

Transportation Impact Analysis

Annual Review Case: CPZ 2018-00003 Faith Center

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: 200080-000 (1.89 acres), 200145-000 (0.43 acres), and 200080-001, (0.24 acres). The change would be from a comprehensive plan designation of Mixed Use with MX zoning to a comprehensive plan designation of Urban Low Density Residential with zoning of R1-6. The subject sites are cumulatively 2.56 acres and are located on the west side of NE 117th Avenue, located 0.08 miles north of NE 117th Avenue's intersection with NE 107th Street. NE 117th Avenue (SR-503) is a facility under the jurisdiction of the Washington Department of Transportation (WSDOT). NE 107th Street borders the south side of the subject site and is classified as a 2-lane collector (C-2).

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 of Mixed Use with a zoning of MX to a comprehensive plan designation of Urban Low Density Residential with R 1-6 zoning.
- The accepted volume-to-capacity (V/C) ratio, per the Title 40 Concurrency is 0.9 for each roadway segment. [CCC 40.350.020.G.1.a].
- For the intersection of NE 117th Avenue at NE 107th Street: full build-out of the subject site under the existing zoning, the V/C ratio is 1.4 in the PM peak hour; for an unsignalized intersection and for the eastbound movement.
- The County and WSDOT have already agreed that this intersection will be signalized which will permit the intersection to operate at an acceptable volume-to-capacity ratio.
- When the intersection is signalized, the volume-to-capacity ratio will be 0.68 which is well within the adopted County transportation standards.
- The purpose of the comprehensive plan amendment and re-zone change analysis is to determine if the proposed zoning will make conditions worse at the study area intersections than the current zoning. The analysis demonstrates that the proposed comprehensive plan amendment and rezone will decrease trips onto the surrounding transportation system.
- The existing MX zoning is expected to generate 1,810 daily trips.
- The proposed R 1-6 zoning would generate 226 daily trips.

- The applicant proposes constructing a private, K-12 private school on the subject site.
- Grades 6-12 schools are a conditional use in residential zones.
- A grade 6-12 school would generate 536 trips. The International Traffic Engineers' Manual (ITE) does not have existing trip data for a private high school, so this data assumes a public high school.
- The trip generation assumed a private school which generates a slightly higher trip generation rate than public schools. The ITE trip generation for a similar size K-8 facility would be 534.
- The proposed comprehensive plan and rezone will reduce vehicle trips per day by 1,274 trips per day.
- WSDOT submitted a letter saying that the agency is restricting left-turns on NE 117th Avenue in this area and that agency staff will provide further comments as the site goes through the development process. The letter can be found in Exhibit A of this Traffic Impact Analysis.

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 received a comment letter from WSDOT and it is included with this traffic impact analysis in Exhibit A. They said that when the site re-develops that a median will be placed on NE 117th Avenue and they are concerned with left-turns coming out of the subject parcel. They indicated that they will need to further review the project as it progresses through the development process for further improvements.

Compliance with Clark County Transportation Policy

The transportation analysis demonstrates that application CPZ2018-00003 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; however, the surrounding transportation system will not operate within the adopted threshold volume-to-capacity ratio of 0.90. The projected level-of-service for 2035 build-out of the site is projected to be 1.4 for the PM peak eastbound movement for the intersection of NE 117th Avenue and NE 107th Street; the County and WSDOT, however, agree that If the left-turns from the subject site are restricted, the site

could operate at an acceptable level-of-service. Furthermore, the County and WSDOT have agreed to signalize this intersection to permit it to operate at an acceptable volume-to-capacity ratio. When the intersection is signalized, the volume-to-capacity ratio will be 0.68 which is well within the adopted County transportation standards. This criterion is met.

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 1,235 per day. The proposed land use will significantly decrease trips onto the surrounding transportation system. The intersection of SR-503 and NE 107th Street will be signalized which will permit the intersection to operate at an acceptable volume-to-capacity ratio of 0.68.

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 117th Avenue is a WSDOT facility. According to the applicant’s traffic study, the subject site will operate within the acceptable volume-to-capacity ratio of 0.68 when the intersection is signalized. 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: NE 117th Avenue is a WSDOT facility and therefore WSDOT will permit the site access and what improvements will be improved.

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	
	Yes	
Recommendation:	Yes	

Exhibit A: letter from Michael Williams, Planning Manager for the Washington Dept. of Transportation

Exhibit A:



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May 8, 2018

Laurie Lebowsky
Clark County Community Planning

Re: Faith Center Annual Review
Traffic Impact Study
SR 503, MP 2.25

Dear Ms. Lebowsky:

The Washington State Department of Transportation (WSDOT) staff has reviewed the Traffic Impact Study for the Faith Center Annual Review. The proposal requests the county amend the comprehensive plan and zoning on approximately 2.56 acres from a Mixed Use designation with Mixed Use zoning to a Residential designation with Residential zoning. WSDOT would like to offer the following comments on the Traffic Impact Study (TIA) prepared for this project by MacKennzie.

WSDOT is requiring all developments along the SR 503 corridor in the vicinity of this project to install center median curb. The purpose of this curb is to restrict left turns along the corridor to improve safety. While no development is proposed at this time, any future development will be required to install center median curb on SR 503.

The TIA submitted for the proposed comprehensive plan and zone change shows left turns into and out of the subject property. The TIA should be revised to show the future condition prohibiting left turns.

These comments are based on a preliminary review of this project. As this project progresses, there may be need for additional information by this department for further review. There may be other issues and requirements by this department that are not stated here. Other issues or requirements may include, but are not limited to, drainage, illumination, access, signing, and channelization. This review does not constitute final approval by WSDOT.

Thank you for the opportunity to comment on this project. If you have any questions or need additional information, please contact Jeff Barsness, Southwest Region Development Services Engineer, at 360-905-2059.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Williams".

Michael A. Williams
Planning Manager

MW: jb