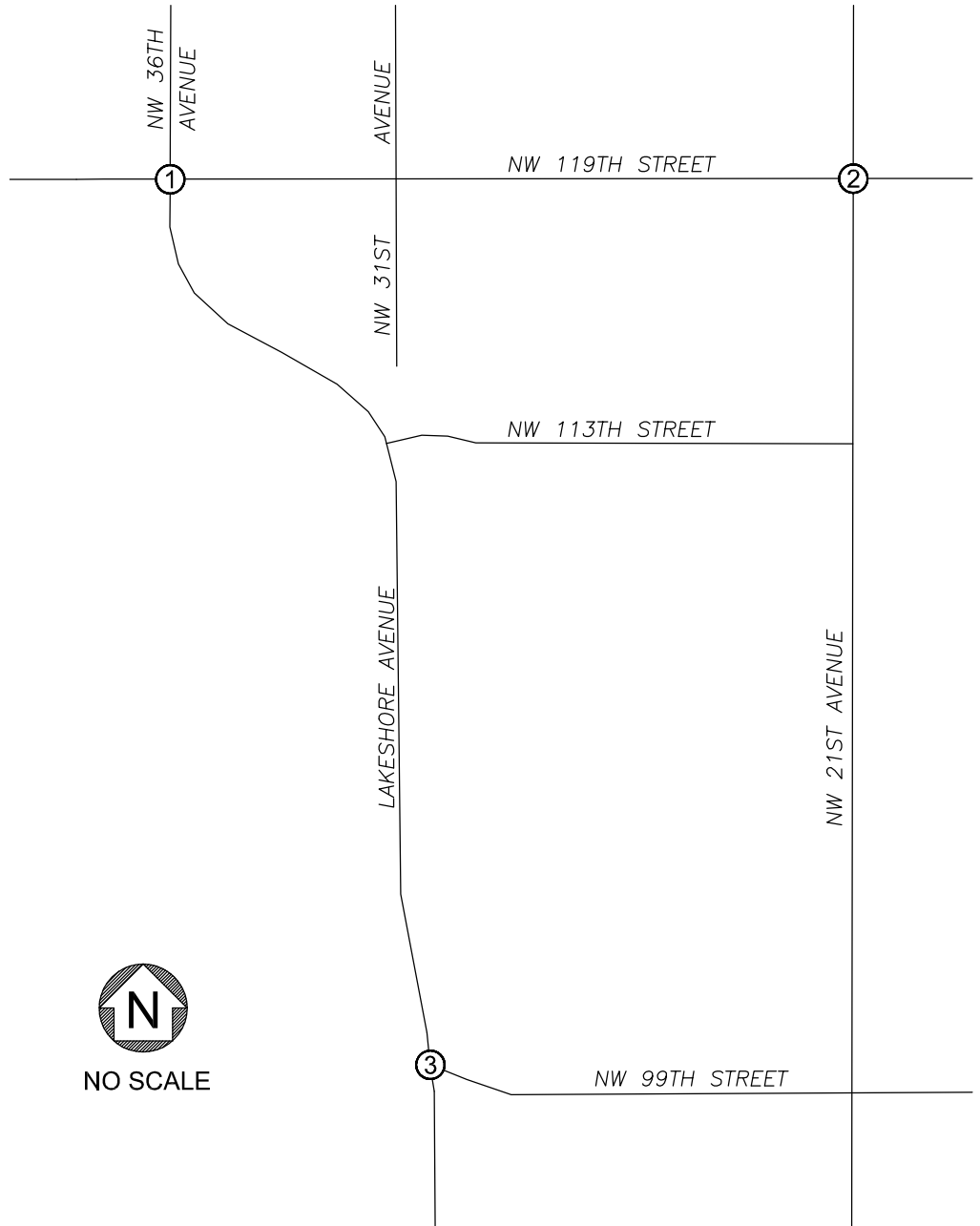
① NW 36th Avenue/Lakeshore Avenue and NW 119th Street



② NW 21st Avenue and NW 119th Street



③ Lakeshore Avenue and NW 99th Street

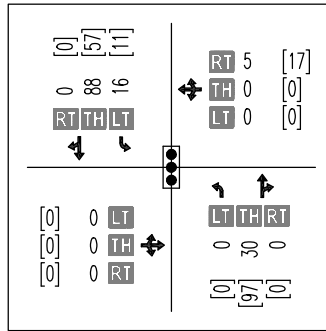


NO SCALE

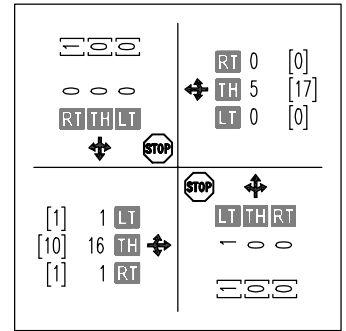


- AM[PM] = Peak Hour Traffic Volumes
- = Lane Configuration
- LT TH RT** = Left / Through / Right
- = Intersection

