



CPZ2019-00032 Development Code – Complete Streets

Supporting Documents

*Click on the text to quickly access that section of the document. Please note that there is no back button in the PDF to return to this page. You will need to scroll back to return or use the **Home button** on your keyboard.*

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Voice 564.397.2322 / Relay 711 or 800.833.6388
Fax 360.397.6165 / Email ADA@clark.wa.gov

NOTICE OF PUBLIC HEARING CLARK COUNTY COUNCIL

NOTICE IS HEREBY GIVEN that the Clark County Council will conduct a public hearing on **November 5, at 10:00 a.m.**, at the Public Services Center, 1300 Franklin Street, Hearing Room, 6th Floor, Vancouver, Washington to consider the following:

- 1) **CPZ2019-00025 – Complete Streets:** A proposal to amend Clark County Code (Pedestrian/Bicycle Circulation Standards CCC 40.350.010) to create a complete streets program, renumber CCC 40.350.010 to become 40.350.015, and correct a scrivener's error.

Staff Contact: Gary Albrecht, Gary.Albrecht@clark.wa.gov or (564) 397-4318

- 2) **CPZ2019-00016 Arterial Atlas and Appendix F (NE 106 St to NE 112th St):** A proposal to delete the planned NE 16th Ave, NE 107th St, and NE 110th St. from the Arterial Atlas and Hwy 99 Sub Area Plan.

Staff Contact: Matt Hermen, Matt.Hermen@clark.wa.gov or (564) 397-4343

- 3) **CPZ2019-00029 Development Agreement Procedures:** A proposal to amend the Clark County Code to add new Section 40.550.030 to create a consistent process and criteria for review and approval of proposed development agreements.

Staff Contact: Matt Hermen, Matt.Hermen@clark.wa.gov or (564) 397-4343

- 4) **CPZ2019-00028 – Historic Preservation:** A proposal to amend Clark County Code (CCC 40.250.030) to increase the number of commission members from five (5) to (7), allow the City of Vancouver to appoint two of the members, and to amend the appeals process.

Staff Contact: Sharon Lumbantobing, Sharon.Lumbantobing@clark.wa.gov or (564) 397-4909

- 5) **CPZ2019-00033 – Columbia River Gorge National Scenic Area Districts:** A proposal to amend Columbia River Gorge National Scenic Area Districts CCC 40.240.440(H) to correct a scrivener's error.

Staff Contact: Sharon Lumbantobing, Sharon.Lumbantobing@clark.wa.gov or (564) 397-4909

The staff report, related materials, and hearing agenda will be available 15 days prior to the hearing date on the county's web page at <https://www.clark.wa.gov/community-planning/housing-initiative>. Copies of materials are also available at Clark County Community Planning, 1300 Franklin Street, 3rd Floor, Vancouver, Washington. For other formats, contact the Clark County ADA Office at ADA@clark.wa.gov, voice 564-397-2322, Relay 711 or 800-833-6388, or Fax 564-397-6165.

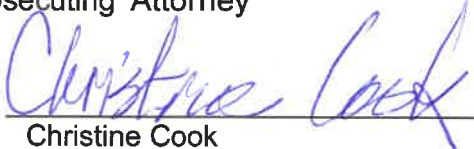
Anyone wishing to attend this hearing should appear at the time and place stated above. Spoken testimony regarding this matter may be given there. Written testimony can be provided by e-mailing the clerk of the council at Rebecca.Messinger@clark.wa.gov or via US Postal Service to the Clark County Councilors, c/o Rebecca Messinger, PO Box 5000, Vancouver, WA 98666-5000. Written testimony may also be submitted for the record during the hearing. Please ensure that testimony is received at least two (2) business days before the hearing if you would like staff to forward it to the County Council before the hearing.

Approved as to Form only:

CLARK COUNTY COUNCIL

Clerk of the Board

Approved as to Form only:
ANTHONY F. GOLIK
Prosecuting Attorney

By: 
Christine Cook
Senior Deputy Prosecuting Attorney

PLEASE PUBLISH:

Monday, October 21, 2019

Please Bill:

Clark County Community Planning
Attn: Sonja Wisser, Program Assistant
P. O. Box 9810
Vancouver, WA 98666-9810

Columbian Account 70914



For other formats, contact
the Clark County ADA Office

Voice 360.397.2322
Fax 360.397.6165

Relay 711 or 800.833.6388
Email ADA@clark.wa.gov

Complete Streets Update

Clark County Council Hearing November 5, 2019

Public Services Center, 6th Floor Training Room, 10:00 AM
1300 Franklin Street, Vancouver, WA

Public Works & Community Planning



Agenda

- PC Recommendation
- Background
- What are complete streets?
- Pictures of past and present projects
- Complete streets guidelines
- What complete streets are not
- Complete streets guidelines process
- Step 1 - 2019 Adopted Comprehensive Plan Text
- Step 2 - Title 40 amendments
- Public process



PC Recommendation

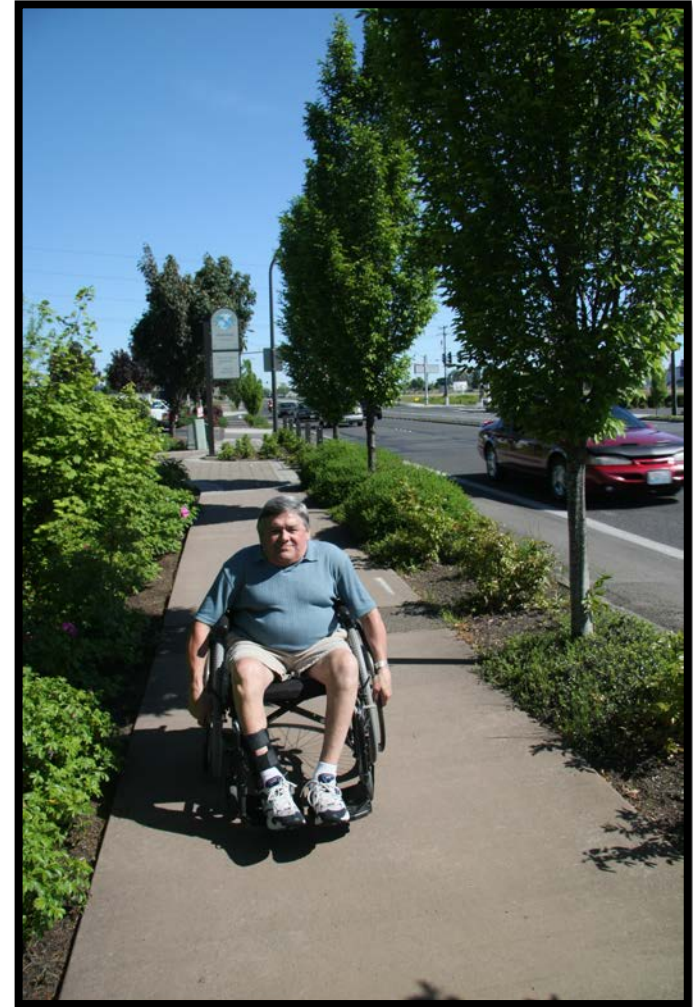
Oct 3, 2019 Clark County Planning Commission voted 5/0 to approve the following recommendations:

