

## Transportation Impact Analysis

### Annual Review Case: CPZ 2019-00006 25<sup>th</sup> Avenue Subdivision

#### 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: 145032000 (1.99 acres). The site is located within the Vancouver Urban Growth boundary and the Single Family Residential Overlay of the Highway 99 Sub-Area Plan. The applicant proposes a comprehensive plan designation of Urban Medium Density Residential (UM) with Residential (R-18) zoning. The change would be from a comprehensive plan designation of Urban Low Residential (UL) with Single Family Residential (R1-6) zoning and Highway 99 Single Family Residential Overlay to Urban Medium Density Residential comprehensive plan designation with Residential (R-18) zoning and Highway 99 Mixed Residential Overlay on one parcel. The subject site is 1.99 acres and located north of the intersection at NE 78<sup>th</sup> St. and NE 25<sup>th</sup> Avenue. NE 25<sup>th</sup> Ave. is classified as a two-lane collector with a center turn lane & bike lanes. Sidewalks are required on both sides of the street for all urban streets.

#### Summary of Transportation Impact Findings

The transportation analysis demonstrates that re-designating and rezoning the property to a comprehensive plan designation of Urban Medium Density Residential is consistent with county transportation policies. The proposed land use change would not significantly impact the transportation system. The following analysis shows that:

- The accepted Level-of-Service (LOS) for unsignalized intersections of regional significance per Title 40 Concurrency is LOS "E", roadway segment [CCC 40.350.020.G.1.c].
  - The 20-year projected buildout LOS for the worst turning movements (7 out of 9) at the intersection of NE 88<sup>th</sup> St./NE 25<sup>th</sup> Ave. are LOS B in the P.M. peak period. [NE 25<sup>th</sup> Ave Subdivision Annual Review Rezone Traffic Impact Study, page 13].
  - The 20-year projected buildout LOS for the worst turning movements (southbound) at the intersection of NE 78<sup>th</sup> St./NE 25<sup>th</sup> Ave. are LOS C. [NE 25<sup>th</sup> Ave Subdivision Annual Review Rezone Traffic Impact Study, page 13].
- The maximum volume to capacity ratio for each roadway segment shall not exceed nine-tenths (0.9), when measured independently.
  - The 20-year projected worst roadway segment on NE 88<sup>th</sup> St. is 0.42 East of NE 25<sup>th</sup> Ave. –WB.

- The 20-year projected worst roadway segment on NE 78<sup>th</sup> St. is 0.79 West of NE 25<sup>th</sup> Ave. – EB.
- The 20-year projected worst roadway segment on NE 25<sup>th</sup> Ave. is 0.66 North of NE 88<sup>th</sup> St. – NB. [NE 25<sup>th</sup> Ave Subdivision Annual Review Rezone Traffic Impact Study, page 14].
- The existing R1-6 zoning is estimated to generate 95 daily, 7 A.M. peak hour (2 ingress, 5 egress), and 10 P.M. peak hour (6 ingress, 4 egress) net new trips. [NE 25<sup>th</sup> Ave Subdivision Annual Review Rezone Traffic Impact Study, page 2].
- The proposed comprehensive plan and rezone is forecasted to generate 152 more daily trips, 8 more A.M. peak hour (2 ingress, 6 egress), and 9 more P.M. peak hour (6 ingress, 3 egress) net new trips per day than the existing zoning would generate. [NE 25<sup>th</sup> Ave Subdivision 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 average daily trip per dwelling unit is 9.44 (ITE code 210). A multifamily average daily dwelling trip per unit is 7.32 (ITE code 210, low rise).

Finding: All of the study area intersections and roadway segments 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 transportation analysis demonstrates that application CPZ2019-00006 is consistent with all applicable Clark County transportation policies. The following Framework Plan transportation goal and 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:

“5.1.7 Establish regional level-of-service (LOS) standards for arterials and public transportation that ensure preservation of the region’s (rural and urban) mobility while balancing the financial, social and environmental impacts.” [Framework Plan, Page 17].

“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 well within the adopted threshold LOS E standards or better, and within the maximum volume to

capacity ratio for each roadway segment not to exceed nine-tenths (0.9). Based on the traffic study, the proposed development will not significantly worsen the surrounding roadway segments and intersections.

### **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: Per the applicant’s traffic study, the proposed plan amendment and zone change will add additional trips as seen in the summary of transportation impact findings on page two (2), but will not result in any significant degradation in traffic conditions, and continue to function within the established LOS standards and the maximum volume-to-capacity ratios. Therefore, the proposed amendment is consistent with the applicable Countywide Planning Policies. The proposed land use is balanced and compatible with the planned land use density that helps to ensure adequate mobility and movement of goods and people.

### **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 and 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.

### **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].

Findings: According to the applicant’s traffic study, the subject site will operate at an acceptable level-of-service. As previously mentioned, the proposed amendment is consistent with the applicable Comprehensive Plan Policies. The location of the proposed plan amendment is inside Vancouver’s Urban Growth Area. [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].

Findings: In 2003, NE 25<sup>th</sup> Avenue (NE 78<sup>th</sup> Street to NE 99<sup>th</sup> Street), was improved to a 2-lane collector with center turn lane, bike lanes and sidewalks including the installation of a signal at NE 88<sup>th</sup> Street. NE 25<sup>th</sup> Avenue is interconnected to NE 78<sup>th</sup> Street and NE 99<sup>th</sup> Street. During the development review process the applicant will have to meet access spacing standards. During the development review stage, the applicant will need to address applicable development code regarding street circulation.

#### **Capital Facility Plan**

Finding: 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.

#### **RECOMMENDATION AND CONCLUSIONS**

The applicant has submitted a transportation analysis through 2039 demonstrates transportation impacts from this proposed land use change is 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 (RTC’s) travel demand model forecasting 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 to the transportation system. The proposed Comprehensive Plan and zoning amendment application CPZ2019-00006 is consistent with all applicable Clark County transportation policies, including the Community Framework Plan, Countywide Planning Policies, and Comprehensive Growth Management Plan. Staff finds that the proposed comprehensive plan amendment and rezone of the subject parcels **meets compliance** with the Clark County Transportation Policy.