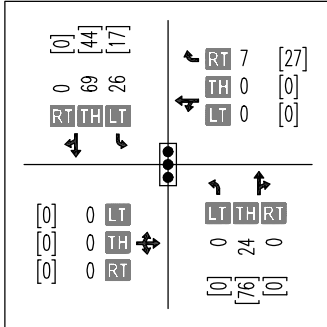
Figure 4
2016 EXISTING TRAFFIC
FELIDA VILLAGE SOUTH



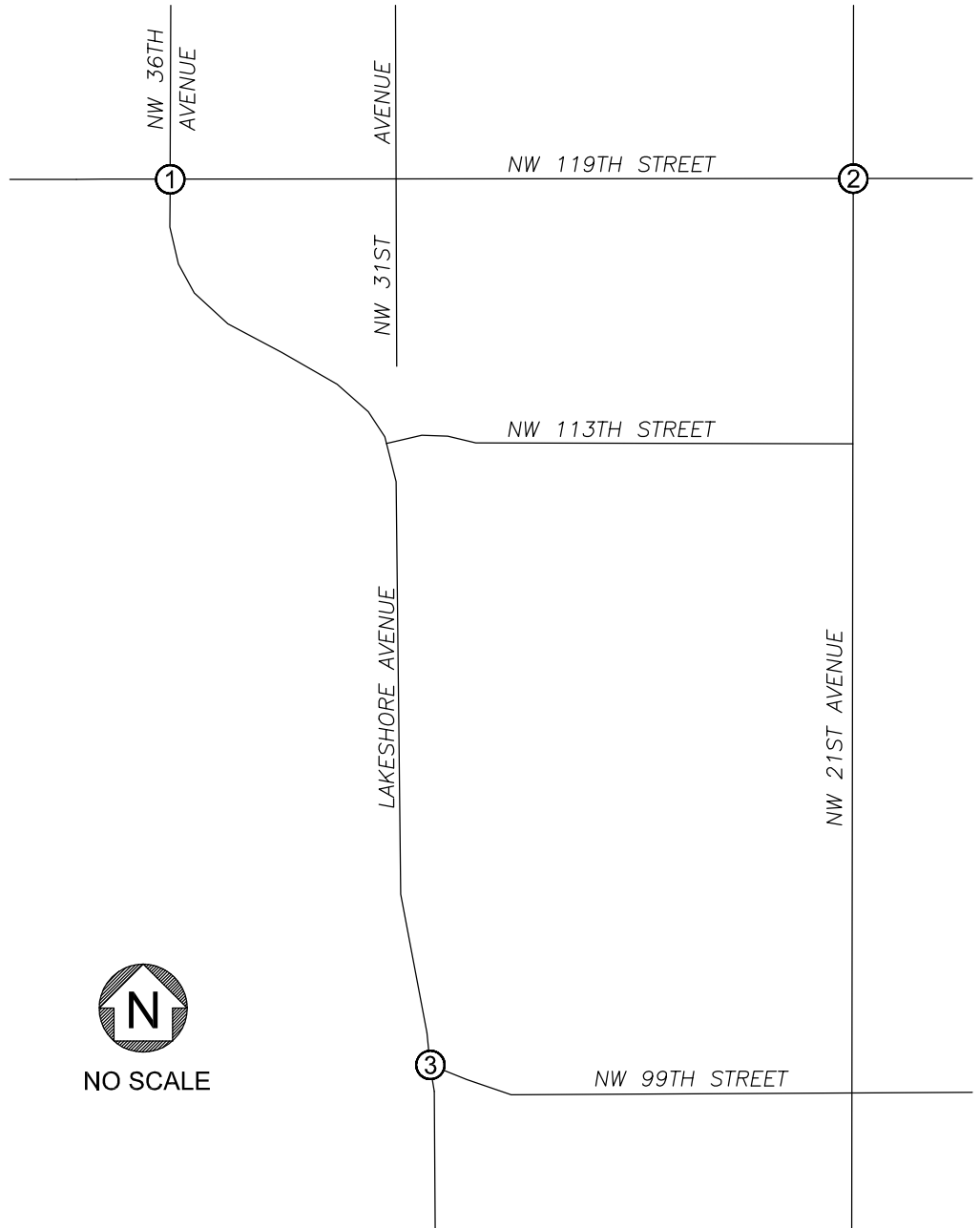
① NW 36th Avenue/Lakeshore Avenue and NW 119th Street