- Add new complete streets program using CCC 40.350.010;
- Renumber Pedestrian/Bicycle Circulation Standards from CCC 40.350.010 to 40.350.015; and
- Correct scrivener errors in CCC 40.350 relating to naming of the Standard Details Manual.



Background

- July 22, 2011 legislature established complete streets grant program
- July 1, 2015 legislature designated Washington State Transportation Improvement Board (TIB) as complete streets granting agency
- Award ranges from \$100,000 to \$1,000,000
- Flexible money to accommodate complete street projects



What are Complete Streets?

Complete Streets are streets for everyone, no matter who they are or how they travel.



... and we are already doing it!

Pictures of past and present projects



Complete Streets guidelines

Summary document for TIB:

- Funding document
- Background
- Definitions
- Elements
- Design
- Performance measures
- Implementation



What Complete Streets are not:

- New to Clark County
- A bike lane or sidewalk on every road
- One “special” street project
- A design prescription
- A mandate for immediate retrofit
- A silver bullet; other initiatives must be addressed
- Not an unlimited funding stream



Complete Streets guidelines process

- Step 1 – Comprehensive plan text and policies approved [Ord. No. 2019-02-02]
- Step 2 – Amendments to CCC 40.350 to be consistent with complete streets
- Step 3 – Adopting ordinance as required by Transportation Improvement Board (TIB)



Step 1 - 2019 Adopted Comprehensive Plan Text

- Transportation element includes explanation of complete streets and adopted policies:

5.2.12 Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.

5.2.13 Design and construct complete streets wherever feasible and practicable.



Chapter 5

Transportation
Element



Step 2 - Title 40 amendments

CCC 40.350.010 – Complete Streets Program Purpose

Encourage local governments to provide street and road designs that incorporate safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users, with the goals of:

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

[RCW 47.04.320]



Step 2 - Title 40 amendments

CCC 40.350.010 – Definitions

Complete streets	“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.
Users	“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.



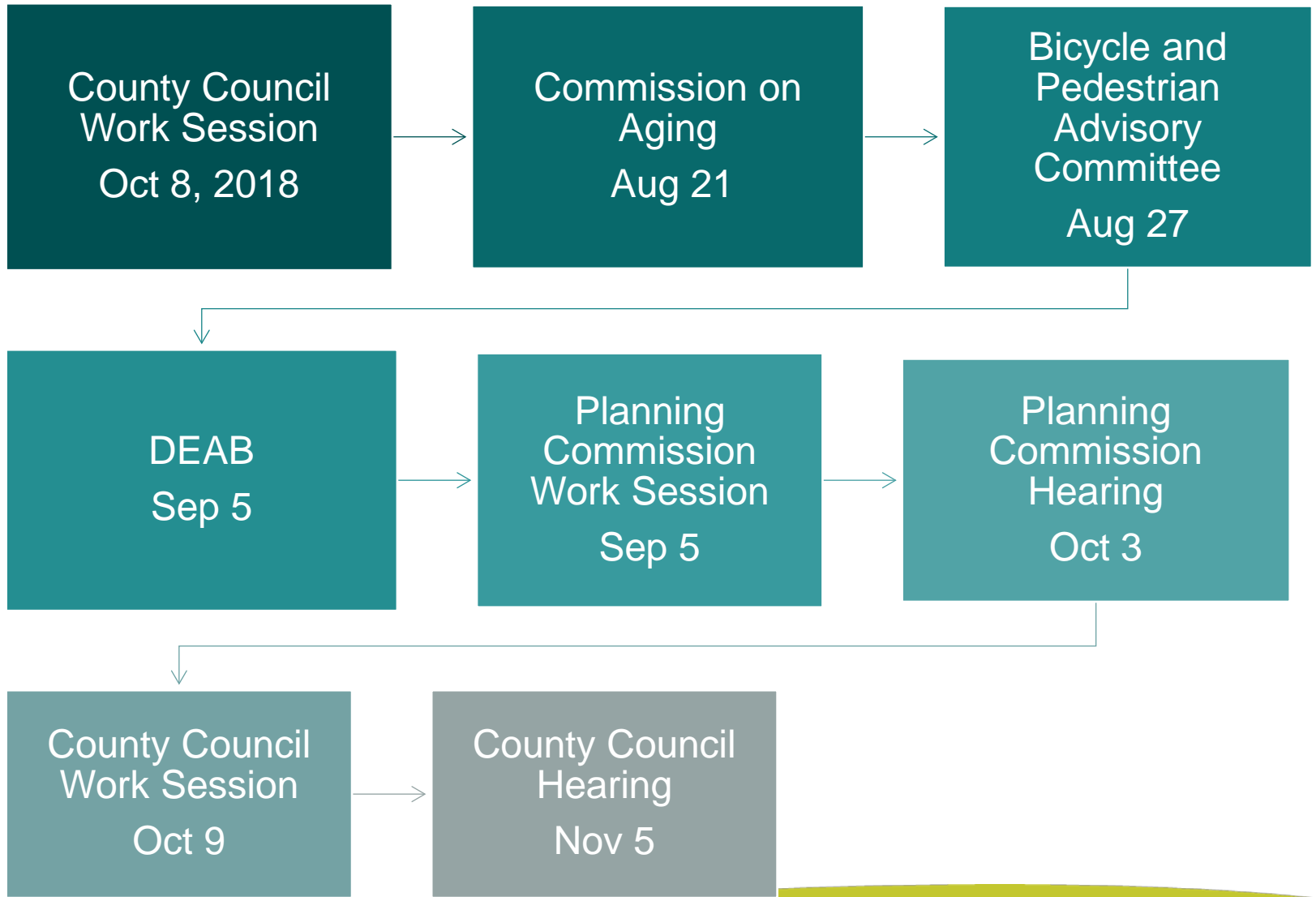
Step 2 - Title 40 amendments

CCC 40.350.010 – Design

- Planned, scoped and designed consistent with comprehensive plan policies, Standard Design Manual and Title 40
- Exceptions at the discretion of the County Engineer:
 - Their inclusion would be contrary to public safety; or
 - Their construction is not practically feasible because of significant adverse environmental impacts to streams, wetlands, steep slopes, or other critical areas; or
 - Their construction is not practically feasible because of significant adverse impacts on neighboring land uses, including impacts from right-of-way acquisition; or
 - There is no identified need for the improvement.



