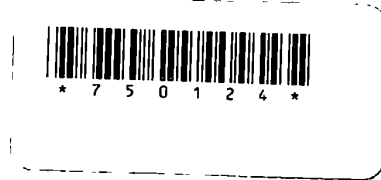




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CLARK COUNTY
WASHINGTON



COMMUNITY PLANNING

STAFF REPORT

TO: Clark County Planning Commission

FROM: Oliver Orjiako, Director

PREPARED BY: Jose Alvarez

DATE: May 24, 2013

SUBJECT: CPZ2013-00011 NE 139th St Gaynor

PROPOSED ACTION:

The applicant requests the Comprehensive Plan designation be amended from Light Industrial (IL) to Community Commercial (CC) with implementing zoning designations of C-2 on approximately 3.8 acres.

BACKGROUND:

The property owner is requesting a change to the Comprehensive Plan and Zoning designation from Light Industrial (IL) to Community Commercial (C-2) for parcel no 185402-000. The site has an existing automotive repair shop and paving company, a four lot short plat and preliminary site plan for an additional 4,800 sq ft. auto repair shop, a 4,900 sq ft quick lube auto service building and a 29,850 sq ft mini-storage facility were approved in January 2010 per PSR2009-00042 . The short plan and site plan approval are still valid

The site is located at 406 NE 139th St approximately 3.8 acres

GENERAL INFORMATION:

Parcel Numbers 185402-000

Location NW intersection of NE 3rd Ct and NE 139th Street

Area 3.82 acres

Owner THG SC LLC

Existing land use

Site Auto repair shop and paving company

North Developed Industrial Warehouse building

South Developed Single Family homes zoned R1-7.5, Multi-family development to the southwest zoned R-18 and commercial development to the southeast

East Single Family homes zoned R1-6.

West Industrial warehouse zoned Light Industrial

SUMMARY OF COMMENTS RECEIVED

No comments have been received to date

APPLICABLE CRITERIA, EVALUATION OF REQUEST AND FINDINGS

In order to comply with the Plan Amendment Procedures in the Clark County Unified Development Code (UDC 40.560.010), requests to amend the Comprehensive Plan land use map must meet all of the criteria in Section G, Criteria for all Map Changes. Requests to amend the zoning map must meet similar criteria (UDC 40.560.020H). For clarity, Criteria A-E in the following staff report summarizes all of the applicable criteria required for both plan and zoning map amendments

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. (See 40.560.010G(1) and 40.560.020H(2).)***

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 most pertinent GMA goals that apply to this proposal are Goal 1, Goal 2, Goal 3 and Goal 5

- (1) Urban growth Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner*
- (2) Reduce Sprawl Reduce the inappropriate conversion of underdeveloped land into sprawling, low density development*
- (3) Transportation Encourage efficient, multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans*
- (5) 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 for disadvantaged persons, promote the retention and expansion of existing*

impacting economic development opportunities, 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: The proposed amendment is consistent with State GMA Goals 1, 2, 3 and 5. The proposal would not convert land into low density development (Goal 2). The change to Community Commercial would permit commercial development on the site, and will allow a greater variety of uses that provide employment opportunities (Goal 5). The subject parcel is located at the NW intersection of NE 3rd Ave and 139th St. The re-designation of this land for more intensive commercial uses is consistent with the type and intensity of uses expected in the Vancouver Urban Growth Area (Goal 1). The proposed amendment to the comprehensive plan map would create the potential for an increase in trip generation of 71 trips (Goal 3).

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.

Policies applicable to this proposal include the following.

5.0 Transportation

Finding: Please refer to Transportation Impact Analysis, where transportation goals and policies are addressed.

9.0 Economic Development

Policy 9.1.0 Encourage a balance of job and housing opportunities in each urban center. Provide sufficient land for business as well as homes. Businesses within the community should provide a range of job types for the community's residents.

Finding: The subject site is within the Vancouver UGA and granting the proposed commercial designation would assist in providing a range of job types for the community's residents. The proposed land use re-designation is consistent with this policy.

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

Finding. With a location that is in close proximity to existing neighborhoods, but directly on a minor arterial roadway, the proposed re-designation of the subject site would allow more intensive commercial development that supports the surrounding community, consistent with this policy

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.

Policy 1 1 13 Urban Growth Area Centers (UGA) have a full range of urban levels of services and can be divided into three main categories in the following density tiers.

- Vancouver Urban Growth Area is now or will be a major urban area activity centers with a full range of residential, commercial, and industrial uses, high-capacity transit corridors, schools, major cultural and public facilities*

Finding The re-designation of this land for more intensive commercial uses is consistent with the type and intensity of uses expected in the Vancouver Urban Growth Area. The existing approval on the Light Industrial property for more commercial type development is consistent with the revisions made through the update of employment zoned land process completed last year.

Vancouver Urban Growth Area

Policy 1 2 9 Concentrate development in areas already served by public facilities and services. Use the provision or planned provision of public services and facilities as a means of directing development into desirable areas.

Finding The applicants have stated that public water and sewer are available to serve the site. Clark Public Utilities provides water service and Clark Regional Wastewater provides sewer service. As discussed earlier in this report, the county's transportation impact analysis shows that an increase in trips as a result of this request is anticipated and will impact the transportation system.

Policy 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

Finding. The proposed Community Commercial (C-3) would allow the parcel to develop a mix of commercial and office uses. The subject parcel is partially developed and is in close proximity to a C-Tran park and ride lot.

Chapter 1 Land Use Element

GOAL *Land use patterns and individual developments should be locationally and functionally integrated to reduce sprawl, promote pedestrian and transit use and limit the need for automobile trips and to foster neighborhood and community identity*

Policy 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*
- *Schools or other frequently used public facilities and the residential areas they serve should be allowed and encouraged to locate near to one another.*
- *Commercial, industrial or other employers and the residential areas they serve should be allowed and encouraged to locate near to one another, as long as negative impacts from non-residential uses on the residential areas are mitigated.*

Finding: Approval of this application will allow higher intensity commercial and office uses in close proximity to residential uses to the south and east. Allowed commercial and office uses in the proposed C-3 zoning will provide employment opportunities and goods and services to residents.

Policy 1 4 7 *Higher intensity uses should be located on or near streets served by transit*

Finding: The requested re-designation to C-3 zoning would allow "higher intensity uses" such as commercial, office, and multifamily (as part of an integrated multifamily/commercial or mixed-use structure). C-TRAN currently offers transit service along NE 139th St to the subject site.

