

# Transportation Impact Analysis

## Annual Review Case: CPZ 2018-00002 Ward 162<sup>nd</sup> Avenue

### 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.

### Requested Amendment

The applicant is requesting to amend the Comprehensive Plan designation and zoning for the following parcels: 104130-000(2.85 acres), and 104143-000 (5.41 acres). The change would be from a comprehensive plan designation of Commercial with Community Commercial (CC) zoning. The applicant proposes a combination comprehensive plan designation of Urban High Density Residential with zoning of R-30. The subject sites are cumulatively 8.26 acres and are located southeast of the NE 162<sup>nd</sup> Avenue/NE Ward Avenue intersection. NE 162<sup>nd</sup> in this section is under the jurisdiction of the Washington Department of Transportation (WSDOT). NE Ward, adjacent to the subject parcels, is classified as a four-lane Principal Arterial with a center turn-lane and bike lane (Pr-4cb).

### Summary of Transportation Impact Findings

The transportation analysis demonstrates that re-designating and rezoning the property to a comprehensive plan designation of Urban High 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 rezone proposal is to change the comprehensive plan designation from Commercial with a zoning of CC to a comprehensive plan designation of Urban High Density Residential with R-30.
- The accepted Level-of-Service ratio, per the Title 40 Concurrency is 0.9 for each roadway segment [CCC 40.350.020.G.1.a].
- The current V/C ratio for eastbound NE 162<sup>nd</sup> Avenue/NE Ward Road is approximately 0.36 in the PM peak period.
- The 20-year projected V/C ratio for eastbound the intersection of 162<sup>nd</sup> Avenue/Ward Road at 0.58.
- The existing CC zoning is expected to generate 8,310 daily trips and 755 pm peak hour (365 in, 390 out).
- The proposed R-30 zoning would generate 1,640 daily trips and 155 pm peak hour trips (100 in, 55 out).
- NE 162<sup>nd</sup> Avenue and NE Ward Road are under the jurisdiction of the Washington Department of Transportation (WSDOT) in this area.
- The proposed comprehensive plan and rezone would decrease net new trips by 2,300 per day.
- The site access is under the jurisdiction of WSDOT.

- Frontage improvements would be addressed under the site development review process and also in cooperation with WSDOT’s requirements.
- WSDOT reviewed the traffic impact analysis and had no concerns since the proposal would decrease trips onto the intersection of NE Ward Road and NE 162<sup>nd</sup> Avenue.

All of the study area intersections are projected to operate at acceptable levels of service in the 2035 “Existing Zoning Build-Out” and 2035 “Proposed Zoning Build-Out.”

**Public Comment**

WSDOT commented on this application via email and indicated they had no concerns with this application.

**Compliance with Clark County Transportation Policy**

The transportation analysis demonstrates that application CPZ2018-00002 is consistent with all applicable Clark County transportation policies. 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 generate fewer trips and therefore the surrounding transportation system will operate well within the adopted threshold volume-to-capacity ratio of 0.90. The proposed comprehensive plan amendment and zone change would significantly decrease trips onto the surrounding transportation system.

**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 decrease trips by 2,300 per day. Therefore, the proposed amendment is consistent with the applicable Countywide Planning Policies. The proposed land use will significantly decrease trips onto the surrounding transportation system.

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

The 20-year Comprehensive Growth Management Plan contains many policies that guide urban form and efficient land use patterns. 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.

**System Development Policies**

5.1.2 County Road Projects and transportation improvements are proposed through development shall be consistent with the current adopted Clark County Road Standards, Arterial Atlas, 2010 Clark County Bicycle and Pedestrian Master Plan, Concurrency Management System, 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].

Findings: NE Ward Road and NE 162<sup>nd</sup> Avenue in this section is under the jurisdiction of WSDOT. In an email dated 04-11-18, WSDOT staff said they had no issues with the proposed comprehensive plan amendment and rezone because the proposal would decrease trips. 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 in the urban 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].

5.3.5 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: 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.