Public process



Thank you!

Comments and questions

Clark County Public Works

www.gary.albrecht@clark.wa.gov

564-397-4318





Clark County Planning Commission

Karl Johnson, Chair
Ron Barca, Vice Chair
Rick Torres
Steve Morasch
Matt Swindell
Bryan Halbert

**CLARK COUNTY PLANNING COMMISSION
THURSDAY, OCTOBER 3, 2019**

5:30 P.M. – WORK SESSION

CPZ2019-00008 – Whipple Creek, R-10-R-5
CPZ2019-00032 - GMA Compliance - RILB

6:30 P.M. - PUBLIC HEARING

**CC HEARING ROOM, 6TH FLOOR
PUBLIC SERVICES BUILDING
1300 FRANKLIN STREET
VANCOUVER, WA**

AGENDA

I. CALL TO ORDER

II. ROLL CALL & INTRODUCTION OF GUESTS

III. GENERAL & NEW BUSINESS

- A. Approval of Agenda for October 3, 2019
- B. Communications from the Public

IV. PUBLIC HEARING ITEMS:

- A. 2020-2025 Transportation Improvement Program (TIP).** The TIP identifies public works capital projects including new construction, reconstruction, bridges, bicycle and pedestrian, safety, hot mix preservation improvements, and signalization construction to maintain and enhance Clark County's transportation system in unincorporated Clark County.

Staff Contact: Susan Wilson, Manager at Susan.Wilson@clark.wa.gov or (564)397-4330

- B. CPZ2019-00025 Complete Streets:** A proposal to amend Clark County Code (Pedestrian/Bicycle Circulation Standards Chapter 40.350.010) by creating a complete streets program, Clark County Code 40.350.010, renumbering CCC 40.350.010 Pedestrian/Bicycle Circulation Standards to CCC 40.350.015, and correct scrivener errors.

Staff Contact: Gary.Albrecht@clark.wa.gov or (564) 397-4318

C. CPZ2019-00016 Arterial Atlas and Appendix F (NE 106 St to NE 112th St): A proposal to delete the proposed NE 16th Ave from the Arterial Atlas and Hwy 99 Sub Area Plan.

Staff Contact: Matt.Hermen@clark.wa.gov or (564) 397-4343

D. CPZ2019-00028 Historic Preservation: A proposal to amend Clark County Code (Historic Preservation Chapter 40.250.030) to increase the minimum number of commission members and to amend the appeals process.

Staff Contact: Sharon.Lumbantobing@clark.wa.gov or (564) 397-4909

V. OLD BUSINESS

VI. NEW BUSINESS

VII. COMMENTS FROM MEMBERS OF THE PLANNING COMMISSION

VIII. ADJOURNMENT

STAFF REPORT AND RECOMMENDATIONS:

Staff recommendations to the Planning Commission will be available 14 days prior to the hearing date listed above. Staff reports and other information can be accessed on the following web page at: <https://www.clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>

Or, contact Sonja Wiser, Program Assistant at (360) 397-2375, ext. 4558, or e-mail Sonja.wiser@clark.wa.gov

SUBMISSION OF WRITTEN TESTIMONY:

If you bring written testimony to the hearing, the Planning Commission would request submission of at least ten copies for the record (seven copies for Planning Commission and three copies for staff).

E-MAIL TESTIMONY:

PLEASE NOTE: All e-mails need to be received no later than 48 hours prior to the hearing and need to include full name, address, city, zip code, and phone number to be included as parties of record. Testimony can be e-mailed to the above-listed planners or to Sonja.wiser@clark.wa.gov

ACCOMMODATION OF PHYSICAL IMPAIRMENTS:

*The Public Service Center is wheelchair accessible. If you need auxiliary aids or services in order to attend, contact the Clark County ADA Office. **Relay** (800) 833-6384 or 711; **E-mail** ADA@clark.wa.gov.*

HEARING COVERAGE:

Coverage of this evening's hearing may be cable cast live on Clark/Vancouver television channel 23 or 21, on cable television systems. For replay dates and times, please check your local television guide or www.cvtv.org.

Web Page at: <https://www.clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>



Staff Report

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

PROPOSED ACTION

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

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

BACKGROUND

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

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

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

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

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

SUMMARY OF PUBLIC INVOLVEMENT PROCESS

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

RATIONALE AND ANALYSIS

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

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

Growth Management Act (GMA)

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

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

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

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

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

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

NEXT STEPS

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

RECOMMENDATION AND CONCLUSIONS

Based on the information presented in this report, staff recommends that the Planning Commission forward a recommendation of **APPROVAL** to Clark County Council.

1
2 **Exhibit 1**
3

4
5 **40.350 TRANSPORTATION AND CIRCULATION**
6

7
8 **40.350.010 Complete Streets Program**
9

10 **A. Purpose.**

- 11
12 1. The purpose of the complete streets program pursuant to RCW 47.04.320 is to encourage local
13 governments to provide street and road designs that incorporate safe access to all users, including
14 bicyclists, pedestrians, motorists, and public transportation users, with the goals of:
15 a. Promoting healthy communities by encouraging walking, bicycling, and using public
16 transportation;
17 b. Improving safety by designing major arterials to include features such as wider sidewalks,
18 dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees
19 where appropriate;
20 c. Protecting the environment and reducing congestion by providing safe alternatives to
21 single-occupancy driving; and
22 d. Preserving community character by involving local citizens and stakeholders to participate in
23 planning and design decisions.
24
25 2. Clark County may plan, scope, design, and construct facilities for the safe accommodation of all
26 users including, bicyclists, pedestrians, motorists and public transportation riders.
27
28 3. The County shall leverage local funding for complete streets' projects with the Washington State
29 Department of Transportation, the Washington State Transportation Improvement Board, and other
30 funding programs to implement complete streets.
31