Chapter 5 Transportation Element

Finding: Please refer to Transportation Impact Analysis, where transportation goals and policies are addressed

Chapter 9 Economic Development

Policy 9 1 3 *The county and cities will encourage long-term growth of businesses of all sizes, because economic diversification and stratification are important factors in overall job growth for the county and cities*

Finding: The requested re-designation to C-3 zoning is consistent with this policy. The proposed amendment would allow development with a greater variety of commercial and office uses.

Policy 9 4 3 Encourage commercial and mixed-use developments located on current or planned transit corridors, encourage transit-oriented site planning and design

Finding. C-TRAN does offer transit service along NE139th St adjacent to the subject site.

Conclusion: Approving the proposed Community Commercial land use designation will provide the opportunity for higher intensity office and commercial uses on a site that is located near the intersection of NE 139th St. and NE 3rd Ct., a site that is within the City of Vancouver Urban Growth Area. The requested zoning may result in increased employment opportunities on the site, due to the retail and service uses, and at greater intensities, satisfying economic development policies. Transit service is available to the site

- 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).)***

Community Commercial (CC)

Commercial center areas provide services to several neighborhoods in urban areas of Clark County and is implemented with the Community Commercial base zone New community commercial areas should generally be between five and 20 acres in size, spaced two to four miles from similar uses or zones, serve a population of 10,000 to 20,000 and locate at minor or major arterial crossroads

Additional Commercial Criteria

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*

Purpose

Community Commercial (C-3) 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

Finding

The site is just approximately 4 acres and is located along a minor arterial (NE 139th St) There are similar uses and properties zoned for community commercial in close proximity and this would be an extension of that commercial area Based on the applicant's analysis 60,600 residents live within 3 miles of the site

The applicant has submitted a market analysis as part of the re-zone request The market analysis submitted provides an overall assessment of Commercial land demand in the county as a whole and then within a 3-mile market area of the subject property. The commercial demand analysis is conducted by comparing the Effective Buying Income (EBI) of households countywide to total gross retail sales The market analysis indicates there is an 11% difference between what retailers collect in gross sales and what households countywide spend this is called sales leakage If the county were to recapture 100% of this leakage it would create demand of 400 acres of commercial land Future retail demand (2012-2024) is estimated at 490 acres of commercial land countywide

The commercial demand analysis outlined above is repeated at a 3-mile radius from the subject site, however because of the site's distance from two regional shopping areas, Vancouver Mall and Costco/Home Depot at Andresen and Padden Parkway, the analysis indicates that there is a 25% difference between what retailers collect in gross sales and what households in the 3-mile area spend The demand from 2012 to 2024 indicates a need for 59 acres of commercial land. A total of 200 acres is needed for both recapture of sales leakage and future growth

The report also identifies a need of 596 acres for office related employment..

Conclusion: The proposal meets all of the locational criteria The proposed Community Commercial designation and C-3 zoning does meet the additional commercial criteria. The market analysis supports the need for the new commercial area and the land use analysis demonstrates that the existing commercial land is inadequate Criterion B is 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: See discussion above of commercial demand analysis.

Conclusion: The amendment is suitable for the proposed designation. The applicant has submitted sufficient information to conclude that there is a lack of appropriately designated commercial sites within the vicinity Criterion 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. The applicants address this requirement in their narrative by stating that this request better implements applicable comprehensive plan policies than the current map designation due to the construction of NE 139th St realignment in conjunction with the Salmon Creek Interchange/134th St work

Conclusion: Criterion 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 applicants have stated that there is adequate public water and sewer capacity to serve the subject property and the site is located within the Vancouver Urban Growth Area where more intensive development is anticipated to occur. As indicated in the county's transportation impact analysis, the proposed change in land use designation is not anticipated to significantly impact the level-of-service on NE 139th Street.

Conclusion. Criterion E has been met

RECOMMENDATION AND CONCLUSIONS

Based upon the information provided by the applicants and the findings presented in this report, staff recommends that the Planning Commission forward a recommendation of **Approval** to modify the Comprehensive Plan and Zoning Maps from a Light Industrial designation with IL zoning to a Community Commercial designation with C-3 zoning

RECOMMENDATION SUMMARY

The following table lists the applicable criteria and summarizes the findings of the staff report for Annual Review Case CPZ2013-00011. 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
B. Conformance with Location Criteria	Yes
C. Site Suitability and Lack of Appropriately Designated Alternative Sites	Yes
D. Amendment Responds to Substantial Change in Conditions, Better Implements Policy, or Corrects Mapping Error	Yes
E. Adequacy/Timeliness of Public Facilities and Services	Yes
Recommendation:	Approval

Transportation Impact Analysis

Annual Review Case: CPZ20013-00011 Gaynor

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 are met. 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 parcel number 185402-000 from a Light Manufacturing Comprehensive Plan designation with ML zoning to a Community Commercial Comprehensive Plan designation with C-3 zoning. The subject site is about 3.2 acres and is located on the north side of NE 139th Street, adjacent to NE 3rd Court on the east side.

Summary of Transportation Impact Findings

The transportation analysis demonstrates that re-designating and rezoning the property for the proposed uses is consistent with adopted county transportation policies. The proposed land use change would not significantly impact the transportation system in a negative fashion. The following analysis shows that:

- There is an increase in the potential PM peak hour trip generation (71 trips) as a result of the requested change in land use designation.
- The subject site has an existing driveway on NE 139th Street. Per Attachment A, staff notes that the existing access may be closed and the applicant will have access via NE 3rd Court.
- If re-development occurs and the existing driveway is closed, a full westbound right-turn lane should be constructed at the NE 139th Street/NE 3rd Court intersection.

Compliance with Clark County Transportation Policy

The transportation analysis demonstrates that application CPZ20013-00011 is consistent with all applicable Clark County transportation policies

The following Framework Plan transportation policies are relevant to this application:

1.1 County-Wide Planning Policies

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.

Urban governmental services include those services historically and typically delivered by cities or special districts, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection, public transit services, and other public utilities not normally associated with non-urban areas.

