

Transportation Impact Analysis

Annual Review Case: CPZ 2018-00004 Strawberry Hill

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: 189810-000(1.07 acres), and 18935-000 (0.58 acres). The change would be from a comprehensive plan designation of Commercial with Neighborhood Commercial (NC) zoning. The applicant proposes a comprehensive plan designation of Urban Low Density Residential with zoning of R1-6. The subject sites are cumulatively 1.65 acres and are located at the southeast and southwest corners of the NE 119th Street/NE 47th Avenue intersection. NE 119th Street is classified as a Two-Lane Minor Arterial (M-2cb). NE 50th Avenue, located east of the subject site, is classified as a Collector with center turn-lane and bike lane (C-2cb). NE 47th Avenue, which runs north-south between the two subject parcels, is a private road.

Summary of Transportation Impact Findings

The transportation analysis demonstrates that re-designating and rezoning the property to a comprehensive plan designation of Urban Low 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 NC to a comprehensive plan designation of Urban Low Density Residential with R 1-6.
- 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 119th Street at NE 50th Avenue is approximately 0.38 in the PM peak period.
- The 20-year projected V/C ratio for eastbound 119th Street at 0.69.
- The existing NC zoning is expected to generate 608 daily, 21 am peak hour (13 in, 8 out), and 53 pm peak hour (25 in, 28 out) net new trips.
- NE 119th Street was recently improved to the full design for a Two-Lane Minor Arterial (M-2cb), which is designed to carry greater than 16,000 vehicles per day.
- The proposed comprehensive plan and rezone will reduce vehicle trips per day by 513 trips per day.
- The site access and potential frontage and operational improvements will be evaluated during the development review process.

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

Staff has not received public comment regarding the transportation aspect of this annual review.

Compliance with Clark County Transportation Policy

The transportation analysis demonstrates that application CPZ2018-00004 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.

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 543 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: Improvement of NE 119th Street in this area was recently completed and the current Capital Facilities Plan includes improving NE 119th Street from NE 72nd Avenue to NE 87th Avenue. 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.

RECOMMENDATION AND CONCLUSIONS

Based on the information presented in this report, staff recommends that the Planning Commission forward a recommendation of **APPROVAL** to Clark County Councilors.

COMPLIANCE WITH APPLICABLE CRITERIA		
Criterion for Policy/Text Amendments	Criteria Met?	
	Staff Report	Planning Commission Findings
Consistency with GMA	Yes	
Community Framework Plan	Yes	
Countywide Planning Policies	Yes	
20-Year Comprehensive Plan	Yes	
Capital Facilities Plan	Yes	
Recommendation:	Yes	