32 **B. Applicability.**

33
34 The complete streets program applies to transportation facilities consistent with the Clark County
35 Standard Details Manual, Section 40.350.015 and Section 40.350.030.
36

37 **C. Definitions.**

38
39 For the purposes of this section, the following definitions shall apply:
40

<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>

41
42
43
44
45

1 D. Design.
2

- 3 1. Complete streets program projects shall be planned, scoped, designed and constructed pursuant
4 to Section 40.350.030(C) Specifications for Design and Construction.
5
6 2. The County Engineer may, at their discretion, determine that there are exceptions to the provision
7 of these facilities. The conditions that might preclude the inclusion of complete streets facilities
8 include, but are not limited to, the following:
9 a. Their inclusion would be contrary to public safety; or
10 b. Their construction is not practically feasible because of significant adverse environmental
11 impacts to streams, wetlands, steep slopes, or other critical areas; or
12 c. Their construction is not practically feasible because of significant adverse impacts on
13 neighboring land uses, including impacts from right-of-way acquisition; or
14 d. There is no identified need for the improvement.
15

16 **40.350.0195 Pedestrian/Bicycle Circulation Standards**
17

18 Pedestrian and bicycle circulation facilities shall be designed to provide safe, convenient and appropriate
19 levels of access for pedestrians and bicyclists, and allow for unobstructed movements and access pursuant
20 to the Americans with Disabilities Act, as amended.
21

22 A. Applicability.

23 This section applies to any subdivision, short plat, site plan application, or conditional use permit;
24 provided, that for the purposes of Sections 40.350.030(B)(4) and (B)(8), it shall also apply to
25 applications for building permit or other applications for access to a public road, or to projects within the
26 public right-of-way.

27 B. Pedestrian Circulation/Sidewalks.

28 For sidewalk construction standards, construction timing, construction bond and procedure, see
29 Section 40.350.030(C)(4)(h). For sidewalks specifications, see the Standard Details Manual. For
30 reference materials, see pedestrian facilities guidebook-incorporating pedestrians into Washington's
31 transportation system, sponsored by WSDOT.

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

- 33 a. Where Required. Sidewalks shall be constructed along both sides of all public roads in urban
34 areas in accordance with the standard plans. Sidewalks shall be constructed in accordance
35 with the Standard Details Manual.
36 b. Exceptions. Sidewalk requirements may be waived or reduced where an approved pedestrian
37 circulation plan is incorporated into the development application. Sidewalk requirements may
38 also be reduced to one (1) side only of the development frontage for new streets when
39 topography or other physical features require a reduction in transportation standards. Any
40 reduction in transportation standards requires a road modification pursuant to Section
41 40.550.010.
42 c. Width. Sidewalks shall be constructed to the minimum width listed in Table 40.350.0195-1;
43 provided:
44 (1) In instances where a minimum width less than five (5) feet is approved, there shall be
45 Americans with Disabilities Act compliant five (5) foot by five (5) foot landings every two
46 hundred (200) feet.
47 (2) The remaining area between the curb and edge of right-of-way may be hardscaped if
48 approved by the review authority.
49 d. Obstructions. Fixed objects such as trees, tree wells, mailboxes, fire hydrants, utility or
50 telephone poles, or benches may be placed on the sidewalk; provided, a minimum
51 unobstructed width of forty-eight (48) inches is provided.

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

17 requirements for commercial, multifamily residential, public facilities, and institutional uses.

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

19 C. Bicycle Circulation.

- 20 1. Urban Area – Where Required. Bike lanes shall be included in the reconstruction or new
- 21 construction of any arterial or collector street if bike lanes are indicated in the Arterial Atlas or as
- 22 required by the County Engineer.
- 23 a. Signage and Markings. Bike lanes shall include signage and pavement markings in
- 24 conformance with the Manual on Uniform Traffic Control Devices.
- 25 b. Vertical Clearance. Bike facilities shall have an unobstructed vertical clearance of not less than
- 26 eight (8) feet.
- 27 c. Reference Standards. Standards for bikeways consist of the following: Manual on Uniform
- 28 Traffic Control Devices, USDOT, and Federal Highway Administration. For additional reference
- 29 see “Guide for Development of New Bicycle Facilities,” American Association of State Highway
- 30 and Transportation Officials (AASHTO), 1991.
- 31 2. Rural Area. Rural area developments outside rural centers are not subject to the bicycle circulation
- 32 requirements.

33 D. Bicycle Guidelines.

34 Bicycle areas are not required to meet the following standards; however, developments are

35 encouraged to meet these standards to the extent practicable.

36 1. Design Guidelines.

- 37 a. Bicycle parking facilities should either be a lockable enclosure in which the bicycle is stored, or
- 38 a secure stationary rack which supports the frame so the bicycle cannot easily be pushed or fall

- 1 to one (1) side. Racks that require a user-supplied lock should accommodate locking the frame
2 and both wheels using either a cable or U-shaped lock.
- 3 b. Bicycle parking spaces should be at least six (6) feet long and two-and-one-half (2 1/2) feet
4 wide, and overhead clearance in covered spaces should be a minimum of seven (7) feet.
- 5 c. A five (5) foot aisle for bicycle maneuvering should be provided and maintained beside or
6 between each row of bicycle parking.
- 7 d. Bicycle racks or lockers should be securely anchored.
- 8 e. Required bicycle parking should be well lighted and secure.
- 9 f. Bicycle parking should not obstruct walkways. A minimum five (5) foot wide aisle shall remain
10 clear.
- 11 g. If ten (10) or more bicycle spaces are provided for commercial development, then at least fifty
12 percent (50%) of the bicycle spaces should be covered. A lockable enclosure shall be
13 considered as a covered parking space.
- 14 h. All of the required bicycle parking for residential uses should be covered. This may include
15 space provided in a carport or garage.

16 2. Location Guidelines.

