



To: Sharon Lumbantobing, Planner II, Clark County Community Planning,
CC: Robert D. Klug, P.E., Transportation Division Manager, Clark County Public Works
From: Gary Albrecht, Planner III, AICP, Clark County Public Works Transportation
Date: March 25, 2020
Subject: CPZ2020-00010 Promenade North Transportation Impact Analysis

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 on one parcel that is 3.45 acres (200200000), see map in Exhibit 1. The subject parcel is split zoned between Community Commercial (CC) and Residential (R-30). The applicant proposes a comprehensive plan designation of Urban High Density Residential (UH) with residential zoning (R-30) to match existing portion of the subject parcel. The proposed change is from a comprehensive plan designation of Commercial and zoning of Community Commercial (CC). The subject site is located in the northeast corner of SR500/NE 117th Ave intersection at NE 116th Ave in unincorporated Clark County. SR 500/NE 117th Ave is classified as State Route. NE 116th Ave currently dead-ends at SR503 where direct access to SR 503 will not be permitted by the Washington State Department of Transportation. NE 116th Ave is classified as an Urban Local Access road.

On February 12, 2020, a Transportation Impact Analysis (TIA) waiver was granted by the County Engineer/Public Works Director, Ahmad Qayoumi, P.E. in accordance with CCC 40.560.040 (A)(2)(c)(6). "Upon the written request of an applicant, the Public Works Director may waive the requirement for a transportation impact study, or limit the scope of analysis and required elements of a traffic impact study where the Public Works Director determines that the potential transportation impacts upon the affected transportation corridor(s) and/or intersection(s) of regional significance have been adequately analyzed in prior research or reports and/or are not projected to cause a reduction in the operating level of affected transportation corridors and/or intersections."

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. A TIA waiver was approved based on a trip generation analysis analyzing existing and proposed vehicle trips on the subject site.



The transportation analysis demonstrates that re-designating and rezoning the property to a comprehensive plan designation of urban high residential (UH) and Residential (R-30) zoning is consistent with county transportation policies.

The proposed land use change would not significantly impact the transportation system. The transportation impact analysis waiver shows that:

- The existing zoning buildout is expected to generate 1,288 daily, 37 A.M. peak hour (19 ingress, 18 egress), and 87 P.M. peak hour (43 ingress, 44 egress) net new trips. [Trip Generation Assessment Promenade North Development, page 2].
- The proposed comprehensive plan and rezone is expected to generate 563 less daily, 9 more A.M. peak hour (-8 ingress, 1 egress), and 32 less P.M. peak hour (-8 ingress, -24 egress) net new trips per day. [Trip Generation Assessment Promenade North Development, page 2].

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, 10th Edition” (Institute of Transportation Engineers (ITE), 2017). Low-rise residential dwelling unit averages 7.32 daily trips. (ITE code 220). For every 1,000 square feet, shopping centers generates 37.75 average daily trips. The proposed zoning with full site buildout would result in 99 apartment units.

Findings: The proposed plan designation and zoning amendment will generate fewer trips than the current plan designation and zoning. 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.”

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 when compared to the adopted Comprehensive Plan.

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:

“5.1.3 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].

Findings: The proposed plan amendment will reduce trips, compared to the existing zoning at full buildout. The site is located within biking and walking distance of C-Tran Facilities. 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.” [CWPP, page 151]

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 152].

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 153].

Findings: The proposed Comprehensive Plan amendment and zone change is expected to generate fewer trips compared to the buildout of the existing zoning. The study area intersections and roadway are compatible with planned land use densities. 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.

5.3 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 155].

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 156].

Findings: The proposed plan designation and zoning amendment applies to urban land uses with the urban transportation system, ensuring the local street system is interconnected to eliminate that use of an arterial street for internal local traffic. Vehicular access to the site will be provided on NE 116th Avenue with easterly connectivity to NE 122nd Avenue. Northeast 116th Avenue currently dead-ends at SR503 where direct access to the highway will not be permitted. Development of the site will need to comply with applicable county development regulations, including transportation system concurrency. The proposal will result in a reduction of vehicle trips aiding the preservation, safety and mobility of the transportation system. The proposed plan designation and zoning amendment is consistent the applicable Comprehensive Plan Goals and Policies.

5.5 System Safety Policies

- 5.5.1 Clark County supports the development and design of capital improvements that achieve the vision of the Washington State's Strategic Highway Safety Plan, Target Zero, which establishes a statewide policy of zero fatalities and zero disabling injury collisions by 2030.
- 5.5.2 Pedestrian and bicycle safety shall be given consideration in the design and capital facilities planning process.
- 5.5.3 Interim safety improvements shall be implemented where a significant safety problem has been identified and the funding is not yet available for full improvements in conformance with adopted design standards.

Findings: The subject site is located across the street from Prairie High School on SR500/NE 117th Ave. Proposed Comprehensive Plan amendment and zone change increases the amount of R-30 zoned land in the immediate area surrounding the high school. As development occurs and mid-block crossings increase between the high school and R-30 zoned land, future safety mitigation measures may be required to meet established safety policies. Development of the site will need to comply with applicable county development regulations, including transportation system concurrency. The proposed plan designation and zoning amendment is consistent the applicable Comprehensive Plan Goals and Policies.

RECOMMENDATION AND CONCLUSIONS

This analysis and recommendation does not evaluate the merits of the land use designation or zoning application with the all applicable policies in the comprehensive plan and Clark County Code 40.560. The transportation analysis and recommendation evaluates the proposal for compliance with the Transportation Element's Goals and Policies. Therefore the following conclusion does not represent a complete recommendation of compliance with all Clark County applicable policies and criteria. The approved TIA waiver 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 CPZ2020-00010 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.



2018 Aerial Photography

Account: 200200000
 Owner: KLAVANO JOHN & KLAVANO SANDRA
 Address: 7305 NE 154TH ST
 C/S/Z: VANCOUVER, WA 98662

Printed on: November 22, 2019



Geographic Information System



 Subject Property(s)

32128	32127	32126
32133	32134	32135
22104	22103	22102

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.