

Transportation Impact Analysis

Annual Review Case: CPZ 2018-00001 Yacolt Mt.

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 proposing to expand the Surface Mining Overlay designation on parcel number 230301000 and also on a portion of parcel number 230061000. The subject sites are cumulatively 107 acres. The subject site accesses NE Kelly Road via a private road. NE Kelly Road is classified as a Rural Minor Arterial (Rm-2).

Summary of Transportation Impact Findings

The transportation analysis demonstrates that expanding the Surface Mining Overlay (SMO) is consistent with county transportation policies. The proposed land use change would not significantly impact the transportation system. The following analysis shows that:

- The proposal is to add another 107 acres to the existing 135 acre SMO area.
- The accepted level-of-service (LOS), per Title 40 – Transportation Concurrency Management System, for an unsignalized intersection is a LOS E. [CCC 40.350.020.G.1.c].
- The proposed expansion of the SMO area could impact Lewisville Highway or SR-503 so analysis of the potential impacts was included in the traffic impact study. SR-503 is under the jurisdiction of the Washington Department of Transportation (WSDOT).
- Staff received the following emailed comments from WSDOT on June 12, 2018: "We've reviewed the traffic study for the Surface Mining Overlay for Yacolt Mountain Quarry. Based on the information in the study we understand the applicant is not proposing an expansion of mining activities under this request. If mining activities were expanded to these parcels the traffic study shows no significant impact to the two intersections on SR 503 identified in the study. At this time and based on the information in the submitted traffic study WSDOT is not requesting mitigation at either intersection on SR 503."
- WSDOT enforces LOS standards for highways of statewide significance based on the Revised Code of Washington (RCW) 47.06.140(2). SR-503 is not a regionally significant highway; however, Clark County's performance standards apply at the intersections of SR-503/NE Garner Road and SR-503/NE Gabriel Road.
- The traffic study looked at both AM and PM peaks and used whichever number was the highest number to evaluate the worst-case scenario
- The current directional V/C ratio for SR-503, east of NE Kelly Road, both in the AM and PM peak hour, is less than 0.9.



- The current directional V/C ratio for SR-503, south of NE Gabriel Road, both in the AM and PM peak hour, is less than 0.9.
- The existing zoning is expected to generate 19 average daily trips, 2 am peak hour, and 2 pm peak hour trips.
- The proposed expansion of the SMO would generate a net Average Daily Trip (ADT) generation would be 402.
- The 20-year projected PM peak V/C ratio for the intersection of NE Gabriel Road and SR-503 is 0.39.
- The 20-year projected peak hour level-of-service (LOS) for the intersection of NE Gabriel Road and SR-503 is a LOS D in both the AM and PM peak hour.
- The 20-year projected PM peak V/C ratio for the intersection of NE Kelly Road and SR-503 is 0.13.
- The 20-year projected peak hour LOS for the intersection of NE Kelly Road and SR-503 is a LOS A in the AM peak hour and a LOS B in the PM peak hour.
- 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 received an email from WSDOT regarding this annual review applications and it can be found in Exhibit A of this report.

Compliance with Clark County Transportation Policy

The transportation analysis demonstrates that application CPZ2018-00001 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 operate 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 increase trips by 402 per day, but the transportation system will operate within the accepted V/C ratio. 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. [2016 Plan, page 152].

Findings: The most impacted road is SR-503 and is under the jurisdiction of WSDOT; however, it is not a regionally significant highway. 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.

“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 and address any safety improvements that may be required.

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	

Exhibit A: June 12, 2018 Email from Jeff Barsness of the Washington Department of Transportation

Exhibit A: Comments from the Washington Department of Transportation

From: Barsness, Jeff [mailto:BarsneJ@wsdot.wa.gov]
Sent: Tuesday, June 12, 2018 9:55 AM
To: Albrecht, Gary; Lebowsky, Laurie
Subject: RE: Yacolt Mine

We've reviewed the traffic study for the Surface Mining Overlay for Yacolt Mountain Quarry. Based on the information in the study we understand the applicant is not proposing an expansion of mining activities under this request. If mining activities were expanded to these parcels the traffic study shows no significant impact to the two intersections on SR 503 identified in the study. At this time and based on the information in the submitted traffic study WSDOT is not requesting mitigation at either intersection on SR 503.

Please let me know if you have any questions.

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