

# Transportation Impact Analysis

## Annual Review Case: CPZ 2019-00004 Groth

### 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 have or have not been met by the applicant's proposal. 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. Clark County's Comprehensive Growth Management Plan 2015-2035 utilizes the Regional Transportation Council's (RTC) travel demand forecasting model to determine locations where improvements to the transportation system may be necessary. RTC's model planning horizon is through 2035.

### Requested Amendment

The applicant is requesting to amend the Comprehensive Plan designation and zoning for the following parcel: 210776000 (26.29 acres). The applicant proposes a comprehensive plan designation of Rural 5 (R-5) with zoning of Rural (R-5). The change would be from a comprehensive plan designation and zoning of Rural 10 (R-10) to Rural 5 (R-5) comprehensive plan designation with Rural (R-5) zoning. The subject site is 26.29 acres and located at the northwest corners of the NW 71<sup>st</sup> Ave. and NW 309<sup>th</sup> St. intersection. NW 71<sup>st</sup> Ave. is a two-lane rural local roadway north of NW 304<sup>th</sup> St. South of NW 304<sup>th</sup> St., NW 71<sup>st</sup> Ave. is classified as a two-lane rural minor collector (Rm-2) roadway. NW 304<sup>th</sup> St. is classified as a two-lane rural minor collector (Rm-2).

### Summary of Transportation Impact Findings

The proposed Comprehensive Plan map amendment is located in the rural area of Clark County. The transportation level of service standards applicable in the rural area only apply to unsignalized intersections of regional significance. The transportation analysis demonstrates that re-designating and rezoning the property to a comprehensive plan designation of Rural (R-5) is consistent with county transportation policies. The proposed land use change would not significantly impact the transportation system. The transportation impact analysis shows that:

- The accepted Level-of-Service (LOS) for unsignalized intersections of regional significance per Title 40 Concurrency is LOS "E" [CCC 40.350.020.G.1.c].
- The current LOS for westbound approach southbound left at NW 71<sup>st</sup> Ave./NW 304<sup>th</sup> St. is LOS A in the P.M. peak period. [Groth Annual Review Rezone Traffic Impact Study, page 5].
- The 20-year projected LOS for westbound approach southbound left is LOS A the for westbound approach southbound left at NW 71<sup>st</sup> Ave./NW 304<sup>th</sup> St. [Groth Annual Review Rezone Traffic Impact Study, page 10].
- The existing zoning buildout is expected to generate 19 daily, 1 A.M. peak hour (0 ingress, 1 egress), and 2 P.M. peak hour (1 ingress, 1 egress) net new trips. [Groth Annual Review Rezone Traffic Impact Study, page 2].
- The proposed comprehensive plan and rezone is expected to generate 28 more daily, 3 more A.M. peak hour (1 ingress, 2 egress), and 3 more P.M. peak hour (2 ingress, 1 egress) net new trips per day. [Groth Annual Review Rezone Traffic Impact Study, page 2].

Estimates of daily, A.M. peak hour, and P.M. peak hour trips generated by the build out of the existing and proposed zonings were developed from rates published in “Trip Generation, 10<sup>th</sup> Edition” (Institute of Transportation Engineers (ITE), 2017). A single family detached residential dwelling unit averages 9.44 daily trips. (ITE code 210)

All of the study area intersections are projected to operate at acceptable levels of service in the 2039 “Existing Zoning Build-Out” and 2039 “Proposed Zoning Build-Out.”

### **Compliance with Clark County Transportation Policy**

The following Framework Plan transportation policies (from the 20-Year Comprehensive Growth Management Plan 2015-2035) are relevant to this application:

#### **Community Framework Plan**

Goal 5.0 Transportation states that “the Transportation Element is to implement and be consistent with the Land Use Element. The *Community Framework Plan* envisions a shift in emphasis of transportation systems from private vehicles to public transit (including high-capacity transit,) and non-polluting alternatives such as walking and bicycling. The following policies are to coordinate the land use planning, transportation system design and funding to achieve this vision.” [Framework Plan, page 17]. The following transportation policy applies to the proposed action:

“5.1.8 Encourage a balanced transportation system and can be maintained at acceptable level-of-service.” [Framework Plan, page 18].

