

Transportation Impact Analysis

Annual Review Case: CPZ 2019-00007 Neighborhood Pet Clinic

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. Clark County's Comprehensive Growth Management Plan 2015-2035 utilizes the Regional Transportation Council's (RTC) travel demand forecasting model to determine locations where improvements to the transportation system may be necessary. RTC's model planning horizon is through 2035. Transportation analysis beyond 2035 is not relevant in analyzing transportation impacts to the network system.

Requested Amendment

The applicant requests to amend the Comprehensive Plan designation and zoning on parcel 118138224 (0.29 acres). The applicant proposes a comprehensive plan designation of Commercial (C) with zoning Community Commercial (CC). The change would be from a comprehensive plan designation of Urban Low Density Residential (UL) with single family residential (R1-10) zoning. The subject site is 0.29 acres and located on NW 127th St. west of NW 36th Ave. NW 36th Ave. is classified as a two-lane minor arterial with center lane turn and bike lanes (M-2cb). NW 127th St. is a two-lane local access street. The scope of the traffic impact study included the following two segments:

- NW 36th Ave. from NW 119th St. to NW 127th St.
- NW 36th Ave. from NW 127th St. to NW Bliss Rd.

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 for this proposal apply to 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. Based on the detailed analysis, both roadway segments of NW 36th Ave. between NW 119th St. and NW Bliss Rd are currently operating within Clark County's 0.90 v/c ratio threshold of acceptable operation. Additional input from the applicant indicates that these segments are operating within the standard at the 2035 planning horizon. The transportation analysis demonstrates that re-designating and rezoning the property to a comprehensive plan designation of Commercial (C) 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 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].
 - Applicant's 2039 20-year projected roadway segment on NW 36th Ave. between NW 119th St. and NW 127th St. is 0.98 in the AM and 0.89 in the PM.
 - Applicant's 2039 20-year projected roadway segment on NW 36th Ave. between NW 127th St. and NW Bliss Rd is 0.83 in the AM and 0.75 in the PM.

- The existing zoning buildout as a day care center is expected to generate 110 weekday trips, 25 A.M. peak hour (13 ingress, 12 egress), and 26 P.M. peak hour (88 ingress, 84 egress) net new trips. [Neighborhood Pet Clinic Zone Change Traffic Impact Study, page 7].
- The proposed comprehensive plan and rezone is expected to generate 1,198 more weekday trips, 57 more A.M. peak hour (28 ingress, 29 egress), and 32 more P.M. peak hour (20 ingress, 12 egress) net new trips per day. [Neighborhood Pet Clinic Zone Change Traffic Impact Study, page 7].

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, 3rd Edition” (Institute of Transportation Engineers (ITE), 2014). Existing trip generations rates per 1,000 square feet for a Day Care Center averages 11.00 daily AM peak hour trips and 11.12 daily PM Peak hour trips (ITE code 565). Proposed trip generations rates per 1,000 square feet for a Medical-Dental Office Building averages 2.78 daily AM peak hour trips and 3.46 daily PM Peak hour trips (ITE code 720).

Finding: At year 2035, the applicant has demonstrated that both roadway segments are operating within the standard v/c operating ratio. In the applicant’s traffic study, the analysis utilized a 20-year planning horizon ending in 2039. The results of the analysis post 2035 are not verifiable using RTC’s travel demand forecasting model, and therefore are not included in staff’s findings. The applicant’s traffic study indicates the proposed zone change is only expected to potentially increase traffic in the critical direction of travel by a maximum of approximately 2 percent during the morning peak hour.

The proposed use will re-purpose the existing house as a veterinary clinic, which generates significantly fewer trips than a day care (assuming the same 2,300 square feet. house detailed in the study, the house utilized as a vet clinic would generate 8 AM peak hour trips, 8 evening peak hour trips, and 50 weekday trips). Accordingly, the zone change would not result in a potential increase in traffic to NE 36th Ave. that has not already been accounted for under the R1-10 zone. The proposed Comprehensive Plan amendment and meeting v/c ratios in 2035 demonstrates that the map amendment and zone change will maintain the existing levels of service in the roadway segments identified in this project.

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: Within the 2035 Comprehensive Planning horizon, the applicant demonstrates that the proposed plan amendment will minimally increase trips and is not anticipated to cause any significant impacts to the transportation system within the site vicinity upon implementation. The applicant assumes the house utilized as a vet clinic would generate 8 AM peak hour trips, 8 evening peak hour trips, and 50 weekday trips. No significant traffic delays or congestion is expected to result due to the zone change. The proposed Comprehensive Plan map amendment is consistent with the Community Framework Plan Goals and Policies.

During the development review process, the applicant will have to address transportation impacts of the proposed development per Title 40 development review requirements. CCC 40.230.010 (D)(5)(a) includes pedestrian circulation routes required. Site plan requirements include addressing 40.350 pedestrian and bicycle circulation. CCC 40.630.060 (A) & (B) offer Impact Fee Credits to offset development impacts. These pedestrian and bicycle elements will have a positive impact on the operation and roadway capacity of the roadways and assist in achieving acceptable volumes to capacity ratios along the impacted roadways.

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: At year 2035, the applicant has demonstrated that both roadway segments are operating within the standard v/c operating ratio. In Roadway segments of NW 36th Avenue between NW 119th Street and NW Bliss Road are currently operating within Clark County’s 0.90 v/c ratio threshold of acceptable operation. The applicant’s proposed plan amendment will minimally increase trips and is not anticipated to cause any significant impacts to the transportation system within the site vicinity upon implementation. No significant traffic delays or

congestion is expected to result due to the zone change. 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

5.3.3 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: This proposed plan amendment and Title 40 development review requirements may assist in optimizing and preserving the investment in the transportation system. The proposed plan designation and zoning amendment is consistent the applicable Comprehensive Plan Goals and Policies.

RECOMMENDATION AND CONCLUSIONS

The applicant has demonstrated that the transportation analysis through 2035 demonstrates transportation impacts from this proposed land use change is not anticipated to cause any significant impacts to the transportation system within the site vicinity. The proposed Comprehensive Plan and zoning amendment application CPZ2019-00007 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.