1.1.13 Urban Growth Area Centers (UGA) have a full range of urban levels of services and can be divided into three main categories in the following density tiers:

- ***Vancouver Urban Growth Area** is now or will be a major urban area activity centers will a full range of residential, commercial, and industrial uses, high-capacity transit corridors, schools, major cultural and public facilities. Major urban area centers, have or will have, urban densities of development of at least 8 units per net residential acre (6 gross units per acre as an overall average. Areas along high capacity transit corridors and priority public transit corridors may have higher than average densities while other areas would have lower densities (e.g. established neighborhoods and neighborhoods on the fringes of the urban area). Regional institutions and services (government, museums, etc.) should be located in the urban core.*

Findings The re-designation of this land for Community Commercial is consistent with the type and intensity of uses expected in the Vancouver Urban Growth 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*

- 5.2.7 *A safe and secure walkway network shall be established within urban areas and rural centers.*

Findings C-Tran currently serves this area with line #9 Felida. The applicant will be required to construct curb and sidewalk along the subject parcel's frontage as part of the development process. Improvements will comply with both Clark County development code and the requirements of the Americans with Disabilities Act. The proposed zone change and comprehensive plan amendment meets the above stated policies.

GOAL: *Optimize and preserve the investment in the transportation system.*

5.3 System Preservation Policies

- 5.3.1 *Development projects shall adhere to minimum access spacing standards along arterial and collector streets to preserve the capacity of the transportation system. The county shall also work with the state to ensure that minimum access spacing standards for state highways are maintained*

Findings: During the development review process, there may be a potential issue with the existing access. If the trip generation is considered significant by Development Review engineering staff, they may recommend that the existing access point be closed.

- 5.3.5 *The local street system shall be interconnected to eliminate the need to use collector or arterial streets for internal local trips*

Findings The above goal can be met by ensuring street connectivity through the site during the development review process. This area is relatively undeveloped, so street connections will need to be identified during the development review process.

- 5.3.6 The county will protect the public's investments in existing and planned freeway and grade separated interchanges.

Findings Per the applicant's traffic study, it has been demonstrated that the proposed comprehensive plan amendment and rezone will not represent a significant, negative impact on the recent Salmon Creek interchange project. As previously mentioned, the applicant will be required to work with County Development Engineering Department to ensure that the proposed impacts of the project will be mitigated upon re-development.

Implementation Strategies

- *Require private developments to access collector and local access streets, versus direct access to the arterials. Encourage consolidation of access in developing commercial and high density residential areas through shared use driveways, interconnected parking lots and local access streets that intersect with arterials*

Findings: Access to NE 139th Street, which is a four lane minor arterial, will not be approved for any future development of this site. Existing development code standards address access to arterial and collector streets and access consolidation. Staff recommends that the applicant gain access via NE 3rd Court

- *Use transportation, land use and other measures to maintain or reduce vehicle miles traveled and peak hour trips by single occupant vehicles.*

Findings. Community commercial development at this location could potentially reduce vehicle miles traveled due to internal capture (mixed use residents using nearby services) and the availability of commercial uses to the growing market area north, west and east of this site.

Analysis of Trip Generation

The proponent has submitted a transportation analysis which estimated that the trip generation potential during the p m peak hour will be 71 net new trips

Site Specific Impacts

- Per the County's Arterial Atlas, NE 139th Street is classified as a Minor Arterial roadway (M-4cb) Staff is concerned with the potential effects on NE 3rd Court at NE 139th Street. Although signalized, the signal timing may not accommodate the increased volume that may be generated by a retail commercial development without potential mitigations
- Traffic signal modifications may include, but is not limited to, new signal poles, new signal heads, mast arms, signal cameras and associated equipment, new signal control equipment, fiber-optic interconnect to other local signals, etc
- Access locations may not be allowed onto NE 139th Street
- The intersection of NE 3rd Court/NE 139th Street may experience long wait times and low levels of service because of signal timing required to maintain mobility on NE 139th Street

- During the development review process, the applicant will be required to address these site specific issues and make improvements to comply with Title 40 Community Development Code requirements

System Impacts

Although a traffic profile or traffic study for specific site development uses is not required to change site zoning, a traffic study may be required at the time of Preliminary Site Plan/Land Division Review. Furthermore, any potential access restrictions and on/off-site mitigations will be assessed at the time of Preliminary Site Plan/Land Development Review.

Given the transportation analysis provided, it is reasonable to conclude that urban public facilities, including transportation facilities can be adequately provided to serve the proposed designation.

Report Prepared By: Laurie Lebowsky, Clark County

Date: May 10th, 2013

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. Approval of this Annual Review request does not ensure that the transportation system will be adequate or that additional improvements will not be required at the time a specific development application is submitted.

Attachment A:

From: Jardin, David
Sent: Tuesday, December 11, 2012 5 00 PM
To: Alvarez, Jose
Cc: Lebowsky, Laurie, Klug, Rob
Subject: PAC2012-00061 139th Street Plaza Annual Review - Concurrency Comments

Concurrency has reviewed the following Zone Change Requests for

PAC2012-00061 139th Street Plaza,

- See general comment below
- Staff is concerned with the potential effects on NE 3rd Court at NE 139th Street Although signalized, the signal timing may not accommodate the increased volume that may be generated by a retail commercial development without potential mitigations
- Traffic signal modifications may include, but is not limited to, new signal poles, new signal heads, mast arms, signal cameras and associated equipment, new signal control equipment, fiber-optic interconnect to other local signals, etc
- Access locations may not be allowed onto NE 139th Street
- The intersection of NE 3rd Court/NE 139th Street may experience long wait times and low levels of service because of signal timing required to maintain mobility on NE 139th Street

Although a traffic profile or traffic study for specific site development uses is not required to change site zoning, a traffic study may be required at the time of Preliminary Site Plan/Land Division Review. Furthermore, any potential access restrictions and on/off-site mitigations will be assessed at the time of Preliminary Site Plan/Land Development Review.

