

1 Ordinance No 2019-____ - _____
2

3 **An Ordinance relating to the standards and amending Clark County Code**
4 **(CCC) Section 40.350.010 Pedestrian/Bicycle Circulation Standards,**
5 **amending references in Section 40.230.085, correcting scrivener errors**
6 **relating to the “Standard Details Manual” in Chapter 40.350 Transportation**
7 **and Circulation, and adopting Complete Streets Guidelines.**
8

9 **WHEREAS**, Clark County established its “Complete Streets” Policy on February 12,
10 2019 by Ordinance 2019-02-02 to “endorse the concept of complete streets, which promotes
11 roadways that are safe and convenient for all users”; and
12

13 **WHEREAS**, the Complete Streets concept promotes streets that are safe and
14 convenient for all users. Streets constitute a large portion of the public space and should be
15 designed, constructed, operated, and maintained to be an appropriate and integrated
16 transportation system that will meet the needs of motorists, pedestrians, bicyclists, disabled
17 pedestrians, transit vehicles and riders, freight haulers, emergency responders, and residents of
18 all ages and abilities; and
19

20 **WHEREAS**, transportation facilities that support the concept of complete streets include,
21 but are not limited to, pavement markings and signs, street and sidewalk lighting, sidewalk and
22 pedestrian safety improvements, accommodations for compliance with the Americans with
23 Disabilities Act and Title VI, transit accommodations, bicycle accommodations including
24 appropriate signage and markings, and appropriate streetscapes that appeal to and promote
25 pedestrian use; and
26

27 **WHEREAS**, Clark County’s goal to develop a multi-modal transportation system
28 includes a policy to “design and construct complete streets whenever feasible and practicable;”
29 and
30

31 **WHEREAS**, the Washington State Legislature adopted a Complete Streets Grant
32 Program in 2011, codified in Section 47.04.320 of the Revised Code of Washington; and
33

34 **WHEREAS**, in 2015 the legislature provided funding for the Complete Streets Award as
35 a new opportunity for local governments that have an adopted complete streets ordinance and
36 show an ethic of planning and building streets that use context sensitive solutions to
37 accommodate all road users (pedestrians, cyclists, transit users, motorists, etc.) to be
38 considered as an eligible agency for nomination to receive between \$100,000 and \$1,000,000 in
39 Transportation Improvement (TIB) funding; and
40

41 **WHEREAS**, the Council finds that adoption of the proposed addition of the Complete
42 Streets Program is consistent with GMA Goal 3 and WAC-365-196-340; and
43

44 **WHEREAS**, Section 40.350.030 Street and Road Standards of the Clark County Code,
45 as currently in effect, contain transportation design criteria requirements concerning provision of
46 pedestrian and bicycle facilities and bus turnouts; and
47

48 **WHEREAS**, the Clark County "Standard Drawings," as currently in effect, contain design
49 standards for sidewalks, walkways, and paved shoulders; and
50

1 **WHEREAS**, the notice of intent to adopt this set of amendments pursuant to RCW
2 36.70A.106 were received by the State Department of Commerce on August 1, 2019; and

3
4 **WHEREAS**, SEPA notices with determinations of non-significance were issued on
5 September 2, 2019; and

6
7 **WHEREAS**, one comment was received and considered regarding the SEPA review for
8 CPZ2019-00025 Complete Streets, and is included in the public record for the Planning
9 Commission and the County Council; and

10
11 **WHEREAS**, the Planning Commission held a work session on September 5, 2019, to
12 review the staff recommendation on the proposed amendments; and

13
14 **WHEREAS**, the Planning Commission held a duly noticed public hearing on October 3,
15 2019 at which it considered and deliberated on the staff proposal for the code amendments, and
16 adopted a recommendation to the Council regarding the proposed amendments; and

17
18 **WHEREAS**, the Council held a duly advertised public hearing on November 5, 2019 at
19 which it took public testimony, and considered all comments presented, and reviewed and
20 deliberated on the recommendations of the Planning Commission on the matters herein; and

21
22 **WHEREAS**, the proposed amendments add a new complete streets program at CCC
23 40.350.010 and renumber and correct scrivener's errors in Chapters 40.350 and 40.230; and

24
25 **WHEREAS**, the Council has concluded that the adoption and approval of these
26 amendments to the Clark County Code as recommended by the Planning Commission will
27 further the public health, safety and welfare; and

28
29 **NOW THEREFORE, BE IT HEREBY ORDAINED, RESOLVED AND DECREED BY**
30 **THE CLARK COUNTY COUNCIL, CLARK COUNTY, STATE OF WASHINGTON, as follows:**

31
32 **Section 1. Findings.** The recitals above are incorporated into this ordinance as findings.

33
34 **Section 2. Adoption.** Council approves the Complete Streets Guidelines as set forth in
35 Attachment "A," and directs staff to use these guidelines and CCC 40.350.010 Complete Streets
36 Program in the maintenance, planning and design of transportation systems that are within the
37 Complete Streets Program initiated after the adoption hereof.

38
39 **Section 3. Amendatory.** Sec. 1 (Exhibit A) of Ord. 2003-11-01 and codified as CCC
40 40.350.010, and most recently amended by Sec. 32 of Ord. 2014-01-08, are each hereby
41 amended as follows:

42 **40.350 Transportation and Circulation**

43
44 **40.350.010 Complete Streets Program**

45
46 **A. Purpose.**

- 47 1. The purpose of the complete streets program pursuant to RCW 47.04.320 is to
48 encourage local governments to provide street and road designs that incorporate safe
49

1 access to all users, including bicyclists, pedestrians, motorists, and public transportation
2 users, with the goals of:

3 a. Promoting healthy communities by encouraging walking, bicycling, and using public
4 transportation;

5 b. Improving safety by designing major arterials to include features such as wider
6 sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features,
7 including trees where appropriate;

8 c. Protecting the environment and reducing congestion by providing safe alternatives to
9 single-occupancy driving; and

10 d. Preserving community character by involving local citizens and stakeholders to
11 participate in planning and design decisions.

12 2. Clark County may plan, scope, design, and construct facilities for the safe
13 accommodation of all users including, bicyclists, pedestrians, motorists and public
14 transportation riders.

15 3. The County shall leverage local funding for complete streets' projects with the
16 Washington State Department of Transportation, the Washington State Transportation
17 Improvement Board, and other funding programs to implement complete streets.

18
19 B. Applicability.

20
21 The complete streets program applies to transportation facilities consistent with the Clark
22 County Standard Details Manual, Section 40.350.015 and Section 40.350.030.

23
24 C. Definitions.

25 For the purposes of this section, the following definitions shall apply:
26

<u>Complete streets</u>	<u>"Complete streets" means a transportation system that supports multiple uses, is more conducive to public life and efficient movement of people along streets designed primarily to move automobiles and trucks designed to allow active and ample space for pedestrians, bicycles and transit and safe and convenient travel along streets/roadways for all users.</u>
<u>Users</u>	<u>"Users" means including, but not limited to, persons of all ages and abilities including children, youth, families, older adults, individuals with disabilities, pedestrians, bicyclists, commercial vehicles, delivery/service personnel, motor vehicles drivers, transit users and drivers, emergency service providers, freight and adjacent land users.</u>

27
28
29 D. Design.

30
31 1. Complete streets program projects shall be planned, scoped, designed and constructed
32 pursuant to Section 40.350.030(C) Specifications for Design and Construction.

33
34 2. The County Engineer may, at their discretion, determine that there are exceptions to the
35 provision of these facilities. The conditions that might preclude the inclusion of complete
36 streets facilities include, but are not limited to, the following:

- 1 a. Their inclusion would be contrary to public safety; or
- 2 b. Their construction is not practically feasible because of significant adverse
- 3 environmental impacts to streams, wetlands, steep slopes, or other critical areas; or
- 4 c. Their construction is not practically feasible because of significant adverse impacts
- 5 on neighboring land uses, including impacts from right-of-way acquisition; or
- 6 d. There is no identified need for the improvement.

7

8 **40.350.0105 Pedestrian/Bicycle Circulation Standards**

9

10 Pedestrian and bicycle circulation facilities shall be designed to provide safe, convenient and

11 appropriate levels of access for pedestrians and bicyclists, and allow for unobstructed

12 movements and access pursuant to the Americans with Disabilities Act, as amended.

13

14 A. Applicability.

15 This section applies to any subdivision, short plat, site plan application, or conditional use

16 permit; provided, that for the purposes of Sections 40.350.030(B)(4) and (B)(8), it shall also

17 apply to applications for building permit or other applications for access to a public road, or

18 to projects within the public right-of-way.

19 B. Pedestrian Circulation/Sidewalks.

20 For sidewalk construction standards, construction timing, construction bond and procedure,

21 see Section 40.350.030(C)(4)(h). For sidewalks specifications, see the Standard Details

22 Manual. For reference materials, see pedestrian facilities guidebook-incorporating

23 pedestrians into Washington's transportation system, sponsored by WSDOT.

24 1. Urban Areas. Sidewalks shall be constructed as provided below.

- 25 a. Where Required. Sidewalks shall be constructed along both sides of all public roads
- 26 in urban areas in accordance with the standard plans. Sidewalks shall be
- 27 constructed in accordance with the Standard Details Manual.
- 28 b. Exceptions. Sidewalk requirements may be waived or reduced where an approved
- 29 pedestrian circulation plan is incorporated into the development application.
- 30 Sidewalk requirements may also be reduced to one (1) side only of the development
- 31 frontage for new streets when topography or other physical features require a
- 32 reduction in transportation standards. Any reduction in transportation standards
- 33 requires a road modification pursuant to Section 40.550.010.
- 34 c. Width. Sidewalks shall be constructed to the minimum width listed in Table
- 35 40.350.0105-1; provided:
 - 36 (1) In instances where a minimum width less than five (5) feet is approved, there
 - 37 shall be Americans with Disabilities Act compliant five (5) foot by five (5) foot
 - 38 landings every two hundred (200) feet.
 - 39 (2) The remaining area between the curb and edge of right-of-way may be
 - 40 hardscaped if approved by the review authority.
- 41 d. Obstructions. Fixed objects such as trees, tree wells, mailboxes, fire hydrants, utility
- 42 or telephone poles, or benches may be placed on the sidewalk; provided, a minimum
- 43 unobstructed width of forty-eight (48) inches is provided.
- 44 e. At Transit Stops. Sidewalks at transit stops shall be a minimum of eight (8) feet wide
- 45 and may abut the curb.

- 1 f. When Attached to Curbs. Where sidewalks abutting the curb have been approved,
- 2 sufficient right-of-way or easement shall be established to provide a minimum of
- 3 three (3) feet of clearance between the back of sidewalk and right-of-way.
- 4 g. Curb Ramps. On all curbed streets along the frontage of a development, ramped
- 5 sections to facilitate passage of handicapped persons, in compliance with Americans
- 6 with Disabilities Act, shall be constructed through curb and sidewalk at street
- 7 intersections and other crosswalk locations.
- 8 h. Where Intersecting with Driveways. Sidewalks crossing driveways shall be
- 9 constructed in compliance with Americans with Disabilities Act (see the Standard
- 10 Details Manual).
- 11
- 12 2. Rural Areas. Commercial, industrial, conditional use, and public facility developments
- 13 within rural centers shall construct detached sidewalks or walkways of Portland cement
- 14 concrete or asphalt along all street frontages. Such facilities, when required, shall be
- 15 constructed to urban standards.

Table 40.350.0105-1. Sidewalk and Streetscaping Requirements		
	STREET	
LAND USE	Arterials/Collectors	Local Access
Commercial, multifamily residential, public facilities, and institutional uses	6 ft. wide sidewalks (5 ft. if detached). Hardscaping vs. landscaping allowed with approval.	5 ft. wide sidewalks. Hardscaping vs. landscaping permitted.
Single-family residential (including townhomes) and industrial ¹ uses.	6 ft. wide sidewalks (5 ft. if detached). Hardscaping vs. landscaping allowed with approval.	5 ft. wide sidewalks. Hardscaping vs. landscaping permitted for industrial uses.

16 ¹ Industrial uses containing over five thousand (5,000) square feet of office space shall
 17 comply with the requirements for commercial, multifamily residential, public facilities, and
 18 institutional uses.

19 (Amended: Ord. 2012-12-23; Ord. 2014-01-08)

20 **Section 4. Amendatory.** Sec. 1 (Exhibit A) of Ord. 2003-11-01 and codified as CCC
 21 40.350.030, and most recently amended by Sec. 7 of Ord. 2019-03-05, are each hereby
 22 amended as follows:

23
 24 **40.350.030 Street and Road Standards**

25
 26 A. Overview.

- 27 1. Purpose. It is the purpose of this section to establish minimum standards for public and
- 28 private transportation facilities for vehicles, public transit, pedestrians, and bicycles,
- 29 hereafter constructed or improved as a condition of county approval of a development,
- 30 or a transportation project constructed by the county. These standards are intended to
- 31 preserve the community's quality of life and to minimize total costs over the life of the
- 32 transportation facility.

1 2. Applicability. This section applies to any subdivision, short plat, site plan application, or
2 conditional use permit; provided, that for the purposes of Sections 40.350.030(B)(4) and
3 (B)(8), it shall also apply to applications for building permit or other applications for
4 access to a public road, or to projects within the public right-of-way. Unoccupied utility
5 and wireless communication facilities shall only be subject to the provisions of Sections
6 40.350.030(B)(4)(c), (d), (e) and (B)(8). Private bridges are addressed in Section
7 40.350.040.

8 3. Relationship to Comprehensive Plan.

9 a. Clark County is required by RCW 36.70A.040(3) to ensure that any development
10 regulations adopted subsequent to the comprehensive plan "...are consistent with
11 and implement the comprehensive plan..."

12 b. This section is consistent with and implements the goals and policies listed in the
13 comprehensive plan. Particular attention has been paid to Chapter 5, Transportation
14 Element.

15 c. Interpretations of this section shall be consistent with the effective Arterial Atlas. The
16 Arterial Atlas identifies all arterials and collectors and specifies the design of these
17 facilities in general terms.

18 d. This section implements the pedestrian and bikeways system plan and the Arterial
19 Atlas. The Atlas requires pedestrian and/or bicycle facilities to be included as part of
20 certain arterial and collector road cross-sections where the pedestrian and bikeways
21 system plan indicates such facilities are to be located. This section requires the
22 inclusion of pedestrian and bikeway facilities in frontage improvements based on the
23 functional classification adopted in the Arterial Atlas.

24 4. Functional Classifications – Purpose. The purpose of a functional classification system
25 for county roads is to define varying levels and types of transportation facilities that
26 provide for the safe and efficient movement of people and goods, while preserving
27 residential areas and maintaining the economic vitality of commercial and industrial
28 areas. The system classifies transportation facilities as either urban or rural roads. Both
29 urban and rural roads are further divided into arterials, collectors, and access roads.
30 There is also an urban commercial/industrial category of roads.

31 Existing and proposed arterials and collectors are shown on the current Arterial Atlas.
32 The county's functional classification system for arterials is intended to be in compliance
33 with the federal classification system.

34 5. Functional Classifications – Urban Roads. Urban roads are classified as outlined below:

35 a. Arterials.

36 (1) Parkway Arterial. "Parkway arterial" is the highest classification within the
37 county's functional classification system. The purpose of this county road is to
38 carry high volumes of traffic through the urban area and between major regional
39 activity centers. This class of roadway is of primary importance in the regional
40 transportation system as it carries a high proportion of the total urban-area travel.
41 Access is normally limited to intersections with other arterials. Direct land access
42 is prohibited.

43 (2) Principal Arterial. "Principal arterial" is the basic element of the county's road
44 system. All other functional classifications supplement the principal arterial
45 network. It carries large volumes of traffic over long distances. Access is
46 generally limited to intersections with other arterials and collectors. Signalized
47 intersection spacing is regulated. Direct land access is minimal and managed,

1 but is less restrictive than access from parkway arterials. Spacing is typically two
2 (2) to five (5) miles.

3 (3) Minor Arterial. "Minor arterial" collects and distributes traffic from principal
4 arterials to streets of lower classifications and may allow for traffic to directly
5 access destinations. Minor arterials provide for movement within subareas of the
6 county, whose boundaries are largely defined by principal arterial roadways.
7 They serve through traffic and provide direct access to large commercial,
8 industrial, office and multifamily development but, generally, not to single-family
9 residential properties. Spacing is typically less than two (2) miles.

10 b. Collectors – Urban Collector. "Urban collector" provides for land access and traffic
11 circulation within and between residential neighborhoods, and commercial and
12 industrial areas. The collector street also collects traffic from local streets and
13 channels it into the arterial system. Direct access to adjacent land uses, however, is
14 still subordinate to traffic movement. Access to abutting properties is controlled
15 through driveway spacing and pavement markings. Typically, collectors are not
16 continuous for any great length, nor do they form a connected network by
17 themselves. Spacing is typically less than two (2) miles.

18 c. Access Roads.

19 (1) Neighborhood Circulator. "Neighborhood circulator" serves to distribute traffic
20 from collectors and provides direct access for abutting properties. Through trips
21 are discouraged and parking is allowed. In general, these streets connect local
22 access streets to collectors.

23 (2) Local Access. "Local access" streets provide direct access to adjoining properties
24 within a neighborhood. Through trips are discouraged and parking is usually
25 allowed. In general, these streets do not directly connect to arterials or collectors.

26 (3) Short Cul-de-Sac. "Short cul-de-sac" streets are a maximum one hundred fifty
27 (150) feet in length and serve no more than eighteen (18) dwelling units. Parking
28 is allowed. The use of shared driveways off of short cul-de-sacs requires Fire
29 Marshal approval.