- 17 a. Bicycle parking should be located on the site within fifty (50) feet of main building entrances and
18 not farther from the entrance than the closest standard or compact motor vehicle parking
19 space. Bicycle parking should have direct access to both the public right-of-way and to the
20 main entrance of the principal use.
- 21 b. For buildings or developments with multiple entrances, bicycle parking should be distributed
22 proportionally at the various public entrances; employee bicycle parking should be located at
23 the employee entrance, if appropriate.
- 24 c. Bicycle parking may be located in the public right-of-way only with the approval of the
25 responsible official.
- 26 d. Bicycle parking may be provided within a building easily accessible for bicyclists.

27 E. Accessways.

- 28 1. Applicability. The review authority may require an off-street accessway be constructed to provide
29 direct routes for pedestrians and bicyclists not otherwise provided by the street system to mitigate
30 the impact of development.
- 31 2. Design. Accessways shall consist of a ten (10) foot minimum public easement and may be entirely
32 hardscaped. All surfaces shall be designed to drain stormwater run-off to the side or sides of the
33 accessway. Accessways shall comply with Americans with Disabilities Act standards.
- 34 3. Visibility. Accessways shall be constructed so that the entirety of the accessway is visible from one
35 (1) or more adjacent public streets. On-street parking shall be prohibited within fifteen (15) feet of
36 the intersection of an accessway and a public street to preserve safe sight distances. A vertical
37 clearance of eight (8) feet is required.
- 38 4. No Vehicular Access. Accessways shall be designed to prohibit motorized traffic. Curbs, bollards or
39 branching the accessway into two (2) narrower one-way paths before it reaches the roadway are
40 suggested design considerations.
- 41 5. Stairways. Stairways may be provided only in addition to the accessway. Stairways shall be at least
42 five (5) feet wide with a center handrail, and flat sloped surfaces along the outside on which
43 bicycles may be walked.
- 44 6. Off-site Improvements. Developments shall not be required to provide public easements for
45 accessways off-site to meet this requirement. If a public easement or public right-of-way is
46 otherwise available off-site, the developer may be required to construct an accessway off-site up to
47 one hundred and fifty (150) feet long to mitigate the impact of development.

1 **40.350.030 Street and Road Standards**

2
3 A. Overview.

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

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

15 3. Relationship to Comprehensive Plan.

- 16 a. Clark County is required by RCW 36.70A.040(3) to ensure that any development regulations
17 adopted subsequent to the comprehensive plan "...are consistent with and implement the
18 comprehensive plan..."
- 19 b. This section is consistent with and implements the goals and policies listed in the
20 comprehensive plan. Particular attention has been paid to Chapter 5, Transportation Element.
- 21 c. Interpretations of this section shall be consistent with the effective Arterial Atlas. The Arterial
22 Atlas identifies all arterials and collectors and specifies the design of these facilities in general
23 terms.
- 24 d. This section implements the pedestrian and bikeways system plan and the Arterial Atlas. The
25 Atlas requires pedestrian and/or bicycle facilities to be included as part of certain arterial and
26 collector road cross-sections where the pedestrian and bikeways system plan indicates such
27 facilities are to be located. This section requires the inclusion of pedestrian and bikeway
28 facilities in frontage improvements based on the functional classification adopted in the Arterial
29 Atlas.

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

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

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

40 a. Arterials.

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

47 (2) Principal Arterial. "Principal arterial" is the basic element of the county's road system. All
48 other functional classifications supplement the principal arterial network. It carries large
49 volumes of traffic over long distances. Access is generally limited to intersections with
50 other arterials and collectors. Signalized intersection spacing is regulated. Direct land
51 access is minimal and managed, but is less restrictive than access from parkway arterials.
52 Spacing is typically two (2) to five (5) miles.

- 1 (3) Minor Arterial. "Minor arterial" collects and distributes traffic from principal arterials to
2 streets of lower classifications and may allow for traffic to directly access destinations.
3 Minor arterials provide for movement within subareas of the county, whose boundaries are
4 largely defined by principal arterial roadways. They serve through traffic and provide direct
5 access to large commercial, industrial, office and multifamily development but, generally,
6 not to single-family residential properties. Spacing is typically less than two (2) miles.
- 7 b. Collectors – Urban Collector. "Urban collector" provides for land access and traffic circulation
8 within and between residential neighborhoods, and commercial and industrial areas. The
9 collector street also collects traffic from local streets and channels it into the arterial system.
10 Direct access to adjacent land uses, however, is still subordinate to traffic movement. Access
11 to abutting properties is controlled through driveway spacing and pavement markings.
12 Typically, collectors are not continuous for any great length, nor do they form a connected
13 network by themselves. Spacing is typically less than two (2) miles.
- 14 c. Access Roads.
- 15 (1) Neighborhood Circulator. "Neighborhood circulator" serves to distribute traffic from
16 collectors and provides direct access for abutting properties. Through trips are
17 discouraged and parking is allowed. In general, these streets connect local access streets
18 to collectors.
- 19 (2) Local Access. "Local access" streets provide direct access to adjoining properties within a
20 neighborhood. Through trips are discouraged and parking is usually allowed. In general,
21 these streets do not directly connect to arterials or collectors.
- 22 (3) Short Cul-de-Sac. "Short cul-de-sac" streets are a maximum one hundred fifty (150) feet in
23 length and serve no more than eighteen (18) dwelling units. Parking is allowed. The use of
24 shared driveways off of short cul-de-sacs requires Fire Marshal approval.
- 25 (4) Alley. "Alley" streets are secondary accesses to the back side of lots. This allows streets at
26 the front of properties not to be encumbered with driveways. Alleys are an alternative to
27 frontage access. Parking is not allowed.
- 28 d. Urban Commercial/Industrial. "Urban commercial/industrial" streets serve to distribute traffic
29 from arterials and provide direct access to abutting commercial or industrial properties.
30 Through trips are discouraged and parking is optional. Bike lanes may be required when the
31 projected average daily trips exceed three thousand (3,000).
32 A "storefront street" is a pedestrian-oriented street type that can be used in Mixed Use and
33 Highway 99 commercial districts where building setbacks are zero (0) to five (5) feet. Driveway
34 access is not permitted; wide sidewalks, curb bulb-outs and parking are required.
35
- 36 6. Functional Classifications – Rural Roads. Rural roads are classified as follows:
- 37 a. Rural Arterial. "Rural arterial" roads are rural extensions of urban principal arterials and some
38 urban minor arterials. They provide adequate right-of-way for future urban arterial routes. The
39 provision of land access remains subordinate to providing for traffic movement. Parking is not
40 allowed.
- 41 b. Collectors.
- 42 (1) Rural Major Collector. "Rural major collector" roads are rural extensions of urban minor
43 arterials and some urban collectors. Their primary purpose is to link rural centers with
44 nearby towns and cities and with state arterial routes. The provision of land access remains
45 subordinate to providing for traffic movement. Parking is not allowed.
- 46 (2) Rural Minor Collector. "Rural minor collector" roads connect local traffic to rural major
47 collectors and state arterial routes and may be rural extensions of urban minor arterials or
48 urban collectors. They are spaced so as to be accessible to all developed areas within the
49 county. The provision of land access is given the same priority as the provision of traffic
50 movement. Parking is not allowed.
- 51 c. Access Roads.
- 52 (1) Rural Local Access. "Rural local access" roads provide access from parcels to the rural
53 collector system. Parking is not allowed.