② NW 21st Avenue and NW 119th Street



③ Lakeshore Avenue and NW 99th Street

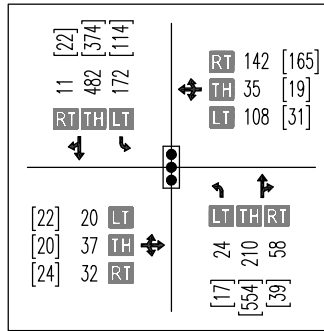


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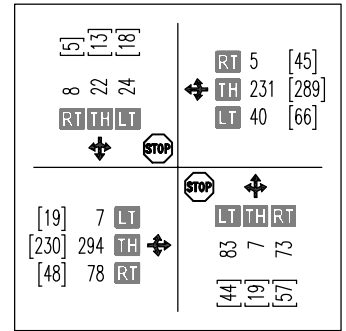


- AM[PM] = Peak Hour Traffic Volumes
- ↘ = Lane Configuration
- LT TH RT = Left / Through / Right
- ⊗ = Intersection

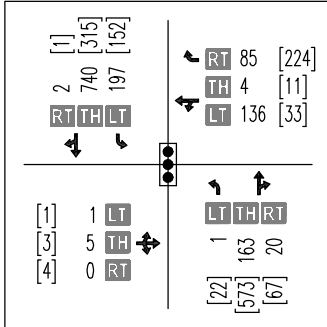
Figure 5
IN-PROCESS TRAFFIC
FELIDA VILLAGE SOUTH



① NW 36th Avenue/Lakeshore Avenue and NW 119th Street



② NW 21st Avenue and NW 119th Street



③ Lakeshore Avenue and NW 99th Street



NO SCALE



- AM[PM] = Peak Hour Traffic Volumes
- = Lane Configuration
- LT TH RT** = Left / Through / Right
- = Intersection

Figure 6
2019 BACKGROUND TRAFFIC
FELIDA VILLAGE SOUTH

Pass-by trips associated with the Shopping Center land use (see Figure 7) were assigned based on existing traffic patterns and engineering judgment. The site-generated new trips shown in Table 4 were distributed to the study area intersections based on modeling from the Regional Transportation Council (RTC) select link assignment plots. The trip distribution percentages and new trip assignments presented in Figure 8.

The 2019 total traffic volumes are the summation of background traffic volumes, pass-by trips, and the site generated new trips. The total traffic peak hour volumes are presented in Figure 9.

2036 Future Traffic Volumes

The site's proposed land uses require a zone change from residential to neighborhood commercial. In accordance with Clark County Long Range Planning, a year 2036 analysis is required to demonstrate that adequate transportation facilities can be provided for a 20-year horizon.

The RTC select link assignment plots were used to calculate the future growth rate near the site. A calculated growth rate of 2.76% per year will be applied to estimate the future 2036 traffic volumes at the study intersections. Figure 10 presents the 2036 future traffic peak hour volumes.

INTERSECTION PERFORMANCE

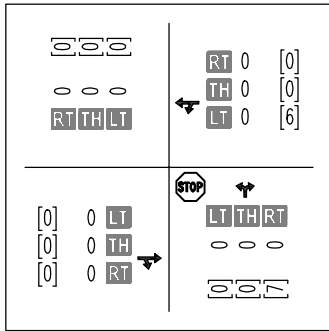
Clark County Operating Standards

Clark County Code (Section 40.350.020.G) defines the County's Level of Service (LOS) standards for signalized and unsignalized intersections. Clark County Code specifies that signalized intersections shall operate at LOS D or better and that unsignalized intersections shall operate at LOS E or better.

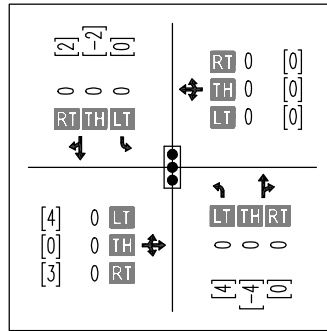
Capacity Analysis

The traffic volume data was used to evaluate traffic operations at the study intersections. Synchro software (Version 9.0) was used to determine the level of service for each scenario considered. The program is based on the *2010 Highway Capacity Manual* methodology. Table 5 summarizes the existing traffic and background traffic (without project) analysis results. Table 6 summarizes the total traffic (with project) and future traffic analysis results. Copies of the capacity analysis calculations are presented in Appendix D.