Findings: The applicant’s traffic study demonstrates that the proposed plan amendment will minimally increase trips and therefore the surrounding transportation system will operate within the adopted threshold LOS E standards or better. The proposed Comprehensive Plan map amendment is consistent with the Community Framework Plan Goals and Policies.

#### **Countywide Planning Policies (CWPP)**

**The GMA, under RCW 36.70A.210, requires counties and cities to collaboratively develop Countywide Planning Policies (CWPP) to govern the development of comprehensive plans. The WAC 365-196-305(1) defines “the primary purpose of CWPP is to ensure consistency between comprehensive plans of counties and cities sharing a common border or related regional issues. Another purpose of the CWPP is to facilitate the transformation of local governance in the urban growth areas, typically through annexation to or incorporation of a city, so that urban governmental services are primarily provided by cities and rural and regional services are provided by counties.”**

Policy 5.0.8 states “The state, local municipalities, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility and movement of goods and people.” [CWPP, page 151].

Findings: The proposed rural land use is balanced and compatible with the planned rural land use density. The proposed Comprehensive Plan amendment and zone change will add additional trips to the transportation system, but will not result in degradation to mobility and

movement of goods and people. Therefore, the proposed amendment is consistent with the applicable Countywide Planning Policies.

### **Comprehensive Growth Management Plan 2015-2035 (2016 Plan)**

The 20-year Comprehensive Growth Management Plan contains many specific policies between the land use and transportation elements. In addition to the policies adopted by all local jurisdictions, the County has adopted transportation goals policies specific to areas within County jurisdiction.

“Goal: Develop a regionally-coordinated transportation system that supports and is consistent with the adopted land use plan.

### **5.1 System Development Policy**

5.1.3 Performance standards for the regional arterial system and transit routes shall direct growth to urban centers.” [2016 Plan, page 152].

“Goal: Optimize and preserve the investment in the transportation system.

### **5.3 System Preservation Policies**

5.3.1 Development projects shall adhere to minimum driveway access spacing standards along arterial and collector streets to preserve the capacity of the transportation system. The county shall work with Washington State Department of Transportation to ensure that minimum access spacing standards for state highways are maintained [2016 Plan, page 154].

5.3.3 The county shall extend the life of existing roadways through a timely maintenance and preservation program. [2016 Plan, page 154].

5.3.5 The local street system shall be interconnected to eliminate the need to use collector or arterial street for internal local traffic.” [2016 Plan, page 154].

Analysis: According to the applicant’s traffic study, the subject site will operate at an acceptable level-of-service. The location of the proposed plan amendment is outside of the urban area that connects to Ridgefield’s Urban Growth Area. There are no transit routes in the vicinity of the proposed plan amendment. The proposal does for a Comprehensive Plan and zoning amendment does not include development of the subject parcels. During the development review process the applicant will have to meet access spacing standards and applicable development code regulations. Chip Seal pavement preservation on NW 304<sup>th</sup> St. was completed in 2018. The proposed Comprehensive Plan Amendment and Rezone will operate at an acceptable level-of-service and is consistent with the 20-year Capital Facilities Plan.

Finding: The proposed plan designation and zoning amendment applies rural land uses with the rural transportation system, ensuring consistency with the transportation system development and preservation. The proposed plan designation and zoning amendment is consistent the applicable Comprehensive Plan Goals and Policies.

## **RECOMMENDATION AND CONCLUSIONS**

The applicant has submitted a transportation analysis through 2039 that demonstrates that transportation impacts from this proposed land use change are not anticipated to cause any significant impacts to the transportation system within the site vicinity. As indicated above, Clark County's Comprehensive Growth Management Plan 2015-2035 utilizes the Regional Transportation Council's (RTC) travel demand forecasting model to determine locations where improvements to the transportation system may be necessary. RTC's model planning horizon is through 2035.

The transportation analysis demonstrates that the proposed comprehensive plan and zoning amendment will add a minimal amount of trips through the intersection of NW 71<sup>st</sup> Ave. & NW 304<sup>th</sup> St. maintaining a LOS "A", which is well above the Clark County standard of LOS "E." The transportation analysis demonstrates that application CPZ2019-00004 is consistent with all applicable Clark County transportation policies. Staff finds that the proposed comprehensive plan amendment and rezone of the subject parcel **meets compliance** with the Clark County Transportation Policy.