54

55

- 1 7. Scenic Routes.
- 2 a. Scenic routes are roadways with unique scenic or historical features, officially designated by
- 3 Council. Scenic routes seek to enhance, preserve and facilitate the enjoyment of those scenic
- 4 or historical features unique to each route.
- 5 b. Scenic route design may allow reduced design speed and modified roadway and right-of-way
- 6 widths to preserve naturally occurring scenic beauty unique to the location of the route. When
- 7 possible, existing alignment and roadway sections shall be used. Special features, such as
- 8 vehicle turnouts for vista areas or bicycle/pedestrian facilities, may be provided. Urban or rural
- 9 collector standards shall be used for right-of-way and roadway sections. The Public Works
- 10 Director may modify the standards to accommodate unique scenic or historic design
- 11 considerations.
- 12 c. A traffic analysis to determine the impacts on arterials, collectors, and access roads shall be
- 13 completed prior to designating a facility a scenic route.
- 14 8. Urban Reserve, Urban Holding Areas and Rural Centers. The following are special applications of
- 15 the functional classifications. Chapter 5 of the comprehensive plan lists additional transportation
- 16 improvements required in specific geographic areas.
- 17 a. New developments permitted outright within the urban holding and urban reserve areas of the
- 18 county shall meet rural road standards, except that the right-of-way for rural local access roads
- 19 shall be a minimum of fifty-four (54) feet to allow for a future neighborhood circulator street.
- 20 b. Compliance with the urban road standards for right-of-way dedication and frontage
- 21 improvements shall be required for:
- 22 (1) Conditional uses in urban holding areas; and
- 23 (2) Conditional uses that are urban in character, within urban reserve areas.
- 24 c. Where urban frontage improvements are required and the road to be improved has a rural
- 25 classification, Table 40.350.030-1 shall be used to convert rural classifications to urban.
- 26 d. New developments within rural centers shall meet rural road standards. All public and private
- 27 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 (R-2)		Minor Arterial or Collector: two lanes, center turn lane and 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

28 (Amended: Ord. 2006-09-13; Ord. 2007-09-13; Ord. 2007-11-13; Ord. 2008-06-02;

29 Ord. 2009-06-01; Ord. 2009-12-01; Ord. 2012-05-14; Ord. 2012-05-30; Ord.

30 2016-09-04; Ord. 2018-01-09; Ord: 2019-05-07)

- 32 B. Standards for Development Review.
- 33 1. Transportation Impact Study. The requirements for a transportation impact study are stated in
- 34 Section 40.350.020(D).
- 35 2. Circulation Plan.
- 36 a. Purpose and Applicability. The purpose of this section is to ensure adequate cross-circulation
- 37 in a manner which allows subsequent developments to meet these standards, and to provide a
- 38 mechanism for integrating various streets into an efficient and safe transportation network.
- 39 Developments that are required to conduct a transportation impact study or construct frontage
- 40 improvements shall meet the requirements of this section.

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

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

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

18
19 The circulation plan should be prepared on eight and one-half (8 1/2) inch by eleven
20 (11) inch (8 1/2" x 11") or eleven (11) inch by seventeen (17) inch (11" x 17") or
21 twenty-four (24) inch by thirty-six (36) inch (24" x 36") format, and can be
22 superimposed on the "arterials, C-Tran routes, parks and trails" and "elevation
23 contours" page provided with the developer's GIS packet. Additional explanation or an
24 additional legend may be required to adequately show proposed on-site facilities.

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

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

33 c. Review Criteria for an Urban Circulation Plan.

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

- 37 (a) Block Length. Block lengths shall be between one hundred (100) to eight hundred
38 (800) feet; provided, that where a block is partially defined by an arterial or industrial
39 road the block lengths along the arterial shall be no less than the minimum full access
40 intersection spacing specified in Table 40.350.030-3. For the purpose of this section,
41 "block length" is the distance between public road intersections as measured along the
42 nearside right-of-way line.
- 43 (b) Block Perimeter. The block perimeter shall not exceed three thousand two hundred
44 (3,200) feet unless accessway(s) for pedestrian or bicycle circulation are provided or
45 where topographic or other physical constraints preclude achieving this standard.

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

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

54 3. Transportation Design Criteria. The design criteria set out in Tables 40.350.030-2 and
55 40.350.030-3 are adopted as a portion of the Clark County standard specifications. Such criteria
56 are applicable to roads located within and adjacent to a development. These criteria are intended

1 for normal conditions. The responsible official may require higher standards for unusual site
2 conditions.

3
4 All urban roads except alleys consist of a core road section and a flex zone section.

