

Transportation Impact Analysis

Docket Review Case: CPZ 2019-00008 Whipple Creek

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 requests to amend the Comprehensive Plan designation and zoning on parcel 180317002 (21.16 acres). The applicant proposes a comprehensive plan designation of Rural 5 with zone R-5. The change would be from a comprehensive plan designation of Rural-10 with R-10 zoning. The subject site is located on NW 67th Ave. north of NW 179th Ave. NW 67th Ave. is classified as a two-lane local rural access road. The scope of the traffic impact study included the following unsignalized intersections:

- NW 61st Ave. & NW 196th St.
- NW 61st Ave. & NW 199th St.

Summary of Transportation Impact Findings

The proposed Comprehensive Plan map amendment is located in a 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 redesignating and rezoning the property to a comprehensive plan designation of Rural 5 (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 in the unincorporated county is LOS E. [CCC 40.350.020(G)(1)(c)].
 - Applicant's 2035 20-year projected LOS at the unsignalized intersection of NW 196th St. & NW 61st Ave. is LOS A. [Whipple Creek Traffic Impact Study, page 8].
 - Applicant's 2035 20-year projected LOS at the unsignalized intersection of NW 61st Ave. & NW 199th St. is LOS A. [Whipple Creek Traffic Impact Study, page 8].
- The existing zoning buildout is expected to generate approximately 10 average daily trips. [Whipple Creek Traffic Impact Study, page 7]. The proposed comprehensive plan and rezone is expected to generate 30 more average daily trips, 3 more A.M. peak hour, and 3 more P.M. peak hour net trips. [Whipple Creek Traffic Impact Study, page 7].

Estimates of daily, peak hour trips is calculated and obtained from the standard reference manual "Trip Generation, 9th Edition and the Trip Generation Handbook" published by the Institute of Transportation Engineers (ITE), 2012. A single family detached residential dwelling unit averages 9.44 daily trips (ITE code 210) per new lot.

Findings: In 2035, the applicant has demonstrated that both unsignalized intersections will operate well within the standard unsignalized intersection LOS.

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:

“5.1.7 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: Within the 2035 Comprehensive Plan horizon, the applicant demonstrates that the proposed plan amendment will minimally increase trips and therefore the surrounding transportation system will operate within the adopted threshold of LOS E standards. 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.” [CWPP, page 151].

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 applicant’s proposed plan amendment will minimally increase trips and is not anticipated to cause any significant impacts to the transportation system within the site vicinity upon implementation. No significant traffic delays or congestion is expected to result due to the

zone change. The proposed amendment is consistent with the applicable Countywide Planning Policies.

Comprehensive Growth Management Plan 2015-2035 (2016 Plan)

The 2016 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

5.1.2 County Road Projects and transportation improvements are proposed through development agreements shall be consistent with the current adopted Clark County Road Standards, Arterial Atlas, 2010 Clark County Bicycle and Pedestrian Master Plan, Concurrency Management Systems, RTC’s Regional Transportation Plan and the Washington Transportation Plan.

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

5.3.3 The county shall extend the life of existing roadways through a timely maintenance and preservation program.

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 Vancouver’s Urban Growth Area. There are no transit routes in the vicinity of the proposed plan amendment. The proposal does not include development of the subject parcels. During the development review process the applicant will have to meet street and road standards and applicable development code regulations.

Findings: This proposed plan amendment and Title 40 development review requirements may assist in optimizing and preserving the investment in the transportation system. The proposed plan designation and zoning amendment is consistent the applicable Comprehensive Plan Goals and Policies.

RECOMMENDATION AND CONCLUSIONS

The applicant has demonstrated that the transportation analysis through 2035 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. The proposed Comprehensive Plan and zoning amendment application CPZ2019-00008 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 parcel **meets compliance** with the Clark County Transportation Policy.