

**TO:** Planning Commission  
**FROM:** Bryan Snodgrass, CDD Principal Planner  
**SUBJECT:** **62nd Avenue Apartments corner rezone**

**HEARING DATE:** 12/13/2022



**Report Date:** 11/30/2022  
**Hearing Date:** 12/13/2022  
**Proposal:** Change zoning map designation from R-18 to R-22  
**Location:** Northwest 0.3 acres of larger 2.8-acre property at 6115 NE 72<sup>nd</sup> Avenue  
**Proponent/Applicant:** Travis Johnson, PLS, representing Serghei Comarnitchi  
**City Staff:** Bryan Snodgrass, Principal Planner  
**Recommendation:** Forward approval recommendation to City Council

**I. PRIOR COMMISSION REVIEW (IF APPLICABLE):**

The larger parcel shown with R-22 zoning in the previous graphic is also owned by the applicant, and was approved in 2021 for a similar rezone. At that time the applicant had not yet reached an agreement with the owner of the corner property. The Planning Commission voted 6-1 on [March 9, 2021](#) in support of the larger rezone, which at that time was from R-18 to R-30, with the single vote against based on testimony from a resident located north of 63<sup>rd</sup> Street with concerns about drainage.

During subsequent 2021 City Council review, City Public Works staff reported to the City Council that the concern may have been driven by incidents that occurred prior to area properties being annexed to the City of Vancouver, and that development on the proposal site would not contribute to a stormwater problem. At the Council's direction the rezone proposal on the larger site was scaled back to R-22, based on concerns about overall compatibility with zoning north of the site.

**II. BACKGROUND AND REVIEW PROCESS:**

The Planning Commission recommendation regarding the corner lot rezone proposal at the upcoming December 13, 2022 public hearing will be forwarded to the City Council for a final hearing to be scheduled in early 2023. If the corner rezone is approved by the Council, the applicant has indicated they will revise a previously approved site plan for an apartment complex on the larger property to increase from 76 to 78 units. Revising the site plan to add the two units would occur through administrative review.

**III. SUMMARY OF ISSUE/APPLICANT PROPOSAL:**

The proposal is to change the zoning on the corner 0.3-acre area from R-18 to R-22. Attachment A of this report contains the application narrative. Impacts from the proposed zone change on the 0.3-acre corner portion are similar although smaller in scale than those reviewed for the larger 2.5-acre rezone approved in 2021. As with the larger rezone proposal in 2021, access from the entire site will via 62<sup>nd</sup> Street, with no direct non-emergency access to either 63<sup>rd</sup> Street or 72<sup>nd</sup> Avenue. The traffic analysis for the recently approved site plan included trip projections based on a potential 78-unit apartment complex, which covers the added development capacity created by the corner rezone, and is included in Attachment B.

**IV. REVIEW CRITERIA AND FINDINGS:**

***20.285.060 Approval Criteria – Standalone Zoning Map Amendments.***

*A. Zoning map amendments not involving associated comprehensive plan map amendments shall demonstrate the following:*

- 1. How the proposal is more consistent with applicable policies of the Vancouver strategic plan and comprehensive plan than the existing designation; and*
- 2. That a change in circumstances has occurred since the existing designation was established.*

Applicable Vancouver Strategic Plan Goals

Goal 6: Facilitate the creation of neighborhoods where residents can walk or bike to essential amenities and services- “20 minute neighborhoods”

Applicable Comprehensive Plan Policies

CD-9 Compatible uses

Facilitate development that minimizes adverse impacts to adjacent areas, particularly neighborhoods.

CD-10 Complementary uses.

Locate complementary land uses near one another to maximize opportunities for people to work or shop near where they live.

H-1 Housing options

Provide for a range of housing types and densities for all economic segments of the population. Encourage equal and fair access to housing for renters and homeowners.

H-5 Housing placement near services and centers

Facilitate siting of higher density housing near public transportation facilities and in designated centers and corridors.

Existing Vancouver Municipal Code [Title 20](#) and [Comprehensive Plan](#)

Staff Findings: The proposed zoning map change from R-18 to R-22 meets applicable rezone criteria and is consistent with applicable Strategic Plan and Comprehensive Plan policies in the following ways:

- Facilitates needed rental as well as owner-occupied housing, consistent with Comprehensive Plan policy H-1;
- Facilitates housing near public and commercial services, including an elementary school immediately south of the site, larger roadways 72<sup>nd</sup> Avenue and 63<sup>rd</sup> Street abutting the site, and Andresen Road approximately 900 feet to the west which contains transit service as well as commercial development anchored by a grocery store, consistent with Comprehensive Plan Policies H-5; CD-4; CD-9; and CD-10.

The proposed zoning change also meets criteria requiring a change in circumstances since the current designation was established, primarily through the acceleration of the local housing affordability crisis in Vancouver, which led to the convening of an Affordable Housing Task Force and subsequent publishing of a report and recommendations in 2016.

**V. RECOMMENDED ACTION:**

Staff recommends approval of the proposed zone change, with the following sample motion language offered:

*The Planning Commission recommends approval of proposed 62<sup>nd</sup> Avenue apartments corner rezone proposal from R-18 to R-22 for the 0.3-acre northwest corner of property at 6115 NE 72<sup>nd</sup> Avenue, based on the staff report and discussion at the December 13, 2022 public hearing.*

Bryan Snodgrass, Community Development Department Principal Planner,  
[bryan.snodgrass@cityofvancouver.us](mailto:bryan.snodgrass@cityofvancouver.us), 360 487-7946

**Attachments:**

- A. Application Narrative
- B. Application Traffic Study

**ATTACHMENT A**

**APPLICATION NARRATIVE**



# **NARRATIVE**

## **FOR**

# **62<sup>ND</sup> STREET APARTMENTS REZONE**

Submitted to

**THE CITY OF VANCOUVER**

**FOR**

**SERGHEI COMARNITCHI**

**2804 NE 65<sup>th</sup> Avenue, Suite D**

**Vancouver, WA 98661**

**(360) 772-5563**

September 2022

## General Information

**Applicant/Owner:**

**Sunlight Rentals LLC**  
Contact: Serghei Comarnitchi  
2804 NE 65<sup>th</sup> Avenue, Suite D  
Vancouver, WA 98661  
(360) 772-5563  
[sunlight.inc@comcast.net](mailto:sunlight.inc@comcast.net)

**Project Contacts:**

**PLS Engineering**  
Travis Johnson, PE  
604 W Evergreen Boulevard  
Vancouver, WA 98660  
(360) 944-6519  
[pm@plsengineering.com](mailto:pm@plsengineering.com)

<b>Location:</b>	SW ¼ of Section 8, T2N, R2E, WM
<b>Address:</b>	7300 NE 62nd Street Vancouver, WA 98662
<b>Project Size:</b>	2.82 acres
<b>Zoning:</b>	Split Zoned: R-18 (0.296 ac) & R-22 (2.522 ac)
<b>Comprehensive Plan:</b>	UH
<b>Current Use:</b>	Construction of apartment complex in progress.
<b>Current Tax Lot Information:</b>	TBD, the lot merger AFN 6055641 is not yet reflected on Clark County GIS
<b>Former Tax Lot Information:</b>	105120005 (area subject to rezone), 105137-000, 105120-000, and 105120-010
<b>School District:</b>	Vancouver
<b>Elementary:</b>	Walnut Grove
<b>Middle School:</b>	Gaiser
<b>High School:</b>	Fort Vancouver
<b>Water District:</b>	Vancouver
<b>Sewer District:</b>	Vancouver
<b>Fire District:</b>	Vancouver Fire
<b>Park District:</b>	B
<b>Previous Case File:</b>	PRJ-165296/PIR-78794
<b>Transportation Impact Fee:</b>	Pacific

## Project Discussion

The 62<sup>nd</sup> Street Apartment Rezone proposes a zoning map amendment for former parcel #105120005 which contains 12,901 sf. Currently the site which also includes former parcels 105137000, 105120000, and 105120010 has a split zoning with the NW corner being zoned R-18 and the rest being zoned as R-22. The area currently zoned R-22 within the site was subject to a previous rezone. At the time the applicant had not yet purchased the corner parcel. After the rezone to R-22 was approved the applicant purchased the corner parcel and proposed an apartment development on the overall site. The 62<sup>nd</sup> Street Apartments project is currently under construction. The applicant is proposing to rezone the 12,901 sf corner parcel from R-18 to R-22 so that the site has a consistent zoning. While no site modifications are proposed, the rezone could result in 2 units being added to the project being constructed.

### ZONING MAP AMENDMENT APPROVAL CRITERIA

VMC 20.285.060.A. sets out the applicable zoning map amendment approval criteria not involving associated comprehensive plan map amendments. This approval criteria is the same as the previous rezone and in general the same justification apply to this request.

This proposal is required to demonstrate the following:

1. How the proposal is more consistent with applicable policies of the Vancouver strategic plan and comprehensive plan than the existing designation; and
2. That a change in circumstances has occurred since the existing designation was established.

#### A. Consistency with Vancouver Strategic Plan

The City adopted a 2016-2021 Strategic Plan, and updated it in November 2018. The city is currently working on a new Strategic Plan, but it has not yet been adopted.

The request is consistent with Objective 6.2.1:

- 6.2.1 Develop a broader range of housing choices through incentives, changes in regulations and implementation of the Affordable Housing Task Force recommendations. Page 23.

In the final 2016 report the Affordable Housing Task Force discussed potential tools and programs to increase the supply of affordable housing units in the city. One of the high priority items discussed amending zoning/development regulations to encourage affordable housing options.

Option for Council Consideration	Description	Estimated Time for Staff to Develop and Present to Council	City Direct Costs/ Staff Time	Cost to Property Owner/ Developer	Potential to Increase Affordable Units	Considerations and Details Additional information to follow based on Council guidance and staff analysis.	Task Force Priority
<b>EXPAND SUPPLY OF AFFORDABLE HOUSING</b>							
Amend zoning/ development regulations to encourage affordable housing options	<ul style="list-style-type: none"> <li>• Allow/promote alternative housing, e.g.:                             <ul style="list-style-type: none"> <li>○ Cluster/cottage housing</li> <li>○ Corner-lot duplexes</li> <li>○ Micro-housing and single room occupancy (SRO) housing</li> <li>○ Shared housing, including rooming/boarding houses</li> </ul> </li> <li>• Reduced parking requirements</li> </ul>	Medium to Long	\$\$	\$	Medium	<b>Details:</b> <ul style="list-style-type: none"> <li>• May be effective at increasing overall supply over a long period of time, but affordability not guaranteed</li> <li>• Marketing incentives/opportunities to property owners and developers</li> <li>• Can use current staff, but may be contracted out</li> </ul> <b>Questions:</b> <ul style="list-style-type: none"> <li>• Requires determination of priorities among several options</li> <li>• Need to determine appropriate level of incentives</li> </ul> <b>Task Force comments:</b> Support for allowing a wider variety of housing types and sizes. This option may also provide low-income homeownership units, an opportunity to address affordable housing apart from rentals.	High

The intent of the option would be to increase overall supply of housing in the city which would result in lower purchase prices and rental costs. While this does not provide “affordable housing” it goes a long way to make housing more affordable. Since the adoption of the strategic plan housing prices have continued to soar. This is partly due to a high demand for housing in the Vancouver region that far outpaces the new housing supply. In response to the strategic plan and the Affordable Housing Task Force recommendations, the City Council studied and approved housing code updates. The Housing Code Updates webpage states the following as a purpose of the update:

“Vancouver, like many communities, is facing a housing crisis. As the city continues to grow, there is a desire and need for new types of housing that would allow residents to live more affordably while also maintaining neighborhood livability. However, current city zoning rules prohibit many of these housing options. Changes to the development code can create opportunities for the private sector to deliver a more diverse, affordable housing stock.”

The project goals of the housing update are stated as the following:

“The goal of the project is to update City codes to allow for different, smaller and more affordable types of housing choices. Many are recommended in the Affordable Housing Task Force report (2016) and many are similar to what is allowed in Clark County and other Washington cities nearby and statewide.”

The specific goals include:

- Allowing for the development of diverse housing types to meet changing demographic needs and consumer preferences
- Expanding market rate, middle income, and affordable housing choices
- Maintaining neighborhood livability with incremental, rather than wholesale, change
- Providing more opportunities for people to live near where they work and attend school, and reduce costly commutes
- Facilitating development in areas with full existing public services

The previous rezone and the current proposal are consistent with this plan and will help meet the City’s goals. The general proposal associated with the zone change will accomplish the following:

- The 62<sup>nd</sup> Street apartment project will add diversity to the housing options in the immediate vicinity of the site.
- It will provide market rate housing including 1-bed and 2-bed units.
- The rezone from R-18 to R-22 represents an incremental change in density and neighborhood livability will be maintained.
- The site is located near schools, stores, and public transport that has the potential to reduce costly commutes.
- The project is in an area with full existing public services.

This policy is discussed more fully below in regard to the current housing crisis as a general change of circumstances since the existing zoning was established.

#### **B. Consistency with the Comprehensive Plan**

This request is consistent with the purpose of the existing Comprehensive Plan designation:



Table 1-5. Vancouver comprehensive plan land use designations

Comprehensive Plan designation	Corresponding Zoning	General Intent
<b>Residential</b>		
Urban Lower Density	R-2, R-4, R-6, R-9	Predominantly single-family detached residential development, with some allowances for duplexes, townhouses, and single-family homes on small lots using infill standards
Urban Higher Density	R-18, R-22, R-30, R-35, MX	Predominantly apartments and condominiums, with some allowance for attached housing (such as duplexes, townhouses, and small-lot single-family homes) and mixed use

While the current zone R-18 is also in the Urban Higher Density designation, the surrounding area zoned R-18 is largely attached single-family housing.

This request furthers the Community Development policies on page 1-14 to 1-15 of the Comprehensive Plan:

*CD-2 Efficient development patterns Encourage efficient development throughout Vancouver to ensure achievement of average density of 8 units per acre set by countywide planning policies. Encourage higher density and more intense development in areas that are more extensively served by facilities, particularly transportation and transit services.*

Response:

- The site is near a full-service grocery store/commercial area, elementary school, community park, and C-Tran Bus route 78 on NE Andresen Rd.
  - Safeway and Walgreens are both approximately 1/4 mile from the site. This is approximately a 5-minute walk. There is also a Starbucks (inside Safeway), Chase Bank, State Farm Insurance, The UPS Store, Sprint Store, Great Clips, Nail Salon, Drive through Coffee, and Subway.
  - Walnut Grove Elementary is directly south of the site.
  - Raymond E Shaffer Community Park is located ¼ mile to the southeast. This is a 10 acre park that connects to another 7 acre park to the south.
  - C-Tran Bus route 78 stops at NE Andresen Rd and NE 63<sup>rd</sup> Street. This is less than a ¼ mile from the site.
    - The northbound and southbound busses arrive every 30 min from 6:00am to 9:00am and 3:00pm to 6pm
    - The northbound and southbound busses arrive every 60 min from 9:00am to 3:00pm and 6:00pm to 10pm

*CD-3 Infill and redevelopment Where compatible with surrounding uses, efficiently use urban land by facilitating infill of undeveloped properties, and redevelopment of underutilized and developed properties. Allow for conversion of single to multi-family housing where designed to be compatible with surrounding uses.*

Response:

- The applicant is in the process of developing 4 parcels (2.82 acres total) each of which contained single-family residences on underutilized land. This is a relatively small infill project, where the intent is to convert the existing underutilized land into a multi-family housing project.

In addition, the request fulfills both CD-9, facilitating compatible uses adjacent to each other, and CD-10, placing housing near services (complementary land uses).

Chapter 3 of the Comprehensive Plan contains the City’s Housing element. The Plan recognizes the need for diverse housing:

As the baby boom generation ages over the next 20 years, there is likely to be a greater need and demand for smaller units, retirement homes, and assisted living.

Page 3-3.

The plan notes that most residential housing is single-family housing (57%). *Id.* Housing affordability is also a City concern:

The Growth Management Act requires local jurisdictions to demonstrate that regulations allow and encourage housing for all economic segments of the community. Table 3-3 provides a breakdown of local households by income ranges, and the general share of Vancouver housing they can afford to buy or rent without having to spend more than 30% of their income.

There are several policies that would be furthered by this request, including:

*H-1 Housing options*

*Provide for a range of housing types and densities for all economic segments of the population. Encourage equal and fair access to housing for renters and homeowners.*

*H-2 Affordability*

*Provide affordable housing by formulating innovative policies, regulations and practices, and establishing secure funding mechanisms. Target affordability programs toward households with incomes below the median.*

**C. Change in Circumstances**

When the site was in Clark County, on the County’s 1994, 2004, and 2007 Comprehensive Plan, the site had a Mixed Use Comprehensive Plan designation. In 2016, with its updated comprehensive plan, the County applied the Urban Medium Density Residential to the site. In 2017, the City annexed the site. The City does not have a Medium Density Residential designation or a R-12 zone, so the site was converted to a Urban Higher Density designation and a R-18 Zone.

The proposed zone change is in response to the current housing shortage and affordability crisis that is currently occurring in SW Washington. This shortage of housing within the area that the subject property lies represents a change in conditions or circumstances since the zoning designation was established. The proposed zone change will result in addition rental units that will increase the housing supply in the area and contribute to improving housing affordability.

There is a correlation between the lack of housing units and affordable housing where increased demand and reduced supply drive up housing costs.<sup>1</sup> According to the AWB Institute, during 2018 in Clark County, there were an estimated 12,608 renting households spending 50% or more of household income on shelter, or 21.5% of all renting households.<sup>2</sup>

<sup>1</sup> See <https://www.urban.org/sites/default/files/publication/83656/2000907-strategies-for-increasing-housing-supply-in-high-cost-cities-dc-case-study.pdf>.

<sup>2</sup> <https://www.awbinstitute.org/indicator/renters-spending-50-or-more/>.

According to the 2016 Affordable Housing Task Force Report issued by the City of Vancouver,<sup>3</sup> it was noted that:

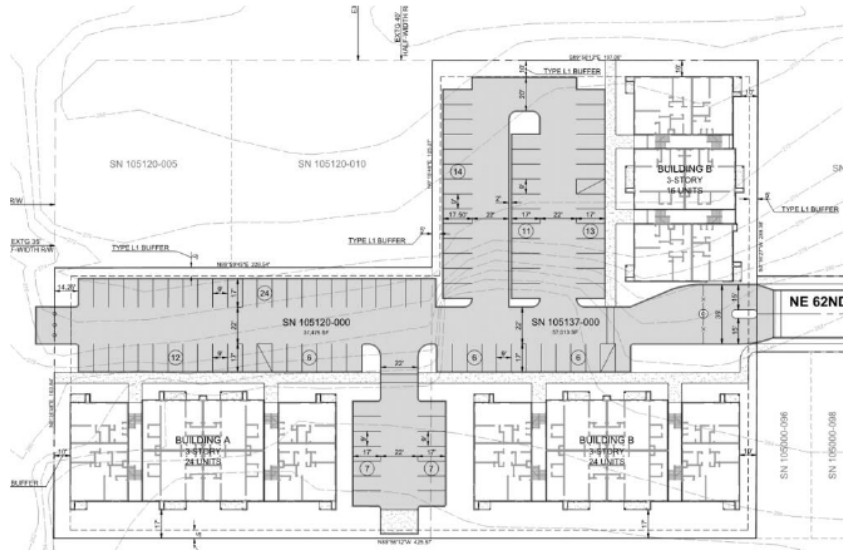
Vancouver, Washington and the surrounding communities are experiencing an unprecedented demand for rental units. In June 2015, the vacancy rate in Vancouver was just below 2%, down from 3.8% at the end of 2010.1 The tightening market has led to a dramatic increase in rents. Between October 2014 and October 2015, the increase in median rent for a 2-bedroom, 1-bath unit in Vancouver was the highest in the nation at 15.6% (a jump from \$900 to \$1,040 per month). Page 2.

While this report was issued in 2016, conditions have not improved in recent years. This report recognizes that higher densities can promote more affordable housing. Page 9.

## PROJECT HISTORY

The following is the history of the review and approval of the overall project:

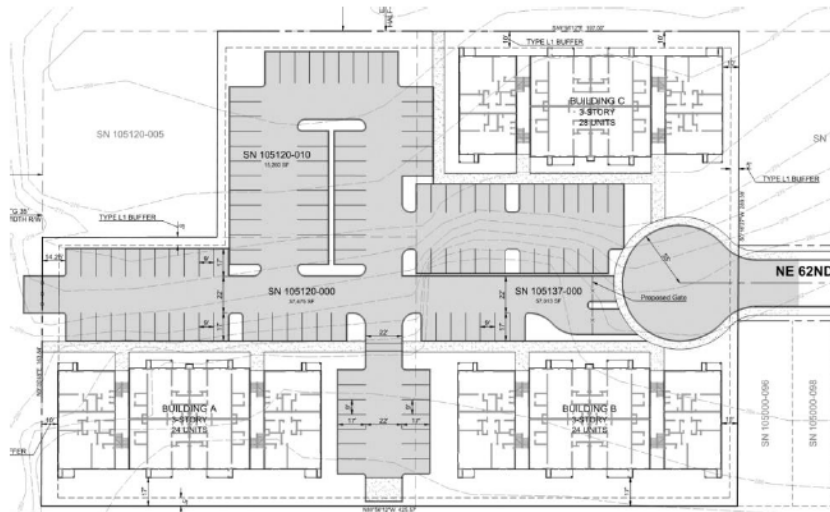
A pre-application conference was held for the overall project on June 25, 2020 and included two parcels, (105120000 and 105137000). The following layout was proposed:



**Site Plan Submitted at Pre-app**

<sup>3</sup>[http://www.cityofvancouver.us/sites/default/files/fileattachments/community\\_and\\_economic\\_development/page/18992/affordable\\_housing\\_task\\_force\\_-\\_final\\_report\\_-\\_6.16\\_0.pdf](http://www.cityofvancouver.us/sites/default/files/fileattachments/community_and_economic_development/page/18992/affordable_housing_task_force_-_final_report_-_6.16_0.pdf).

An application for rezone of the original two parcels and parcel #105120010 was submitted on October 15<sup>th</sup>, 2020. The following is the plan that was submitted for rezone:



**Site Plan Submitted for Original Rezone Application**

This site plan was subject to city staff review, planning commission review, and review by city council. The corner parcel which is the subject of this current rezone proposal (former parcel #105120005) was of particular interest to the planning commission and was discussed and studied in detail. Discussions were related to how the corner parcel could either develop on its own or be absorbed into the current proposal. The city also contemplated including the corner parcel in the previous rezone.

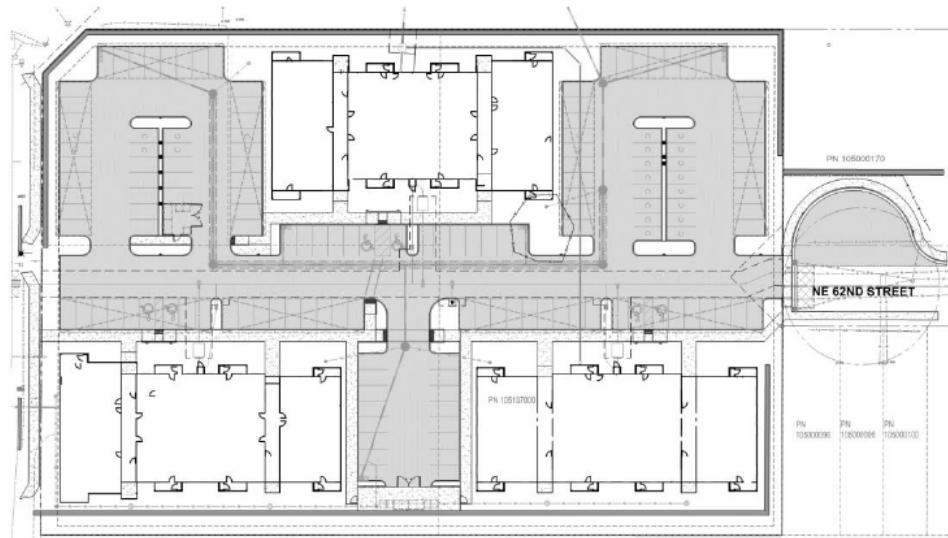
The following are the meetings that occurred in the rezone process of the rest of the site. Many of the comments are directly applicable to the current proposal.