- 5 a. The core road consists of the traveled way portion of the road, as well as medians and turning
6 lanes on higher classification roads. Core road features as shown on the **Standard**
7 **Details Manual Drawings** allow little, if any, variation unless a road modification request is
8 approved.
- 9 (1) Travel and turning lanes require impervious pavement on all rural roads, and urban
10 arterials, collectors, industrial/commercial, and neighborhood circulator roads.
- 11 (2) Permanent median areas may utilize stormwater low impact development features
12 including, but not limited to, bioretention swales and permeable pavement. Such features
13 shall be subject to approval by the Public Works Director and shall be designed to ensure
14 adequate public safety.
- 15 b. The flex zone consists of that portion of the roadway outside of the core road. Flex zone
16 features can include stormwater best management practice features, parking and bike lanes,
17 sidewalks, and planter and utility strips, depending on the road classification. These features
18 may be designed with considerable flexibility subject to engineering approval by the county;
19 however, all features applicable to the road classification shall be provided. Some flex zone
20 features may require more right-of-way than is noted in Table 40.350.030-2.
- 21 (1) Stormwater Features. Stormwater low impact development features as found in the Clark
22 County Stormwater Manual are allowed with approval from the Public Works Director.
23 Stormwater features shall be designed and constructed to ensure adequate public safety.
24 Right-of-way in excess of that required in Table 40.350.030-2 may be needed to
25 accommodate stormwater features.
- 26 (a) Permeable Pavement. Permeable pavement may be used for the following:
- 27 (i) Sidewalks and separated bike lanes on all road classifications;
- 28 (ii) Parking and nonseparated bike lanes of all urban access roads, including
29 neighborhood circulators; and
- 30 (iii) Travel lanes of all urban access roads except neighborhood circulators.
- 31 (iv) Prior to acceptance of permeable pavement surfaces by the county, the applicant
32 shall sign a Permeable Pavement Testing and Acceptance Agreement in a form
33 acceptable by the Public Works Director.
- 34 (b) Infiltration Systems. Infiltration systems such as bioretention systems, rain gardens
35 and infiltration planters are subject to the following limitations:
- 36 (i) Infiltration from stormwater features shall not threaten the safety or integrity of
37 underground utilities. The Public Works Director shall require that infiltration
38 features located in close proximity to utilities be designed to accommodate the
39 utilities;
- 40 (ii) Infiltration from stormwater features shall not adversely affect the function and
41 integrity of the core road.
- 42 (2) On-Street Parking. Where required, on-street parking shall be subject to the following:
- 43 (a) Angled "head-in" parking may be allowed with approval of the Public Works Director;
44 provided, that backing over sidewalks or bicycle lanes is prohibited;
- 45 (b) Curb extensions containing bioretention facilities are allowed in parking lanes subject
46 to the following:
- 47 (i) Curb extensions shall not extend more than seven (7) feet into the parking lane,
48 and shall not interrupt required bike lanes.
- 49 (ii) On commercial/industrial roads, the length of mid-block curb extensions is limited
50 to twenty percent (20%) of the curb length of a block, or in the case of a partial
51 block development, the road frontage of the site.
- 52 (iii) Mid-block curb extensions are prohibited on arterials, collectors and storefront
53 roads.
- 54 (iv) Mid-block curb extensions on all urban access roads, including neighborhood
55 circulators, are allowed with restrictions in residential subdivisions under one (1) of
56 the following options:

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

Table 40.350.030-2

Roadway Type		Applicable Zoning	Standard Detail #	Right-of-Way	Roadway Width	# Travel Lanes/Surface ¹	Lane Width	CTL/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	14	44 ⁵	26 ⁵	1/P	10'	None	None	5'/P	8' both sides	7'

Table 40.350.030-2

Table 40.350.030-2													
Roadway Type		Applicable Zoning	Standard Detail #	Right-of-Way	Roadway Width	# Travel Lanes/Surface ¹	Lane Width	CTL/Median/Surface ^{1,2}	Bike Lane or Paved Shoulder (2 Sides)/Surface	Sidewalk/Surface	Parking/Surface ¹	Total Planter/LID/Utility	
		zones											
		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' ⁹ (Easement)	20'	2/P	10'	None	None	None ¹¹	None	10'

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
	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	NA	

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.) Mountains	Design Volume (ADT)	Minimum Full Access Intersection Spacing (ft.)	Minimum Full Access Intersection Curb Return Radii (ft.) ^{2,3}	Minimum R/W Radius Chords	
											F16 or F17		
	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)

1 4. Access Management.

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

4 b. Access to Local Access Roads.

5 (1) Driveway Spacing.

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

12 (b) Corner lot driveways shall be a minimum of forty (40) feet from the projected curb line
13 or edge of pavement, as measured to the nearest edge of the driveway, as long as the
14 parked cars in the driveway are outside of the sight distance triangle. In the case of
15 medium and high density residential developments (R-12, R-18, R-22, R-30 and R-43),
16 or when lots less than forty (40) feet wide are allowed in mixed use, density transfer,
17 and planned unit developments, or in the R1-5 zone where this may be impractical, the
18 driveway may be limited to twenty (20) feet in width and located five (5) feet from the
19 property line away from the intersection or as a twenty-five (25) foot wide shared
20 driveway at this property line, and the applicant's professional engineer may propose
21 traffic control devices, including stop signs, to preserve or manage sight distance. The
22 County Engineer, in reliance upon the determination of the applicant's professional
23 engineer that the proposal for a stop sign meets the criteria above, may authorize the
24 installation of a stop sign(s). Where a residential corner lot is located at the intersection
25 of a nonarterial or noncollector street with an arterial street, the corner clearance
26 requirements of Section 40.350.030(B)(4)(c)(2)(f) shall apply to the nonarterial or
27 noncollector street.

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

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

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

42 (3) Driveway Length.

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

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

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

54 (a) No road may serve more than one hundred (100) lots or dwelling units unless that road
55 is connected by a second vehicle access road to the same "feeder" road at a different
56 location, or to another "feeder" road that functions at a level equal to at least an urban
57 local residential access road or a rural local access road. The second vehicle access

1 road may be a county emergency-only access road, if it serves less than two hundred
2 (200) lots or dwelling units.

3 The second access may be satisfied through the use of an existing roadway network in
4 the existing adjacent neighborhood if:

- 5 (i) An existing road was previously stubbed indicating intent for future access; or
- 6 (ii) An easement has been dedicated specifically for such purpose, and a roadway
7 has been built to county standards or will be constructed with the development to
8 county standards.

9 In either case, the increase in traffic volume on the existing roadway network must
10 not cause the traffic volume to exceed the design volume of the existing roadway
11 network.

- 12 (b) Urban neighborhood circulator roads within a development which meet the access
13 requirements above may serve up to three hundred (300) lots or units if approved by
14 the review authority. However, the review authority may require a traffic circulation
15 study showing a balanced traffic flow of less than two thousand (2,000) vehicles per
16 day past any dwelling unit accessing on a neighborhood circulator road or lesser
17 classification upon full buildout.
- 18 (c) When required emergency or regular secondary access roads cannot be installed due
19 to location on property, topography, waterways, nonnegotiable grades or other similar
20 conditions, the County Fire Marshal may require additional fire protection as specified
21 in Title 15.
- 22 (d) The standards contained in Section 40.350.030(B)(4)(b)(4) are waived in their entirety
23 for developments in rural areas.

