



**To:** Vancouver City Council

**From:** Clark County Council

**Date:**

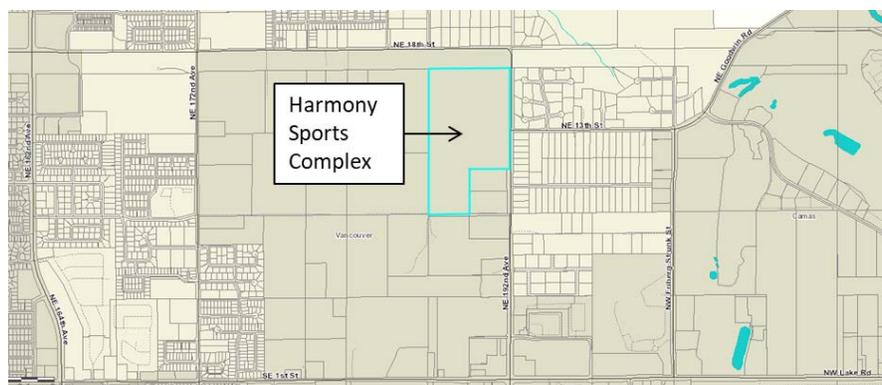
**Subject:** Proposed extension of Northeast 13th Street through the Harmony Sports Complex

We write to you today to express our support of the Harmony Sports Association’s request to stop plans for the construction of Northeast 13th Street through the Harmony Sports Complex. Our hope is to collaborate and partner with you, the Association, and County and City staff to look at alternatives and options. Our thoughts and comments related to this issue are summarized below. We look forward to hearing from you soon.

Harmony Sports Complex is a county-owned regional facility serving multiple jurisdictions including the cities of Vancouver and Camas. The property that is leased to the Harmony Sports Association, which manages and operates the site. The Harmony Sports Complex is located on the southwest quadrant of Northeast 18th Street and Northeast 192nd Avenue in Vancouver, Wash. The property currently features multiple youth sports fields, used by Cascade Little League and the Washington Timbers. The intent is to offer area residents a regional sports complex for recreational and competitive sporting events.

As shown in the vicinity map below, the Harmony Sports Complex is bounded by Northeast 18th Street, which is a minor arterial, and Northeast 192nd Avenue, which is a principal arterial. The existing driveway, on the west side of Northeast 192nd Avenue, is offset to the north from Northeast 13th Street (which only connects east of Northeast 192nd Avenue). The existing driveway serves the current parking lot and sports fields, located on the northern half of the property. The parking facilities are insufficient to accommodate the sports field activities. The sports center currently serves approximately 80 vehicles per hour on a typical evening<sup>1</sup>.

**Figure 1. Vicinity Map**



<sup>1</sup> Traffic count conducted on 5/21/2019 and 5/22/2019 by Quality Counts

Harmony Sports Complex is proposing upgrades and improvements at the site via grant funds and county dollars plus community contributions. The proposal includes the following (as shown in the proposed site plan):

- Converting existing gravel parking, access points and drive lanes to paved, landscaped, lighted parking areas.
- Modifying the traffic signal at Northeast 13th Street/Northeast 192nd Avenue; and constructing an entry lane at Northeast 13th Street, which would add a fourth leg at the park entrance.
- Constructing a five-foot sidewalk along the Northeast 192nd Avenue frontage.
- Constructing new parking.

The ultimate development of the sports complex plans includes an indoor training facility and a lighted grass field in later phases of development. Parking is proposed near each field or facility and is spread out within the site. The entrance to the park is proposed via the signalized intersection of Northeast 192nd Avenue and Northeast 13th Street. Northeast 13th Street is classified as a collector street but essentially functions as an arterial and currently carries an Average Daily Traffic count, or ADT, of approximately 8,000 vehicles per day<sup>2</sup>, due to the primary connection to Camas and school-related traffic.

The extension of Northeast 13th Street through the park property will not only bifurcate the park property disallowing the optimum use of the land, but the expected high traffic volume through Northeast 13th Street will jeopardize the safety of internal pedestrian and vehicular traffic for the sports complex. The high cut-through traffic volume can compromise pedestrian safety, especially youth, crossing between the parking lot and the activity center. The county is proposing the west leg of Northeast 13th Street as a driveway solely used for the Harmony Sports Complex. This will keep the traffic speed and volume low through the sports complex site, promoting a safer environment for pedestrians onsite and safer circulation of vehicles between parking lots. For the sports complex to function as intended, the property needs to be a cohesive area, with safe circulation onsite for pedestrians, bicyclists, and motor vehicle traffic. Careful attention needs to be provided when looking at pedestrian circulation due to the high percentage of youth using the facilities. The safety of the sports complex will be reduced if the west leg of Northeast 13th Avenue is constructed as a collector roadway, which would bisect the sports complex, greatly reducing the intended land use.



