

# Transportation Impact Analysis

## Annual Review Case: CPZ 2019-00003 Riverview

### 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: 200326000 and 200355000 (60.13 acres). The applicant proposes a comprehensive plan designation of Urban Low Density Residential (UL) and Commercial (C) with zoning of single family residential (R1-10) and Community Commercial (CC). The change would be from a comprehensive plan designation of Industrial and zoning of Business Park (BP) to Urban Low Density Residential (UL) comprehensive plan designation with single family residential (R1-10) zoning (53.13 acres) and Commercial with Community Commercial (CC) zoning (7.0 acres). The subject site is 60.13 acres and located west of NE 152<sup>nd</sup> Ave., south of NE 119<sup>th</sup> St., and north of NE 99<sup>th</sup> St.. NE 152<sup>nd</sup> Ave. is classified as a two-lane collector (C-2). NE 119<sup>th</sup> St. is classified as a two-lane rural major collector (R-2) and NE 99<sup>th</sup> St. is classified as a two-lane minor arterial with center lane turn and bike lanes (M-2cb). The scope of the traffic impact study included the following intersections:

- NE 152<sup>nd</sup> Ave./NE 119<sup>th</sup> St.;
- NE 117<sup>th</sup> Ave. (SR503)/NE 99<sup>th</sup> St.;
- NE 152<sup>nd</sup> Ave./NE Padden Parkway;
- NE 152<sup>nd</sup> Ave./NE 99<sup>th</sup> St..

### Summary of Transportation Impact Findings

The proposed Comprehensive Plan map amendment is located in an urban unincorporated area of Clark County. The transportation level of service standards applicable in the urban unincorporated area apply to signalized & unsignalized intersections of regional significance, and roadway segments. Three of four identified intersections in the study area have traffic signals: NE 152<sup>nd</sup> Ave./NE 119<sup>th</sup> St.; NE 117<sup>th</sup> Ave. (SR503)/NE 99<sup>th</sup> St.; and NE 152<sup>nd</sup> Ave./NE Padden Parkway. One of the four studied intersections is not signalized, NE 152<sup>nd</sup> Ave./NE 99<sup>th</sup> St.. To evaluate the future need of a signal at the intersection, Clark County Code relies on the Manual on Uniform Traffic Control Devices (MUTCD), which requires a signal warrant analysis. The transportation analysis demonstrates that re-designating and rezoning the property to a comprehensive plan designation of single family residential (R1-10) zoning and Community Commercial (CC) zoning 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 for individual movements at each signalized intersection of regional significance in the unincorporated county area shall not exceed an average of

two (2) cycle lengths or two hundred forty (240) seconds of delay (whichever is less). [CCC 40.350.020.G.1.b]

- The 20-year projected P.M. peak hour buildout for NE 152<sup>nd</sup> Ave. and NE 119<sup>th</sup> St. is 11.5 seconds and LOS B.
- The 20-year projected P.M. peak hour buildout for NE 117<sup>th</sup> Ave. (SR 503) and NE 99<sup>th</sup> St. is 32.4 seconds and LOS C.
- The 20-year projected P.M. peak hour buildout for NE 152<sup>nd</sup> Ave. and NE Padden Parkway is 40.9 seconds and LOS D. [Riverview Asset 2<sup>nd</sup> Annual Review Rezone Traffic Impact Study, page 18 & 19].
- Accepted Level-of-Service (LOS) for unsignalized intersections of regional significance per Title 40 Concurrency is LOS “E” [CCC 40.350.020.G.1.c].
  - The projected P.M. peak hour buildout for NE 152<sup>nd</sup> Ave. and NE 99<sup>th</sup> St. is 47.7 seconds and LOS E. [Riverview Asset 2<sup>nd</sup> Annual Review Rezone Traffic Impact Study, page 19].
- The maximum volume to capacity (v/c) ratio for each roadway segment shall not exceed nine-tenths (0.9), when measured independently for each direction of travel. [CCC 40.350.020.G.1.a].
  - The 20-year projected worst roadway segment on NE 119<sup>th</sup> St. is 0.49 West of NE 152<sup>nd</sup> Ave. EB.
  - The 20-year projected worst roadway segment on NE 152<sup>nd</sup> Ave. is 0.86 from NE 119<sup>th</sup> St. to NE 99<sup>th</sup> St. NB.
  - The 20-year projected worst roadway segment on NE 99<sup>th</sup> St. is 0.57 from SR 503 to NE 152<sup>nd</sup> Ave. EB.
- The existing zoning buildout is expected to generate 4,292 daily, 511 A.M. peak hour (341 ingress, 170 egress), and 508 P.M. peak hour (85 ingress, 423 egress) net new trips. [Riverview Asset 2<sup>nd</sup> Annual Review Rezone Traffic Impact Study, page 2].
- The proposed comprehensive plan and rezone is expected to generate 378 less daily, 297 less A.M. peak hour (-254 ingress, -43 egress), and 165 less P.M. peak hour (97 ingress, -262 egress) net new trips per day. [Riverview Asset 2<sup>nd</sup> Review Rezone Traffic Impact Study, page 2].
- The Signal Warrant Analysis at NE 152<sup>nd</sup> Avenue/NE 99<sup>th</sup> Street indicates that a signal is required in the existing and proposed zoning buildout. Potential mitigation is well within the future development’s ability to mitigate as part of a condition of approval. [Riverview Asset 2<sup>nd</sup> Review Rezone Traffic Impact Study, page 28].

