

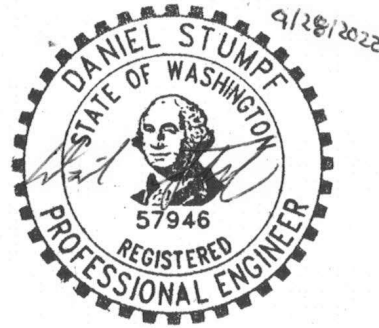
My name is Ron Stutesman, owner of Property ID #'s 159801000, 604757000 & 159762000, all on NE 52nd street, corner of 94th Ave. I am requesting my properties be re-zoned to R-22, back to the zoning it was when I purchased the property nearly 25 years ago. Adjoining property owners Jan and Jill Leckron's request to be joined in this application for re-zoning of their property on NE 94th Ave (ID # 15980000) to R-22 as well. I have included their declaration. I have personally spoken with all neighbors on NE 52nd Street, cross street 94th Avenue and shared my desire to be re-zoned to R-22 as their properties are now zoned. They are also aware of my plans to develop 8 townhouses facing their properties as well as 3 additional townhouses built on the remaining parcel of Leckron's current property. Not only are they 100% in favor, but all are also 100% against any type of commercial activities on the peaceful dead-end street of NE 52nd street that they live on. Our conceptual plan would replace 3 older mobile homes (1968, 1978 and 1982) and one small home built in 1960 with 11 new beautiful townhouses. All neighbors are in favor. For the following reasons I believe my (20.285.070) proposal is more consistent with applicable policies of the Vancouver strategic plan and comprehensive plan than the existing designation and a change in circumstances has occurred since the existing designation was established. The proposal is necessary to further the public interest based on present needs and conditions. (Ord. M-3959 § 19, 07/19/2010; Ord. M-3643, 01/26/2004) After listening to the City of Vancouver council and that of Clark County as well as reading numerous "Columbian" articles, my conclusion is that there is much more of a need for housing than there is a need to provide jobs. Businesses are finding it hard to fill job positions now, but there remains a housing shortage. We may have once believed the East side of the Vancouver Mall would develop like the West side; however, such development did not occur. Recent development of 360 storage units directly across from NE 52nd Street, facing 94th Ave all but insured less traffic in the neighborhood. The East side of the mall was a quiet neighborhood before the storage units were built. Our proposal would offer much needed housing but would also offer many job opportunities developing and maintaining the HOA townhouses in the future. Positives for rezoning and developing as proposed. 1. Would offer new housing in a price range below current median home prices in the category with the largest shortage (\$350K- \$400K). 2. Would provide numerous jobs developing and maintaining the HOA townhouses in the future. 3. The City of Vancouver would be net gain over \$42,000.00 annually above current tax revenues generated from current properties. 4. Would greatly enhance the neighborhood. Thank you Ron Stutesman

Hi Bryan, here is an update with some new information. All the remaining commercial property to the north of Storage Works on NE 94th Ave recently was purchased by Kingdom Movement, a church / ministry organization. Kingdom Movement is shown on GIS as new property owners of property ID #'s 1598170002 and ID # 159771000 which was Naydenov Gymnastics. I was told they also purchased the property between those two, ID # 159794000 but GIS has BOLOKHOVSKIY ANDREY P as new owner. My understanding is that all the acquired property listed above will be used for nothing other than usage for Kingdom Movement Church/ministry. A major concern and a main reason I wanted to be re-zoned was because of the new development of some 360 storage units (Storage Works) directly across from our properties on NE 94th Ave. This ensured minimal traffic from this location and affects surrounding properties. This alone was a major factor why we wanted to be re-zoned R-22. The large properties listed above were the backbone of any future commercial plans remaining in the area. Mine and Leckron's properties are now the only commercially zoned property remaining on the West side of the

Vancouver Mall. We now sit directly across from Storage Works on 94th Ave, while my properties also share a dead-end road with other residents zoned R-22. Especially now, any thought of developing anything commercially viable on our properties has vastly diminished. I believe the benefits of developing new housing far outweighs the loss of any potential jobs on our properties.

Memorandum

To: Ron Stutesman
From: Myla Cross
Date: September 28, 2022
Subject: Van Mall Zone Change
Trip Generation Analysis



Introduction

This memorandum reports and evaluates the potential transportation impacts related to the proposed Van Mall Zone Change project, located in the Van Mall neighborhood of Vancouver, Washington. The proposal will rezone three properties (assessor parcels 159762000, 159801000, and 159800000). The current zoning of the properties is General Commercial (GC). The proposed zoning for parcels will be Higher Density Residential (R-22).

The purpose of this memorandum is to examine and address potential transportation-related impacts from the proposed zone change. This study reviews the site's trip generation potential under both the existing and proposed zoning designations.

Location Description

Project Site Description

The project site is located south of NE 52nd Street, and west of NE 94th Avenue in the Van Mall neighborhood in Vancouver, Washington. The subject site is surrounded by commercial properties to the east, west, and south and residential properties to the north. The site includes three properties (assessor parcels 159762000, 159801000, and 159800000) which encompass an approximate total of 0.77 acres. Currently zoned GC, each parcel is developed with the following:

- Assessor Parcel 159762000: Mobile Home (0.18 acres)
- Assessor Parcel 159801000: 2 Mobile Homes (0.30 acres)
- Assessor Parcel 159800000: Single Family Home (0.29 acres)

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.



Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

Trip Generation

The subject site is currently zoned as GC and is proposed for a change in zoning to R-22. To determine the potential impacts of the proposed zone change, reasonable “worst-case” development scenarios for the existing and proposed zones were determined utilizing data for the most traffic-intensive uses permitted within each zone.

Existing GC Zoning

To determine a reasonable “worst-case” development scenario under the existing GC zone, Vancouver Municipal Code (VMC) section 40.430 *Commercial and Mixed-Use Districts* was referenced and compared to a variety of land uses provided within the *Trip Generation Manual*¹. Based on an assessment of permitted uses that could reasonably be developed within the 0.77-acre site, data from the land use code 822, *Strip Plaza Retail (<40K)*, was referenced to estimate the trip generation potential of the site based on gross floor area.

There are no specific design criteria regarding the minimum or maximum floor area ratio (FAR) or building lot coverages for uses within a GC zone in the VMC. Therefore, it is assumed that a reasonable maximum total building footprint for a *Strip Retail Plaza* would cover approximately 30 percent of the developable area. The remaining developable area is considered as space necessary to accommodate parking, street right-of-way improvements, public space, landscaping, etc. Based on this assumption, a reasonable “worst-case” development scenario under the existing zoning may include the construction of an approximate 10,060 square foot *Strip Retail Plaza*.

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.



Retail land uses typically attract pass-by and diverted trips. Pass-by trips are trips that leave the adjacent roadway to patronize a land use and then continue in their original direction of travel. Similar to pass-by trips, diverted trips are trips that divert from nearby roadways not adjacent to the site to patronize a land use before continuing to their original destination. Pass-by trips do not add additional vehicles to the surrounding transportation system; however, they do add additional turning movements at site access intersections. Diverted trips may add turning movements at both site access and other nearby intersections.

Pass-by and diverted trips rates were determined using data provided in the *Trip Generation Manual, 11th Edition*. Data from land use code 821, *Shopping Plaza (40- 150k)*, was used to determine an evening peak hour pass-by rate since no specific data for code 822 is available. It is assumed that the morning peak hour and weekday rates would approximately match the evening peak hour rate. For the purposes of this analysis, diverted trips were treated as primary trips.

Proposed R-22 Zoning

To determine a reasonable “worst-case” development scenario under the proposed R-22 zone, VMC section 40.420 *Higher Density Residential Districts* was referenced. Based on an assessment of permitted uses under the R-22 zone, data from land use code 220, *Multifamily Housing (Low-Rise)*, was used to estimate the trip generation potential of the site based on number of dwelling units.

To determine a dwelling unit count within the site, the maximum unit per net acre density rate from City code was referenced from BMC 20.420.040, where an R-22 zone has a maximum 22 units per net acre of developable space. For the purposes of this analysis, it is assumed that a reasonable, if not conservative, 20 percent reduction in site buildable area will be necessary to accommodate streets/right-of-way improvements, public space, etc. Therefore, 0.62 net developable acres of the total 0.77 acres are used for analysis, resulting in a reasonable worst-case development scenario of approximately 13 multifamily dwellings.

Analysis Results

The trip generation calculations show that under the existing GC zone, the subject site could reasonably generate up to 14 net new morning peak hour trips, 40 net new evening peak hour trips, and 328 net new average weekday trips. Under the proposed R-22 zone, the site could reasonably generate up to 5 morning peak hour trips, 7 evening peak hour trips, and 88 average weekday trips. Accordingly, the net change in the trip generation potential of the site after the proposed rezone is projected to decrease by 9 morning peak hour trips, 33 evening peak hour trips, and 240 average weekday trips.

The trip generation estimates are summarized in Table 1 and detailed trip generation calculations are included as an attachment to this memorandum.



Table 1: Trip Generation Summary

ITE Code	Size		Morning Peak Hour			Evening Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
Existing GC Zone									
Retail Strip Plaza	822	10,060 SF	14	10	24	33	33	66	548
<i>Pass-by Reduction (40%):</i>			-6	-4	-10	-13	-13	-26	-220
<i>Total:</i>			8	6	14	20	20	40	328
Proposed R-22 Zones									
Multifamily Housing (Low-Rise)	220	13 units	1	4	5	4	3	7	88
Net Change In Site Trip Generation Potential									
Net Increase			-7	-2	-9	-16	-17	-33	-240

If you have any questions or concerns regarding this analysis or need further assistance, please don't hesitate to contact us.





TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition
Proposed R-18/R-30 Zones

Land Use: Multifamily Housing (Low-Rise)
Land Use Code: 220
Land Use Subcategory: Not Close to Rail Transit
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Variable Quantity: **13**

WARNING: Variable Quantity is less than Minimum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 0.4

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	1	4	5

PM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	4	3	7

WEEKDAY

Trip Rate: 6.74

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	44	44	88

SATURDAY

Trip Rate: 4.55

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	30	30	60

Caution: Small Sample Size



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Variable Quantity: **10.06**

AM PEAK HOUR

Trip Rate: 2.36

	Enter	Exit	Total
Directional Split	60%	40%	
Trip Ends	14	10	24

PM PEAK HOUR

Trip Rate: 6.59

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	33	33	66

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	274	274	548

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA