

**20101 NE 13<sup>th</sup> Street Gas Station**  
20101 NE 12<sup>th</sup> Street

**County Pre-app (PA22-32)**  
Case Mgr (Yvette Sennewald)

**CONCURRENCY (VMC 11.70)**

- Based on submitted information and the City of Vancouver's initial review the proposed development may send trips to the following Transportation Management Zones (TMZ) and Transportation Analysis Zones (TAZ).

**TAZ #481**

**TMZ/Corridor**

192<sup>nd</sup> Avenue

**Limits of Corridor**

SR 14 to 18<sup>th</sup> Street

- After an initial review of the submitted information it appears the proposed project may send trips into the city's street systems and concurrency corridors. The City of Vancouver requests the following submittal requirements be placed on the proposed project:

**Trip Generation and Distribution**

- Use the most current edition of the Institute of Transportation Engineers (ITE) Trip Generation, and follow the guidelines specified in the most current ITE Trip Generation Handbook. Trip generation and distribution shall be justified by the applicant and approved by the City Traffic Engineer prior to completion of the TIA.
- Approved pass-by trips shall be included at driveways.

**A. General TIA Requirements.**

- For any development sending 5 or more net new PM peak hour trips through the city's concurrency corridors, trip generation and distribution is required for project-generated AM & PM peak hour trips at or adjacent to all site accesses.
- When sending fewer than 5 PM peak trips through the city's concurrency corridors only trip generation is required. In this case, the trip generation calculation does not have to be completed by a licensed engineer.
- Additionally, for developments sending 20 or more PM peak hour trips through the city's concurrency corridors, the analysis shall encompass all intersections specified by the traffic engineer for LOS analysis that fall within the limits identified in 11.70.090. The analysis may also include intersections beyond the thresholds listed in 11.70.090 where significant traffic hazards would be caused or materially aggravated by the proposed development.
- Trip distribution shall use the Regional Transportation Council select link assignment for the project TAZ. However, if the project sends fewer than 20 net new PM peak hour trips through the city's concurrency corridors, trip distribution may be based on existing traffic patterns and guidelines in the current ITE Trip Generation Handbook.

**B. Transportation Concurrency Requirements.**

- For developments sending 5 or more net new PM peak hour trips through the city's concurrency corridors, the applicant is required to submit trip generation and distribution for the proposed development and to list the number of PM peak trips entering each of the concurrency corridors in table format. See Table 1 below for the list of corridors.
- For developments sending fewer than 5 PM peak trips through the city's concurrency corridors, trip distribution is not required. However, for concurrency purposes, all trips shall be assumed to impact the closest concurrency corridor.
- Transportation Concurrency is evaluated according to the Corridor Classification. The Director may require additional information or modeling if an impacted corridor is operating close to the adopted level of service. Generally, where a proposed development sends trips to a Category 1 or Category 2 corridor, the Director shall track those trips and presume concurrency between LOS measurements pursuant to VMC 11.70.090.

**Table 1: Concurrency Corridors and Current Classification**

<b>Arterial Concurrency Corridor</b>	<b>Extent</b>	<b>LOS Standard Avg. PM Peak Speed (MPH)</b>	<b>2012 Corridor Classification</b>
<b>Mill Plain Blvd.</b>	Fourth Plain to I-5	10	Category 1
	I-5 to Andresen	12	Category 1
	Andresen to I-205	12	Category 1
	I-205 to 136th Ave.	10	Category 1
	136th Ave. to 164th Ave.	10	Category 1
	164th Ave. to 192nd Ave.	10	Category 1
<b>St. Johns / Ft. Van Way</b>	Mill Plain to 63rd St.	12	Category 1
<b>Fourth Plain Blvd.</b>	Mill Plain to I-5	12	Category 1
	I-5 to Andresen	10	Category 1
	Andresen to I-205	10	Category 1
	I-205 to 162nd Ave.	10	Category 1
<b>Andresen Road</b>	Mill Plain to SR500	11	Category 1
	SR500 to 78th St.	15	Category 1
<b>112th Avenue</b>	Mill Plain to 28th St.	11	Category 1
	28th St. to 51st St.	15	Category 1
<b>164th/162nd Avenue</b>	SR14 to SE 1st St.	10	Category 1
	SE 1st St. to Fourth Plain	10	Category 1
<b>Burton Road / 28th Street</b>	18th St. to 112th Ave.	12	Category 1
	112th Ave. to 138th Ave.	10	Category 1
	138th Ave. to 162nd Ave.	12	Category 1
<b>18th Street</b>	112th Ave. to 138th Ave.	12	Category 1
	138th Ave. to 164th	12	Category 1

	Ave.		
<b>136th/137th Avenue</b>	Mill Plain to 28th St.	12	Category 1
	28th St. to Fourth Plain	12	Category 1
<b>192nd Avenue</b>	SR14 to NE 18th St.	10	Category 1

Identify in table format the number of site generated PM peak hour trips entering all City corridors, if any. If there are no trips to a corridor, enter as zero.