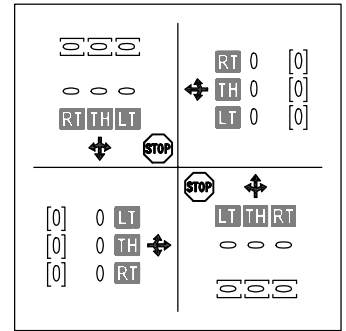
Table 6 indicates that the study intersections will continue to operate at acceptable levels through the three-year buildout period, and thus intersection improvements in conjunction with the proposed development are not necessary.



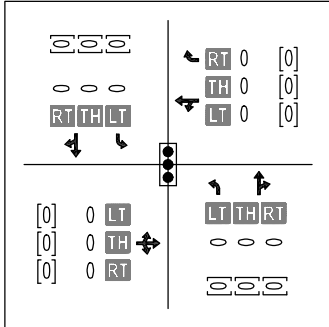
④ Site Access and NW 119th Street



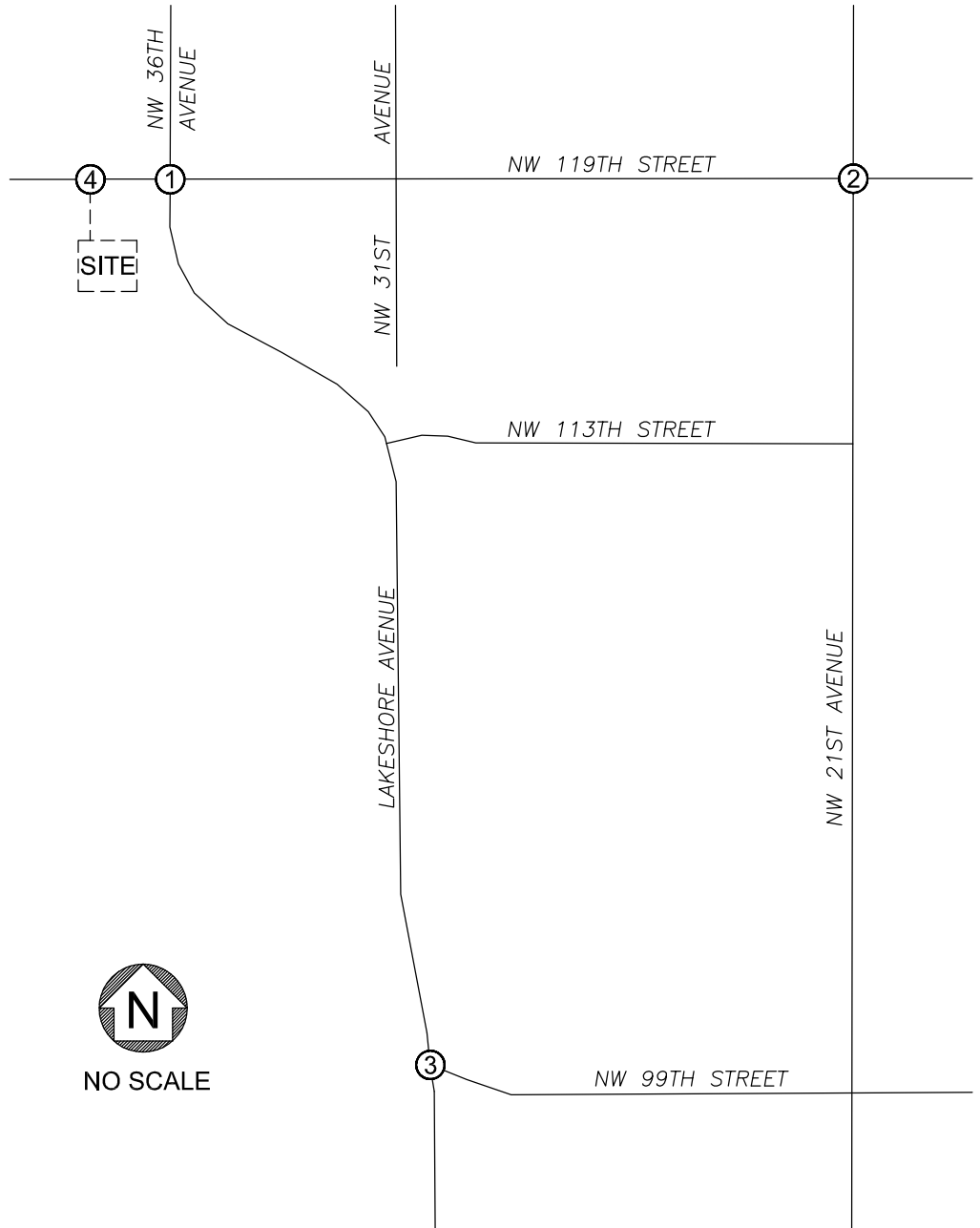
① NW 36th Avenue/Lakeshore Avenue and NW 119th Street