Estimates of daily, A.M. peak hour, and P.M. peak hour trips generated by the build out of the existing and proposed zonings were developed from rates published in “Trip Generation, 10<sup>th</sup> Edition” (Institute of Transportation Engineers (ITE), 2017). A single family detached residential dwelling unit averages 9.44 daily trips. (ITE code 210). Per 1,000 square feet, General Office generates 9.74 average daily trips (ITE code 710), and Shopping Center generates 37.75 average daily trips.

Finding: The proposed plan designation and zoning amendment will result in a net decrease in future trip generation potential of the study site. All of the study area intersections are projected to operate at acceptable levels of service in the 2039 “Existing Zoning Build-Out” and 2039 “Proposed Zoning Build-Out.”

The proposed Comprehensive Plan amendment will have no significant impact on the operation of area streets and intersections since it does not result in an increase in the peak hour or daily trip generation potential of the site. The intersection at NE 152<sup>nd</sup> Ave. and NE 99<sup>th</sup> St. will need

to be improved to safely accommodate growth in the region. The map amendment and zone change will reduce the demand for a signal at the NE 152<sup>nd</sup> Ave./NE 99<sup>th</sup> St. intersection, as residential developments generate less stress on the transportation system than the current commercial zoning.

### **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:

“5.1.4 To reduce vehicle trips, encourage mixed land use and locate as many other activities as possible to be located within easy walking and bicycling distances from public transit stops.” [Framework Plan, page 17].

“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: The applicant’s traffic study demonstrates that the proposed plan amendment will minimally increase trips and therefore the surrounding transportation system. 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.”**

Policy 5.0.4 states “The state, MPO/RTPO, county and the municipalities shall, to the greatest extent possible, establish consistent roadway standards, level-of-service standards and methodologies and functional classification schemes to ensure consistency throughout the region.” [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 intersection of NE 99th St. at NE 152<sup>nd</sup> Ave. is projected to operate at LOS E under the 2039 planning horizon during both the morning and evening peak hours, regardless of whether the proposed zone change is implemented. However, with full development under the proposed R1-10 and CC zoning, it is projected that overall intersection delays will decrease during both peak hours than if the property would fully developed under the BP zoning. The proposed Comprehensive Plan amendment and zone change is expected to generate fewer net new trips compared to the buildout of the existing zoning. The study area intersections and roadway segments help improve mobility and movement of goods and people. Therefore, the proposed amendment is consistent with the applicable Countywide Planning Policies.

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

The 20-year Comprehensive Growth Management 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. [2016 Plan, page 152].

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**

5.3.1 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].

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

Finding: The proposed plan designation and zoning amendment applies to urban land uses with the urban transportation system, ensuring consistency with the transportation system development and preservation. Clark County's 2019 – 2024 Transportation Improvement Program includes a planned project (Project #5) to improve this segment to a 2-lane collector with bike lanes and sidewalks. This project will improve safety, mobility and traffic circulation. The proposed plan designation and zoning amendment is consistent the applicable Comprehensive Plan Goals and Policies.

### **RECOMMENDATION AND CONCLUSIONS**

The transportation analysis demonstrated that the transportation impacts from this proposed land use change will not negatively degrade the transportation system. The proposed Comprehensive Plan and zoning amendment application CPZ2019-00003 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.