- Prior to final site plan approval, the applicant shall pay per-trip monitoring fees for trips sent to every corridor, up to a maximum monitoring fee of \$1,500 for any single development (VMC 20.180.070).
- **Below are a few items that shall be included in the traffic impact analysis. All other requirements can be found on the City of Vancouver website at <http://www.cityofvancouver.us/publicworks/page/concurrency>**
  - Safety – Crash history and mitigations - Provide a five year crash history, crash rate per mev, and proposed mitigations for intersections with crash rate exceeding 1.0 per mev. Copies of the crash reports shall be included in the TIA. (VMC 11.80.130 and 11.70)  
**Please contact Eric Hahn, Senior Civil Engineer, at [Eric.Hahn@cityofvancouver.us](mailto:Eric.Hahn@cityofvancouver.us) for a list of intersections to study.**
  - Safety and operations – Queue analysis - Provide peak hour queue analysis. (VMC 11.80.130, 11.80.080, 11.70)  
**Please contact Eric Hahn, Senior Civil Engineer, at [Eric.Hahn@cityofvancouver.us](mailto:Eric.Hahn@cityofvancouver.us) for a list of intersections to study.**
  - Warrant analysis – Signals and Turn lanes - Provide traffic signal / turn lane warrants as defined by the Manual on Uniform Traffic Control Devices. (VMC 11.80.080)  
**Please contact Eric Hahn, Senior Civil Engineer, at [Eric.Hahn@cityofvancouver.us](mailto:Eric.Hahn@cityofvancouver.us) for a list of intersections to study.**
- **The city is collecting proportionate share fees for the following project(s):**

<b>Project Location</b>	<b>Unit Cost per Trip</b>
137 <sup>th</sup> Ave – 49 <sup>th</sup> St to Fourth Plain Blvd	<b>\$3,000</b> per PM peak hour trip
192 <sup>nd</sup> Ave & SR-14 ramps	<b>\$2,000</b> per PM peak hour trip
Fourth Plain Blvd & 152 <sup>nd</sup> Ave Signal	<b>\$333</b> per PM peak hour trip
Lieser/St. Helens/MacArthur	<b>\$2,000</b> per PM peak hour trip
192 <sup>nd</sup> Avenue & NE 13 <sup>th</sup> Street	<b>\$400</b> per PM Peak hour trip
192 <sup>nd</sup> Ave & SE 34 <sup>th</sup> St	<b>\$150</b> per PM peak hour trip
176 <sup>th</sup> Ave & SE 20 <sup>th</sup> St	<b>\$400</b> per PM peak hour trip
Grove St/Columbia House Blvd/SR-14 WB off-ramp	<b>\$600</b> per AM peak hour trip
MacArthur & Devine Roundabout	<b>\$2,226</b> per PM peak hour trip
MacArthur & Andresen Roundabout	<b>\$2,285</b> per PM peak hour trip

- **The applicant will be required to contribute proportionate share fees to mitigate trips that the development project will generate and send through any of the current proportionate share projects. The TIA must determine and identify the number of peak hour trips that will be generated by the project and sent through the proportionate share intersections and/or street segments as listed above.**
- **The applicant shall submit to the City of Vancouver a trip generation and distribution and assignment to 5 pm peak hour trips and the traffic study review fee of \$398.00. This shall be submitted electronically in ePlans.**
- If there any questions on the City of Vancouver transportation or traffic scoping requirements, please contact Eric Hahn or Jen Patrick at the City of Vancouver - Transportation Services at the contact numbers listed below.

Eric Hahn  
[Eric.Hahn@cityofvancouver.us](mailto:Eric.Hahn@cityofvancouver.us)  
(360) 487-7702

Jen Patrick  
[Jennifer.Patrick@cityofvancouver.us](mailto:Jennifer.Patrick@cityofvancouver.us)  
(360) 487-7720