② NW 21st Avenue and NW 119th Street



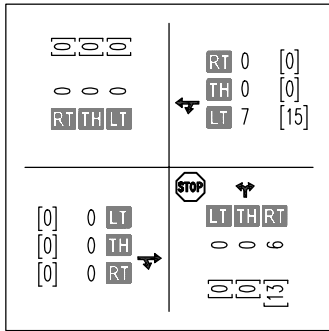
③ Lakeshore Avenue and NW 99th Street



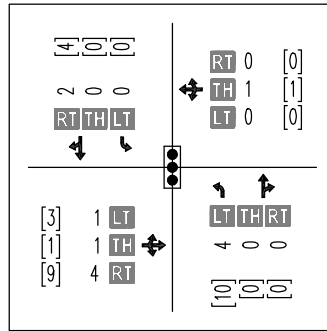
AM[PM] = Peak Hour Traffic Volumes
 ↗ = Lane Configuration
 LT|TH|RT = Left / Through / Right
 ⊗ = Intersection

Figure 7
 PASS-BY TRAFFIC
 FELIDA VILLAGE SOUTH

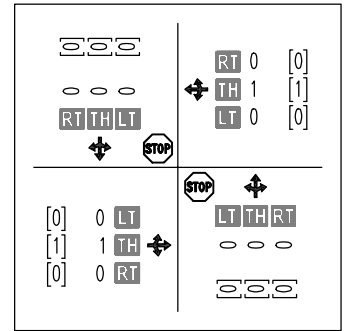
PLOT DATE: 01.19.17



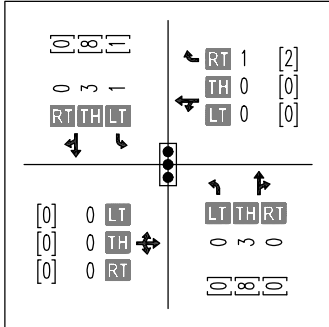
④ Site Access and NW 119th Street



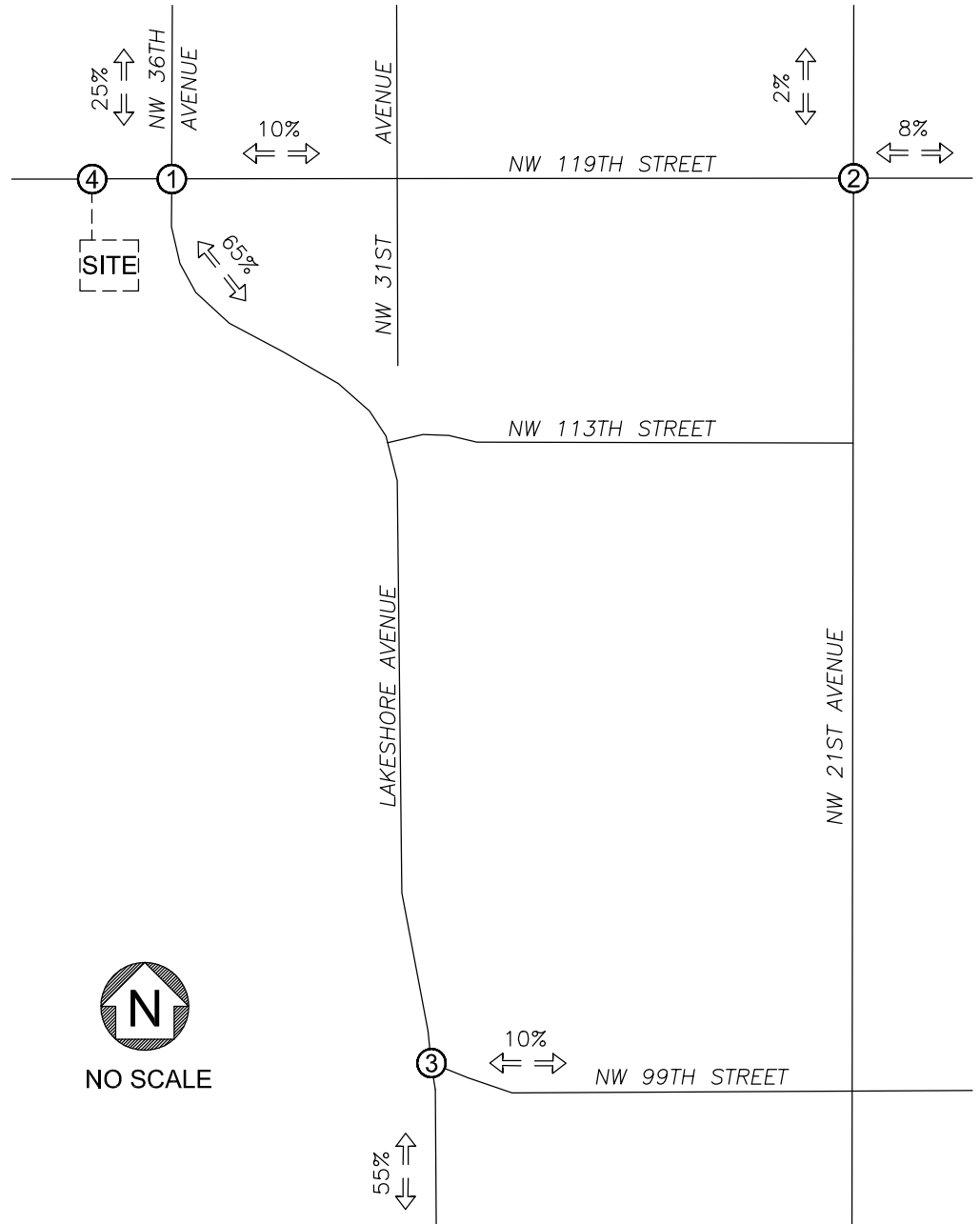
① NW 36th Avenue/Lakeshore Avenue and NW 119th Street