30 (4) Alley. "Alley" streets are secondary accesses to the back side of lots. This allows
31 streets at the front of properties not to be encumbered with driveways. Alleys are
32 an alternative to frontage access. Parking is not allowed.

33 d. Urban Commercial/Industrial. "Urban commercial/industrial" streets serve to
34 distribute traffic from arterials and provide direct access to abutting commercial or
35 industrial properties. Through trips are discouraged and parking is optional. Bike
36 lanes may be required when the projected average daily trips exceed three thousand
37 (3,000).

38 A "storefront street" is a pedestrian-oriented street type that can be used in Mixed
39 Use and Highway 99 commercial districts where building setbacks are zero (0) to five
40 (5) feet. Driveway access is not permitted; wide sidewalks, curb bulb-outs and
41 parking are required.

42
43 6. Functional Classifications – Rural Roads. Rural roads are classified as follows:

44 a. Rural Arterial. "Rural arterial" roads are rural extensions of urban principal arterials
45 and some urban minor arterials. They provide adequate right-of-way for future urban
46 arterial routes. The provision of land access remains subordinate to providing for
47 traffic movement. Parking is not allowed.

48 b. Collectors.

49 (1) Rural Major Collector. "Rural major collector" roads are rural extensions of urban
50 minor arterials and some urban collectors. Their primary purpose is to link rural

1 centers with nearby towns and cities and with state arterial routes. The provision
2 of land access remains subordinate to providing for traffic movement. Parking is
3 not allowed.

4 (2)Rural Minor Collector. "Rural minor collector" roads connect local traffic to rural
5 major collectors and state arterial routes and may be rural extensions of urban
6 minor arterials or urban collectors. They are spaced so as to be accessible to all
7 developed areas within the county. The provision of land access is given the
8 same priority as the provision of traffic movement. Parking is not allowed.

9 c. Access Roads.

10 (1)Rural Local Access. "Rural local access" roads provide access from parcels to
11 the rural collector system. Parking is not allowed.

12 7. Scenic Routes.

13 a. Scenic routes are roadways with unique scenic or historical features, officially
14 designated by Council. Scenic routes seek to enhance, preserve and facilitate the
15 enjoyment of those scenic or historical features unique to each route.

16 b. Scenic route design may allow reduced design speed and modified roadway and
17 right-of-way widths to preserve naturally occurring scenic beauty unique to the
18 location of the route. When possible, existing alignment and roadway sections shall
19 be used. Special features, such as vehicle turnouts for vista areas or
20 bicycle/pedestrian facilities, may be provided. Urban or rural collector standards shall
21 be used for right-of-way and roadway sections. The Public Works Director may
22 modify the standards to accommodate unique scenic or historic design
23 considerations.

24 c. A traffic analysis to determine the impacts on arterials, collectors, and access roads
25 shall be completed prior to designating a facility a scenic route.

26 8. Urban Reserve, Urban Holding Areas and Rural Centers. The following are special
27 applications of the functional classifications. Chapter 5 of the comprehensive plan lists
28 additional transportation improvements required in specific geographic areas.

29 a. New developments permitted outright within the urban holding and urban reserve
30 areas of the county shall meet rural road standards, except that the right-of-way for
31 rural local access roads shall be a minimum of fifty-four (54) feet to allow for a future
32 neighborhood circulator street.

33 b. Compliance with the urban road standards for right-of-way dedication and frontage
34 improvements shall be required for:

- 35 (1) Conditional uses in urban holding areas; and
- 36 (2) Conditional uses that are urban in character, within urban reserve areas.

37 c. Where urban frontage improvements are required and the road to be improved has a
38 rural classification, Table 40.350.030-1 shall be used to convert rural classifications
39 to urban.

40 d. New developments within rural centers shall meet rural road standards. All public
41 and private roads shall be paved and constructed with sidewalks.

Table 40.350.030-1. Rural/Urban Classification Conversion		
Rural Classification	Converts to	Urban Classification
Rural Arterial (RA)		Principal or Minor Arterial
Rural Major Collector		Minor Arterial or Collector: two lanes, center turn lane and

Table 40.350.030-1. Rural/Urban Classification Conversion		
(R-2)		bike lanes (M-2cb or C-2cb)
Rural Minor Collector (RM-2)		Collector: two lanes (C-2 or C-2b)
Rural Local Access		Neighborhood Circulator

1
2 (Amended: Ord. 2006-09-13; Ord. 2007-09-13; Ord. 2007-11-13; Ord. 2008-
3 06-02; Ord. 2009-06-01; Ord. 2009-12-01; Ord. 2012-05-14; Ord. 2012-05-
4 30; Ord. 2016-09-04; Ord. 2018-01-09; Ord. 2019-05-07)

5 **B. Standards for Development Review.**

6 1. **Transportation Impact Study.** The requirements for a transportation impact study are
7 stated in Section 40.350.020(D).

8 2. **Circulation Plan.**

9 a. **Purpose and Applicability.** The purpose of this section is to ensure adequate cross-
10 circulation in a manner which allows subsequent developments to meet these
11 standards, and to provide a mechanism for integrating various streets into an
12 efficient and safe transportation network.

13 Developments that are required to conduct a transportation impact study or construct
14 frontage improvements shall meet the requirements of this section.

15 b. **Information Requirements for a Circulation Plan.** Applicants shall submit a circulation
16 plan which includes the subject site and all adjacent parcels. Proposed streets must
17 be shown to the point of connection with the existing street system within six hundred
18 (600) feet. The circulation plan shall demonstrate feasibility with development of
19 adjacent properties, or may revise the off-site portion of prior approved plans.
20 Circulation plans shall also be consistent with the Arterial Atlas, as amended. A
21 circulation plan shall be submitted at application. Draft circulation plans may be
22 submitted at preapplication.

23 (1) **Information Requirements for Developments in Urban Area.** Urban circulation
24 plans shall be schematic in nature and to an engineering scale (e.g., 1" = 100', 1"
25 = 200', 1" = 400'). The plan should include sufficient off-site and on-site
26 conditions to evaluate it against the review criteria. It shall include:

- 27 (a) Proposed project boundary;
- 28 (b) Existing and proposed streets, transit routes and facilities, and other
29 pedestrian/bicycle destinations within six hundred (600) feet of the project
30 boundary;
- 31 (c) Site access points for vehicles, pedestrians, bicycles, and transit; and
- 32 (d) Sensitive lands (wetlands, shoreline, geologic hazard, floodplain, etc.), if they
33 are contained in the county's information package.

34
35 The circulation plan should be prepared on eight and one-half (8 1/2) inch by
36 eleven (11) inch (8 1/2" x 11") or eleven (11) inch by seventeen (17) inch (11"
37 x 17") or twenty-four (24) inch by thirty-six (36) inch (24" x 36") format, and
38 can be superimposed on the "arterials, C-Tran routes, parks and trails" and
39 "elevation contours" page provided with the developer's GIS packet.

1 Additional explanation or an additional legend may be required to adequately
2 show proposed on-site facilities.

3 (2) Information Requirements for Developments in Rural Area. Rural circulation
4 plans shall be schematic in nature and based on the appropriate quarter-section
5 map. The plan should include sufficient on-site and off-site conditions to evaluate
6 it against the review criteria. Rural circulation plans shall include:

- 7 (a) Proposed project boundary;
- 8 (b) How the project site connects to the existing street system;
- 9 (c) Any arterials identified in the Arterial Atlas, as amended, within eight hundred
10 (800) feet of the site.

11 c. Review Criteria for an Urban Circulation Plan.

12 (1) Cross-Circulation. Cross-circulation shall be provided in a manner that meets
13 these standards and, where possible, that will allow subsequent developments to
14 meet these standards:

- 15 (a) Block Length. Block lengths shall be between one hundred (100) to eight
16 hundred (800) feet; provided, that where a block is partially defined by an
17 arterial or industrial road the block lengths along the arterial shall be no less
18 than the minimum full access intersection spacing specified in Table
19 40.350.030-3. For the purpose of this section, "block length" is the distance
20 between public road intersections as measured along the nearside right-of-
21 way line.
- 22 (b) Block Perimeter. The block perimeter shall not exceed three thousand two
23 hundred (3,200) feet unless accessway(s) for pedestrian or bicycle circulation
24 are provided or where topographic or other physical constraints preclude
25 achieving this standard.

26 (2) Access Street System. The access street system shall:

- 27 (a) Provide convenient parcel access to and from adjacent arterials and/or
28 collectors;
- 29 (b) Be designed to discourage external traffic from short-cutting;
- 30 (c) Be designed to discourage vehicular speeds in excess of legal speed limits;
- 31 (d) Be designed for convenient circulation of internal traffic without reliance on
32 the arterial systems;
- 33 (e) Support direct travel by pedestrians, bicyclists, and transit users; and
- 34 (f) Discourage unnecessary streets and hard surfaces.

35 3. Transportation Design Criteria. The design criteria set out in Tables 40.350.030-2 and
36 40.350.030-3 are adopted as a portion of the Clark County standard specifications. Such
37 criteria are applicable to roads located within and adjacent to a development. These
38 criteria are intended for normal conditions. The responsible official may require higher
39 standards for unusual site conditions.

40
41 All urban roads except alleys consist of a core road section and a flex zone section.

42 a. The core road consists of the traveled way portion of the road, as well as medians
43 and turning lanes on higher classification roads. Core road features as shown on the
44 Standard Details Manual drawings allow little, if any, variation unless a road
45 modification request is approved.

46 (1) Travel and turning lanes require impervious pavement on all rural roads, and
47 urban arterials, collectors, industrial/commercial, and neighborhood circulator
48 roads.

49 (2) Permanent median areas may utilize stormwater low impact development
50 features including, but not limited to, bioretention swales and permeable

1 pavement. Such features shall be subject to approval by the Public Works
2 Director and shall be designed to ensure adequate public safety.

- 3 b. The flex zone consists of that portion of the roadway outside of the core road. Flex
4 zone features can include stormwater best management practice features, parking
5 and bike lanes, sidewalks, and planter and utility strips, depending on the road
6 classification. These features may be designed with considerable flexibility subject to
7 engineering approval by the county; however, all features applicable to the road
8 classification shall be provided. Some flex zone features may require more right-of-
9 way than is noted in Table 40.350.030-2.

10 (1) Stormwater Features. Stormwater low impact development features as found in
11 the Clark County Stormwater Manual are allowed with approval from the Public
12 Works Director. Stormwater features shall be designed and constructed to
13 ensure adequate public safety. Right-of-way in excess of that required in Table
14 40.350.030-2 may be needed to accommodate stormwater features.

15 (a) Permeable Pavement. Permeable pavement may be used for the following:

- 16 (i) Sidewalks and separated bike lanes on all road classifications;
17 (ii) Parking and nonseparated bike lanes of all urban access roads, including
18 neighborhood circulators; and
19 (iii) Travel lanes of all urban access roads except neighborhood circulators.
20 (iv) Prior to acceptance of permeable pavement surfaces by the county, the
21 applicant shall sign a Permeable Pavement Testing and Acceptance
22 Agreement in a form acceptable by the Public Works Director.

23 (b) Infiltration Systems. Infiltration systems such as bioretention systems, rain
24 gardens and infiltration planters are subject to the following limitations:

- 25 (i) Infiltration from stormwater features shall not threaten the safety or
26 integrity of underground utilities. The Public Works Director shall require
27 that infiltration features located in close proximity to utilities be designed
28 to accommodate the utilities;
29 (ii) Infiltration from stormwater features shall not adversely affect the function
30 and integrity of the core road.

31 (2) On-Street Parking. Where required, on-street parking shall be subject to the
32 following:

33 (a) Angled "head-in" parking may be allowed with approval of the Public Works
34 Director; provided, that backing over sidewalks or bicycle lanes is prohibited;

35 (b) Curb extensions containing bioretention facilities are allowed in parking lanes
36 subject to the following:

- 37 (i) Curb extensions shall not extend more than seven (7) feet into the
38 parking lane, and shall not interrupt required bike lanes.
39 (ii) On commercial/industrial roads, the length of mid-block curb extensions is
40 limited to twenty percent (20%) of the curb length of a block, or in the
41 case of a partial block development, the road frontage of the site.
42 (iii) Mid-block curb extensions are prohibited on arterials, collectors and
43 storefront roads.
44 (iv) Mid-block curb extensions on all urban access roads, including
45 neighborhood circulators, are allowed with restrictions in residential
46 subdivisions under one (1) of the following options:

47 [a] Curb extensions can occupy up to ten percent (10%) of the curb
48 length of a block, or in the case of a partial block development, the
49 road frontage of the site;

- 1 [b] Curb extensions can occupy up to twenty-five percent (25%) of the
2 curb length of a block, or in the case of a partial block development,
3 the road frontage of the site; provided, that the applicant
4 demonstrates on the plat that fifty (50) foot long two (2) way passing
5 opportunities are provided at one hundred fifty (150) foot maximum
6 intervals along the roadway for urban local access roads. Acceptable
7 methods include the use of abutting driveways, twenty (20) foot wide
8 travel way clear zones, or other methods as may be approved by the
9 Public Works Director; or
- 10 [c] Curb extensions can occupy more than twenty-five percent (25%) of
11 the block length; provided, that the applicant demonstrates on the plat
12 that at least one (1) on-street parking space per lot is maintained.
13 Single on-street parallel parking spaces between driveways shall be
14 at least seventeen (17) feet in length, measured from five (5) feet from
15 the top of the slope of the driveway wing or end of the curb radius.
16 Two (2) or more consecutive on-street parallel parking spaces shall
17 require two (2) additional feet between each space.
- 18 (v) Curb extensions up to fifty (50) feet long are allowed at intersections of
19 local access roads and short cul-de-sacs, or combinations thereof. Curb
20 extensions at intersections may be required for storefront streets, subject
21 to Section 9.1.2 of the Highway 99 Overlay District Standards in Appendix
22 F to Title 40, or for mixed use developments. Such extensions shall not
23 count toward the mid-block percentage requirements in this subsection.
24 Approval of such curb extensions shall require demonstration of adequate
25 vehicular turning movement capability.
- 26 (vi) Measurements. The length of mid-block curb extensions shall be
27 measured between the tangents of the standard curb. The length of curb
28 extensions at intersections shall be measured between the tangent of the
29 standard curb and the face of the curb of the intersecting street. "Block
30 length" is the distance between road intersections as measured along the
31 nearside right-of-way or easement line.
- 32 (3) Bike Lanes. Bike lanes, when required by the road classification, are subject to
33 the following:
- 34 (a) Bike lanes may abut travel lanes or be located outside of the curb line,
35 depending on the feasibility of existing and future connections.
- 36 (b) When combined with pedestrian paths, the combined width shall be a
37 minimum of ten (10) feet wide.
- 38 (c) Bike lanes shall be continuous through a development, i.e., cannot be
39 interrupted by curb extensions or other features.
- 40 (4) Sidewalks. Sidewalks shall be provided on both sides of all public streets in
41 urban areas and within rural centers, subject to the following:
- 42 (a) Attached and detached sidewalk widths shall be as noted in Table
43 40.350.030-2.
- 44 (b) When combined with bike lanes, the combined width shall be at least ten (10)
45 feet.
- 46 (c) Sidewalks shall be continuous through a development, i.e., cannot be
47 interrupted by curb extensions or other features.
- 48 (d) Other than for sidewalks in rural center zones where the standard right-of-
49 way dedication is insufficient, sidewalks may be allowed within easements
50 only where it is demonstrated that such sidewalks cannot be located within

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- the established public right-of-way or private roadway tract due to natural features (e.g., significant trees, rock outcroppings, steep topography, etc.) that should be preserved, or irregular lot configuration.
- (5) Utilities. For new developments, the Public Works Director shall require that underground utilities be designed to accommodate infiltration features that are in close proximity to the utilities.
- (6) Curb and gutter, when required, shall be a minimum of eighteen (18) inches wide. When curbs are required, vertical curb is required for all roads except for cul-de-sac bulbs.