- Planning commission meeting: January 12, 2021
  - <https://www.cityofvancouver.us/pc/page/planning-commission-workshop-and-hearing-13>
- Planning commission meeting: March 9, 2021
  - <https://www.cityofvancouver.us/pc/page/planning-commission-workshop-and-hearing-15>
- City Council Workshop: April 19, 2021
  - <https://www.cityofvancouver.us/citycouncil/page/city-council-meeting-218>
- City Council Meeting: May 10, 2021
  - <https://www.cityofvancouver.us/citycouncil/page/city-council-meeting-community-forum-1>
- Public Hearing: May 17, 2021
  - <https://www.cityofvancouver.us/citycouncil/page/city-council-meeting-220>
- City Council Meeting: August 9, 2021
  - <https://www.cityofvancouver.us/citycouncil/page/city-council-meeting-community-forum-5>
- City Council Meeting: August 16, 2021
  - <https://www.cityofvancouver.us/citycouncil/page/city-council-meeting-226>

The original rezone proposal was for the site to be rezoned to a R-30 designation. As shown in the meeting links above, City staff and the Planning Commission supported the proposal. The City Council was also in support of a rezone but felt that the R-22 destination would be better suited to the site based on the surrounding neighborhood. The City Council eventually approved the site to be rezoned from R-18 to R-22.

Once again, the site area that was subject to the rezone did not include the corner parcel that is currently part of the apartment site plan.

After the rezone approval the applicant was able to make a deal with the owner of the corner parcel and purchased the property before submitting the apartment site plan to the city. A concurrent site plan was prepared including all 4 parcels and submitted to the city on January 28, 2022. The project had site plan approval issued on May 9<sup>th</sup>, 2022 and subsequently the final engineering drawings were approved on June 23, 2022. The approved plan is shown below:



**Approved Final Site Plan for the 62<sup>nd</sup> Street Apartments**

## **CONCLUSION**

We respectfully request that staff recommend approval of this zoning map amendment. Approval of this application would result in an overall site that has a consistent R-22 zoning. In addition, the approval criteria that was shown to be met in the previous rezone is directly applicable to the current rezone.

**ATTACHMENT B**

**APPLICATION TRAFFIC STUDY**

**TRAFFIC ANALYSIS REPORT**

**FOR**

**NE 62<sup>ND</sup> STREET APARTMENTS**

**NE 62<sup>ND</sup> STREET**

**VANCOUVER**

**SUBMITTED BY**



**November 2021**

**Project 21-07**

TRAFFIC ANALYSIS REPORT

FOR

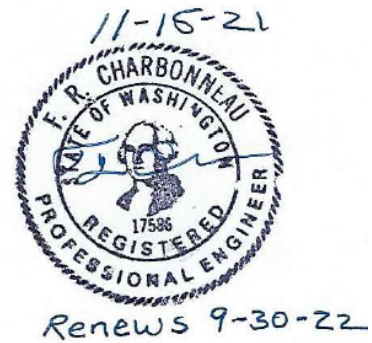
NE 62<sup>ND</sup> STREET APARTMENTS

NE 62<sup>ND</sup> STREET

VANCOUVER

Prepared By

CHARBONNEAU Engineering LLC



November 2021

Project 21-07

## **INTRODUCTION**

This traffic study has been prepared to evaluate and document the operations and safety conditions for the NE 62<sup>nd</sup> Street Apartments development being planned in Vancouver, Washington. The development will build a total of 78 apartment units. The site is located near the southeast intersection corner of NE 63<sup>rd</sup> Street and NE 72<sup>nd</sup> Avenue at the terminus of NE 62<sup>nd</sup> Avenue. It is situated on tax lots #105120-000, 105137-000, and 1051120-000 and totals 2.52 acres. The location is highlighted on the vicinity map (Figure `a`) in the appendix. Traffic access to the site will occur at the existing cul-de-sac of NE 62<sup>nd</sup> Street.

In accordance with the City's requirements the study area was defined as the surrounding neighborhood including the major intersections on NE 63<sup>rd</sup> Street at NE 72<sup>nd</sup> Avenue and at NE 76<sup>th</sup> Avenue.

## **TRAFFIC ANALYSIS CONSIDERATIONS**

In the project scope established with the City of Vancouver a number of important elements were identified and considered in this study.

- Inventory and record pertinent information such as traffic control devices, circulation patterns, lane conditions, pedestrian & bicycle facilities, transit zones, parking, and street characteristics.
- Record data on typical weekdays during the AM and PM peak traffic hours.
- Obtain new traffic count data on NE 63<sup>rd</sup> Street at NE 72<sup>nd</sup> Avenue, NE 76<sup>th</sup> Avenue, and NE Andresen Road (Andresen Road was counted to compare historical data to the February 2021 count data recorded during the Covid-19 pandemic).
- Traffic growth at 1.5% per year was applied to establish the Year 2023 and Year 2028 background traffic volumes.
- In-Process traffic was applied to account for the traffic associated with the existing Walnut Grove Elementary School since the school was not in session due to the Covid-19 pandemic situation.
- Level of service (LOS) analysis of the NE 63<sup>rd</sup> Street intersections at NE 72<sup>nd</sup> Avenue and at NE 76<sup>th</sup> Avenue to measure the approach delays for comparison to City of Vancouver standards.
- Determination of vehicular queuing at the study intersections.
- Tabulation of the site trips distributed to the City's designated TMZ corridors.

## **SITE DESCRIPTION, STREETS, ACCESS, AND CRITICAL INTERSECTIONS**

Development of the NE 62<sup>nd</sup> Street Apartments site will include construction of 78 apartments in three separate three-story buildings as illustrated on the project site plan.