② NW 21st Avenue and NW 119th Street



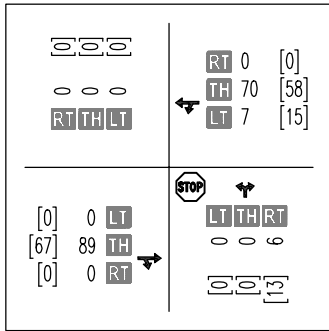
③ Lakeshore Avenue and NW 99th Street



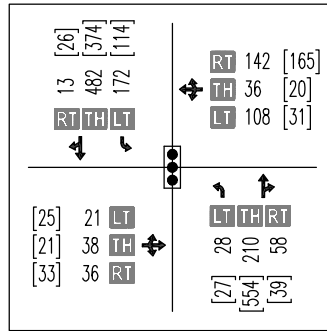
AM[PM] = Peak Hour Traffic Volumes
 = Lane Configuration
 = Left / Through / Right
 = Intersection

Figure 8

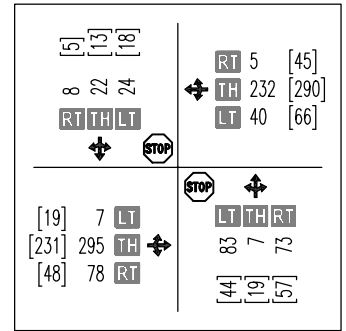
TRIP DISTRIBUTION
 AND NEW TRIP ASSIGNMENT
 FELIDA VILLAGE SOUTH



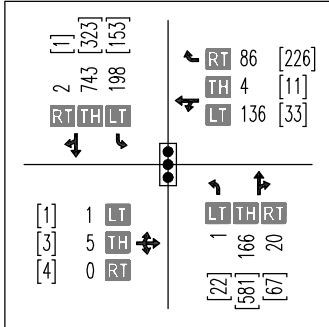
④ Site Access and NW 119th Street



① NW 36th Avenue/Lakeshore Avenue and NW 119th Street



② NW 21st Avenue and NW 119th Street



③ Lakeshore Avenue and NW 99th Street

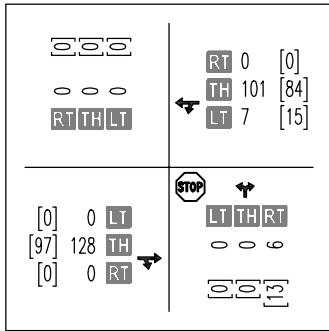


NO SCALE

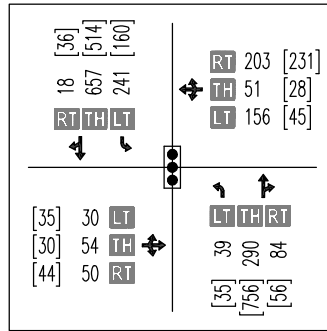


AM[PM] = Peak Hour Traffic Volumes
 = Lane Configuration
 LT TH RT = Left / Through / Right
 (X) = Intersection

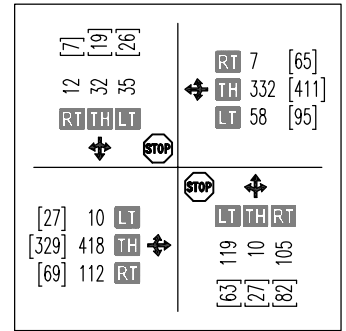
Figure 9
 2019 TOTAL TRAFFIC
 FELIDA VILLAGE SOUTH