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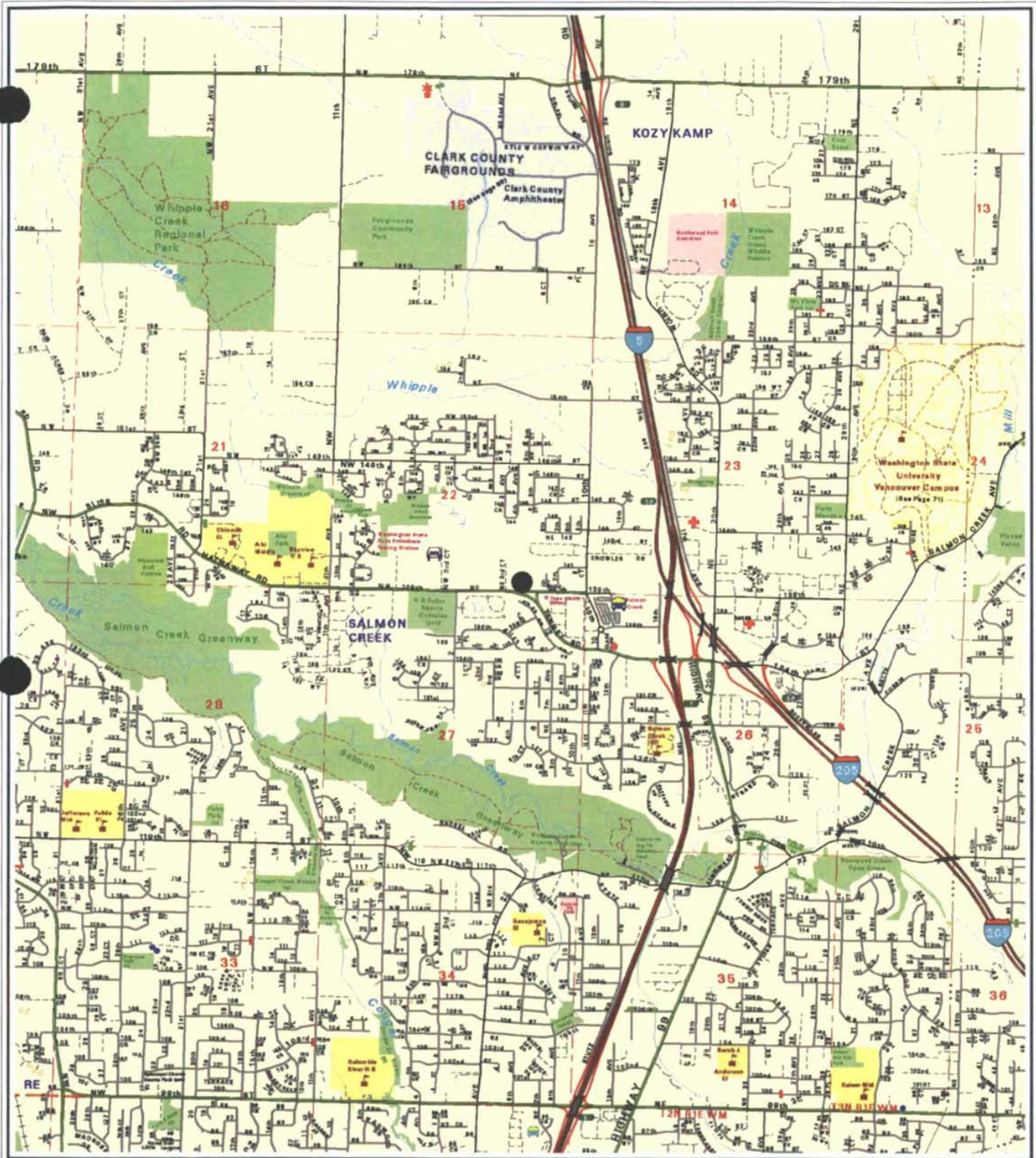


File # CPZ2013-00011, SN 185402000
Location: T3N R1E SEC 22
Comp Plan Change/Rezone/Text Change/Docket I



Order 10011 GIS Product 1_108





File # CPZ2013-00011, SN 185402000

Location: T3N R1E SEC 22

Comp Plan Change/Rezone/Text Change/Docket I

● Subject Property Location



Order 107511 G15 Produd 1_108





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November 29, 2012

Oliver Orjiako
Community Planning Director
PO Box 9810
Vancouver, WA 98666

**Re: Annual Review Request for Comprehensive Plan Amendment and Rezone
For 139th Street Property (Gaynor)**

Dear Oliver

The Applicant is requesting a change to the Comprehensive Plan and Zoning designation of tax parcel 185402-000. The subject property is 3.82 acres in size and located just northwest of the Fred Meyer Shopping Center at NE 139th Street and NE Tenney Road. The parcel is also located in the SE quarter of Section 22, Township 3 North, Range 1 East, Willamette Meridian, Clark County, Washington. The current Comprehensive Plan designation is Light Industrial (ML) with a Light Industrial (ML) zoning designation. The Applicant requests the Comprehensive Plan designation of the subject property be changed to Community Commercial (CC) with an implementing Zoning designation of Community Commercial (C-3).

The property to the north and west is zoned and being used as light industrial land. Hinton Industrial park is located to the west, across NE 3rd Court and Pro-Tech Industries exits to the north. Fred Meyer Shopping Center and other commercial buildings are located less than 500' to the southeast, with commercial zoning beginning just south of the subject parcel. Property directly east of the subject property is zoned R-18 (Windmill Terrace Subdivision), and there is also an existing business along NE 139th Street. The subject parcel is accessed directly by NE 139th Street and NE 3rd Court. The Salmon Creek Interchange project recently improved Tenney Road to form a "T" intersection with NE 139th Avenue directly south of the subject parcel. Additionally, NE 139th Street, instead of dead-ending at the subject property, has been extended to the west and widened.

The Applicant wishes to pursue this amendment to Community Commercial in order to better serve the market needs of the area by enhancing the Commercial Node that currently exists in the area, anchored by Fred Meyer. Because the proposed parcel is adjacent to Fred Meyer and directly visible from both NE 139th Street and NE Tenney Road, its development as commercial

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would be more consistent with its access and its largest neighbor. The intent of the amendment to Community Commercial is to better serve the adjacent community with increased commercial uses, decrease overall trips by sharing with the current users that are already traveling to Fred Meyer and the nearby office and retail uses, and better serve the County with increased tax revenues from property previously underdeveloped or undeveloped as industrial land.

Annual Reviews are subject to the County's Type IV land use application process. Type IV applications are heard by the Planning Commission, which then makes recommendations to the Board of County Commissioners. In order for the Planning Commission to render a recommendation of approval to the Board of County Commissioners for the proposed Comprehensive Plan change, the criteria as set forth in CCC 40.560.010(G) must be met. Following is a preliminary discussion of how the proposal can comply with the current "20-Year Comprehensive Plan for Clark County", the Growth Management Act and other requirements of Clark County.

