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CLARK COUNTY  
WASHINGTON

COMMUNITY PLANNING

## Planning Commission Recommendations to the Clark County Board of Commissioners

FROM: Steve Morasch, Chair  
Valerie Uskoski, Vice-Chair  
Clark County Planning Commission

DATE: August 19, 2014

SUBJECT: CONCURRENCY UPDATE–CPZ 2014-00009

RECOMMENDATION: **Approval of the recommended changes to the Concurrency code and associated update to the Capital Facilities Plan**

### INTRODUCTION

The purpose of the hearing is to consider the recommendations of the Clark County Planning Commission on the proposed update to the Transportation Concurrency program. This hearing will focus on how the standards for concurrency will be changed. The Board will consider the accompanying update to the Capital Facilities Plan when it adopts the 2014 Supplemental budget in November.

### BACKGROUND

The Board of County Commissioners placed revising the concurrency standards on the work programs for Public Works and Community Planning, as a cooperative effort between the two departments for this year. The Board wanted to simplify the approach to concurrency, so the process could be easily understood by both staff and applicants. They believed the simplified approach would assist in promoting job creation and economic development.

Staff examined approaches to concurrency used in other jurisdictions, such as City of Vancouver. Staff determined that the simplest approach to concurrency is to base the level-of-service standards on a volume-to-capacity ratio instead of the current approach of measuring corridor travel speeds.

Traffic Volume-to-Capacity Ratio (V/C) is a measure that reflects mobility and congestion of travel of a facility or a section of a facility. It compares roadway demand (vehicle volumes) with roadway supply (carrying capacity of an identified road segment). For example, a V/C of 1.00 indicates the roadway facility is operating at its capacity. Under the proposed policy, transportation improvements would be required of roadway segments that are either at a V/C of 0.90 or above.

Staff took the proposed changes to both the Concurrency Ordinance and the associated Capital Facilities Plan to the Development Engineering Advisory Board (DEAB) at their June 5, 2014 meeting. DEAB voted unanimously to support the proposed changes overall; however, in an

email, one member had a minor suggestion and DEAB asked that we share that email with the Planning Commission. That email is included in the binder, however, Planning Commission reviewed the email and ultimately voted unanimously to support staff's recommended changes.

Changing the method of measuring capacity requires changing the Capital Facilities Plan (CFP), as well as the concurrency section in the development code. The net effect of these changes to concurrency will be to lower the Traffic Impact Fee (TIF) rate. To avoid issues of timing regarding adoption of the new standards and the new TIF rate, the attached adopting ordinance will have the code changes take effect on November 4, 2014, or on the later date, to coincide with the adoption of the CFP and it will also coincide with the implementation of the interim TIF rates.

Attached to this staff report are the proposed changes to the concurrency Section (40.350.020), the proposed adopting ordinance, and the new proposed CFP. The CFP is for informational purposes only, and will be the subject of a subsequent public hearing.

### **RECOMMENDATION**

The Planning Commission voted **4-0** to recommend that the Board **APPROVE** the concurrency ordinance changes. As previously mentioned, the changes would become effective on November 4, 2014, or on the later date that the revised CFP is adopted.