



**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:** CPZ2020-00009 Hidden Glenn Transportation Impact Analysis

### Introduction

This memorandum 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: 97835030, 97835032, 97835040, 97835050, 144724000, and 986034150 (7.33 acres); see map in Exhibit 1. The applicant proposes a comprehensive plan designation of Urban Medium Density Residential (UM) with zoning of office residential (OR-22). The proposed change is from a comprehensive plan designation of Community Commercial and zoning of Community Commercial (CC). The subject site is located south of NE 78<sup>th</sup> St., and east of NE 30<sup>th</sup> Ave. NE 78<sup>th</sup> St. is classified as a 4-lane Principal Arterial with CLT (Pr-4cb). NE 30<sup>th</sup> Avenue is classified as an Urban Neighborhood Circulator.

The scope of the traffic impact study included the following intersections:

- NE Highway 99/NE 78th Street;
- NE 13th Avenue/NE 78th Street;
- NE 25th Avenue/NE 78th Street;
- NE 30th Avenue/NE 78th Street;
- NE St. Johns Road/NE 78th Street; and
- NE 55th Avenue/NE Padden Parkway.

### 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. All six identified intersections in the study area have traffic signals. The transportation analysis demonstrates that re-designating and rezoning the property to a comprehensive plan designation of urban medium residential (UM) and Office Residential (OR-22) 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 all of the signalized intersection individual movements are projected to operate within Clark County's concurrency standard. [Hidden Glenn 78<sup>th</sup> St Annual Review Rezone Traffic Impact Study, page 27].
- 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].
  - Not applicable. The study area does not include an unsignalized intersection of regional significance.
- 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 78<sup>th</sup> St. is 0.81 on NE Highway 99 South of NE 78<sup>th</sup> St. traveling Northbound. [Hidden Glenn 78<sup>th</sup> St Annual Review Rezone Traffic Impact Study, page 29].
- The existing zoning buildout is expected to generate 1,648 daily, 43 A.M. peak hour (27 ingress, 16 egress), and 117 P.M. peak hour (55 ingress, 62 egress) net new trips. [Hidden Glenn 78<sup>th</sup> St Annual Review Rezone Traffic Impact Study, page 2].
- The proposed comprehensive plan and rezone is expected to generate 1,188 less daily, 4 less A.M. peak hour (-6 ingress, 2 egress), and 74 less P.M. peak hour (-37 ingress, -37 egress) net new trips per day. [Hidden Glenn 78<sup>th</sup> St Annual Review Rezone Traffic Impact Study, 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, 10<sup>th</sup> Edition" (Institute of Transportation Engineers (ITE), 2017). A multifamily residential dwelling unit averages 5.44 daily trips. (ITE code 221). 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. Proposed trip estimates OR-22 zoning yields a buildout of 56 apartment units and 15,960 square feet of general office use.

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.

### **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].

“5.1.8 Encourage a balanced transportation system and can be maintained at acceptable level-of-service.” [Framework Plan, page 18].

Findings: Clark County Public Work’s concurs with the applicant’s traffic study demonstrating that the proposed plan amendment will reduce vehicle trips. The proposed plan amendment is located on NE 78<sup>th</sup> St. classified as a four-lane principal arterial that includes bike lanes and sidewalks that help to encourage and maintain an acceptable level-of service on 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.” [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 a fewer trips compared to the buildout of the existing zoning helping to ensure level-of-service standards are maintained. 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 Policy**

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. The applicant’s site plan depicts direct access to NE 78<sup>th</sup> St.

NE 78<sup>th</sup> St. is classified as a 4-lane Principal Arterial with CLT (Pr-4cb); no driveways to the site will have direct access on the arterial. Clark County is currently working to improve safety on NE 78<sup>th</sup> St. from NE 30<sup>th</sup> Ave. to NE 39<sup>th</sup> St. by installing a median that will likely restrict site access to have right in and right out only for properties located on the south side of NE 78<sup>th</sup> St. Site access for this proposed plan designation and zone amendment should be provided at 30<sup>th</sup> Ave.

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.

### **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 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 CPZ2020-00009 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: 144724000, 97835040, 97835032, 97835050, 97835030...  
 Owner: HIDDEN GLEN LLC  
 Address: 3205 NE 75TH ST STE 101  
 C/S/Z: VANCOUVER , WA 98665

Printed on: January 06, 2020



Geographic Information System



 Subject Property(s)

21102	21101	22106
21111	21112	22107
21114	21113	22118

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