The criteria to be analyzed for Comprehensive Plan Amendment applications are found at CCC 40.560.010. These criteria include the following:

Criteria for All Map Changes (CCC) 40.560.010(G)

- (1) *The proponent shall demonstrate that the proposed amendment is consistent with the Growth Management Act and requirements, the county wide planning policies, the community framework plan, comprehensive plan, city comprehensive plans, applicable capital facilities plans and official population growth forecasts.*

Growth Management Act

The goals of the Comprehensive Plan that are relevant to this application are "Urban Growth (Goal 1), Reduce Sprawl (Goal 2), Transportation (Goal Three) and Economic Development (Goal 5).

The Urban Growth Element of the GMA (Goal One) encourages development within existing urban areas where adequate public facilities and services exist, or can be provided in an efficient manner. The subject site is located within Clark County's Urban Growth Boundary with adequate services provided to the property. The requested Community Commercial designation will provide a more intense use of the property than has historically been achieved. Increased employment opportunities will occur with a change to commercial zoning.

Goal Two encourages the reduction of the inappropriate conversion of undeveloped land into sprawling, low density development. The project will not encourage sprawl, but instead will discourage the inefficient use of land. The site has been zoned ML since 1974. That zoning has resulted in underutilization of the property with low density industrial use. While the property has had some limited uses in the past, if this request is approved, the site would develop much

more intensely, creating more jobs per acre and more tax base. The commercial viability for this site is very high due to the number of vehicle trips by the site and its proximity to Fred Meyer.

Goal Three of the GMA encourages efficient, multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. This application will encourage the efficient uses of the transportation system given the site's accessibility from I-205, I-5, NE 134th Street, Tenney Road and NE 10th Avenue. It is anticipated that drivers already on the road would be able to utilize these commercial services without generating additional automobile trips. The unique, centralized location of this site also facilitates the increased use of public transit.

Goal Five encourages economic development throughout the State that is consistent with adopted Comprehensive plans. With a commercial zoning designation, there will likely be a greater number of employment opportunities on the property than if it remains industrially zoned. This property has been zoned Industrial since at least 1974, and only half the site has developed. That development consists of low intensity use in the form of a small auto repair shop and a single family residential home. Importantly, the tax base created by a commercial development will likely far exceed that of a typical light industrial use.

Clark County Comprehensive Plan Criteria

Community Framework Plan Policies

5.1.0 The regional land use planning structure is to be integrated within a larger public transportation network (e.g., transit corridor, commercial nodes, etc.).

9.1.3 The county and cities will encourage long-term growth of businesses of all sizes, because economic diversification and stratification are important factors in overall job growth for the county and cities.

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

These county-wide framework policies focus on creation of commercial nodes, ability for commercial areas to serve neighborhoods and encouragement of density along high capacity transit corridors. These policies support the proposal to rezone this land from Industrial to Community Commercial, thereby enhancing a "commercial node" which is directly adjacent to NE 139th Street and NE 10th Avenue, with convenient access to proposed C-Tran services on NE 10th Avenue, I-5 and I-205. While there is industrially zoned land to the north and west, due to its proximity to the Fred Meyer Commercial area, its visibility and access to newly constructed 139th, and its proximity to nearby residential uses, this property is better suited for inclusion into the Fred Meyer commercial node.

County-wide Planning Policies

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.

9.1.3 The County and the Cities will encourage long term growth of businesses of all sizes because economic diversification and stratification are important factors in overall job growth for the County and Cities.

9.1.11 (and 20 year policy 9.3.4) Conversion of industrial or employment center lands to non-industrial or non-employment center districts may occur within the following parameters:

- a. Protect and preserve lands zoned heavy industrial for heavy industrial uses
- b. Protect employment center lands from conversion to residential
- c. Consider rezoning of employment center lands to non-retail commercial, office campus, or business park if the proponent can show that (a) the zone change would accommodate unforeseen and rapidly changing commercial development needs, and (b) the proposed designation is more suitable than the current designation given the land's site-specific characteristics, and (c) the proposed zone change will generate jobs at a higher density than the current comprehensive plan zone allocation.

If zoned commercial, the property could develop with office, medical office or retail uses. While policy 9.3.4 suggests that it is generally preferable that industrial land is not converted to retail uses, there is no regulatory prohibition against such a change. Like all of the goals and policies of the Comprehensive Plan, this policy must be balanced against all others. Depending upon the unique facts of each case, these goals and policies may be balanced differently. In this case there are a variety of factors that weigh in favor of allowing a full range of commercial uses on this small site.

Changes to this area that are driving the increased market demand for this property's zoning to be changed to commercial include the recent change in traffic patterns associated with the long awaited construction of the 139th Street realignment in conjunction with the Salmon Creek Interchange/134th Street work. Prior to the construction of the interchange and extension of NE 139th, NE 139th Street "dead ended" into this property. NE 139th street is now constructed as a major arterial along the sites southern frontage. Additionally, Tenney Road, now "T's" into the site from the south. This property will now fit the locational criteria for Commercial zoning better than industrial zoning.

The small size of the site makes it very unlikely that it could be utilized as an industrial site for family wage jobs. Currently, the site primarily houses a retail automotive repair shop. With the substantial changes to the adjacent transportation system and infrastructure, this site will now have thousands of trips "by the door" each day and high visibility. These are factors

strongly desired and needed for commercial development; but usually not needed or wanted by more traditional industrial users. Because of these things and the parcel's close proximity to the Fred Meyer anchored commercial node; as well as the fact that the surrounding properties are already fully built out, this property is more suitable for commercial uses than industrial uses. The property will also produce more jobs if zoned commercial as demonstrated by the economic analysis prepared by Cascade Planning.

Twenty Year Planning Policies

1.4.4 Compact nodal commercial development shall be encouraged. Strip-type commercial development shall be discouraged.

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

9.1.12 Encourage use of a multi-modal transportation system that facilitates the reduction of travel times and reduces the need for additional road construction within the region.

Although this parcel has relatively good access for industrial purposes, the subject property and its access are better suited for commercial. Property to the immediate southeast is the Three Creeks Vancouver Library, followed by Riverview Community Bank and Fred Meyer Shopping Center. Property to the farther southeast, offers a hub of commercial activity and economic tax-base generation for Clark County. By rezoning the subject parcel to commercial, the commercial node is enhanced, that can serve the demands of the adjacent population with non-strip commercial development. The commercial node reduces sprawl of commercial land; encourages compact commercial development and creates a high intensity of use on the subject parcel, which has a significant opportunity to "share" trips with vehicles already headed for Fred Meyer and its adjacent restaurants and retailers.

County 20-Year Planning Policies

1.4.7 Higher intensity uses should be located on or near streets served by transit

9.4.3 Encourage commercial and mixed-use developments located on current or planned transit corridors; encourage transit-oriented site planning and design.