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Table 40.136.03F-2

Roadway Type		Applicable Zoning	Standard Detail #	Right-of-Way	Roadway Width	# Travel Lanes/ Surface ¹	Lane Width	CTU/ Median/ Surface ^{1,2}	Bike Lane or Paved Shoulder (2 Sides)/ Surface	Sidewalk/ Surface	Parking/ Surface ¹	Total Planter/ LID/Utility	
Urban Classifications	Arterial	Parkway (Pa-4b)	All	1	120'	74' - 80'	4/IMP	12'	10' - 16'	8' shoulders ³ /IMP	12' trail/P	None	28 - 34'
		Principal (Pr-4cb)	All	2	100'	72'	4/IMP	11' & 12'	14'	6' bike lanes	6 ⁴ /P	None	16'
		Minor (M-4cb)	All	3	100'	72'	4/IMP	11' & 12'	14'	6' bike lanes	6 ⁴ /P	None	16'
		Minor (M-2cb)	All	4	72'	48'	2/IMP	12'	12'	6' bike lanes	6 ⁴ /P	None	12'
	Collector	Urban (C-2cb)	All	5	70'	46'	2/IMP	11'	12'	6' bike lanes	6 ⁴ /P	None	12'
		Urban (C-2)	All	6	60'	38'	2/IMP	11'	None	None	6 ⁴ /P	8' both sides	10'
		Urban (C-2b)	All	7	60'	34'	2/IMP	11'	None	6' bike lanes	6 ⁴ /P	None	14'
	Commercial/Industrial	Local	All commercial & Industrial zones	8	60'	42'	2/IMP	14'	14'	None	6 ⁴ /P	None	5'
		Local w/ Bike Lanes	All commercial & Industrial zones	9	70'	52'	2/IMP	14'	14'	5' bike lanes	6 ⁴ /P	None	5'
		Local w/ Parking	All commercial & Industrial zones	10	60'	38'	2/IMP	14'	None	None	6 ⁴ /P	10' one side	9'
		Storefront	Mixed use & Hwy 99 overlay	11	65'	40'	2/IMP	12'	None	None	8'/P	8' both sides	4' tree wells both sides
	Access	Neighborhood Circulator	All urban residential zones	12	54'	36'	2/IMP	10'	None	None	5'/P	8' both sides	7'
		Urban Local	All urban residential zones	13	46'	28'	1/P	12'	None	None	5'/P	8' both sides	7'
		Short Cul-de-sac	All urban residential zones	14	44' ⁵	26' ⁵	1/P	10'	None	None	5'/P	8' both sides	7'
Private Road		All urban zones	15	26' easement	20'	2/P	10'	None	None	5' one side/P	None	0'	
Private Road		All urban zones	16	30' easement	24'	1/P	16'	None	None	5' one side/P	8' one side	0'	
Alley		All urban zones	17	26'	20' ⁶	1/P	16'	None	2' shoulders	None	None	6'	
Rural Classifications	Arterial	Rural Arterial (RA)	All rural & resource zones	18	100'	40'	2/IMP	12'	None	8' shoulders	None	None	60'
	Collector	Major (R-2)	All rural & resource zones	19	60' ⁷	40'	2/IMP	12'	None	8' shoulders	None ⁸	None	20'
		Minor (Rm-2)	All rural & resource zones	20	60' ⁷	40'	2/IMP	12'	None	8' shoulders	None ⁸	None	20'
	Access	Rural Local	All rural & resource zones	21	50' ^{9,10}	24'	2/IMP	10'	None	2' shoulders	None ¹¹	None	26'
		Private Road	All rural & resource zones	22	30' ⁶ (Easement)	20'	2/P	10'	None	None	None ¹¹	None	10'

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¹ IMP = Impervious pavement; P = Permeable pavement. Permeable pavement, when noted, is allowed, but not required. See Section 40.350.030(B)(3)(b)(1)(a) for additional details regarding bike and parking lane surfacing requirements.

² Permanent medians fourteen (14) feet wide or greater may be raised or include stormwater LID features subject to Section 40.350.030(B)(3)(a)(2). Twelve (12) foot wide medians may include turn lanes. Turn lanes shall be impervious pavement.

³ Shoulders may be widened for short distances where guardrail is planned. Parking limited to urban collectors (two (2) lanes).

⁴ Sidewalk width may be reduced to five (5) feet if detached.

⁵ Short cul-de-sac minimum R/W is thirty-five (35) foot radius with a constructed thirty (30) foot radius.

⁶ Twenty (20) foot unobstructed width.

⁷ In rural centers additional R/W or public easements for sidewalks may be required.

⁸ In rural centers, sidewalks and eighteen (18) inch curb and gutter required. Detached sidewalks shall be at least five (5) feet wide; attached sidewalks shall be at least eight (8) feet wide.

⁹ In rural centers, additional R/W or public easements for walkways or ditches may be required.

¹⁰ Within the "urban reserve" areas of the county, the right-of-way shall be fifty-four (54) feet.

¹¹ In rural centers, detached, at-grade paved (concrete or asphalt) walkways, at least five (5) feet wide, are required. Public streets shall require walkways on both sides of the street. Private streets shall require walkways on at least one (1) side.
(Amended: Ord. 2012-05-14; Ord. 2014-01-08)

Table 40.350.030 - 3

Roadway Type		Design Speed (MPH)	Maximum Grade (%) Flat ¹	Maximum Grade (%) Rolling ¹	Maximum Grade (%) Mountainous ¹	Minimum Centerline Radius (ft.) Flat	Minimum Centerline Radius (ft.) Rolling	Minimum Centerline Radius (ft.) Mountainous	Design Volume (ADT)	Minimum Full Access Intersection Spacing (ft.)	Minimum Full Access Intersection Curb Return Radii (ft.) ^{2,3}	Minimum R/W Radius Chords	
Urban Classifications	Arterial	Parkway (Pa-4b)	50	6	7	9	1,145	715	410	24,000	1,000	35	25
		Principal (Pr-4cb)	50	6	7	9	1,145	715	410	24,000	600	35	25
		Minor (M-4cb)	40	6	8	10	955	560	410	18,000	500	35	25
		Minor (M-2cb)	40	6	8	10	955	560	410	16,000	500	35 ⁷	25
	Collector	Urban (C-2cb)	35	7	9	10	575	440	330	16,000	275	35 ⁷	25
		Urban (C-2)	35	7	9	10	575	440	330	12,000	275	35 ⁷	25
		Urban (C-2b)	35	7	9	10	575	440	330	12,000	275	35 ⁷	25
	Commercial/Industrial	Local	40	7	9	10	575	440	300	12,000 - 24,000	275	50	40
		Local w/ Bike Lanes	35	7	9	10	575	440	300	12,000 - 24,000	275	45	35
		Local w/ Parking	35	7	9	10	575	440	300	12,000	275	45	35
		Storefront	25	7	9	10	200	200	200	12,000	275	35 ⁴	35 ⁴

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Access	Neighborhood Circulator	25	15	15	15	150	150	150	3,000	150	25	NA	
	Urban Local	25	15	15	15	70 ⁵	70 ⁵	70 ⁵	1,500	100	25	NA	
	Short Cul-de-sac	25	18	18	18	70 ⁵	70 ⁵	70 ⁵	180	100	20	NA	
	Private Road	25	18	18	18	70 ⁵	70 ⁵	70 ⁵	1,000	100	See Dwg F16 or F17	NA	
	Private Road	25	18	18	18	70 ⁵	70 ⁵	70 ⁵	1,000	100	See Dwg F16 or F17	NA	
	Alley	NA	18	18	18	NA	NA	NA	NA	100	See Dwg F16 or F17	NA	
Rural Classifications	Arterial	Rural Arterial (RA)	50 flat 40 rolling 30 mountainous	6	8	10	955	560	410	10,000+	500	35	25
	Collector	Major (R-2)	50 flat 40 rolling 30 mountainous	6	8	10	955	560	410	10,000	500	35	25
		Minor (Rm-2)	50 flat 40 rolling 30 mountainous	6	8	10	575	440	300	5,000	275	35	25
	Access	Rural Local	30	15	15	15	150	150	150	2,000	150	25	NA
Private Road		25 ⁶	18	18	18	60	60	60	500	100	25	NA	

¹ May be steeper for short distances where permitted by AASHTO Guidelines.

² Intersection of two (2) different street classifications shall use the larger intersection radius.

³ Must meet state standards if intersecting state roads.

⁴ Storefront streets may require curb extensions at intersections subject to Section 9.1.2 of the Highway 99 Overlay Standards, or for mixed use developments.

⁵ Except for where the curve is between eighty (80) to one hundred ten (110) degrees, a minimum thirty-five (35) foot radius may be used.

⁶ Design speed for rural private road may be reduced to twenty (20) miles per hour without road modification if topography imposes severe restriction and has approval from the County Engineer.

⁷ Forty-five (45) foot radius will be required on roads where truck/transit will use, and there is only one (1) lane of traffic. (Amended: Ord. 2012-05-14; Ord. 2016-09-04)

4. Access Management.

a. Applicability. As noted in Section 40.350.030(A)(2), this subsection also applies to applications for building permits and applications for access to public roads.

b. Access to Local Access Roads.

(1) Driveway Spacing.

(a) Excepting the bulbs of cul-de-sacs, driveways providing access onto nonarterial and noncollector streets serving single-family or duplex residential structures shall be located a minimum of five (5) feet from an interior side property line or zero (0) feet as a shared driveway approach. Where two (2) driveways are permitted, a minimum separation of fifty (50) feet shall be required between the driveways, measured from near edge to near edge.

(b) Corner lot driveways shall be a minimum of forty (40) feet from the projected curb line or edge of pavement, as measured to the nearest edge of the driveway, as long as the parked cars in the driveway are outside of the sight distance triangle. In the case of medium and high density residential developments (R-12, R-18, R-22, R-30 and R-43), or when lots less than forty (40) feet wide are allowed in mixed use, density transfer, and planned unit

1 developments, or in the R1-5 zone where this may be impractical, the
2 driveway may be limited to twenty (20) feet in width and located five (5) feet
3 from the property line away from the intersection or as a twenty-five (25) foot
4 wide shared driveway at this property line, and the applicant's professional
5 engineer may propose traffic control devices, including stop signs, to
6 preserve or manage sight distance. The County Engineer, in reliance upon
7 the determination of the applicant's professional engineer that the proposal
8 for a stop sign meets the criteria above, may authorize the installation of a
9 stop sign(s). Where a residential corner lot is located at the intersection of a
10 nonarterial or noncollector street with an arterial street, the corner clearance
11 requirements of Section 40.350.030(B)(4)(c)(2)(f) shall apply to the
12 nonarterial or noncollector street.

13 (c) Flag lots and joint driveways serving between two (2) and four (4) lots are
14 exempt from the requirements of this subsection.

15 (d) Nonresidential driveways are prohibited from taking access from an urban
16 access road as defined in Table 40.350.030-2 unless no access exists or can
17 be provided to a collector.

18 (2) Driveway Number and Width. A maximum of two (2) driveways may be permitted
19 to a residential lot or individual duplex unit meeting the spacing requirements of
20 Section 40.350.030(B)(4)(b). Joint-use driveways may be allowed and will count
21 as a driveway for each residential lot or duplex unit. For a joint-use driveway, a
22 minimum of a twenty (20) foot wide easement is required. Driveways shall have a
23 minimum width of twelve (12) feet of clear unobstructed all-weather driving
24 surface and an overhead clearance of thirteen (13) feet, six (6) inches. The first,
25 or only, driveway shall be twelve (12) feet to thirty-five (35) feet in width. If a
26 second driveway is allowed, the maximum width of the second driveway will be
27 fifteen (15) feet.

28 (3) Driveway Length.

29 (a) All portions of shared driveways off of short cul-de-sac roads shall be within
30 three hundred (300) feet of the intersection of the short cul-de-sac with a
31 higher classified road as measured to the intersecting street's face of curb;
32 provided, that such driveways are subject to Fire Marshal approval.

33 (b) All new driveways longer than three hundred (300) feet shall be provided with
34 an approved turnaround at the terminus. There shall also be approved
35 turnouts constructed such that the maximum distance from turnout to turnout,
36 or from turnout to turnarounds, does not exceed five hundred (500) feet.
37 Turnouts shall comply with the Standard Details Manual. Construction of
38 roads and driveways within the wild land urban interface/intermix area shall
39 conform to Section 15.13.030.

40 (4) Maximum Dwelling Units Served by Access Roads.

41 (a) No road may serve more than one hundred (100) lots or dwelling units unless
42 that road is connected by a second vehicle access road to the same "feeder"
43 road at a different location, or to another "feeder" road that functions at a level
44 equal to at least an urban local residential access road or a rural local access
45 road. The second vehicle access road may be a county emergency-only
46 access road, if it serves less than two hundred (200) lots or dwelling units.
47 The second access may be satisfied through the use of an existing roadway
48 network in the existing adjacent neighborhood if:

49 (i) An existing road was previously stubbed indicating intent for future
50 access; or

1 (ii) An easement has been dedicated specifically for such purpose, and a
2 roadway has been built to county standards or will be constructed with the
3 development to county standards.

4 In either case, the increase in traffic volume on the existing roadway
5 network must not cause the traffic volume to exceed the design volume of
6 the existing roadway network.

7 (b) Urban neighborhood circulator roads within a development which meet the
8 access requirements above may serve up to three hundred (300) lots or units
9 if approved by the review authority. However, the review authority may
10 require a traffic circulation study showing a balanced traffic flow of less than
11 two thousand (2,000) vehicles per day past any dwelling unit accessing on a
12 neighborhood circulator road or lesser classification upon full buildout.

13 (c) When required emergency or regular secondary access roads cannot be
14 installed due to location on property, topography, waterways, nonnegotiable
15 grades or other similar conditions, the County Fire Marshal may require
16 additional fire protection as specified in Title 15.

17 (d) The standards contained in Section 40.350.030(B)(4)(b)(4) are waived in their
18 entirety for developments in rural areas.

19 (5) Exceptions.

20 (a) The review authority may grant an exception to the requirements of Section
21 40.350.030(B)(4)(b)(3) to extend the maximum distance between
22 turnouts/turnarounds or allow other appropriate relief where it is impractical or
23 excessively costly to meet these requirements due to topography, sensitive
24 areas, natural features, or where application of these standards would be
25 disproportional.

26 (b) The review authority may grant an exception to the requirements of Section
27 40.350.030(B)(4)(b)(4)(a) in the case of a subdivision with more than one (1)
28 phase, when it can be shown that the other necessary access roads will be
29 constructed in a future phase of the same subdivision. Street stubs built to
30 the property line of property not under the developer's control do not qualify
31 for such an exception.

32 c. Access to Collectors.

33 (1) In order to limit the number of residential roads intersecting with collectors while
34 providing adequate neighborhood circulation, residential roads intersecting with
35 collectors shall be classified and constructed to standards applicable to local
36 residential access roads unless the review authority finds that a lesser
37 classification adequately provides for the circulation needs of the surrounding
38 area. Road approach permits not associated with development shall be reviewed
39 using a Type I process.

40 (2) Driveways.

41 (a) Urban Collectors. No residential driveways in the urban area will be permitted
42 to access collectors unless no other access to the site exists or can be made
43 available.

44 (b) Rural Collectors. Residential driveways in the rural area will not be permitted
45 to access collectors if direct lot access is available to an existing rural access
46 road as defined in Tables 40.350.030-2 and 40.350.030-3.

47 (c) Spacing. When driveways on collectors are permitted, they shall be spaced in
48 accordance with Table 40.350.030-4. The distance between adjacent one (1)
49 way driveways with the inbound drive upstream from the outbound drive may
50 be one-half (1/2) the distance shown. Where raised channelization exists,

1 only those driveways on the development side of the road will be considered
2 for minimum separation requirements.

3 (d) Number of Driveways. The number of driveways and driveway lanes shall be
4 based upon an estimate of site traffic generation in accordance with Table
5 40.350.030-5. Multiple driveways are not permitted until the estimated ADT
6 exceeds the number shown in the second column for the different types of
7 land use. Then, an additional driveway is allowed each time the estimated
8 ADT increases above the previous maximum ADT for each driveway as
9 shown in the third column; provided, the additional driveways meet the
10 spacing requirements specified in Table 40.350.030-4. Two (2) driveway exit
11 lanes are allowed when the ADT exceeds seven hundred (700).

12 (e) Width. A single-family residential driveway onto a collector shall be fifteen
13 (15) to thirty-five (35) feet in width; provided, that a joint-use driveway serving
14 two (2) residential lots shall not exceed thirty-six (36) feet in width. A
15 nonresidential two (2) way driveway onto a collector shall be twenty-four (24)
16 to forty (40) feet in width.

17 (f) Corner Clearance. To provide adequate corner clearance, the tangent curb
18 length between the nearest edge of a driveway on an intersecting side street
19 and a collector roadway, or a driveway on a collector roadway and an
20 intersection with a cross street, shall be fifty (50) feet. Where the intersection
21 is signalized or is planned for signalization, driveways shall be limited to right-
22 turn movements if located within one hundred twenty-five (125) feet on a
23 collector or as provided for in Section 40.350.030(B)(4)(d)(2).

24 (g) Temporary Driveway. A temporary driveway may be allowed when, due to
25 conditions beyond the control of the applicant, minimum driveway separation
26 cannot be achieved at the time of application. The review authority may
27 approve a temporary driveway when an access plan shows future removal of
28 the temporary driveway and a new driveway which meets the spacing
29 standards shown above.

30 (3) Additional Improvements. The installation of other improvements such as left-turn
31 lanes, right-turn lanes and traffic signals may be required by the County Engineer
32 where found necessary on the basis of a traffic engineering study. The study
33 shall address operations of the driveway or intersection, including the adequacy
34 of vehicular turning movements.

35 d. Access to Arterials. In order to limit the number of residential roads intersecting with
36 arterials while providing adequate neighborhood circulation, residential roads
37 intersecting with urban arterials shall be classified and constructed to standards
38 applicable to local residential access or collector roads unless the review authority
39 finds that a lesser classification adequately provides for the circulation needs of the
40 surrounding area. In those cases in which an urban access street is less than thirty-
41 six (36) feet wide, such street shall have a minimum width of thirty-six (36) feet at the
42 intersection with the arterial and shall be tapered according to accepted engineering
43 practices and supplemental standards in Section 40.350.030(C)(1)(b) as determined
44 by the Public Works Director. Road approach permits not associated with
45 development shall be reviewed using a Type I process.

46 (1) Driveways. No driveways will be permitted to access onto urban or rural arterials
47 unless no other access to the site exists or can be provided.

48 (a) Spacing. When driveways on arterials are permitted, they shall be spaced in
49 accordance with Table 40.350.030-4.

- 1 (b) Number of Driveways. Where permitted, the number of driveways and
2 driveway lanes on arterials shall be based upon an estimate of site traffic
3 generation in accordance with Table 40.350.030-6.
4 (i) Multiple driveways are not permitted until the estimated ADT exceeds the
5 number shown in the second column for the different type of land use.
6 Then, an additional driveway is allowed each time the estimated ADT
7 increases above the previous maximum ADT for each driveway as shown
8 in the columns for minor arterials and principal arterials; provided, the
9 additional driveways meet the spacing requirements specified in Table
10 40.350.030-4. As an example, a commercial land use on a minor arterial
11 has one (1) driveway up to two thousand (2,000) ADT, then two (2)
12 driveways for two thousand one (2,001) to five thousand five hundred
13 (5,500) ADT, three (3) driveways for five thousand five hundred one
14 (5,501) to nine thousand (9,000) ADT and so on.
15 (ii) A permit for exclusive use of a truck driveway in addition to the nontruck
16 traffic may be granted for commercial uses that exceed thirty thousand
17 (30,000) square feet of gross floor space.
18 (iii) Two (2) driveway exit lanes are allowed when the ADT exceeds one
19 thousand (1,000).
- 20 (c) Width. A single-family residential driveway onto an urban arterial shall be
21 fifteen (15) to thirty-five (35) feet in width; provided, that a joint-use driveway
22 serving two (2) residential lots shall not exceed thirty-six (36) feet in width. A
23 commercial and multifamily two (2) way driveway onto an arterial shall be
24 twenty-four (24) to forty (40) feet in width.
25 (d) Corner Clearance. To provide adequate corner clearance, the tangent curb
26 length between the nearest edge of a driveway on an intersecting side street
27 and an arterial roadway, or a driveway on an arterial roadway and an
28 intersection with a cross street, shall be fifty (50) feet. Where the intersection
29 is signalized or is planned for signalization, driveways shall be limited to right-
30 turn movements if located within two hundred fifty (250) feet on minor and
31 principal arterials or as provided for in Section 40.350.030(B)(4)(d)(2).
32 (e) Temporary Driveway. A temporary driveway may be allowed when, due to
33 temporary conditions beyond the control of the applicant, minimum driveway
34 separation cannot be achieved at the time of application. The review authority
35 may approve a temporary driveway when an access plan shows future
36 removal of the temporary driveway and a new driveway which meets the
37 spacing standards shown above is assured to be constructed.
- 38 (2) Additional Improvements. The installation of other improvements such as left-turn
39 lanes, right-turn lanes and traffic signals may be required by the County Engineer
40 where found necessary on the basis of a traffic engineering study. The study
41 shall address operations of the driveway or intersection, including the adequacy
42 of vehicular turning movements.
- 43 (3) Medians and Channelization Policy. In order to preserve capacity and promote
44 safety, urban arterials shall generally include raised medians to restrict cross
45 traffic movements. In general, full-access intersections, signalized and
46 nonsignalized, on arterials will be permitted only with other county, state and city
47 roads as are designated on the Arterial Atlas, as amended. Circulation from such
48 intersections in most cases will satisfy the access needs of adjacent land.

1 The County Engineer is solely responsible for decisions regarding the placement
 2 of raised medians on county roads. Any decision by the county that a raised
 3 median will not be installed on an arterial will require a specific determination by
 4 the County Engineer that (a) the roadway will operate safely without a raised
 5 median and (b) that the roadway will operate at the required capacity without a
 6 raised median. Other factors to be considered by the County Engineer include,
 7 but are not limited to, the traffic volumes and speeds on the roadway, the crash
 8 history on the roadway, roadway geometric factors and other characteristics, and
 9 the adequacy of sight lines and distances. Additionally, the number of fronting
 10 driveways, the traffic volumes on those driveways, the likely adverse impacts on
 11 fronting and other properties, the extent of access control along the arterial, and
 12 the number and location of other accesses available to those properties will be
 13 considered.

14 For commercial zones, raised medians will not be required on arterials where the
 15 average weekday traffic is projected to be less than twenty thousand (20,000)
 16 vehicles per day over the next five (5) year period and where the County
 17 Engineer makes the determination that the roadway will operate safely and
 18 without operational problems.

- 19 e. Access to State Routes. If the access serving a development is onto a state road or
 20 highway, required dedication and/or improvements thereto must meet the
 21 requirements of the Washington Department of Transportation.

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Table 40.350.030-4. Driveway Spacing on Arterials/Collectors	
Arterial and Collector Posted Speed (MPH)	Minimum Separation (Feet)
20	85
25	105
30	125
35	150
40	185
45 and over	230

(Amended: Ord. 2007-09-13; Ord. 2012-05-14)

Table 40.350.030-5. ADT Carried by Each Driveway onto Collectors		
	ADT for First Driveway	Maximum ADT for Each Additional Driveway
Access from:		
Commercial use	0 to 1,000	2,000
Office use	0 to 1,500	2,000
Multifamily use	0 to 1,000	2,000

Table 40.350.030-5. ADT Carried by Each Driveway onto Collectors		
Industrial use	0 to 1,500	2,000

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(Amended: Ord. 2007-09-13; Ord. 2012-05-14)

Table 40.350.030-6. ADT Carried by Each Driveway onto Arterials			
		Maximum ADT for Each Additional Driveway	
Access from:	ADT for First Driveway	Minor Arterial	Principal Arterial
Commercial use	0 to 2,000	3,500	5,000
Multifamily use	0 to 1,500	3,000	5,000
Industrial use	0 to 1,500	3,000	4,000

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(Amended: Ord. 2007-09-13; Ord. 2012-05-14; Ord. 2012-12-14)

5. **Frontage Roads/Improvement.**

a. **General Requirement.** Unless already fully developed to the transportation standards and subject to the limitations set forth in this section and in Sections 40.350.030(B)(15) and 40.550.010, a partial-width road shall be established and constructed to the applicable right-of-way or easement and improvement standards set out in Section 40.350.030 to that portion of a frontage public or private road which abuts a parcel being developed as a condition of development approval.

(1) The right-of-way or easement width shall be a minimum of one-half (1/2) of that specified in Tables 40.350.030-2 and 40.350.030-3; provided, that such minimum width may be increased where necessary to accommodate the minimum roadway improvement provided below to allow a minimum three (3) feet of right-of-way beyond the back of the sidewalk for urban public roads unless the sidewalk is detached from the curb with sufficient room to provide for utilities and signing, or for needed construction clearance, slopes or other features. In the case of a development containing an urban arterial or fronting on an urban arterial street, the developer shall only be required to construct improvements up to forty-four (44) feet in width, or twenty-two (22) feet on a partial-width frontage, together with curbs and sidewalks, unless a wider section is necessary to accommodate the development.

Sufficient right-of-way and easement for a partial-width road must be provided to accommodate all necessary appurtenances required for construction including, but not limited to, approved cut or fill slopes or retaining structures if needed. If sufficient right-of-way is not available, slope easements from neighboring properties are an acceptable alternative. Such easements shall be recorded with the final plat. The county may require the proposed road cross-sections showing neighboring topography be submitted in order to determine if the partial-width road can be constructed as required.

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- 1 (2) Partial-width roadways shall be a minimum of twenty (20) feet wide; provided,
2 that curb extensions, when allowed under Section
3 40.350.030(B)(3)(b)(2)(b)(iv)(c), may reduce the minimum traveled way width on
4 urban local roads to no less than sixteen (16) feet.
5 (3) New partial-width roads will be allowed in commercial, office or industrial
6 developments only after a traffic study verifies the adequacy of the roadway for
7 clearance and turning movements.
8 (4) Where physical obstructions or development constraints preclude or limit full
9 completion of the frontage road on the abutting property, the partial-width roads
10 may be allowed.
11 (5) Parking shall be prohibited along partial-width roads, with signs and pavement
12 markings being the responsibility of the developer unless the partial-width road is
13 at least twenty-four (24) feet wide to provide a clear sixteen (16) foot wide
14 traveled way in addition to an eight (8) foot wide parking lane.
15 (6) Where frontage improvements are required, the county will perform pavement
16 deflection testing to determine the adequacy of the existing pavement. Where
17 remaining life of the pavement is less than five (5) years, the developer shall
18 construct the roadway to current standards to the centerline or twenty-two (22)
19 feet, whichever is less. If remaining life is greater than five (5) years, the road
20 shall be cut back to a location where the structure is sound and the widening
21 constructed. However, in no case shall the reconstruction be less than four (4)
22 feet in width from the existing edge of pavement to the new edge of pavement or
23 face of curb. The county may require reconstruction to the centerline or twenty-
24 two (22) feet, whichever is less, if the review authority determines the geometrics
25 or other existing features are inadequate.
26 (7) The intersection of driveways with paved rural public roads shall be paved from
27 the edge of the public road to the right-of-way or to twenty (20) feet from the
28 edge, whichever is greater.

29 b. Exceptions.

- 30 (1) The right-of-way and easement requirements of Section 40.350.030(B)(5)(a)
31 shall not apply to the construction, remodeling or enlargement of any Group R-
32 Division 3 (single-family or duplex), or Group U occupancy (as defined in the
33 International Building Code), to the construction of any accessory residential
34 structure, to any sign, or to the structural addition, alteration or repair to any
35 existing structure within any twelve (12) month period which neither exceeds
36 twenty-five percent (25%) of the value of the existing structure nor increases the
37 total floor space of the structure by more than ten percent (10%).
38 (2) The roadway frontage improvement requirements of Section 40.350.030(B)(5)(a)
39 shall not apply to:
40 (a) Rural developments not located within rural centers; or
41 (b) Urban or rural center developments which the County Engineer finds, based
42 upon an engineering traffic study, will not result in an increase of total site trip
43 generations during the p.m. peak hour of more than ten percent (10%);
44 provided, that such otherwise exempt developments shall be required to
45 make intersection and sight distance improvements in accordance with
46 Sections 40.350.030(B)(7) and (8) and such frontage road improvements as
47 are necessary in order to provide minimally safe access to the development.

48 c. Deferral.

- 49 (1) In the event that required frontage road improvements are included as a portion
50 of a county road project on the county's six (6) year transportation improvement

1 program scheduled to be undertaken within six (6) years, the developer, in lieu of
2 constructing or guaranteeing the construction pursuant to Section
3 40.350.030(C)(4)(i) of such frontage improvements, may be permitted to
4 contribute a proportionate share towards the cost of such county road project by
5 an agreement consistent with the requirements of RCW 82.02.020.

6 (2) The development approval authority may defer frontage road improvements, in
7 whole or in part, where the current development proposal is for lots in the R1-5,
8 R1-6, R1-7.5, R1-10 or R1-20 zoning districts larger than one (1) acre and a
9 covenant running with the land is recorded requiring such improvements to be
10 undertaken when redivision is proposed at an urban density.

11 (3) The development approval authority may defer frontage road improvements, in
12 whole or in part, where the development proposal is located in a rural center, and
13 a covenant running with the land is recorded requiring the owner to contribute
14 their share to a larger road or frontage improvement project when undertaken by
15 the county. For the purposes of this subsection, "share" of the cost of deferred
16 frontage improvements includes the then-current cost of engineering and
17 frontage improvements required at preliminary development approval divided by
18 the number of lots. Deferrals of improvements under this subsection may be
19 denied when:

20 (a) Conditions are, or will be caused to be, inadequate to provide a minimum
21 level of service as specified in Section 40.350.020; or

22 (b) A significant traffic or safety hazard would be caused or materially aggravated
23 by the proposed development; or

24 (c) The development must provide safe walking conditions per RCW 58.17.110.

25 6. Off-Site Road Improvement.

26 a. General. Nothing in this section shall be construed to preclude denial of a proposed
27 development where off-site road conditions are inadequate to provide a minimum
28 level of service as specified in Section 40.350.020 or a significant traffic or safety
29 hazard would be caused or materially aggravated by the proposed development;
30 provided, that the applicant may voluntarily agree to mitigate such direct impacts in
31 accordance with the provisions of RCW 82.02.020.

32 b. Requirements for Off-Site Access Road Improvements. All roads providing access to
33 parcels being developed, whether such roads are to be public or private, shall at a
34 minimum:

35 (1) Within the urban area have an unobstructed and paved roadway width of twenty
36 (20) feet, or eighteen (18) feet of pavement with one (1) foot wide shoulders. Any
37 preexisting roadway narrower than eighteen (18) feet with one (1) foot shoulders
38 shall be widened to the full twenty (20) foot standard. Those portions of a
39 roadway reduced in width due to curb extensions allowed under Section
40 40.350.030(B)(5)(a)(2) are not required to meet the above requirement, provided
41 a minimum of sixteen (16) feet of pavement is provided.

42 (2) Within the rural area, off-site public access roads shall meet the same standards
43 as Section 40.350.030(B)(6)(b)(1). Off-site private access roads are not required
44 to be paved but shall have an all-weather driving surface, unobstructed roadway
45 width of twenty (20) feet; except in those cases where the preexisting road is
46 eighteen (18) feet wide, additional widening to twenty (20) feet is not necessary.
47 Any preexisting roadway narrower than eighteen (18) feet shall be widened to the
48 full twenty (20) foot standard.

49 (3) Have an unobstructed vertical clearance of not less than thirteen (13) feet six (6)
50 inches (13' 6").

1 (4) Notwithstanding the foregoing, roads providing access to legal lots created prior
2 to July 9, 1996, being developed with a Group R-Division 3 structure or
3 residential mobile home, may be constructed with a minimum twelve (12) foot
4 wide unobstructed all-weather driving surface.

5 (5) Off-site private roads providing access to lots being developed shall have a
6 minimum easement partial width of twenty-five (25) feet from such lot to a public
7 road.

8 c. Requirements for Off-Site Intersection Improvement. The owners of a parcel being
9 developed shall enter into a signal participation agreement to contribute a
10 proportionate share towards the cost of a traffic signal when:

11 (1) An intersection impacted by the proposed development is designated by the
12 county for installation of a traffic signal; and

13 (2) The parcel being developed is not located within a traffic impact fee (TIF) service
14 area; and

15 (3) During the peak hour, the development generates a minimum of three percent
16 (3%) increase of traffic on the intersection approach leg impacted by the
17 development, or five (5) trips on a minor leg (those legs of the intersection that
18 have the smaller approach volume) or twenty (20) trips on a major leg (those legs
19 of the intersection that have the larger approach volumes); and

20 (4) The peak hour level of service at the leg of the intersection impacted by the site-
21 generated traffic is at or will fall below the minimum level of service standard for
22 that intersection as defined in Section 40.350.020.

23
24 7. Intersection Design.

25 a. Intersection Geometry. Private and public roads shall be laid out so as to intersect at
26 an angle as near to a right angle as practicable, but in no case less than seventy-five
27 (75) degrees for roads intersecting collectors and arterials and no less than sixty (60)
28 degrees for access roads, unless modified pursuant to Section 40.550.010.

29 Opposing roads accessing an intersection shall either be aligned or will be separated
30 by a minimum intersection spacing, as specified in Table 40.350.030-3. Depending
31 on the width of the intersection opening, an off-set greater than ten (10) feet for
32 access roads or five (5) feet for collectors and arterials is not allowed.

33 b. Intersection Right-of-Way.

34 Intersections shall have a minimum corner radius of ten (10) feet along the right-of-
35 way lines for access roads and a minimum corner radius of twenty-five (25) feet
36 along the right-of-way lines for collectors and arterials, unless road improvements
37 require a greater radius.

38 On collectors and arterials, the dedication of right-of-way on corners shall include the
39 chord of the radius. The county will accept an easement for this chord instead of
40 dedication of right-of-way. For arterials intersecting with other arterials, an additional
41 six (6) feet of right-of-way may be required on both sides of the roadway if a future
42 turning lane is required, based on transportation impact study, within twenty (20)
43 years from the time an application is submitted. The length of the additional right-of-
44 way shall be determined based on the transportation impact study.

45 c. Paving of Intersecting Area.

46 Where connecting to a paved street, whether public or private, the connecting road
47 or driveway (excluding driveways in rural area) shall be paved twenty-five (25) feet
48 back from the nearest edge of the traveled lane, or shall be equal to the minimum
49 intersection radii as specified in Table 40.350.030-3, whichever is greater.

1 Driveways in rural areas connecting with paved public roads shall be paved from the
2 edge of the public road to the right-of-way or to twenty (20) feet from the edge,
3 whichever is greater.

4 Rural paving shall be done in accordance with the equivalent base structural
5 requirements of the gravel road section as noted in the Standard Details Manual.

- 6 8. Sight Distances. As noted in Section 40.350.030(A)(2), this subsection also applies to
7 applications for building permits and applications for access to public roads. Unless
8 modified pursuant to Section 40.550.010, public and private roads shall comply with the
9 following sight distance requirements:

10 a. Stopping Sight Distance.

11 Intersection sight distance and stopping sight distance values are based on the
12 default assumption of level grades, normally intersecting roadways, and with
13 passenger cars as the design vehicle. When deviating from the default assumptions,
14 the engineer shall take the roadway grades, intersection skew, and design vehicle
15 classification into consideration when calculating the required intersection sight
16 distance and/or stopping sight distance.

17
18 Public roads shall have minimum stopping sight distance, as measured from a height
19 of three and one-half (3.5) feet to a target on the roadway nominally two (2) feet in
20 height, in accordance with Table 40.350.030-7. The effect of grades on stopping
21 sight distance shall be calculated using the most current version of the Washington
22 State Department of Transportation's "Design Manual."

23
24 For unposted roadways, the legal maximum speed limit shall be fifty (50) mph per
25 the "Basic rule" under RCW 46.61.400.

Speed (mph)	Minimum Stopping Distance (feet)
25	155
30	200
35	250
40	305
45	360
50	425

26
27 (Amended: Ord. 2012-05-14; Ord. 2014-01-08)

28 b. Controlled Intersection and Driveway Sight Distance Triangle.

29 Traffic entering an uncontrolled public road from stop controlled public roads, or from
30 private roads or private driveways, shall have minimum intersection sight distances,
31 as shown in Table 40.350.030-8. Sight distance shall be measured from an eye
32 height of three and one-half (3.5) feet above the controlled road pavement surface
33 and fifteen (15) feet from the edge of the vehicle traveled way of the uncontrolled
34 public road. The object height on the uncontrolled public road shall be three and one-

1 half (3.5) feet above the pavement surface located four (4) feet to the right of the
 2 striped or assumed centerline of the roadway. For multilane highways, the object on
 3 the uncontrolled roadway shall be located on the approach lane closest to the
 4 controlled side street. Sight distance triangles shall be clear of all obstructions,
 5 including, but not limited to, landscaping, fences, structures and earth berms
 6 between the heights of three (3) and eight and one-half (8.5) feet, as measured from
 7 the pavement surface.
 8

Table 40.350.030-8. Controlled Intersection, Public Road and Driveway Sight Distance	
Speed, Uncontrolled Road (mph)	Minimum Corner Sight Distance (feet)
20	200
25	250
30	300
35	350
40	400
45	450
50	500

9
 10 (Amended: Ord. 2012-05-14; Ord. 2014-01-08)

11 c. Yield-Controlled Intersections.

12 For roads with a posted speed of twenty-five (25) mph or less, traffic entering an
 13 uncontrolled public road from a yield-controlled public road shall have minimum
 14 intersection sight distance of two hundred fifty (250) feet. The intersection sight
 15 distance shall be measured at one hundred thirty (130) feet back on the yield-
 16 controlled approach from the line that is four (4) feet from the uncontrolled roadway
 17 center, in drivers' direction, for both approaches.

18 d. Uncontrolled Intersections.

19 Uncontrolled intersections for access roads in urban and rural areas with a posted
 20 speed limit of twenty-five (25) mph or less shall have an unobstructed intersection
 21 sight distance triangle per Section 40.350.030(B)(8)(b) of one hundred (100) feet on
 22 both approaches. This requirement may be reduced to eighty (80) feet for
 23 intersections abutting corner lots in an urban residential subdivision. The intersection
 24 sight distance shall be measured along the lines four (4) feet from the roadway
 25 center, in drivers' direction, for both approaches.

26 e. New Urban and Rural Residential Driveways.

27 New urban and rural residential driveways accessing roads with a speed limit of over
 28 twenty-five (25) mph are subject to Table 40.350.030-8.

29 9. Street Extensions.

30 a. General Requirements. Where a public or private road has been constructed,
 31 created or stubbed in such a manner as to be able to be extended or widened in

1 accordance with the Clark County Arterial Atlas, other requirements of this section,
2 or prior approved development, the following shall apply:

- 3 (1) Connection with Adjacent Areas. All residences, buildings or structures shall be
4 constructed in such a position on the property that they will not interfere with the
5 extension or widening of the roadway to adjacent areas and shall be so situated
6 that such extension will make orderly and planned development for additional
7 road installations to meet the reasonable minimum requirements of good and
8 safe traffic circulation, consistent with applicable zoning setbacks.
9 (2) Right-of-Way for Street Extensions. Right-of-way or private easements
10 necessary to such extension or widening and falling within parcels being
11 developed shall be granted or created as a condition of development approval.

12 b. Urban Developments.

- 13 (1) Provisions for Future Extensions. Any street within the urban area for which an
14 extension in the future is planned shall be extended to the edge of the property
15 being developed through the plat, short plat or site plan approval process, unless
16 otherwise approved by the review authority. The street stub shall be a full street
17 section, including sidewalks.
18 (2) Use of Temporary Turnaround. If a road serving more than eighteen (18)
19 dwelling units or more than one hundred fifty (150) feet in length temporarily
20 terminates at a property boundary, a temporary turnaround cul-de-sac bulb
21 consistent with this standard shall be constructed near the plat boundary. The
22 bulb shall be paved and shall be eighty (80) feet in diameter, which may include
23 the width of the roadway with sidewalks, where required, terminating at the point
24 where the bulb radius begins. Removal of the temporary turnaround and
25 extension of the sidewalk shall be the responsibility of the developer who extends
26 the road (see the Standard Details Manual). The easement for a temporary
27 turnaround may be extinguished without county approval after the temporary
28 turnaround is determined to be no longer necessary by the county.
29 (3) Barricades. For placement of temporary and permanent barricades, see Section
30 40.350.030(C)(4)(f).

- 31 c. Rural Developments. For any road in the rural area for which an extension is
32 planned, the right-of-way falling within parcels being developed shall be dedicated
33 where the existing platting pattern, the development under review and the potential
34 for development of adjacent lots demonstrate a need for the dedication.
35

36 10. Private Roads.

- 37 a. Purpose. The purpose of private road standards is to provide an option to retain rural
38 character, reduce costs to serve large rural lots, and allow more control, security,
39 and sense of identity when public roads are not needed for public circulation.

40 For private road maintenance agreement, private road inspection, and developer
41 maintenance obligation for private roads, see Section 40.350.030(C)(4)(g).

42 b. Approval Criteria and Requirements.

- 43 (1) Approval Criteria – General. Private roads are not allowed in either the urban or
44 rural area:
45 (a) When they conflict with the Arterial Atlas, as amended; or
46 (b) When they are needed for public circulation; or
47 (c) When they connect two (2) public roads (except for commercial or industrial
48 uses in urban areas); or

1 (d) When they are to serve more than fifty (50) potential residential lots in rural
2 areas or one hundred (100) lots in urban areas, created after April 12, 1994,
3 except within a planned unit development; provided, that where expansion of
4 a public road is not presently feasible, the limitations of this subsection shall
5 not apply if the affected internal and frontage roads are improved to public
6 standards (if otherwise required) and dedicated to the county, with the
7 acceptance of such dedication(s) being deferred until extension of a public
8 road allows connection.

9 (2) Additional Requirements for Urban Private Roads. Private roads within
10 developments may be allowed, provided they meet the following additional
11 criteria:

12 (a) Structural sections shall be the same as for public roads of equivalent
13 classification;

14 (b) A pedestrian access plan shall be approved;

15 (c) Internal traffic calming measures or devices such as speed humps or traffic
16 circles may be required.

17 c. Notice. The following statement is required on the face of any site plan, or binding
18 site plan or within the Developer Covenants to Clark County for any subdivision or
19 short plat containing a private road: "Clark County has no responsibility to improve or
20 maintain the private roads contained within or private roads providing access to the
21 property described in this development. Any private access street shall remain a
22 private street unless it is upgraded to public street standards at the expense of the
23 developer or abutting lot owners to include hard surface paving and is accepted by
24 the county for public ownership and maintenance."

25 d. Private bridges are addressed in Section 40.350.040.

26 11. Joint Driveways. A maximum of four (4) legal lots may use a joint driveway to access a
27 public or private road.

28 12. Cul-de-Sacs and Turnarounds.

29 a. Cul-de-Sacs.

30 (1) Short Cul-de-Sacs. The minimum right-of-way diameter across the bulb section is
31 seventy (70) feet, with a minimum pavement diameter across the bulb section of
32 sixty (60) feet. Rolled curb and gutter and thickened sidewalk shall be
33 constructed in accordance with the Standard Details Manual.

34 (2) Whenever a residential urban cul-de-sac street is more than one hundred fifty
35 (150) feet long, a bulb or hammerhead shall be constructed as follows:

36 (a) Standard Cul-de-Sac Turnarounds. The minimum right-of-way diameter
37 across the bulb section is one hundred (100) feet, with a minimum pavement
38 diameter across the bulb of ninety (90) feet. Alternatively, right-of-way may be
39 reduced to eighty (80) feet, with a paved diameter across the bulb of seventy
40 (70) feet, provided rolled curb and gutter with thickened sidewalk is
41 constructed in accordance with the Standard Details Manual.

42 (b) Temporary Cul-de-Sacs. Temporary cul-de-sacs shall provide at minimum
43 paved diameter of eighty (80) feet for the bulb. Those portions of the bulb
44 area lying outside the straight-street right-of-way shall be provided as a
45 temporary easement pending extension of the street.

46 (c) Urban Cul-de-Sac or Eyebrow Island. Optional feature for any cul-de-sac
47 when the bulb's paved diameter is ninety (90) feet or less; mandatory when

1 the bulb's paved diameter exceeds ninety (90) feet. If provided, islands shall
2 have full-depth vertical curbs. Minimum island diameter shall be twenty (20)
3 feet and there shall be at least twenty-two (22) feet of paved traveled way in a
4 shoulder type section; thirty (30) feet of paved traveled way in a curb type
5 section around the circumference. Islands shall be grassed or landscaped.
6 Islands shall be maintained by the adjoining lot owners. Islands are required
7 on eyebrows with a radius greater than thirty (30) feet. The minimum island
8 diameter shall be ten (10) feet.

9 (3) In the urban and urban holding areas of the county, a permanent cul-de-sac shall
10 not be longer than six hundred (600) feet measured from curb line of intersecting
11 street to the center of the bulb section. Proposed modifications to this rule will be
12 considered by the review authority based on pertinent traffic planning factors
13 such as topography, sensitive areas and existing development.

14 (4) In the rural area of the county, there is no limitation to the length of a dead-end
15 road or cul-de-sac; provided, however, that approved turnarounds on roads
16 greater than one-half (1/2) mile long are provided every one thousand three
17 hundred twenty (1,320) feet or as close to that distance as practical considering
18 topography, natural features and existing manmade structures. Approved
19 turnarounds may include cul-de-sacs, which may include the width of the
20 roadway, intersecting public or private roads, hammerheads, or driveways
21 meeting the dimensional requirements of a hammerhead. Within the wildland
22 urban interface/intermix, approved turnarounds shall be provided every one
23 thousand (1,000) feet. Dimensional requirements for all transportation related
24 features in this subsection are as drawn in the Standard Details Manual.

25
26 Notwithstanding the foregoing, the development approval authority may restrict
27 the length of a dead-end road or cul-de-sac where it is clearly shown that either:

- 28 (a) There is a practical alternative design that results in significantly superior
29 actual or potential road connectivity or emergency services accessibility; or
30 (b) The presence of unstable slopes, flood risk, or other road blockage hazard
31 presents a significant potential for isolating a substantial area from
32 emergency services.

33 (5) The review authority may require an off-street accessway or an emergency
34 vehicle access to connect a cul-de-sac at its terminus with other streets, parks,
35 schools, bus stops, or other pedestrian traffic generators, if the need exists for
36 pedestrian and bike circulation.

37 b. Turnarounds.

38 (1) When four (4) or more lots are served on a private road greater than one
39 hundred fifty (150) feet in length, an approved turnaround shall be provided at the
40 end of the private road. Easements may be required to be expanded to
41 accommodate turnaround requirements.

42 (2) Approved turnarounds may include cul-de-sacs with an approved diameter in
43 accordance with the Standard Details Manual (which may include the width of the
44 roadway), or hammerheads, intersecting public or private roads or any alternative
45 design approved through the road modification process. Dimensional
46 requirements for all transportation related features in this subsection are as
47 drawn in the Standard Details Manual.

48 (3) For those areas identified as wildland urban interface/intermix, refer to Chapter
49 15.13 as amended.

50 13. Urban Neighborhood Traffic Management.

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- a. Purposes. Urban neighborhood traffic management is intended to manage traffic speeds within residential neighborhoods and to discourage external traffic cutting through residential neighborhoods.
 - b. Applicability. The provisions of this section shall apply only to access roads within a development in the R1-5, R1-6, R1-7.5, R1-10, R1-20, R-12, R-18, R-22, R-30, R-43, OR-15, OR-18, OR-22, OR-30, OR-43, CR-1, CR-2, or MX zoning districts which meet one (1) of the following conditions:
 - (1) Projected average daily trip of greater than six hundred (600) and less than two thousand (2,000) motor vehicles and a sight distance in excess of six hundred (600) feet; or
 - (2) Determined by the County Engineer, not his or her designee, that traffic calming measures and/or traffic calming devices are warranted.
- The review authority may waive the requirements of this section for Type I and Type II applications where the conditions listed above will not occur.
- c. Standards and Requirements. If the condition in Section 40.350.030(B)(13)(b) occurs, traffic calming measures and/or traffic calming devices shall be required:
 - (1) Traffic Calming Measures. Traffic calming measures, such as “T” intersection, street trees, curvilinear streets, or entry treatments, shall be incorporated into the overall development design to manage traffic speeds.
 - (2) Traffic Calming Devices. Traffic calming devices, such as speed bump/hump and the devices shown in the Standard Details Manual or as approved by the review authority, shall be installed.

14. Urban Transit Circulation Standards. New residential, commercial and industrial developments shall be reviewed with the participation of C-TRAN invited during the development review process under Subtitle 40.5 to ensure appropriate design and integration of transit facilities into the development.

15. Right-of-Way Standards. Dedication of arterial right-of-way shall occur within developments in accordance with the transportation element of the comprehensive plan.

- a. Public Roads. The minimum right-of-way and roadway widths for all public urban and rural roads shall be as shown on the design criteria detailed in Section 40.350.030(B)(3). Right-of-way widths, roadway widths and structural sections shall be consistent with projected traffic volumes planned for twenty (20) years from the time of design. Additional right-of-way or easement may be required where necessary to accommodate slopes, sight distance or other features necessary for maintenance or to enhance safety.
- b. Urban Planned Unit and Multifamily Developments. When constructed, public roads shall be constructed according to the design criteria of Section 40.350.030(B)(3); provided, parking may be deleted when it is shown that four (4) non-tandem off-street parking spaces per unit are provided and distinct signs and markings show that no parking is permitted; and sidewalks along internal circulation roadways may be deleted by the review authority when it is shown that public walkways adequate for pedestrian circulation and meeting or exceeding the requirements of Section 40.350.0105 are provided.
- c. Commercial, Office Campus and Industrial Areas. When constructed, public roads shall be constructed according to the design criteria of Section 40.350.030(B)(3). The structure of the road shall be designed according to minor arterial standards.

1 (Amended: Ord. 2004-06-11; Ord. 2005-04-12; Ord. 2006-09-13; Ord. 2006-11-07; Ord.
2 2006-11-15; Ord. 2007-09-13; Ord. 2007-11-13; Ord. 2008-06-02; Ord. 2009-03-02; Ord.
3 2009-07-01; Ord. 2009-12-01; Ord. 2012-05-14; Ord. 2012-05-30; Ord. 2012-07-03; Ord.
4 2012-12-23; Ord. 2014-01-08; Ord. 2016-09-04; Ord. 2018-01-09; Ord. 2019-03-05)

5 C. Specifications for Design and Construction.

6 1. Transportation Standard Specifications.

7 a. Transportation Standards.

8 The standards for Clark County roads and bridges, and all other construction within
9 publicly owned rights-of-way, shall consist of:

- 10 (1) The current published edition of the Standard Specifications for Road, Bridge and
11 Municipal Construction as published by the Washington Department of
12 Transportation (WSDOT) and the American Public Works Association (APWA)
13 referred as Standard Specifications;
14 (2) The current Standard Plans for Road and Bridge Construction as published by
15 WSDOT and APWA (referred as standard plans); and
16 (3) The Standard Details Manual as defined in Section 40.100.070, and issued by
17 the County Engineer, containing typical drawings to implement transportation,
18 erosion control, drainage, and other engineering standards adopted in the Clark
19 County Code.

20 b. Supplemental Standards. To implement the above standards, the following
21 publications and their subsequent revisions are adopted and shall apply:

- 22 (1) The WSDOT Design Manual;
23 (2) The WSDOT Construction Manual;
24 (3) The WSDOT Hydraulics Manual;
25 (4) A Policy on Geometric Design of Highways and Streets prepared by the
26 American Association of State Highway and Transportation Officials (AASHTO);
27 (5) The Washington State adopted Manual on Uniform Traffic Control Devices
28 (MUTCD) prepared by the U.S. Department of Transportation, Federal Highway
29 Administration;
30 (6) Chapter 40.386, Stormwater and Erosion Control;
31 (7) Chapter 51-304 WAC, state of Washington adoption of the Americans with
32 Disabilities Act into the International Building Code; and
33 (8) The AASHTO LRFD Bridge Design Specifications, U.S. Customary Units,
34 including its commentary (refer to Section 40.350.040, Private Bridges, for
35 exceptions to this manual).

36 c. Conflict of Standards. In the event of conflict with any of the specifications, the
37 County Engineer shall specify which of the supplemental specifications will apply.

38 2. Construction Plan Requirements for Transportation and Utility Improvements. The
39 applicant shall submit to the responsible official plans and specifications for street and
40 utility construction for the proposed development. The plans and specifications shall
41 include a vicinity map, a plan and profile, special provisions, and reference to the
42 standard specifications, including the typical sections.

43 a. The Plan. The plan shall include the road alignment at a scale of not less than one
44 (1) inch to fifty (50) feet (where less detail is required, a scale of one (1) inch to one
45 hundred (100) feet may be approved by the responsible official) showing centerline
46 stationing on all intersecting streets, with bearings on centerlines; curve data on all
47 horizontal curves; right-of-way; relevant topography; existing and proposed utility

1 location; street names in the development and adjoining the development; typical
2 roadway section showing placement of utilities; existing and proposed drainage and
3 water quality appurtenances; sidewalk ramp locations; floodplain and wetland
4 boundaries; signalization, channelization, striping and signing; sufficient topographic
5 data adjacent to the site to identify cut and fill limits from the proposed improvements
6 and such further data as may be required by the responsible official.

7 b. The Profile. The profile shall show the relevant original ground lines using the same
8 stationing as in the plan, control elevations, grade line showing the proposed grades,
9 vertical curves, all bench marks, the vertical datum, and such further information as
10 may be reasonably required by the responsible official. For new streets, the relevant
11 original ground lines will show the ground line at centerline at a minimum and also at
12 the edges of the right-of-way if grade differences are significant (or alternatively,
13 surveyed contour lines on the plan view). For existing street, the applicant shall also
14 show the ground line at the edge of pavement or face of curb, whichever is
15 applicable. The profile lines for roads extending to the perimeter of any development
16 shall be extended a minimum of three hundred (300) feet beyond the perimeter to
17 include any change in contours which would affect the profile of the extension of the
18 proposed road. If vertical control is available within one-half (1/2) mile of the project,
19 the applicant shall use the National Geodetic Vertical Datum of 1929 (1947
20 adjustment) as a vertical datum. If county horizontal control, based on the North
21 American Datum of 1983 (1991 adjustment), is available within one-half (1/2) mile of
22 the project the applicant shall make a tie to the grid bearing and coordinate of the
23 datum.

24 c. Required Project Construction Notes. Any required construction notes shall be
25 shown or referenced on the plans.

26 d. Format. The cover sheet of all plans shall include a statement identifying which
27 standard specifications will apply to the project. Plan and profile may be shown on
28 the same sheet with profiles shown on the bottom half of the sheet. Sheets shall
29 measure twenty-two (22) to twenty-four (24) inches in height by thirty-four (34) to
30 thirty-six (36) inches in length with a borderline of one and one-half (1 1/2) inches on
31 the left side of the length of the sheet and one-half (1/2) inch on remaining sides.
32 When more than two (2) plan sheets are used, an overall development layout shall
33 be submitted showing the relationship of roads and utilities.

34 (1) A north arrow shall be shown on each plan view sheet of the plans and adjacent
35 to any other drawing which is not oriented the same as other drawings on the
36 sheet.

37 (2) Character size shall not be smaller than eight one-hundredths (0.08) inch high.

38 (3) All detail drawings shall be included in the drawings.

39 (4) A title block shall appear on each sheet of the plan set and shall be placed in the
40 lower right-hand corner of the sheet, across the bottom edge of the sheet or
41 across the right-hand edge of the sheet. The title block shall include the name of
42 the project, the engineering firm, the sheet title and the owner if not shown on the
43 first sheet.

44
45 3. Transportation Design Specifications. The design criteria set out Tables 40.350.030-2
46 and 40.350.030-3 are adopted as a portion of the Clark County Standard Specifications.
47 Such criteria are applicable to roads located within and adjacent to a development.
48 These criteria are intended for normal conditions. The responsible official may require
49 higher standards for unusual site conditions.

- 1 a. Typical Roadway Section. The typical roadway section shall be as shown on the
2 county standard plans. The roadway section used shall be detailed on the
3 construction plans submitted for each new roadway or improvement to an existing
4 roadway. Any deviation from the "Standard Plans" for typical cross-section will
5 require a modification pursuant to Section 40.550.010a.
- 6 b. Required Details. The typical section shall show the width of right-of-way, width of
7 roadway, type and compacted depth of surfacing and paving materials, and such
8 other dimensions as may be necessary or required. The location and width of
9 sidewalks, walkways, curbs or curb and gutter shall also be shown, where
10 applicable.
- 11 c. Surfacing – Depth Determination. The depth of surfacing and paving materials shall
12 be determined from the standard plans. The depth to be used shall be determined
13 from the functional use classification of the road to be improved and the AASHTO
14 soil classification as shown in the Soil Survey of Clark County, Washington,
15 published by the U.S. Department of Agriculture, Soil Conservation Service. In the
16 case where the applicant wishes to submit an alternative surfacing and paving depth
17 design, the applicant shall provide a design to support the proposed depths. The
18 County Engineer shall establish and maintain criteria and methodologies for
19 performing alternative surfacing and pavement depth design, including verified soil
20 engineering characteristics and traffic loadings for approving such alternative
21 designs.
- 22 d. Alternate Surface Treatment. Alternate surface treatments, other than permeable
23 pavement, may only be used upon approval of the County Engineer. The applicant
24 shall supply the County Engineer with specifications for materials and application
25 rates as part of the approval. Permeable pavement is allowed under Section
26 40.350.030(B)(3)(b)(1)(a), subject to the specifications in the current edition of the
27 LID Technical Guidance Manual.
- 28 e. Steeper Grades. Roads constructed in grades steeper than fifteen percent (15%)
29 shall be constructed with Portland cement concrete, with grooved surfacing. Rural
30 roads are exempted from this requirement.
- 31 f. Grades and Drainage. Access road drainage facilities shall be designed to meet the
32 requirements of the county stormwater drainage and erosion control ordinances, and
33 be sufficient to prevent water damage or impairment from normal rain flow or surface
34 water. Erosion control shall be provided during construction to maintain the roadways
35 such that mud and debris are minimized consistent with such ordinances.
- 36
37 Drainage details and street profile grades shall be shown on the construction plans.
38 In the urban and urban reserve areas, the centerline profile street grades shall not be
39 less than one percent (1%) unless an integral curb and gutter section is used, in
40 which case the minimum grade shall not be less than three-tenths percent (0.3%). If
41 any grading or filling to lots or other areas outside the streets is to be done which
42 exceeds those amounts specified in Chapter 14.07, an overall grading plan shall be
43 submitted as a part of the plans. In rural area, driveway culverts must be a minimum
44 of twelve (12) inches. Culverts larger than the minimum will be sized by identifying
45 the size of culverts upstream.
- 46 g. Passing Sight Distance. County roadways with centerline striping shall have
47 minimum passing sight distance, as measured from a height of three and one-half
48 (3.5) feet to an object of three and one-half (3.5) feet, in accordance with Table
49 40.350.030-9. The passing sight distance shall be based on the most current version

1 of the American Association of State Highway and Transportation Officials
2 (AASHTO) "A Policy on Geometric Design of Highways and Streets."

Table 40.350.030-9. Passing Sight Distance	
Posted Speed (mph)	Minimum Passing Distance (feet)
25	450
30	500
35	550
40	600
45	700
50	800

3
4 (Amended: Ord. 2012-05-14)

5 h. School Zone Traffic Control.

6 School zone traffic control shall be updated when impacted by a project in
7 accordance with the "Clark County School Zone Traffic Control Policy."

8 i. Pedestrian Crossing Treatment.

9 Appropriate pedestrian crossing treatments shall be evaluated and provided in
10 accordance with the "Clark County Pedestrian Crossing Treatment Policy."

11 j. Traffic Control Devices.

12 (1) Reimbursable. The developer shall reimburse the county for the installation
13 and/or modification of all necessary traffic control devices including but not
14 limited to street name signs, warning and regulatory signs, pavement markings
15 and traffic signals within county right-of-way. The cost of all the traffic control
16 devices will be determined on a time and materials basis.

17 (2) Road Name Signs (Private Road to Private Road). Private road name signs shall
18 be provided, installed, and maintained by the developer.

19 (3) Road Name Signs (Private Road to Public Road). Private road name signs shall
20 be provided, installed, and maintained in county right-of-way by the county.

21 (4) Exceptions. Except for traffic signal related items, all other traffic control devices
22 related to private roads shall be provided, installed and maintained by the
23 developer outside county right-of-way. In some unusual circumstances, traffic
24 control devices for private roads, such as stop control, may be installed and
25 maintained by the developer within county right-of-way under a licensing
26 agreement.

27
28 4. Transportation Construction Specification.

29 a. General. No construction shall begin until plans have been approved by the county,
30 except that rough grading operations may proceed before the plans are approved
31 under the following conditions:

32 (1) The grading plan is submitted separately along with an application for a grading
33 permit, if required;

1 (2) The grading plan is in conformance with the approved preliminary plat or other
2 development approval;

3 (3) The grading plan will not be in conflict with the street and drainage plans; and
4 (4) Any required grading permit is issued. No utility installation is allowed under
5 grading permits.

6 The responsible official shall be notified not less than forty-eight (48) hours prior
7 to the start of any phase of construction.

8 b. Subgrade. The subgrade must be inspected and approved by the responsible official
9 prior to application of the crushed surfacing material.

10 c. Crushed Surfacing Materials. The standard specifications shall apply to all materials
11 and workmanship. Compaction of subgrade and surfacing materials shall be in
12 accordance with the WSDOT Standard Specifications. The subgrade and crushed
13 surfacing materials shall be compacted to ninety-five percent (95%) of the maximum
14 density for the material. The base course shall be approved prior to application of top
15 course, and top course shall be approved prior to placement of pavement. Approval
16 shall be by the responsible official.

17 d. Paving. The standard specifications shall apply to all materials and workmanship.
18 The department shall be notified not less than forty-eight (48) hours in advance of
19 the application of any type of paving and, in accordance with the standard
20 specifications, the responsible official may stop or delay paving operations when the
21 weather or other conditions indicate that suitable results may not be obtained.

22 e. Trench Backfill.

23 (1) Trench Backfill for Construction. All trench backfill within the county right-of-way
24 and the road improvement area shall be imported gravel backfill meeting the
25 material specification of the WSDOT Standard Specifications Section 9-03.19.
26 Native soils may be utilized upon the responsible official's approval if testing
27 shows the material is classified as A-1 or A-3 by AASHTO. Trench backfill shall
28 be compacted within the roadway prism to ninety-five percent (95%) of maximum
29 density as determined by AASHTO T-99. Areas within the right-of-way and
30 outside the roadway prism may be compacted to ninety percent (90%) of
31 AASHTO T-99. The trench backfill shall be placed in conformance with the
32 Standard Specification Section 7-08.3(3).

33 (2) Trench Backfill for Utility. Application of this specification is required on principal
34 and minor arterials, urban collectors, rural major and minor collectors, and any
35 roadway that has been reconstructed or overlaid within two (2) years.

36 Utility trenches in existing roadways and which run transverse to the direction of
37 vehicle travel shall be constructed in accordance with the requirements of the
38 utility cut permit, issued from Clark County's operations division. In addition to the
39 requirements listed in Section 40.350.030(C)(4)(e)(1), transverse utility cuts will be
40 required to have the top three (3) feet of trench backfill constructed with
41 controlled density fill meeting the requirements of the Standard Specification
42 Section 2-09.3.(1)E. Refer to the Standard Details Manual for examples.

43 f. Temporary and Permanent Barricades. Temporary and permanent barricades shall
44 conform to the standards described in the current adopted version of the Manual on
45 Uniform Traffic Control Devices (MUTCD). For street extensions, including subtitle

1 connection with adjacent areas, right-of-way for street extension, provision for future
2 extension, and use of temporary turnaround, see Section 40.350.030(B)(9).

- 3 (1) Type I or Type II barricades may be used when traffic is maintained through the
4 temporary traffic control zone.
- 5 (2) Type III barricades may be used when roadways and/or proposed future
6 roadways are closed to traffic. Type III barricades may extend completely across
7 roadway (as a fence) or from curb to curb. Where provision must be made for
8 access of equipment and authorized vehicles, the Type III barricades may be
9 provided with movable sections that can be closed when work is not in progress,
10 or with indirect openings that will discourage public entry. When job site access is
11 provided through the Type I barricades, the developer/contractor shall assure
12 proper closure at the end of each working day.
- 13 (3) In the general case, Type III permanent barricades shall be installed to close
14 arterials or other through streets to traffic. They shall also be used to close off
15 lanes where tapers and/or delineations are not sufficient.
- 16 (4) Type III barricades or Type 4 (end-of-roadway) object markers shall be used at
17 the end of a local access street terminating abruptly without cul-de-sac bulb or on
18 temporarily stubbed off streets. Such Type III barricades can be supplemented
19 with a Type 4 object marker.
- 20 (5) Dead-end streets which may be extended in the future shall have a Type III
21 barricade and a sign placed giving notice that the road will be extended in the
22 future and an informational telephone number.

23 g. Private Road Maintenance Agreement. The county will not maintain roadways,
24 signs or drainage improvements on private roads. All private roads shall be
25 maintained by the owners of the property served by them and kept in good repair at
26 all times. A private maintenance covenant recorded with the County Auditor will be
27 required for any private road serving more than three (3) lots. The covenant will set
28 out the terms and conditions of responsibility for maintenance, maintenance
29 methods, standards, distribution of expenses, remedies for noncompliance with the
30 terms of the agreement, right of use easements, and other considerations. The
31 covenant shall be submitted to the responsible official for approval prior to
32 recording. The covenants, which may be in the form set forth in the Standard Details
33 Manual, shall include the following terms:

- 34 (1) The covenant shall establish minimum annual assessments in an amount
35 adequate to defray costs of ordinary maintenance and procedures for approval of
36 additional needed assessments.
- 37 (2) The covenant shall include a periodic maintenance schedule.
- 38 (3) The covenants for maintenance shall be enforceable by any property owner
39 served by the road.
- 40 (4) The means shall be established for assessing maintenance and repair costs
41 equitably to property owners served by the private road.
- 42 (5) The covenants shall run with the land.
- 43 (6) "Maintenance" shall include, but not be limited to, road surfacing, shoulders,
44 gates, signs, storm drainage facilities and vegetation control.
- 45 (7) Private Road Inspection. Private roads will be subject to the same inspection
46 schedule as public roads.
- 47 (8) Developer Maintenance Obligation. The developer of a residential plat or short
48 plat shall be responsible to ensure the maintenance of the private road for a
49 period of two (2) years from the date of recording of the plat or short plat.
50 Thereafter, the developer's maintenance responsibility will depend upon the

1 number of lots under the developer's continuing ownership, as stated in the
2 recorded maintenance agreement.

3 h. Construction of Sidewalks.

4 (1) Construction Standards. Materials and construction of sidewalks and
5 accessways shall conform to the standard plans for the type of adjacent road.
6 Sidewalks shall be surfaced with Portland cement concrete. Accessways may be
7 surfaced with Portland cement concrete or two (2) inches of asphaltic concrete
8 pavement on four (4) inches of compacted crushed surfacing. Alternatively,
9 permeable pavement is allowed, subject to the requirements in Section
10 40.350.030(B)(3)(b)(1)(a).

11 (2) Construction Timing. Unless earlier installation is required by the responsible
12 official, required sidewalks and accessways shall be installed in conjunction with
13 either the construction of an adjacent road or the construction of a building
14 structure. That portion of any required sidewalks or accessways adjacent to any
15 lot shall be constructed prior to issuance of a certificate of occupancy for a
16 building constructed on such lot.

17 (3) Construction Bond. If the responsible official determines that construction is not
18 feasible when a building is ready for occupancy, a construction bond or other
19 security acceptable to the responsible official shall be posted guaranteeing the
20 construction of required sidewalks and accessways. The amount of such
21 construction bond, or other security, shall be set by the responsible official based
22 upon the estimated cost of installation at the time when the sidewalk or
23 accessway is to be constructed.

24 (4) Procedure. Except as modified herein, the reviews, approval, inspection and
25 acceptance procedures established elsewhere in this section shall similarly apply
26 to sidewalks and accessways.

27 Note: For sidewalks requirements, see Section 40.350.0105 (B). For sidewalks
28 detailed specifications, see the Standard Details Manual.

29 **Section 5: Amendatory.** Sec. 1 (Exhibit A) of Ord. 2003-11-01 and codified as CCC
30 40.230.085, and most recently amended by Sec. 23 of Ord. 2018-01-09, are each hereby
31 amended as follows:

32 **40.230.085 Employment Districts (IL, IH, IR, BP, IL-RILB)**

33 A. Purpose. The purpose of this section is to provide for a wide range of noncommercial
34 economic development and employment opportunities that limit residential, institutional,
35 commercial, office and other nonindustrial uses to those necessary for the convenience and
36 support of such development and opportunities.

37 *(Amended: Ord. 2016-04-03; Ord. 2018-01-09)*

38 B. Applicability. The regulations in this section shall be applicable in the following zoning
39 districts:

40 1. Industrial (I) Districts.

41 a. Light Industrial District (IL). The light industrial district is intended to provide for those
42 less-intensive industrial uses which produce little noise, odor and pollution. It also

- 1 provides for resource-based uses and service uses that are deemed compatible with
 2 light industrial uses.
- 3 b. Business Park (BP) District. The Business Park district provides for the development
 4 of uses including limited light manufacturing and wholesale trade, light warehousing,
 5 business and professional services, research, business, and corporate offices, and
 6 other similar compatible or supporting enterprises not oriented to the general public.
 - 7 c. Railroad Industrial District (IR). The railroad industrial district is intended to provide
 8 for those industrial uses that are most suited for and can take advantage of locations
 9 along the county's rail line.
 - 10 d. Light Industrial – Rural Industrial Land Bank (IL-RILB) Overlay. The light industrial –
 11 rural industrial land bank district overlay (IL-RILB) is applied in conjunction with the IL
 12 base zone. This overlay is intended to provide for industrial and manufacturing
 13 businesses which provide a variety of employment uses which produce little noise,
 14 odor and pollution. Development standards are intended to promote sustainable
 15 development by minimizing environmental impacts, protecting natural resources,
 16 reducing waste, promoting compatibility with the surrounding land uses, avoiding
 17 urban growth in areas designated for long-term rural or resource-based activity, and
 18 creating long-term value for both the community and the industrial users.
- 19 2. Heavy Industrial District (IH). The heavy industrial district is intended to preserve,
 20 enhance and create areas containing industrial and manufacturing activities which are
 21 potentially incompatible with most other uses.

22 *(Amended: Ord. 2016-04-03; Ord. 2018-01-09)*

23 C. Uses. The uses set out in Table 40.230.085-1 are examples of uses allowable in the
 24 Industrial and Business Park zoning districts.

- 25 "P" – Uses allowed subject to approval of applicable permits.
- 26 "C" – Conditional uses which may be permitted, subject to the approval of a conditional use
 27 permit as set forth in Section [40.520.030](#).
- 28 "X" – Uses specifically prohibited.

29 The list of uses is based on the 2012 North American Industrial Classification System
 30 (NAICS), <http://www.naics.com/search.htm>. NAICS is organized in a hierarchical structure
 31 as follows:

- 32 • Sector (two (2) digit);
- 33 • Subsector (three (3) digit);
- 34 • Industry groups (four (4) digit); and
- 35 • Industry (five (5) digit).

36 In Table 40.230.085-1, each line is intended to include all lower divisions within it. If a specific
 37 industry group or industry is separately called out on its own line in the table under a subsector,
 38 it is to be separately regulated, but all other industry groups or industry under a subsector not
 39 listed will be regulated the same as the subsector. Where no industry group or industry is
 40 separately called out, the use category is intended to apply generally to uses within the
 41 subsector.

42 The use categories apply to the industry sector of the user and are not intended to be applied
 43 individually to floor areas within each use category.

Table 40.230.085-1. Uses 2012 North American Industrial Classification System (NAICS)					IL	IH	IR	BP	IL-RILB Overlay ¹⁰
A. Resource Uses									
11 Agriculture, forestry, fishing and hunting									
111	Crop production				P	P	P	P	P
112	Animal production				P	P	P	P	P
113	Forestry and logging				P	P	P	P	P
114	Fishing, hunting and trapping				P	P	P	P	P
115	Support activities for agriculture and forestry				P	P	P	P	P
21 Mining									
211	Oil and gas extraction				X	C ⁴	C ⁴	X	X
212	Mining (except oil and gas)				X	C ⁴	C ⁴	X	X
	2123	Nonmetallic mineral mining and quarrying			X	P ⁴	P ⁴	X	X
213	Support activities for mining				X	C ⁴	C ⁴	X	X
22 Utilities									
221	Utilities								
		22111	Electric power generation		P	P	P	C	C
		22112	Electric power transmission and distribution		P	P	P	P	P
		22121	Natural gas distribution		P	P	P	P	P
		22131	Water supply and irrigation systems		P	P	P	P	P
		22132	Sewage treatment facilities		P	P	P	C	C
23 Construction									
236	Construction of buildings				P ⁵	P ⁵	P ⁵	P ⁵	P ⁵
237	Heavy and civil engineering construction				P ⁵	P ⁵	P ⁵	P ⁵	P ⁵
238	Specialty trade contractors				P ⁵	P ⁵	P ⁵	P ⁵	P ⁵
	Storage yards for building materials, contractors' equipment and vehicles				P	P	P	X	P
B. Manufacturing Uses									
311	Food manufacturing				P	P	P	X	P
		31161	Animal slaughtering and processing		C	P	P	X	X
		311811	Retail bakeries		P	P	P	P	P
312	Beverage and tobacco product manufacturing				P	P	P	P	P
313	Textile mills				P	P	P	X	P
314	Textile product mills				P	P	P	X	P
315	Apparel manufacturing				P ²	P ²	P ²	X	P ²
316	Leather and allied product manufacturing								
	3161	Leather and hide tanning and finishing			X	P	P	X	X
	3162	Footwear manufacturing			P	P	P	P	P
	3169	Other leather and allied product manufacturing			P	P	P	P	P
321	Wood product manufacturing								
	3211	Sawmills and wood preservation			X	P	P	X	X

Table 40.230.085-1. Uses				IL	IH	IR	BP	IL-RILB Overlay¹⁰
2012 North American Industrial Classification System (NAICS)								
	3212	Veneer, plywood, and engineered wood product manufacturing		X	P	P	X	X
		321214	Truss manufacturing	P	P	P	X	P
	3219	Other wood product manufacturing		P	P	P	X	P
322	Paper manufacturing							
	3221	Pulp, paper and paperboard mills		X	P	P	X	X
	3222	Converted paper product manufacturing		P	P	P	P	P
323	Printing and related support activities			P	P	P	P	P
324	Petroleum and coal products manufacturing			X	P	P	X	X
325	Chemical manufacturing			X	P	P	X	X
	3254	Pharmaceutical and medicine manufacturing		P	P	P	X	P
	3256	Soap, cleaning compound, and toilet preparation manufacturing		P	P	P	X	P
326	Plastics and rubber products manufacturing			P	P	P	X	P
327	Nonmetallic mineral product manufacturing							
	3271	Clay product and refractory manufacturing		P	P	P	X	P
	3272	Glass and glass product manufacturing		P	P	P	X	P
	3273	Cement and concrete product manufacturing		P	P	P	X	P
		327310	Cement manufacturing	X	P	P	X	X
		327320	Ready-mix concrete manufacturing	X	P	P	X	X
	3274	Lime and gypsum product manufacturing		X	P	P	X	X
	3279	Other nonmetallic mineral product manufacturing		X	P	P	X	X
331	Primary metal manufacturing			X	P	P	X	X
332	Fabricated metal product manufacturing							
	3321	Forging and stamping		P	P	P	X	P
	3322	Cutlery and hand tool manufacturing		P	P	P	P	P
	3323	Architectural and structural metals manufacturing		P	P	P	X	P
	3324	Boiler, tank, and shipping container manufacturing		P	P	P	X	P
	3325	Hardware manufacturing		P	P	P	X	P
	3326	Spring and wire product manufacturing		P	P	P	X	P
	3327	Machine shops		P	P	P	C	P
	3328	Coating, engraving, heat treating, and allied activities		P	P	P	X	P
		332813	Electroplating, plating, polishing, anodizing, and coloring	C	P	P	X	C
	3329	Other fabricated metal product manufacturing		P	P	P	X	P
333	Machinery manufacturing			P	P	P	C	P
334	Computer and electronic product manufacturing			P	P	P	P	P
335	Electrical equipment, appliance, and component manufacturing			P	P	P	P	P
336	Transportation equipment manufacturing			P	P	P	X	P

Table 40.230.085-1. Uses 2012 North American Industrial Classification System (NAICS)					IL	IH	IR	BP	IL-RILB Overlay ¹⁰
			336991	Motorcycle, bicycle, and parts manufacturing	P	P	P	P	P
337	Furniture and related product manufacturing				P	P	P	X	P
339	Miscellaneous manufacturing				P	P	P	P	P
C. Wholesale Trade									
423	Wholesale trade, durable goods (retail sales prohibited)				P	P	P	P	P
424	Wholesale trade, nondurable goods (retail sales prohibited)				P	P	P	P	P
425	Wholesale electronic markets and agents and brokers				P	P	P	P	P
D. Retail Trade									
	Retail sales of products fabricated on site				P ¹	P ¹	P ¹	P ¹	P ¹
	Construction and industrial equipment sales				P	P	P	X	P
	4411	Automotive dealers			X	X	X	X	X
	4412	Other motor vehicle dealers			X	X	X	X	X
	4413	Automotive parts, accessories, and tire stores			P ¹	P ¹	P ¹	P ¹	P ¹
	4441	Building material and supplies dealers			P	X	X	X	P
		44412	Paint and wallpaper stores		P ¹	X	X	X	P ¹
		44413	Hardware stores		P ¹	X	X	X	P ¹
445	Food and beverage stores				P ¹	X	X	P ¹	P ¹
	44512	Convenience stores			P ¹	P ¹	P ¹	P ¹	P ¹
446	Health and personal care stores				P ¹	X	X	P ¹	P ¹
447	Gasoline stations				C	C	C	C	C
448	Clothing and clothing accessories stores				P ¹	X	X	P ¹	P ¹
451	Sporting goods, hobby, book and music stores				P ¹	X	X	P ¹	P ¹
452	General merchandise stores				X	X	X	X	X
453	Miscellaneous store retailers				P ¹	X	X	P ¹	P ¹
454	Nonstore retailers				P	X	X	P	P
	45431	Fuel dealers			P	P	P	X	C
E. Transportation and Warehousing									
482	Rail transportation				P	P	P	X	P
483	Water transportation				X	P	X	X	X
484	Truck transportation				P	P	P	P	P
485	Transit and ground passenger transportation				P	P	P	P	P
486	Pipeline transportation				P	P	P	P	P
487	Scenic and sightseeing transportation				P	P	X	X	P
488	Support activities for transportation				P	P	X	X	P
	4882	Support activities for rail transportation			P	P	P	X	P
	4883	Support activities for water transportation			X	P	P	X	X
	4884	Support activities for road transportation			P	X	X	X	P
	4885	Freight transportation arrangement			P	P	P	P	P

Table 40.230.085-1. Uses 2012 North American Industrial Classification System (NAICS)			IL	IH	IR	BP	IL-RILB Overlay ¹⁰
	4889	Other support activities for transportation	P	P	P	P	P
491		Postal service	P	P	P	P	P
492		Couriers and messengers	P	P	P	P	P
493		Warehousing and storage	P	P	P	P	P

1

Table 40.230.085-1. Uses 2012 North American Industrial Classification System (NAICS)			IL	IH	IR	BP	IL-RILB Overlay ¹⁰
F. Information							
511		Publishing industries	P	P	P	P	P
512		Motion picture and sound recording industries	P	P	P	P	P
515		Broadcasting (except Internet)	P	P	P	P	P
516		Internet publishing and broadcasting	P	P	P	P	P
517		Telecommunications	P	P	P	P	P
	5172	Wireless communications carriers	P/C ⁷	P/C ⁷	P/C ⁷	P/C ⁷	P/C ⁷
518		Internet service providers, web search portals, and data processing services	P	P	P	P	P
519		Other information services	P	P	P	P	P
52 Finance and insurance			X	X	X	P	X
	5221	Branch banks (including drive-up service)	P ¹	P ¹	X	P	P ¹
524		Insurance carriers and related activities	P	X	X	P	P
53 Real estate and rental and leasing							
531		Offices of real estate agents and brokers	P	X	X	P	P
532		Rental and leasing services	P	X	X	P	P
	5324	Commercial and industrial machinery and equipment rental and leasing	P	P	P	X	P
533		Lessors of nonfinancial intangible assets (except copyrighted works)	X	X	X	P	X
54 Professional, Scientific, and Technical Services							
541		Professional, scientific, and technical services	P	X	X	P	P
	54135	Building inspection services	P	X	X	P	P
	54136	Geophysical surveying and mapping services	P	X	X	P	P
	54137	Surveying and mapping (except geophysical services)	P	X	X	P	P
	54138	Testing laboratories	P	X	X	P	P
	54194	Veterinary services	P	P	X	P	P
55 Management of companies and enterprises							
551		Management of companies and enterprises	P	X	X	P	P

Table 40.230.085-1. Uses 2012 North American Industrial Classification System (NAICS)			IL	IH	IR	BP	IL-RILB Overlay ¹⁰
56 Administrative and support and waste management and remediation services							
561	Administrative and support services		P	X	X	P	P
	5616	Investigation and security services	P	X	X	P	P
	5617	Services to buildings and dwellings	P	X	X	P	P
	5619	Other support services	P	X	X	P	P
562	Waste management and remediation services		C ⁶	C ⁶	C ⁶	X	C ⁶
61 Educational services ¹¹							
611	Educational services ¹¹		C	C	X	C	C
	6111	Elementary and secondary schools ¹¹	C	C	X	C	X
	6112	Junior colleges ¹¹	C	C	X	C	C
	6113	Colleges and universities ¹¹	C	C	X	C	C
	6114	Business schools and computer and management training ¹¹	C	C	X	P	C
	6115	Technical and trade schools	P	P	P	P	P
		611519 Truck driving schools	P	P	X	P	P
	6116	Other schools and instruction	C	C	X	P	C
		611692 Automobile driving schools	P	C	X	P	P
	6117	Educational support services ¹¹	C	C	X	P	C
62 Health care and social assistance							
621	Ambulatory health care services		P	X	X	P	P
	6215	Medical and diagnostic laboratories	P	X	X	P	P
	6216	Home health care services	P	X	X	P	P
	6219	Other ambulatory health care services	P	X	X	P	P
		62191 Ambulance services	P	P	P	P	P
622	Hospitals		C	X	X	P	C
623	Nursing and residential care facilities		X	X	X	P	X
	6232	Residential mental retardation, mental health, and substance abuse facilities	X	X	X	C	X
624	Social assistance		X	X	X	P	X
	6244	Child day care services	P ¹	P ¹	P ¹	P	P ¹
71 Arts, entertainment, and recreation			P ¹	X	X	P	P ¹
	7112	Spectator sports	C	X	X	C	C
		71391 Golf courses and country clubs	X	X	X	X	X
		71392 Skiing facilities	X	X	X	X	X
		71393 Marinas	P	X	X	X	P
		71394 Fitness and recreational sports centers	P ¹	P ¹	P ¹	P ¹	P ¹
		71399 All other amusement and recreation industries	P ¹	X	X	P ¹	P ¹
72 Accommodations and food services							

Table 40.230.085-1. Uses 2012 North American Industrial Classification System (NAICS)		IL	IH	IR	BP	IL-RILB Overlay ¹⁰
721	Accommodation	X	X	X	P	X
722	Food services and drinking places	P ¹	P ¹	P ¹	P ¹	P ¹
	7223 Special food services	P	P	P	P	P
81 Other services (except public administration)						
811	Repair and maintenance	P ³	P ³	P ³	P ³	P ³
	8111 Automotive repair and maintenance	P ³	P ³	P ³	C	P ³
	8113 Commercial and industrial machinery and equipment (except automotive and electronic repair and maintenance)	P ³	P ³	P ³	C	P ³
812	Personal and laundry services	P ¹	X	X	P ¹	P ¹
	81221 Funeral homes and funeral services	X	X	X	P	X
	81222 Cemeteries and crematories	C	C	C	C	C
	8123 Dry cleaning and laundry services	P ¹	X	X	P ¹	P ¹
	81233 Linen and uniform supply	P	P	X	P	P
	81291 Pet care (except veterinary) services	P ¹	X	X	P ¹	P ¹
813	Religious, grant making, civic, professional, and similar organizations	X	X	X	C	X
92 Public Administration ¹¹						
	92214 Correctional institutions ¹¹	C	C	X	X	X
G. Other uses not listed as NAICS codes						
1. Service stations for vehicle fleets, including cardlock facilities		P	P	P	P	P
2. Personal property storage including outdoor RV and boat storage		P	X	X	X	P
3. Accessory uses						
a. Administrative, educational, and other related activities and facilities		P ²	P ²	P ²	P ²	P ²
b. Caretaker, security or manager residence when incorporated as an integral part of a permitted use		P ²	P ²	P ²	P ²	P ²
c. Off-site hazardous waste treatment and storage facilities (subject to RCW 70.105.210)		P ²	P ²	P ²	P ²	P ²
4. Other Uses						
a. Parks, trails and related uses ¹¹		P ²	P ²	P ²	P ²	P ²
b. Existing residential uses without any increase in density, including accessory uses and structures normal to a residential environment. Replacement of such structures requires county approval prior to the removal of the existing structure(s) and is subject to the limits regarding the replacement.		P	P	P	P	P
c. Legally existing commercial and industrial use structures		P	P	P	P	P
d. Public facilities for the support of construction projects and agency operations, including offices for employees of the		P	P	P	P	P

Table 40.230.085-1. Uses 2012 North American Industrial Classification System (NAICS)	IL	IH	IR	BP	IL-RILB Overlay¹⁰
facility					
e. Electric vehicle infrastructure	P	P	P	P	P
f. Coffee and food stands two hundred (200) square feet or less	P ⁸	P ⁸	P ⁸	P ⁸	P ⁸
g. Agricultural stands and markets	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹
h. Medical marijuana collective gardens	X	X	X	X	X
i. Marijuana-related facilities	X	X	X	X	X

1 ¹ These uses shall be limited to a maximum of ten percent (10%) of the gross floor area of all
2 buildings within the development site. These uses are intended to serve and support the needs
3 of employees, clients, customers, vendors, and others having business at the industrial site, to
4 allow limited retail sales of products manufactured on site, to attract and retain a quality
5 workforce, and to further other public objectives such as trip reduction.

6 ² Permitted only in association with a permitted use.

7 ³ The repair and maintenance subsector does not include all establishments that do repair and
8 maintenance. For example, a substantial amount of repair is done by establishments that also
9 manufacture machinery, equipment and other goods. These establishments are included in
10 Sector 31-33 Manufacturing Uses. Repair of transportation equipment is often provided by or
11 based at transportation facilities, such as airports and seaports, and these activities are included
12 in Sector 48-49 Transportation and Warehousing. Excluded from this subsector are
13 establishments primarily engaged in rebuilding or remanufacturing machinery and equipment.
14 These are classified in Sector 31-33, Manufacturing Uses. Also excluded are retail
15 establishments that provide after-sale services and repair. These are classified in Sector 44-45,
16 Retail trade.

17 ⁴ Subject to the provisions of Section [40.250.022](#), Surface Mining Overlay District.

18 ⁵ Businesses that are actively working on construction projects and not just coordinating with
19 other contractors. Uses include the storage of materials for use on construction projects, trucks,
20 and other equipment, and shall not be a purely office use. These uses shall not include
21 professional offices such as engineers, planners or architects that support land development
22 and subdivision projects.

23 ⁶ Subject to the provisions of Section [40.260.200](#).

24 ⁷ See Table 40.260.250-1.

25 ⁸ Subject to the provisions of Section [40.260.055](#).

26 ⁹ Subject to the provisions of Section [40.260.025](#).

27 ¹⁰ Pursuant to Section [40.520.075\(E\)](#), specific major industrial developments are required to be
28 the subject of an open record public hearing held before the hearing examiner with notice
29 published at least thirty (30) days before the hearing date and mailed to all property owners
30 within one (1) mile of the site.

31 ¹¹ Once a property has been developed as a public facility, a docket is required to change the
32 comprehensive plan designation from the current zone to the Public Facilities zone.

33
34 (Amended: Ord. 2013-07-08; Ord. 2014-01-08; Ord. 2014-05-07; Ord. 2014-11-02; Ord. 2016-
35 04-03; Ord. 2016-06-12; Ord. 2018-01-09)

36 D. Development Standards. Development standards for employment zoning districts are as
37 follows:

- 1 1. All districts.
 2 a. New lots, structures and additions to structures subject to this section shall comply
 3 with the applicable standards for lots, building height, setbacks and landscaping in
 4 Table 40.230.085-2, subject to the provisions of Chapter 40.200 and
 5 Section 40.550.020. Site plan review is required for all new development and
 6 modifications to existing permitted development unless expressly exempted by this
 7 title (see Section 40.520.040).

Subject	Zone				
	IL	IH	IR	BP	IL-RILB Overlay
Minimum area of new zoning district	None	None	None	5 acres ⁴	100
Maximum area of new zoning district	None	None	None	None	None
Minimum lot area	None	None	None	5 acres ⁴	50
Minimum lot width	None	None	None	None	None
Maximum building height ⁶	100 feet ²	100 feet ²	100 feet ^{2, 3}	100 feet ²	100 feet ²
Minimum building setback					
Front/street side	20 feet	20 feet	20 feet	20 feet	20 feet
Side (interior)	0 feet	0 feet	0 feet	0/20 feet ⁵	0/100 feet ⁷
Rear	0 feet	0 feet	0 feet	0/20 feet ⁵	0/100 feet ⁷
Maximum lot coverage	Maximum determined by compliance with screening and buffering standards contained in Chapter 40.320, Table 40.320.010-1, the Stormwater and Erosion Control Ordinance (Chapter 40.386), and all other applicable standards.				
Minimum site landscaped area ¹	10 percent	0 percent	0 percent	15 percent	10 percent

8 ¹ Additional setbacks and/or landscape requirements may apply, particularly abutting residential
 9 uses or zones. See Sections 40.230.085(E) and 40.320.010.

10 ² Excluding unique architectural features such as towers, cupolas and peaked roofs. No height
 11 limitation for accessory towers.

12 ³ Building height is limited to sixty (60) feet for parcels on the perimeter of the district or on
 13 parcels adjacent to residential districts. Buildings on perimeter parcels may be up to one
 14 hundred (100) feet in height if the setback is increased to the building height.

15 ⁴ New parcels smaller than five (5) acres are not permitted unless consistent with a site plan
 16 approval.

17 ⁵ Twenty (20) feet when abutting residentially zoned property.

18 ⁶ For buildings exceeding thirty-six (36) feet in height, the building setback shall be equal to the
 19 height of the building, up to a maximum setback of fifty (50) feet.

20 ⁷ One hundred (100) feet required on perimeter of IL-RILB comprehensive plan designation and
 21 implementing zone. On interior lot lines, zero (0) feet applies.
 22 (Amended: Ord. 2014-01-08; Ord. 2016-04-03)

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- b. Site plan review pursuant to Section [40.520.040](#) is required for all new development and modifications to existing permitted development unless expressly exempted by this title.
- c. Freestanding commercial retail buildings are permitted with the exception of drive-through retail businesses. Freestanding commercial retail buildings shall not exceed ten thousand (10,000) square feet. Where commercial retail uses are approved, a note shall be placed on the final site plan indicating the cumulative amount of the commercial retail areas that have been approved and the residual amount that remains available for use.
- d. Signs. Signs shall be permitted according to the provisions of Chapter [40.310](#).
- e. Off-Street Parking and Loading. Off-street parking and loading shall be provided as required in Chapter [40.340](#).
- f. Landscaping. Landscaping and buffers shall be provided as required in Table [40.230.085-2](#) and Chapter [40.320](#).

2. Additional Development Standards for the Railroad Industrial District.

- a. The perimeter around railroad industrial parks shall be landscaped to an L5 or L3 standard except along the rail line. In determining which standard applies, the responsible official will consider the potential impacts, such as noise and visual impacts to neighboring properties. Generally, greater impacts trigger the L5 standard and lesser impacts trigger the L3 standard.
- b. The performance standards of Section [40.230.085\(E\)](#) shall be met at the park perimeter.
- c. No tracks are allowed in public roadways except at at-grade crossings.
- d. At-grade crossings shall be minimized to the greatest extent practicable.
- e. Applicants for development in this zoning district shall submit a rail use plan showing where they could build a spur track that will connect with the main line. A rail use plan does not apply if an applicant can show there is an existing track or spur. Development shall not preclude the extension of any spur track.

3. Additional Development Standards for the Business Park District.

- a. Uses in Setbacks. No service road, spur track, hard stand, or outside storage area shall be permitted within required setbacks adjoining residential districts.
- b. Setbacks. No minimum setback is required where side or rear lot lines abut a railroad right-of-way or spur track.
- c. Fences. Fencing around the perimeter of the development and fencing abutting public or private streets shall be a combination of solid wall, wrought iron, or other similar treatment. Sections of fence or wall longer than fifty (50) feet shall be interspersed with trees or hedges at least every fifty (50) feet for a distance of at least five (5) feet to break up the appearance of the fence or wall. Fences or walls shall not block sight distance at intersections. The responsible official may approve and condition an alternative fence design that is compatible with existing, abutting fencing, landscaping, and land uses that still meets the intent of the development standards of the Business Park zoning district.
- d. Site Landscaping and Design Plan. In addition to site plan requirements, the following requirements shall apply:
 - (1) Blank walls are discouraged next to residential zones. If a blank wall is adjacent to residential zones, the applicant shall provide and maintain a vegetative buffer

1 at least eleven (11) feet high that creates a varied appearance to the blank wall.
2 Other features such as false or display windows, artwork, and varied building
3 materials are acceptable.

4 (2) Parking areas adjacent to rights-of-way shall be physically separated from the
5 rights-of-way by landscaping or other features to a height of three (3) feet. A
6 combination of walls, berms and landscape materials is preferred. Sidewalks
7 may be placed within this landscaping if the street is defined as a collector or
8 arterial with a speed limit of thirty-five (35) mph or above, in order to separate the
9 pedestrian from heavy or high speed traffic on adjacent roads. The creation of a
10 perimeter feature shall not interfere with the implementation of low impact
11 development stormwater management features on site.

12 (3) If a development is located within two hundred fifty (250) feet of an existing or
13 proposed transit stop, the applicant shall work with the transit agency in locating
14 a transit stop and shelter as close as possible to the main building entrance.

15 (4) Parking island locations may be designed to facilitate on-site truck maneuvering.

16 (5) Required setback areas adjacent to streets and abutting a residential district shall
17 be continuously maintained in lawn or live groundcover. Allowed uses in these
18 areas are bikeways, pedestrian paths and stormwater facilities.

19 (6) A minimum fifteen percent (15%) of the site shall be landscaped. Vegetated
20 stormwater facilities and pedestrian plazas may be used to satisfy this
21 requirement. To qualify as a pedestrian plaza, the plaza must:

22 (a) Have a minimum width and depth of ten (10) feet and a minimum size of six
23 hundred fifty (650) square feet; and

24 (b) Have a minimum of eighty percent (80%) of the area paved in a decorative
25 paver or textured, colored concrete. Asphalt is prohibited as a paver in
26 pedestrian plazas.

27 (7) Structures should be clustered on site to maximize open space within the
28 development.

29 e. Pedestrian Access Plan. An on-site pedestrian circulation system must be provided
30 which connects the street to the public entrances of the structure(s) on site.

31 (1) The circulation system shall be hard surfaced and be at least five (5) feet wide.

32 (2) Where the system crosses driveways, parking, and/or loading areas, the system
33 must be clearly identifiable through the use of elevation changes, speed bumps,
34 varied paving materials or other similar methods approved by the reviewing
35 authority and in compliance with the Americans with Disabilities Act (ADA).

36 (3) The pedestrian circulation system and parking areas must be adequately lighted
37 so that parking areas can be used safely when natural light is not present.

38 (4) The pedestrian system must connect the site to adjacent streets and transit
39 stops. The pedestrian system must also connect on-site public open space or
40 parks, commercial, office and institutional developments to adjacent like uses
41 and developments for all buildings set back forty-five (45) feet or farther from the
42 street lot line when existing development does not preclude such connection.

43 Development patterns must not preclude eventual site-to-site connections, even
44 if an adjoining site is not planned for development at the time of the applicant's
45 development.

46 f. Commercial Retail Bonus. Additional floor area beyond ten percent (10%) of the total
47 may be devoted to commercial uses if the following conditions are met. Commercial
48 and service bonuses are expressed as a percentage of total floor area of the
49 development or building, up to a maximum of twenty percent (20%).

- 1 (1) All required parking is contained within the building or parking structure
2 associated with the development: two and one-half percent (2.5%) bonus for
3 each building served by the qualifying parking structure.
- 4 (2) The building is oriented such that access to a transit stop is available within one-
5 half (1/2) mile: two and one-half percent (2.5%) bonus.
- 6 (3) Child care facilities are provided within the development: two and one-half
7 percent (2.5%) bonus.
- 8 (4) Any six (6) of the following enhanced pedestrian spaces and amenities are
9 provided: plazas, arcades, galleries, courtyards, outdoor cafes, widened
10 sidewalks (more than six (6) feet wide outside of public right-of-way), benches,
11 shelters, street furniture, public art or kiosks: two and one-half percent (2.5%)
12 bonus.

13 4. Additional Development Standards for the IL-RILB Overlay District.

14 a. Use and Dimensional Standards.

- 15 (1) Permitted, accessory and conditional uses are permitted in accordance with
16 Section [40.230.085\(C\)](#).
- 17 (2) Floor area ratios: See Table 40.230.085-2. Determined by height, setbacks, and
18 landscape standards.
- 19 (3) Maximum building heights: See Table 40.230.085-2.
- 20 (4) Maximum lot coverage (building and impermeable surface): See Table
21 40.230.085-2. Determined by setbacks, landscaping, and stormwater standards.
- 22 (5) Setbacks: See Table 40.230.085-2.
- 23 (6) Minimum spacing between buildings: Consistent with International Building Code
24 at Chapter [14.01](#), Adoption of Building Safety Codes, and Chapter [14.05](#), Clark
25 County Revisions to International Building Code.

26 b. Site Design.

- 27 (1) Circulation/access to and within each lot and/or area shall be compatible with the
28 RILB Master Concept Plan.
 - 29 (a) Joint Access. Tenants may design and utilize joint accesses, where feasible,
30 for adjacent sites within the RILB in order to minimize the total number of
31 driveways.
 - 32 (b) The responsible official shall review proposed joint accesses between
33 parcels. If the responsible official finds that all other applicable access and
34 circulation standards are met, he or she may approve the proposed joint
35 access.
 - 36 (c) Reciprocal Access Agreement. The applicant shall submit to Clark County a
37 reciprocal access agreement or other legal covenant running with the land to
38 formalize the joint access prior to commencement of construction. The
39 agreement must be signed by all affected property owners or tenants, shall
40 be notarized, and shall be recorded with the Clark County Auditor prior to
41 construction.
- 42 (2) Street Standards.
 - 43 (a) Streets shall meet the provisions of Section [40.350.030](#).
 - 44 (b) Private streets shall be designed and constructed to be compatible with the
45 rural character of the RILB and surroundings by integrating low impact
46 development, landscaping, and water quality treatment measures. Private
47 roads shall be consistent with Figures 40.230.085-1 and 40.230.085-2 that
48 provide two (2) options for road design addressing stormwater quality unless

the responsible official requires the standard private road design or an alternative application of the county's stormwater manual that meet the intent of this development standard.

Figure 40.230.085-1 – Street Section A: Water Quality Bio-Filtration Swale with Private Road Section

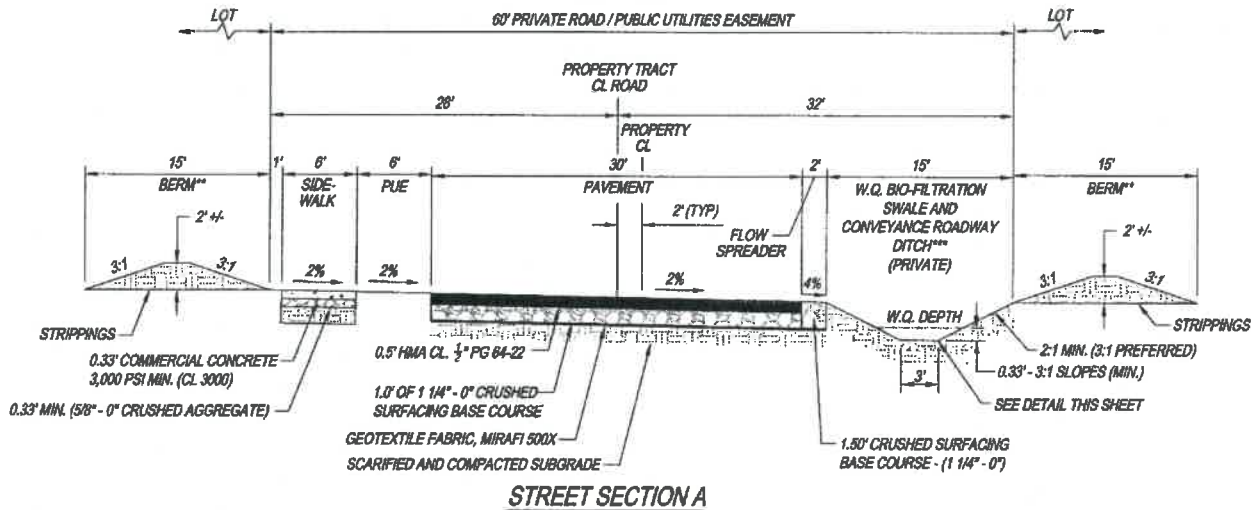
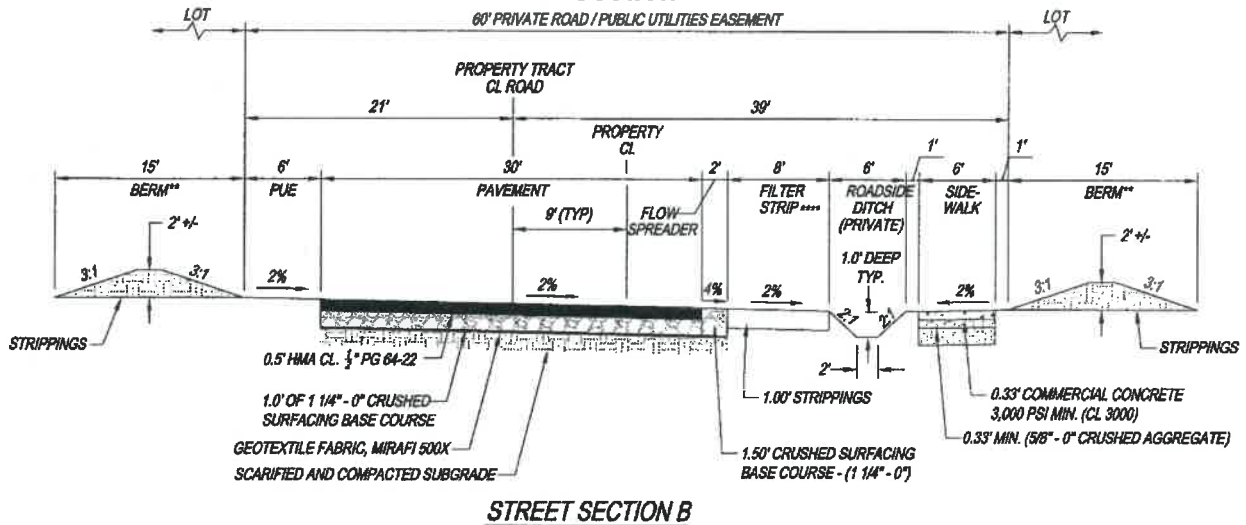


Figure 40.230.085-2 – Street Section B: Water Quality Filter Strip with Private Road Section



- (3) Parking Requirements. Parking shall meet the requirements of Chapter [40.340](#), Parking, Loading and Circulation.
- (4) Nonmotorized Circulation and Handicapped Accessibility. The standards of Section [40.350.0105](#), Pedestrian/Bicycle Circulation Standards, shall be met with regard to nonmotorized circulation and handicapped accessibility.

Section 6. Effective Date.

The ordinance shall go into effect on November 15, ten (10) days after its adoption.

Section 7. Instructions to the Clerk.

1 The Clerk to the Council shall:

- 2
- 3 1. Transmit a copy of this ordinance to the Washington State Department of Commerce
- 4 within ten (10) days of its adoption pursuant to RCW 36.70A.106.
- 5
- 6 2. Transmit a copy of the adopted ordinance to Code Publishing, Inc. forthwith to
- 7 update the electronic version of the County Code.
- 8
- 9 3. Transmit a copy of the adopted ordinance to the Community Development Director.
- 10
- 11 4. Transmit a copy of the adopted ordinance to the Community Planning Director.
- 12
- 13 5. Record a copy of this ordinance with the Clark County Auditor.
- 14
- 15 6. Cause notice of adoption of the ordinance to be published forthwith pursuant to RCW
- 16 36.70A.290, and Clark County Code 1.02.140, and transmit a copy to Community
- 17 Planning.
- 18

19 **Section 8. Roll Call Vote.** The following persons voted in favor of the above ordinance
20 [amendments].

21 _____
22 _____
23 _____

24
25 ADOPTED this _____ day of _____, 2019.

26
27 CLARK COUNTY COUNCIL
28 FOR CLARK COUNTY, WASHINGTON

29
30 Attest:

31 _____
32 Clerk to the Council

33 _____
34 Eileen Quiring, Chair

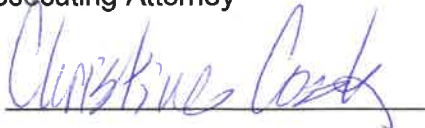
35 Approved as to Form Only

36 ANTHONY GOLIK

37 _____
38 Julie Olson, Councilor

39 Prosecuting Attorney

40 By



41 _____
42 Temple Lentz, Councilor

43 Christine Cook

Sr. Deputy Prosecuting Attorney

44 _____
45 John Blom, Councilor

46 _____
47 Gary Medvigy, Councilor