Figure 2. Proposed Site Plan

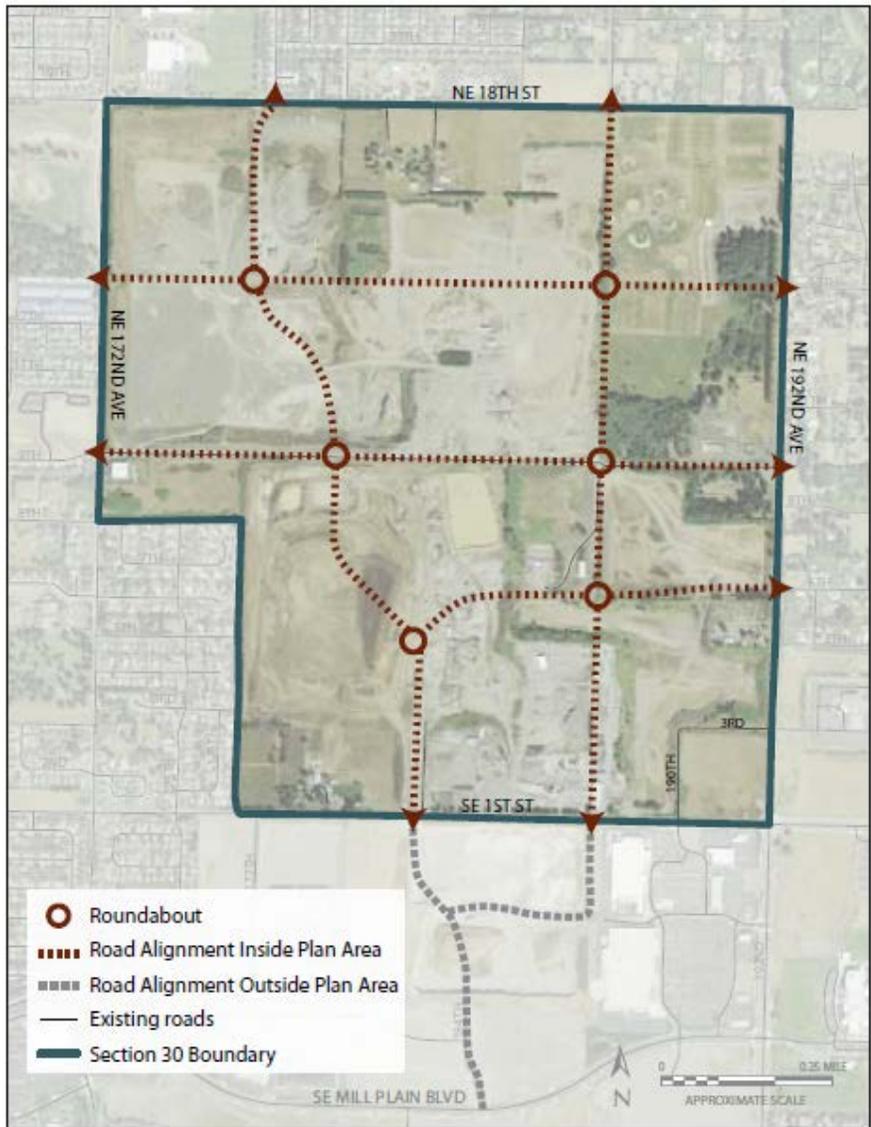
The City of Vancouver Section 30 Urban Employment Center plan, dated Oct. 5, 2009, shows the area of Section 30 as essentially being bounded by Northeast 18th Street, Northeast 192nd Avenue, Northeast 1st Street and Northeast 172nd Avenue. The Section 30 plan includes associations between the space, and pedestrian and recreation, including Land Use Policy LU-3 “Promote an integrated park, open space and trail network to support health and wellbeing through enhanced recreation, aesthetics and quality pedestrian experiences.” (page 26 of the plan). Other sections of the plan, such as the Urban Design

<sup>2</sup> Traffic count conducted on 9/26/2017 by Quality Counts

Policy section on Page 31, address this via policy UD-1, "Ensure compatibility between different land uses through careful site design."

Figure 8 of the Transportation section of the Section 30 plan shows that there are nine proposed road alignments which would connect Section 30 with the adjoining arterial system. The figure shows that there are three proposed road connections from within the site to Northeast 192nd Avenue, while the other surrounding roads have two road connections each.

FIGURE 8. Flexible Collector Street Concept



Allowing Northeast 13th Street to end within the proposed park would reduce the total number of road connections on the plan from nine for the proposed land use, to eight road connections – two connections on each surrounding arterial. The alignment of Northeast 13th Street could be configured to provide vehicular access only to the parking and facilities within the proposed park, but also allow for bicycle and pedestrian connections through the park between the road network within Section 30 and Northeast 192nd Avenue. Via the park drive aisle.

Allowing for pedestrian and bicycle traffic to connect to Northeast 13th Street, but not cars would fulfill elements of the Transportation Strategy in the Section 30 plan, including, but not limited "Transportation

system development needs to fully respond to all transportation options and be flexible in its implementation. Within this broad direction, the future Section 30 transportation system will include design elements that provide for a mix of vehicle types, increased pedestrian and bicycle safety and convenience, traffic calming, and an attractive and pleasant urban environment.” (page 37)

The Harmony Sports Facility is specifically discussed in the plan. Figure 10 shows possible relocation areas for the entire complex. When comparing Figure 8 to the Figure 10 of the same plan, the potential relocated locations would also require modifications to the proposed arterial locations. Compare Figure 8 and Figure 10 side by side, and you can see that Option 2 and Option 3 are shown cited over the proposed arterial locations:

FIGURE 8. Flexible Collector Street Concept



FIGURE 10. Possible Harmony Field/Miracle Field Relocation Areas



This shows the complexity of incorporating the community needs of the park with the community needs of the redevelopment of the site. In addition, Harmony Sports Association estimates that the cost to relocate their assets can range between 12 to 15 million. This cost is unattainable given the current financial situation each impacted organizations is experiencing. Clark County proposes that the best option for safety and the needs of the community is to keep the Harmony Sports Fields in the current location, and to not have Northeast 13th Street connect across the sports complex as an arterial / collector connection.

If you have any questions or require clarification, please feel free to contact Clark County's Transportation Manager at (564) 397-4356 or rob.klug@clark.wa.gov.

Sincerely,

COUNTY COUNCIL  
CLARK COUNTY, WASHINGTON

Kathleen Otto, County Manager

By: Eileen Quiring O'Brien, Chair