This site sits within the proximity of two of the largest transportation facilities in the County (I-5 and I-205), both of which have substantial capacity. This proximity furthers the opportunity to create a dense commercial node without substantially deteriorating the surrounding transportation network. Also, because of its proximity to major arterials and freeways, substantial opportunities for transit exist.

Goal: Assure an adequate supply of industrial sites to meet market demands for industrial development over the planning horizon to create an environment conducive to the startup, growth, and expansion of "targeted" industries.

9.3 Policies

9.3.1 In cooperation with local jurisdictions, maintain a minimum ten-year supply of industrial land based on average absorption rates over the last five years.

- Designate the necessary acreage of vacant industrial land for the 20-year planning period.
- Discourage removal of land from the inventory that results in a less than 10-year supply of industrial sites.
- Update inventories of industrial lands at least every ten years to reestablish the 20-year supply of industrial lands.
- Encourage industrial land banking of large sites and "future urban reserve areas" to preserve large parcels at key locations for future industrial sites (per RCW 36.70A.367).
- New industrial sites that are part of a major industrial land bank shall be required to have a minimum of 75 acres or more and shall not be subdivided less than 50 acres

The removal of 382 acres of industrial land from the existing inventory is a tiny amount in comparison to the total inventory of industrial land. Its conversion to Commercial zoning would not cause the County's industrial land supply to fall below a ten year supply.

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

9.4 Policies

9.4.1 In cooperation with local jurisdictions, maintain an adequate supply of commercial lands within designated urban growth areas, based on average absorption rates of the last five years plus an appropriate market factor.

- Designate sufficient commercial land for the 20-year planning period, preferably located within designated urban growth areas.
- Discourage removal of commercial land from the inventory that results in a less than 10-year supply of commercial sites.

- Update inventories of commercial lands at least every ten years.
- Encourage infill and redevelopment of underutilized commercial sites

This site has been underutilized for many years. Only about half of it has developed under its existing zoning since 1994. A change to commercial zoning would strongly increase the likelihood of this property fully developing at a much higher intensity.

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

9.4.3 Encourage commercial and mixed-use developments located on current or planned transit corridors; encourage transit-oriented site planning and design

With the recent construction of the "new" NE 139th Street, this site is now located at the intersection of two major transit corridors.

9.4.4 Maintain design guidelines to ensure that commercial projects are developed with minimal impact on surrounding land uses, are consistent with related community appearance/design guidelines, and assure pedestrian as well as vehicular access.

Currently there are some older buildings on site with no landscape buffering or architectural amenity. Redevelopment of this site with commercial uses, would require the new uses and buildings to comply with the current site plan review standards, including pedestrian and vehicular access and landscape buffering.

(2) *The proponent shall demonstrate that the designation is in conformance with the appropriate locational criteria identified in the plan.*

Community Commercial

Commercial center areas provide services to several neighborhoods in urban areas of Clark County and are implemented with the Community Commercial or Limited Commercial base zones. New community commercial areas should generally be between five and 20 acres in size, spaced two to four miles from similar uses or zones, serve a population of 10,000 to 20,000 and locate at minor or major arterial crossroads, serving a primary trade area between 2 to 4 miles. While the Comprehensive Plan provides this designation is applied to existing strip commercial areas as highway or limited commercial zoning, that designation has also been applied to a wide array of vacant and developable property located primarily in close proximity to major transportation corridors. Examples include 134th / I-205 / I-5 area, the Padden/I-205 area and the 179th Street interchange. The 20-Year Plan strongly discourages additional strip commercial being applied to new areas or extending existing strip commercial areas. In this case the Applicant is not seeking to create new strip commercial development or add to existing strip

development. While the parcel itself is relatively small, it will become part of the large existing commercial node, thus meeting the locational criteria.

Additional Commercial Criteria

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:

- 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
- 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 will be used for the land use analysis.

The inclusion of this site as commercial property would not create a commercial strip development because it is an extension/completion of a larger commercial node. The Applicant has included a Commercial Assessment identifying the need for new commercial areas and a land use analysis of available commercially designated land in the market area.

- (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.*

In 2010, the Commercial Assessment for the Gaynor Property provides that the 3.8 acre site, once redeveloped, would provide up to 80 gross jobs with the rezone. Additionally, the assessment still indicates that Clark County is experiencing a net deficit of 266 acres of unencumbered employment zoned land for commercial development.

- (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.*

Changes to this area that are driving the increased market demand for this property's zoning to be changed to commercial include the recent change in traffic patterns associated with the long awaited construction of the 139th Street realignment in conjunction with the Salmon Creek Interchange/134th Street work. Prior to the construction of the interchange and extension of NE 139th, NE 139th Street "dead ended" into this property. NE 139th street is now constructed as a major arterial along the sites southern frontage. Additionally, Tenney Road, now "T's" into the site from the south. This property will now fit the locational criteria for Commercial zoning better than industrial zoning.

The small size of the site makes it very unlikely that it could be utilized as an industrial site for family wage jobs. Currently, the site primarily houses a retail automotive repair shop. With the substantial changes to the adjacent transportation system and infrastructure, this site will now have thousands of trips "by the door" each day and high visibility. These are factors strongly desired and needed for commercial development, but usually not needed or wanted by more traditional industrial users. Because of these things and the parcel's close proximity to the Fred Meyer anchored commercial node, as well as the fact that the surrounding properties are already fully built out, this property is more suitable for commercial uses than industrial uses. The property will also produce more jobs if zoned commercial as demonstrated by the economic analysis prepared by Cascade Planning.

- (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.*

The site is located within the existing UGB and can easily be served with public facilities and services in an efficient manner. Both water and sewer run through NE 139th Street and both are currently extended (from NE 134th Street) to serve the adjacent Fred Meyer.

The change in tax revenue both from the likely increase in the assessed value of the property and increase in sales tax if it is developed as commercial will contribute toward the support of the available fire and police protection services, as well as other public services, in the vicinity.

Rezone Criteria (CCC 40.560.020(G))

The proponent must also comply with the requirements of CCC 40.560 (Plan and Code Amendments) and case law in order to be granted a request for rezone that accompanies the Comprehensive Plan Amendment application. Following is a brief discussion of proposal's compliance with the cited code section and case law. CCC 40.560.020 sets specific criteria that must be met in order to approve a zone change as follows.

- (1) *Requested rezone is consistent with the Comprehensive Plan designation.*

The proposal is not consistent with the current Comprehensive Plan designation and therefore a Comprehensive Plan Amendment has been proposed and is discussed in detail in this document. Approval of the Comprehensive Plan Amendment to General Commercial designation would allow the proposed rezone of Community Commercial (CC) to be consistent with the Plan designation.

- (2) *The request zone change is consistent with the plan policies and locational criteria, and the purpose statement of the zoning district.*

CCC 40.230.010 sets forth the purpose of the Community Commercial 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.

As discussed previously in this document, the request complies with the comprehensive plan policies and locational criteria set forth for the Community Commercial District. The proposal also satisfies the purpose statement of the Community Commercial District found in the Clark County Code. First, a change in zoning would allow a large area of the county to be efficiently served because of the surrounding I-205, I-5 and NE 134th Street transportation network; second, it does not contribute to additional strip development patterns; finally, it could accommodate a large space user that could create additional synergy with the surrounding intense commercial uses.

(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.

Again, the recent change in traffic patterns associated with the 139th Street realignment in conjunction with the Salmon Creek Interchange/134th Street work have created a major arterial along the site's southern frontage. This property will now fit the locational criteria for Commercial zoning better than industrial zoning.

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

There are a full range of urban services and public facilities adjacent to the site.

CONCLUSION

As demonstrated throughout this document, the requested amendment to the Comprehensive Plan and zoning designations for the property further the goals and policies of the County's Comprehensive Plan, comply with the applicable zoning ordinance locational criteria and purpose statements, capital facility elements and population forecasts.

Please contact me if you have any questions related to this proposal.

Very truly yours,

RANDALL B PRINTZ

RBP/ss

Enclosure

GAYT03-000001 - 607683 doc

**Supplemental Narrative for Comprehensive Plan Amendment and Rezone
139th Street Plaza – Gaynor Property - PAC2012-00061**

March 26, 2013

The Applicant submitted a preapplication request to amend the Comprehensive Plan and Zoning designations for the Applicant's property from the current Comprehensive Plan and Zoning designation of Light Industrial (ML) to Community Commercial with C-3 zoning. The pre application also included a detailed narrative addressing the Comprehensive Plan goals and policies, the Countywide Planning Policies, the Community Framework plan, the County's Capital Facilities Plans, Clark County's applicable code provisions, the official population growth forecasts and how the proposed amendment complied with the Growth Management Act's goals and policies. A pre-application conference was held with the Applicant on December 13, 2012.

On January 2, 2013 County amended the Comprehensive Plan such that many properties previously designated as ML would now be designated as LI. Similarly, the County amended the zoning code to provide for an LI zone, which is similar to the previous ML designation, but provides for a slightly broader range of uses. This change does not materially change the analysis provided for in the pre application narrative provided by the Applicant, except to the extent that certain office uses would be allowed under the new LI zone.

The following italicized issues were identified by County staff in the preapplication conference notes. The Applicant's responses are in bold below:

Additional Criteria for Commercial Map Changes:

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

Cascade Planning Group prepared a detailed Commercial Assessment that utilized the weighted block group central retrieval method and addressed the need for new commercial areas. The analysis is included in this application and discussed below.

- B. A land use analysis of available commercial 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.*

Cascade Planning Group prepared a detailed Commercial Assessment that addresses the County's need and lack of appropriately zoned vacant

commercial lands. The analysis is included in this application and discussed below.

Land Use:

- C. Staff stated that the assumption is that the current comprehensive plan and zone designation of Light Manufacturing (ML) was still applicable to this area and that the applicant will need to demonstrate that a change to a commercial zone is more appropriate and consistent with the County's Growth Management Plan and Unified Development Code. As of January 2, 2013 the property will have a Comprehensive Plan and Zoning Designation of Industrial (IL). Staff stated that the proposal to change the designation will need to be consistent with the GMA 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. In addition to the criteria mentioned above the applicant will also have to address the following Economic Development policy:

9.1.11 Conversion of industrial or employment center lands to non-industrial or non employment center districts may occur within the following parameters:

- a. Protect and preserve lands zoned heavy industrial for heavy industrial uses

None of the Applicant's property is zoned for heavy industrial uses.

- b. Protect employment center lands from conversion to residential.

The Applicant's request does not seek to convert any employment lands to residential zoning or residential uses.

- b. Consider rezoning of employment center lands to non-retail commercial, office campus, or business park if the proponent can show that:

(a) The zone change would accommodate unforeseen and rapidly changing commercial development needs, and

If zoned commercial, the property could develop with office, medical office or retail uses. While policy 9.3.4 suggests that it is generally preferable that industrial land is not converted to retail uses, there is no regulatory prohibition against such a change. Like all of the goals and policies of the Comprehensive Plan, this policy must be balanced against all others. Depending upon the unique facts of each case, these goals and policies may be balanced differently. In this case, there are a variety of factors that weigh in favor of allowing a full range of commercial uses on this small site.

Changes to this area that are driving the increased market demand for this property's zoning to be changed to Commercial include the recent change in traffic patterns associated with the long awaited construction of the 139th Street realignment in conjunction with the Salmon Creek Interchange/134th Street work. Prior to the construction of the interchange and the extension of NE 139th Street, NE 139th Street "dead ended" into this property. NE 139th Street is now constructed as a major arterial along the site's southern frontage. Additionally, Tenney Road now "T's" into the site from the south. This property will now fit the locational criteria for Commercial zoning better than industrial zoning.

The small size of the site makes it very unlikely that it could be utilized as an industrial site for family wage jobs. Currently, the site primarily houses a retail automotive repair shop. With the substantial changes to the adjacent transportation system and infrastructure, this site will now have thousands of trips "by the door" each day and high visibility. These are factors strongly desired and needed for commercial development; but usually not needed or wanted by more traditional industrial users. Because of these things and the parcel's close proximity to the Fred Meyer anchored commercial node; as well as the fact that the surrounding properties are already fully built out, this property is more suitable for commercial uses than industrial uses. The property will also produce more jobs if zoned commercial as demonstrated by the economic analysis prepared by Cascade Planning.

The market analysis from Cascade Planning finds a mismatch between retail commercial land demands versus commercial land availability. According to the analysis, the local market area has an estimated 331 acres (after deducting for infrastructure) of unencumbered employment zoned land for commercial development. A total of 597 acres of land is needed in order to accommodate anticipated commercial development, which results in a net deficit of 266 acres of commercial land. Cascade's report contains a detailed mathematical analysis of how this deficiency has been calculated.