Access to the proposed development will occur at the cul-de-sac where NE 62<sup>nd</sup> Street currently terminates west of NE 76<sup>th</sup> Street. The project site plan (Figure 'b') illustrates the proposed street alignment, site layout, and parking.



**Northeast 62<sup>nd</sup> Street** is classified as a local street and west of NE 76<sup>th</sup> Avenue currently serves approximately 20 housing units. There are curbs and sidewalk on the street which has a tangent alignment with essentially no vertical grade. As a local street the legal travel speed is 25 MPH by City statute even though there is no posted speed. At the intersection with NE 76<sup>th</sup> Avenue the eastbound approach will require the installation of a stop sign and stop bar to control traffic flow when the residential development is built.

**Northeast 63<sup>rd</sup> Street** is designated as a collector and consists of two travel lanes with a center left turn median lane. The street includes bike lanes, curbs, and sidewalk. The local vicinity is developed with residential properties. The posted travel speed is 35 MPH. The nearest major intersection west of the study area is Andresen Road, controlled by a traffic signal. Interstate-205 is located approximately 0.8 miles east of the project site.

The signalized intersection at **NE 63<sup>rd</sup> Street and 72<sup>nd</sup> Avenue** includes separate left turn lanes on each approach. A separate right turn lane exists on the eastbound NE 63<sup>rd</sup> Street approach. Sidewalk and marked pedestrian crossings with pedestrian signals are provided at the intersection.

**NE 63<sup>rd</sup> Street at NE 76<sup>th</sup> Avenue** is controlled with stop signing on the NE 76<sup>th</sup> Avenue approaches. There are separate left turn lanes on NE 63<sup>rd</sup> Street at this location. No separate turn lanes exist on the NE 76<sup>th</sup> Avenue approaches. No marked crosswalks are present.

The existing and proposed lane configurations and traffic control are presented in Figure 'c' in the report's appendix.

## **TRAFFIC OPERATIONAL ANALYSIS**

In order to evaluate traffic flow and delay the study intersections were analyzed for level of service (LOS) conditions, queuing, and safety. Northeast 63<sup>rd</sup> Street at NE 72<sup>nd</sup> Avenue and at 76<sup>th</sup> Street were evaluated in the AM and PM peak hour periods for the following scenarios:

- Year 2021 Existing Traffic (AM & PM peak hours)
- Year 2023 Background Traffic (AM & PM peak hours)
- Year 2023 Total Traffic (AM & PM peak hours)
- Year 2028 Total Traffic (AM & PM peak hours)

In order to perform the LOS analysis at the study intersections traffic counts were recorded in February 2021 during the AM peak and PM peak traffic hours on NE 63<sup>rd</sup> Street at NE 72<sup>nd</sup> Avenue and at 76<sup>th</sup> Avenue as historical counts were not available.

The intersection at NE 63<sup>rd</sup> Street and Andresen Road was also counted in February 2021 in order to compare to the year 2018 historical count recorded prior to the Covid-19 pandemic. It was determined that the year 2021 counts were approximately 25% lower compared to the pre-pandemic volumes. Therefore the February 2021 counts recorded at NE 72<sup>nd</sup> Avenue and NE 76<sup>th</sup> Avenue were factored upward by 25% to compensate for the traffic flow conditions associated with the pandemic. Figure 1 illustrates the year 2021 adjusted volumes for the weekday peak hours. The traffic flow figures are included in the appendix.

Background traffic growth is comprised of the existing traffic factored with a growth rate established by the City. For this project the City required a traffic growth rate of 1.5% per year. Background traffic volumes (the sum of existing traffic and background growth, and in-process traffic) are illustrated in Figure 3 for the Year 2023 scenario.

Walnut Grove Elementary School is located immediately south of the proposed development and accesses NE 72<sup>nd</sup> Avenue across from NE 60<sup>th</sup> Avenue. The school is not currently operating under normal conditions due to the pandemic and therefore was not accounted for in the February 2021 traffic counts recorded on NE 63<sup>rd</sup> Street. To account for the school's traffic it was necessary to project the school trips based on the facility's capacity of 770 students using the ITE trip generation rates (ITE land use code #520) for an elementary school. The in-process school traffic is illustrated on Figure 2.

The Year 2023 and Year 2028 total traffic scenarios represent the summation of the associated background traffic volumes and the site generated traffic. Figure 6 depicts the Year 2023 total traffic and Figure 7 illustrates the Year 2028 total traffic.

**VEHICULAR TRIP GENERATION**

Trip rates presented in the Institute of Transportation Engineers (ITE) Trip Generation manual, 10<sup>th</sup> edition (year 2017) were utilized to estimate the site's trip generation. The trip generation is summarized in Table 1. ITE code #221 (mid-rise housing, three floors) was applied to calculate the trip generation.

**Table 1 Trip Generation Summary**

ITE Land Use	Dwelling Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Mid-Rise Housing (#221)	78							
Generation Rate <sup>1</sup>		5.44	0.36	26%	74%	0.44	61%	39%
Site Trips		<b>424</b>	<b>28</b>	<b>7</b>	<b>21</b>	<b>34</b>	<b>21</b>	<b>13</b>

<sup>1</sup> Source: *Trip Generation*, 10th Edition, ITE, 2017, average rates.

Development of project is expected to generate 424 daily trips, 28 AM peak hour trips, and 34 PM peak hour trips.

The trip distribution was based on the select zone model information furnished by RTC as required by the City's traffic study guidelines. The RTC data is included in the appendix. Figure 4 presents the trip distribution. The corresponding trip assignments are presented in Figures 5a & 5b for the AM & PM peak hours, respectively.