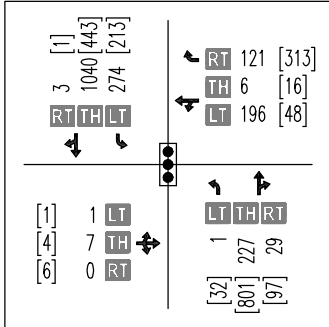
④ Site Access and NW 119th Street



① NW 36th Avenue/Lakeshore Avenue and NW 119th Street



② NW 21st Avenue and NW 119th Street



③ Lakeshore Avenue and NW 99th Street



NO SCALE



- AM[PM] = Peak Hour Traffic Volumes
- = Lane Configuration
- LT** **TH** **RT** = Left / Through / Right
- = Intersection

Figure 10
2036 FUTURE TRAFFIC
FELIDA VILLAGE SOUTH

Table 5: Intersection Performance Summary - Without Project.

SIGNALIZED INTERSECTIONS					
	Peak Hour	2016 Existing		2019 Background	
		Delay	LOS	Delay	LOS
NW 119th St & NW 36th / Lakeshore Ave	AM	14.8	B	17.8	B
	PM	12.7	B	15.3	B
NW 99th St & Lakeshore Ave	AM	12.3	B	13.1	B
	PM	14.4	B	18.7	B
UNSIGNALIZED INTERSECTION					
NW 21st Ave & NW 119th St	AM	29.1 (NB)	D	40.9 (NB)	E
	PM	19.2 (SB)	C	21.5 (SB)	C

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9.

Table 6: Intersection Performance Summary - With Project.

SIGNALIZED INTERSECTIONS					
	Peak Hour	2019 Total		2036 Future	
		Delay	LOS	Delay	LOS
NW 119th St & NW 36th / Lakeshore Ave	AM	18.2	B	44.1	D
	PM	15.9	B	50.1	D
NW 99th St & Lakeshore Ave	AM	13.1	B	21.1	C
	PM	17.5	B	32.4	C
UNSIGNALIZED INTERSECTIONS					
NW 21st Ave & NW 119th St	AM	41.2 (NB)	E	565.1 (NB)	F
	PM	21.6 (SB)	C	90.4 (NB)	F
Site Access & NW 119th St	AM	8.8 (NB)	A	9.0 (NB)	A
	PM	8.7 (NB)	A	8.9 (NB)	A

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9.

In the 2036 future year, the NW 21st Avenue and NW 119th Street intersection is expected to operate at LOS F. As indicated in Table 7, the future year operation for NW 21st Avenue and NW 119th Street intersection could be improved with the installation of a traffic signal; however, this intersection improvement is not identified in the County's Transportation Improvement Plan.

Table 7: Intersection Performance Summary - With Project - MITIGATED.

SIGNALIZED INTERSECTION					
	Peak Hour	2019 Total		2036 Future	
		Delay	LOS	Delay	LOS
NW 21st Ave & NW 119th St ¹	AM	-	-	10.8	B
	PM	-	-	7.2	A

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9.

¹ Mitigation: Install traffic signal.

ROADWAY PERFORMANCE

Clark County Standards

Clark County Code (Section 40.350.020.G) defines the County's volume to capacity ratio standards for roadway segments. The maximum volume to capacity ratio for each roadway segment shall not exceed nine tenths (0.9), when measure independently for each direction of travel. This applies for all collector and arterial roadway segments.

Capacity Analysis

The traffic volume data and capacity values from the Clark County Code, Table 40.350.020-1 were used to evaluate roadway capacities along the following roadway segments:

- NW 119th Street corridor segments between NW Lakeshore Avenue and NW 21st Avenue
- NW Lakeshore Avenue corridor segments between NW 119th Street and NW 99th Street
- NW 36th Avenue corridor segments north of NW 119th Street

Table 8: Roadway Capacity Analysis

Roadway Segment							
		Study Scenario	Traffic Volume		Capacity	v/c Ratio	
			AM	PM		AM	PM
NW 119th St: NW Lakeshore Ave to NE 21 st Ave	EB	2016 Existing	341	269	900	0.38	0.30
		2019 Background	379	297		0.42	0.33
		2019 Total	380	298		0.42	0.33
		2036 Future	540	425		0.60	0.47
	WB	2016 Existing	298.0	302		0.33	0.34
		2019 Background	322.0	338		0.36	0.38
		2019 Total	323.0	339		0.36	0.38
		2036 Future	540.0	425		0.60	0.47
NW Lakeshore Ave: NW 119th St to NW 99th St	NB	2016 Existing	206.0	656	900	0.23	0.73
		2019 Background	292.0	798		0.32	0.89
		2019 Total	296.0	808		0.33	0.90
		2036 Future	413.0	1115		0.46	1.24
	SB	2016 Existing	796.0	384		0.88	0.43
		2019 Background	939.0	468		1.04	0.52
		2019 Total	943	477		1.05	0.53
		2036 Future	1317	657		1.46	0.73
NW 36th Ave: North of NW 119th St	NB	2016 Existing	318	592	900	0.35	0.66
		2019 Background	372	741		0.41	0.82
		2019 Total	373	744		0.41	0.83
		2036 Future	523	1022		0.58	1.14
	SB	2016 Existing	529	417		0.59	0.46
		2018 Background	665	510		0.74	0.57
		2019 Total	667	514		0.74	0.57
		2036 Future	916	710		1.02	0.79

Table 8 summarizes the analysis results for all the study scenarios. Table 8 indicates that the roadway segments will continue to operate at acceptable volume to capacity ratios through the three-year buildout period, except for the southbound direction along NW Lakeshore Avenue between NW 119th Street and NW 99th Street with AM

peak hour traffic volumes. Figure 8 shows that the proposed development adds four (4) AM peak hour trips to the southbound direction along NW Lakeshore Avenue. Based on the Clark County Concurrency Code, Section 40.350.020 proposed developments shall not be required to mitigate their impacts in order to obtain the concurrency approval unless the proposed development adds at least five (5) peak period trips to a failing intersection approach, thus roadway improvements in conjunction with the proposed development are not recommended.

WARRANT REVIEW

Turn Lane Warrants

Left turn lane warrants were reviewed for the westbound approach of NW 119th Street at the site access and both NW 119th Street approaches at NW 21st Avenue. The left turn lane warrant is met with PM peak hour background traffic volumes without the inclusion of site traffic volumes for the westbound approach of the NW 119th Street at NW 21st Avenue intersection. Construction of left turn lanes is not proposed with development of the site.

The left turn lane warrant monographs for the Felida Village South site are presented in Appendix E.

Traffic Signal Warrants

The peak hour signal warrant presented in the *Manual on Uniform Traffic Control Devices* (MUTCD) was reviewed for NW 119th Street intersection at the site access and for the NW 119th Street at 21st Avenue intersection. Based on analysis using total traffic volumes, the peak hour signal warrant is not met. Based on 2036 future year traffic volumes, the peak hour signal warrant will be met for AM peak hour volumes. Installation of traffic signals is not proposed with development of the site.

The traffic signal warrants reviewed for the Felida Village South site are presented in Appendix E.

RESULTS AND RECOMMENDATIONS

The proposed Felida Village South site has been evaluated considering development of six (6) apartments and 10,000 square foot commercial space. The site is expected to generate 13 new AM peak hour trips and 28 new PM peak hour trips. Access to the site is proposed on NW 119th Street, west of Lakeshore Avenue. With removal of landscaping on the northeast corner of the site, the sight lines from the proposed access will exceed Clark County's sight distance requirement.

The left turn lane warrant were reviewed. The left turn lane warrant is met with PM peak hour background traffic volumes (without project) for the westbound approach of the NW 119th Street at NW 21st Avenue intersection. Based on the acceptable levels of service through the site's buildout, the addition of left turn lanes at study intersections are not recommended.

The MUTCD peak hour signal warrant was reviewed for the intersection of NW 119th Street at NW 21st Avenue. The peak hour signal warrant is not met with 2019 total traffic (with project) volumes. Based on the acceptable levels of service through the site's buildout, traffic signals are not recommended.

The capacity analysis through the site's 2019 buildout year verifies that the study intersections will operate at acceptable levels with the addition of the Felida Village South Development. In the 2036 future year, installation of a traffic signal at NW 21st Avenue and NW 119th Street could improve the intersection's operation to acceptable levels; however, this intersection improvement is not identified by the County. With development of the site, intersection improvements are not necessary.

The roadway capacity analysis indicates that the roadway segments will continue to operate at acceptable volume to capacity ratios through the three-year buildout period, except for the southbound direction along NW Lakeshore Avenue between NW 119th Street and NW 99th Street with AM peak hour traffic volumes. However, based on less than five (5) AM peak hour trips generated by the proposed development and the Clark County Concurrency Code, the proposed development is not required to mitigate their impacts in order to obtain the concurrency approval.

Based on the analysis results it is recommended that the Clark County support and approve the development application.