



Staff Report

TO: Clark County Planning Commission
FROM: Oliver Orjiako, Director
PREPARED BY: Gary Albrecht, AICP, Planner III
DATE: September 19, 2019
SUBJECT: CPZ2019-00025 CLARK COUNTY UNIFIED DEVELOPMENT CODE AMENDMENTS (TITLE 40) – COMPLETE STREETS

PROPOSED ACTION

Clark County Community Planning is requesting an amendment to the Clark County Unified Development Code (CCC) 40.350 to include a complete streets program. A summary of the proposed changes is as follows:

1. Add a new complete streets program using CCC 40.350.010.
2. Renumber Pedestrian/Bicycle Circulation Standards from CCC 40.350.010 to CCC 40.350.015 and amend corresponding references in CCC 40.350 and 40.230.
3. Correct scrivener errors in CCC 40.350 relating to naming of the “Standard Details Manual.” See **yellow highlights** in Exhibit 1 to aid in viewing changes.

BACKGROUND

On July 22, 2011, Engrossed Substitute House Bill (ESHB) 1071 amended Chapter 47.04 RCW to establish a complete streets grant program within Washington State Department of Transportation's highways and local programs division. “The purpose of the grant program is to encourage local governments to adopt urban arterial retrofit street ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users, with the goals of:

- (a) Promoting healthy communities by encouraging walking, bicycling, and using public transportation;
- (b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate;
- (c) Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and
- (d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.” [ESHB 1071, pages 1 and 2].

In 2015, the Washington State Legislature amended RCW 47.04.320 – Complete Streets Grant Program. The Complete Streets award is a funding opportunity for local governments that have an adopted complete streets ordinance to accommodate all users including motorist, first responders, pedestrians, transit users, cyclists, and motorists of all ages and abilities and disabilities. The program is implemented by the Transportation Improvement Board (TIB).

In 2019, Clark County Council approved a Comprehensive Plan text and policy amendment to include Complete Streets. [Ordinance No. 2019-02-02]. This was the first step to qualify for a complete streets award and gaining additional points on grant applications. The second step is to modify Title 40 to

include complete streets language consistent with the comprehensive plan text language. The final step is to adopt a Complete Streets ordinance.

SUMMARY OF PUBLIC INVOLVEMENT PROCESS

Expedited review request was submitted to the Department of Commerce on August 1, 2019 as required under RCW 36.70A.106. The draft proposal was reviewed and received comments from the Commission on Aging on August 21, 2019 and the Bicycle and Pedestrian Advisory Council on August 27, 2019. A Notice of Determination of Non-Significance and SEPA Environmental Checklist was published in the Columbian newspaper on September 2, 2019. A legal notice was published for the Planning Commission hearing on September 4, 2019. The proposal was reviewed by the Development Engineering Advisory Board on September 5, 2019. Planning Commission held a work session on September 5, 2019. Public comments are included in the Planning Commission Hearing binder.

RATIONALE AND ANALYSIS

CCC Title 40 consolidates all development-related regulations, land use zoning, critical areas and environmental protection.

CCC is required to be consistent with the 20-year Comprehensive Growth Management Plan. Amendments to CCC respond to a substantial change in policy, better implements applicable comprehensive plan policies, or reflect changes in federal/state law. The proposed amendments implement comprehensive plan policies and are provided in Exhibit 1.

Growth Management Act (GMA)

The GMA goals set the general direction for the county in adopting its framework plan and comprehensive plan policies. The GMA lists thirteen overall goals in RCW 36.70A.020 plus the shoreline goal added in RCW 36.70A.480 (1). The goals are not listed in order of priority. The GMA goal that applies to the proposed action is Goal 3.

GMA Goal 3 speaks directly to transportation. The goal is to “encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.” [RCW 36.70A.020 (3)].

RCW 36.70A.070 (6) and WAC 365-196-430 Transportation Element section provides recommendations for meeting the element requirements. Under WAC 365-196-430(2)(b), “The transportation element should contain goals and policies to guide the development and implementation of the transportation element. The goals and policies should be consistent with statewide and regional goals and policies. Goals and policies should address the following:

- (i) Roadways and roadway design that provides safe access and travel for all users, including motorists, transit vehicles and riders, bicyclists and pedestrians;
- (ii) Public transportation, including public transit and passenger rail, intermodal transfers and multimodal access;
- (iii) Bicycle and pedestrian travel;
- (iv) Transportation demand management, including education, encouragement and law enforcement strategies;
- (v) Freight mobility including port facilities, truck, air, rail and water-based freight;
- (vi) Transportation finance including strategies for addressing impacts of development through concurrency, impact fees and other mitigation; and
- (vii) Policies to preserve the functionality of state highways within the local jurisdiction such as policies to provide an adequate local network of streets, paths and transit service so that local short-range trips do not require single-occupant vehicle travel on the state highway system; and policies to mitigate traffic and stormwater impacts on state-owned transportation facilities as development occurs.”

Finding: The proposed text amendment to the Title 40 development code to include a complete streets program is consistent with GMA Goal 3 and WAC 365-196-430. It encourages multimodal transportation for all roadways and continues to provide safe access and travel for all users.

Finding: The proposed changes ensure consistency and compliance with the RCWs and WACS.

NEXT STEPS

The Clark County Council will hold a work session on October 2, 2019 and a public hearing on November 5, 2019 to discuss these proposed changes.

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 Council.