**CONCURRENCY**

Table 2 provides a summary of the development's trips that are expected to travel in the City's adopted Transportation Management Zone (TMZ) corridors during the PM peak hour

**Table 2 Number of site generated trips using adopted TMZ corridors**

TMZ Corridor	Limits of Corridor	PM Peak Hour Trips
Mill Plain Boulevard	Fourth Plain Boulevard to I-5	0
	I-5 to Andresen Road	0
	Andresen Road to I-205	0
	I-205 to NE 136th Avenue	0
	NE 136th Avenue to NE 164th Avenue	0
	NE 164th Avenue to NE 192nd Avenue	0
St. Johns / Ft. Van Way	Mill Plain Boulevard to NE 63rd Street	1
Fourth Plain Boulevard	Mill Plain Boulevard to I-5	0
	I-5 to Andresen Road	2
	Andresen Road to I-205	0
	I-205 to NE 162nd Avenue	0
Andresen Road	Mill Plain Boulevard to SR-500	4
	SR-500 to NE 78th Street	13
NE 112th Avenue	Mill Plain Boulevard to NE 28th Street	2
	NE 28th Street to NE 51st Street	2
NE 162nd/164th Avenue	SE 1st Street to Fourth Plain Boulevard	0
	SR-14 to SE 1st Street	0
Burton Road / NE 28th Street	NE 18th Street to NE 112th Avenue	0
	NE 112th Avenue to NE 138th Avenue	0
	NE 138th Avenue to NE 162nd Avenue	0
NE 18th Street	NE 112th Avenue to NE 138th Avenue	0
	NE 138th Avenue to NE 162nd Avenue	0
NE 136th / 137th Avenue	Mill Plain Boulevard to NE 28th Street	0
	NE 28th Street to Fourth Plain Boulevard	0
SE 192nd Avenue	SR-14 to NE 18th Street	0

Table 2 documents the number of site generated trips that will impact the critical Mill Plain Blvd corridor intersections in the PM peak hour. The analysis has confirmed that no site trips are projected to travel within the corridor.

Exhibit 1A & Exhibit 1B in the appendix document the trip distribution and trip assignments respectively, projected to occur at the TMZ corridor intersections within the project's study area.

**CAPACITY ANALYSIS**

Capacity analyses were performed to determine the levels of service for the weekday peak hours. Synchro (version 11.1, 6<sup>th</sup> edition) was used to determine the approach delays and level of service for the study intersections including NE 63<sup>rd</sup> Street at 72<sup>nd</sup> Avenue and NE 63<sup>rd</sup> Street at 76<sup>th</sup> Avenue. The program is based on the 2010 Highway Capacity Manual methodology. Tables 3a & 3b summarize the analysis results. Copies of the capacity analysis summaries are included in the appendix.

**Table 3a Capacity Analysis Summary -Year 2021 & Year 2023 Background Traffic**

Intersection	Type of Control	Peak Hour	Traffic Scenario							
			Year 2021				2023 Background			
			Crit. Movt	LOS	Delay	v/c	Crit. Movt	LOS	Delay	v/c
NE 63rd Street and NE 72nd Avenue	Signal	AM	-	A	8.6	0.14	-	B	11.9	0.21
		PM	-	B	11.1	0.26	-	B	12.4	0.28
NE 63rd Street and NE 76th Avenue	Two-way Stop	AM	NB	B	12.5	0.05	NB	B	14.0	0.08
		PM	SB	C	15.6	0.09	SB	C	16.1	0.10

Notes: 2016, 6th edition Highway Capacity Manual methodology used in analysis, Synchro v11.  
 NB - Northbound, SB - Southbound, Crit. Movt - Critical movement or critical approach.

**Table 3b Capacity Analysis Summary - Year 2023 & Year 2028 Total Traffic**

Intersection	Type of Control	Peak Hour	Traffic Scenario							
			2023 Total				2028 Future			
			Crit. Movt	LOS	Delay	v/c	Crit. Movt	LOS	Delay	v/c
NE 63rd Street and NE 72nd Avenue	Signal	AM	-	B	11.9	0.21	-	B	12.1	0.22
		PM	-	B	12.4	0.29	-	B	13.0	0.31
NE 63rd Street and NE 76th Avenue	Two-way Stop	AM	NB	B	14.1	0.10	NB	B	14.8	0.11
		PM	SB	C	16.2	0.10	SB	C	17.5	0.12

Notes: 2016, 6th edition Highway Capacity Manual methodology used in analysis, Synchro v11.  
 NB - Northbound, SB - Southbound, Crit. Movt - Critical movement or critical approach.

The City’s standards for intersection operations are documented in VMC Chapter 11.80.130.B. For unsignalized locations the volume to capacity (v/c) ratio cannot exceed a value of 0.95 for any approach. For signalized control intersections must operate at LOS ‘E’ or better and may not exceed a v/c value of 0.95.

The analysis indicates that the stopped controlled intersection on NE 63<sup>rd</sup> Street at 76<sup>th</sup> Avenue will operate at acceptable LOS ‘C’ or better with a v/c ratio of less than 0.13 in the peak hours through the Year 2028 total traffic scenario.

The signalized intersection at NE 63<sup>rd</sup> Street and 72<sup>nd</sup> Avenue will experience acceptable LOS 'B' in the peak hours through the Year 2028 total traffic scenario. The intersection's volume-to-capacity (v/c) ratio will not exceed a value of 0.31.

Queue length demand at the signalized intersection of NE 63<sup>rd</sup> Street and 72<sup>nd</sup> Avenue was established from the Synchro LOS analysis and is based on the 95<sup>th</sup> percentile values. The intersection analysis showed the following queues are projected to occur in the critical left turn lanes through the Year 2028 total traffic scenario. None the demand queues will exceed the storage length provided.

<u>Intersection Approach</u>	<u>Storage Capacity</u>	<u>Queue Demand</u>	
		<u>AM Pk Hr</u>	<u>PM Pk Hr</u>
NB Left Turn	150 feet	75 feet	75 feet
SB Left Turn	150 feet	25 feet	50 feet
EB Left Turn	200 feet	25 feet	50 feet
WB Left Turn	200 feet	25 feet	25 feet

Queues at the stop controlled intersection at NE 63<sup>rd</sup> Street and 76<sup>th</sup> Avenue was also evaluated in the LOS calculations and was verified to not exceed two to three vehicles on the northbound and southbound stop approaches through the year 2028 total traffic scenario. No nearby intersections will be blocked by traffic on the stop approaches.