(b) The proposed designation is more suitable than the current designation given the land's site-specific characteristics, and

The property being considered for a change in Comprehensive Plan and zoning designations is currently classified as Industrial. While it does have a mix of some employment uses, (it also has a single family home), those uses substantially under utilize the property for jobs and tax base. The site is

considered built under the county's VBLM. A change in zoning would allow for greater flexibility in site design that would result in a much more intense and efficient use of the land for employment and economic development purposes. Such increase in commercial uses on this site would also be compatible with and complement the large commercial center located to the southeast of the subject site. Commercial uses on this property would also provide a better transition between the industrial land to the west and the residential land to the east. Redevelopment of older sites aides in reducing the need to expand the Urban Growth Boundary, by more efficiently utilizing current urban land. The Comprehensive Plan change and zone change would also assist in reducing the net deficiency of commercial land in this area.

(c) The proposed zone change will generate jobs at a higher density than the current comprehensive plan zone allocation.

The rezoning of this property to C-3, will create redevelopment opportunities and the potential for job creation and economic benefits. Under the current zoning, only half of the subject site would likely redevelop and create net added jobs. Using the county's VBLM assumptions, the site would provide 17 jobs (1.91 acres x 9 jobs per acre). If the site was rezoned and it fully redeveloped it could produce almost 76 jobs. Even without redevelopment, utilizing the County jobs per acre assumptions for industrial and commercially zoned land, if zoned commercial, the property would produce over twice as many jobs as the property would if zoned industrial.

Not only will the density of jobs increase, but the likelihood of jobs paying similar or greater benefits is also present. Because of the small size of this site, a large industrial employer simply could not locate on this property. While there are industrial uses that could go on this site that would produce reasonably paying jobs, that opportunity also exists if the property is rezoned to Commercial. Additionally, due to the proximity to Legacy and WSUV, the opportunities for medical and other office uses high at this location.

D. Staff emphasized that an Annual Review Application for a change in land use designation to commercial will need to show how the proposed change is compatible with the neighborhood and surrounding area and require submittal of a market analysis and land use analysis.

As discussed above, the market analysis focused on the county's need for and lack of appropriately zoned vacant commercial land. The analysis demonstrates that there is a deficiency of land available to serve the needs of the area within the planning horizon. Encouraging Community Commercial uses at the subject site supports and complements nearby retail and office uses. The location will centrally serve the county's growing population base, counteract historic sales leakage, reduce travel times for local residents, build-off of business activities associated with the adjacent Fred Meyer shopping center, Legacy Hospital and WSU-Vancouver, and generate additional tax revenue to local jurisdictions. Being located in proximity to I-5 and I-205 as well as along the future NE 139th Street exit supports the Community Commercial request as well.

Commercial uses on this property are very compatible with the industrially zoned land to the west, the multifamily zoned property to the east and the Fred Meyer shopping Center and associated commercial uses to the southeast. Typically, industrial uses are less compatible with adjacent or nearby residential uses than commercial uses, due to heavier truck traffic, outdoor storage and other activities, as well as, the potential presence of toxic chemicals. A redevelopment of this property with commercial uses would also have some impacts to the residential areas to the east, but on balance would likely be somewhat less than if the property were able to be redeveloped under its existing zoning.

Transportation:

- E. *The applicant shall provide a traffic study that evaluates the traffic impacts of the proposed comprehensive plan and zone change on the surrounding transportation system. It would compare the trip generation between the existing and proposed comprehensive plan designation. The traffic study would assume full build-out of the area under the existing comprehensive plan designation and zoning.*

A technical memo addressing the transportation impacts relating to the proposed Comprehensive Plan and Zoning Map amendments to convert the property on NE 139th Street from Light Manufacturing (ML) to Community Commercial (C-3) have been prepared by Kittleson and Associates. The analysis studied the surrounding transportation system currently in place, assumed full build out of the property and included a trip generation between the existing and proposed comprehensive plan designations.

- F. *Direct access is not permitted to arterials. Provide documentation of any access permitted to NE 139th Street. Provide documentation of the access easement on NE 3rd Court.*

Per Clark County Case File PLD2009-00050/PSR2009-00042, the property owner and staff previously agreed that the two existing full movement site driveways on NE 3rd Court would be reconfigured. Specifically, the approval required closure of the existing southernmost driveway and reconstruction/relocation of the existing north site driveway to a location five feet north of its current position. The previously approved site driveway consolidation/reconfiguration on NE 3rd Court remains appropriate and would accommodate the forecast queues summarized in analysis provided by Kittleson and Associates under Table 2 of the analysis.

- G. *Staff is concerned with the potential effects on NE 3rd Court at NE 139th Street. Although signalized, the signal timing may not accommodate the increased volume that may be generated by a retail commercial development without potential mitigations.*

A right-turn lane analysis was completed for the two study intersections using the right-turn lane guidelines found in the Washington State Department of Transportation (WSDOT) Design Manual. The right-turn lane analysis worksheets are located in Appendix D of the memo prepared by Kittleson and Associates. Based on this analysis, it was found that a right-turn lane would likely be warranted for the NE 139th Street driveway at full build out of a commercial redevelopment. At the NE 139th Street/NE 3rd Court intersection, the analysis indicates that either a right-turn lane or a right-turn pocket/taper could be considered based on estimated volumes and would be appropriate to analyze at the time of development review when specific trip generations would be known which may be less than the "reasonable worst case scenario".

- H. *Traffic signal modifications may include, but are not limited to, new signal poles, new signal heads, mast arms, signal cameras and associated equipment, new signal-control equipment, fiber optic interconnect to other local signals, etc.*

The traffic analysis did not list any future requirements of the applicant to modify the signal at NE 139th and NE 3rd Court.

- I. *Access location may not be allowed onto NE 139th Street.*

The County, through its construction of 139th street, approved a road modification for this driveway as part of the 139th project. The road

modification contemplates future subdivision and full build out of the property and also allows for an increase in the size of the driveway at upon future development.

- J. *The intersection of NE 3rd Court/NE 139th Street may experience long wait times and low levels of service because of signal timing required to maintain mobility on NE 139th Street.*

Based upon the likelihood of that the property will redevelop with its current access on 139th Street, Kittelson's analysis finds the need for additional mitigation at this intersection is not likely. If, however, the property owner sought to close the access and utilize 3rd Court as its only access, then the report identifies a need for additional analysis at the time of development review.