Generally, LOS 'A', 'B', 'C', and 'D' are desirable service levels ranging from no vehicle delays to average or longer than average delays in the peak hours. Level 'E' represents long delays indicating signalization warrants need to be reviewed and signals considered only if warrants are met. Level 'F' indicates that intersection improvements, such as widening and signalization or signal modification, may be required. According to the Highway Capacity Manual (HCM), the following delay times are associated with the LOS at stop controlled unsignalized and signalized intersections.

<u>Level of Service criteria defined in Highway Capacity Manual</u>		
<u>Level of Service (LOS)</u>	<u>Unsignalized Control Stopped Delay (sec/veh)</u>	<u>Signalized Control Stopped Delay (sec/veh)</u>
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

### ACCIDENT HISTORY

Crash data for the study intersections on NE 63<sup>rd</sup> Street at NE 72<sup>nd</sup> Avenue and at 76<sup>th</sup> Avenue was obtained from WSDOT staff and reviewed to help identify any traffic safety problems. The study period covered five years from January 2015 through December 2019.

The crash rates presented in Table 5 are based on the number of accidents per million entering vehicles (MEV) per year. Typically, an intersection is not considered unsafe unless its accident rate exceeds the threshold value of 1.0 accidents per MEV.

**Table 5 Crash Rate Results**

Intersection	Crash History (Years)	Number of Crashes	Crashes per year	Annual Traffic Entering (veh/yr)	Crash rate per M.E.V.*
NE 63rd Street and NE 72nd Avenue	5	9	1.8	4214870	<b>0.43</b>
NE 63rd Street and NE 76th Avenue	5	0	0.0	2775824	<b>0.00</b>

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

The study intersections did not experience a rate greater 0.43 MEV/year and therefore no safety improvements are recommended.

### TURN LANE WARRANTS & REQUIREMENTS

A center left turn lane exists on NE 63<sup>rd</sup> Street at the study intersections and will be maintained to service left turns in both directions. No additional left turn lanes are necessary.

### TRAFFIC SIGNAL WARRANTS

No new traffic signals are proposed or necessary in conjunction with the development. The peak hour traffic volumes on the NE 76<sup>th</sup> Avenue northbound and southbound approaches to NE 63<sup>rd</sup> Street will not exceed more than 45 vehicles in the peak hours and does not meet the minimum warrant requirements of 150 vehicles per hour.

### PEDESTRIANS, BICYCLES, & BUSES

Sidewalks are provided along NE 63<sup>rd</sup> Street, NE 72<sup>nd</sup> Avenue, NE 76<sup>th</sup> Avenue, and NE 62<sup>nd</sup> Street near the project site. New sidewalk will be included at the NE 62<sup>nd</sup> Street cul-de-sac and within the development site to establish connectivity to the existing pedestrian system. The improvements will provide safe walking areas for pedestrians.

The nearest C-Tran transit service occurs at the intersection of NE 63<sup>rd</sup> Street and NE Andresen Road with route #78 (NE 78<sup>th</sup> Street). This line provides service along NE Andresen Road between the Vancouver Mall area and the NE 99<sup>th</sup> Street transit center.

### PROPORTIONATE SHARE INTERSECTIONS

The City of Vancouver identifies certain intersections that are eligible for proportionate share contributions from approved developments. These locations are listed in the [Traffic Study Guidelines](#) on the City's website and are shown in the following table (Table 4).

Included in the table are the cost per PM peak hour trip assigned to the intersections and the fee amount calculated for this development. No fees are necessary relative to the proposed development as listed in the table.

**Table 4 Proportionate Share Intersections - PM Peak Trip & Cost Summary**

Intersection	City Prj #	TIF Creditable?	Cost Per Trip	PM Peak Trips	Proportionate Share
SE 7th Street & SE 136th Avenue	71230	No	\$772	0	\$0
SE 20th Street & SE 176th Avenue	71227	No	\$400	0	\$0
Leiser Rd/St. Helens Av/MacArthur Blvd	71244	No	\$2,000	0	\$0



## **SUMMARY AND RECOMMENDATIONS**

The traffic study for the NE 62<sup>nd</sup> Street Apartments development in Vancouver has been prepared to determine the potential impacts to the surrounding streets and the study intersections on NE 63<sup>rd</sup> Street at NE 72<sup>nd</sup> Avenue and at NE 76<sup>th</sup> Avenue. Development of the site includes 78 apartment units. The site is located near the southeast intersection corner of NE 63<sup>rd</sup> Street and NE 72<sup>nd</sup> Avenue. The project will generate 424 daily trips, 28 AM peak hour trips, and 34 PM peak hour trips.

Access to the proposed development will occur at the cul-de-sac where NE 62<sup>nd</sup> Street currently terminates west of NE 76<sup>th</sup> Street. The project site plan (Figure 'b') illustrates the proposed street alignment, site layout, and parking.

The analysis indicates that the stopped controlled intersection on NE 63<sup>rd</sup> Street at 76<sup>th</sup> Avenue will operate at acceptable LOS 'C' or better with a v/c ratio of less than 0.13 in the peak hours through the Year 2028 total traffic scenario.

The signalized intersection at NE 63<sup>rd</sup> Street and 72<sup>nd</sup> Avenue will experience acceptable LOS 'B' in the peak hours through the Year 2028 total traffic scenario. The intersection's volume-to-capacity (v/c) ratio will not exceed a value of 0.31.

Queue length demand at the signalized intersection of NE 63<sup>rd</sup> Street and 72<sup>nd</sup> Avenue was established from the Synchro LOS analysis and is based on the 95<sup>th</sup> percentile values. The intersection analysis confirmed that none of the demand queues will exceed the available left turn lane storage capacities. Queues at the stop controlled intersection at NE 63<sup>rd</sup> Street and 76<sup>th</sup> Avenue were also evaluated and verified to not exceed two to three vehicles on the northbound and southbound stop approaches through the year 2028 total traffic scenario.

For concurrency purposes the trip distribution and assignment flow mapping and tables are included in the report to illustrate and document the number of site trips occurring within the City's adopted TMZ corridors.

At the NE 62<sup>nd</sup> Street intersection with NE 76<sup>th</sup> Avenue the eastbound approach will require the installation of a stop sign and stop bar to control traffic flow when the residential development is built. No other off-site transportation improvements are recommended in conjunction with the proposed development.