24 (5) Exceptions.

- 25 (a) The review authority may grant an exception to the requirements of Section
26 40.350.030(B)(4)(b)(3) to extend the maximum distance between
27 turnouts/turnarounds or allow other appropriate relief where it is impractical or
28 excessively costly to meet these requirements due to topography, sensitive areas,
29 natural features, or where application of these standards would be disproportional.
- 30 (b) The review authority may grant an exception to the requirements of Section
31 40.350.030(B)(4)(b)(4)(a) in the case of a subdivision with more than one (1) phase,
32 when it can be shown that the other necessary access roads will be constructed in a
33 future phase of the same subdivision. Street stubs built to the property line of property
34 not under the developer's control do not qualify for such an exception.

35 c. Access to Collectors.

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

42 (2) Driveways.

- 43 (a) Urban Collectors. No residential driveways in the urban area will be permitted to
44 access collectors unless no other access to the site exists or can be made available.
- 45 (b) Rural Collectors. Residential driveways in the rural area will not be permitted to access
46 collectors if direct lot access is available to an existing rural access road as defined in
47 Tables 40.350.030-2 and 40.350.030-3.
- 48 (c) Spacing. When driveways on collectors are permitted, they shall be spaced in
49 accordance with Table 40.350.030-4. The distance between adjacent one (1) way
50 driveways with the inbound drive upstream from the outbound drive may be one-half
51 (1/2) the distance shown. Where raised channelization exists, only those driveways on
52 the development side of the road will be considered for minimum separation
53 requirements.
- 54 (d) Number of Driveways. The number of driveways and driveway lanes shall be based
55 upon an estimate of site traffic generation in accordance with Table 40.350.030-5.
56 Multiple driveways are not permitted until the estimated ADT exceeds the number
57 shown in the second column for the different types of land use. Then, an additional

- 1 driveway is allowed each time the estimated ADT increases above the previous
2 maximum ADT for each driveway as shown in the third column; provided, the
3 additional driveways meet the spacing requirements specified in Table 40.350.030-4.
4 Two (2) driveway exit lanes are allowed when the ADT exceeds seven hundred (700).
- 5 (e) Width. A single-family residential driveway onto a collector shall be fifteen (15) to
6 thirty-five (35) feet in width; provided, that a joint-use driveway serving two (2)
7 residential lots shall not exceed thirty-six (36) feet in width. A nonresidential two (2)
8 way driveway onto a collector shall be twenty-four (24) to forty (40) feet in width.
- 9 (f) Corner Clearance. To provide adequate corner clearance, the tangent curb length
10 between the nearest edge of a driveway on an intersecting side street and a collector
11 roadway, or a driveway on a collector roadway and an intersection with a cross street,
12 shall be fifty (50) feet. Where the intersection is signalized or is planned for
13 signalization, driveways shall be limited to right-turn movements if located within one
14 hundred twenty-five (125) feet on a collector or as provided for in Section
15 40.350.030(B)(4)(d)(2).
- 16 (g) Temporary Driveway. A temporary driveway may be allowed when, due to conditions
17 beyond the control of the applicant, minimum driveway separation cannot be achieved
18 at the time of application. The review authority may approve a temporary driveway
19 when an access plan shows future removal of the temporary driveway and a new
20 driveway which meets the spacing standards shown above.
- 21 (3) Additional Improvements. The installation of other improvements such as left-turn lanes,
22 right-turn lanes and traffic signals may be required by the County Engineer where found
23 necessary on the basis of a traffic engineering study. The study shall address operations of
24 the driveway or intersection, including the adequacy of vehicular turning movements.
- 25 d. Access to Arterials. In order to limit the number of residential roads intersecting with arterials
26 while providing adequate neighborhood circulation, residential roads intersecting with urban
27 arterials shall be classified and constructed to standards applicable to local residential access
28 or collector roads unless the review authority finds that a lesser classification adequately
29 provides for the circulation needs of the surrounding area. In those cases in which an urban
30 access street is less than thirty-six (36) feet wide, such street shall have a minimum width of
31 thirty-six (36) feet at the intersection with the arterial and shall be tapered according to
32 accepted engineering practices and supplemental standards in Section 40.350.030(C)(1)(b) as
33 determined by the Public Works Director. Road approach permits not associated with
34 development shall be reviewed using a Type I process.
- 35 (1) Driveways. No driveways will be permitted to access onto urban or rural arterials unless no
36 other access to the site exists or can be provided.
- 37 (a) Spacing. When driveways on arterials are permitted, they shall be spaced in
38 accordance with Table 40.350.030-4.
- 39 (b) Number of Driveways. Where permitted, the number of driveways and driveway lanes
40 on arterials shall be based upon an estimate of site traffic generation in accordance
41 with Table 40.350.030-6.
- 42 (i) Multiple driveways are not permitted until the estimated ADT exceeds the number
43 shown in the second column for the different type of land use. Then, an additional
44 driveway is allowed each time the estimated ADT increases above the previous
45 maximum ADT for each driveway as shown in the columns for minor arterials and
46 principal arterials; provided, the additional driveways meet the spacing
47 requirements specified in Table 40.350.030-4. As an example, a commercial land
48 use on a minor arterial has one (1) driveway up to two thousand (2,000) ADT, then
49 two (2) driveways for two thousand one (2,001) to five thousand five hundred
50 (5,500) ADT, three (3) driveways for five thousand five hundred one (5,501) to nine
51 thousand (9,000) ADT and so on.
- 52 (ii) A permit for exclusive use of a truck driveway in addition to the nontruck traffic may
53 be granted for commercial uses that exceed thirty thousand (30,000) square feet
54 of gross floor space.
- 55 (iii) Two (2) driveway exit lanes are allowed when the ADT exceeds one thousand
56 (1,000).

- 1 (c) Width. A single-family residential driveway onto an urban arterial shall be fifteen (15) to
2 thirty-five (35) feet in width; provided, that a joint-use driveway serving two (2)
3 residential lots shall not exceed thirty-six (36) feet in width. A commercial and
4 multifamily two (2) way driveway onto an arterial shall be twenty-four (24) to forty (40)
5 feet in width.
- 6 (d) Corner Clearance. To provide adequate corner clearance, the tangent curb length
7 between the nearest edge of a driveway on an intersecting side street and an arterial
8 roadway, or a driveway on an arterial roadway and an intersection with a cross street,
9 shall be fifty (50) feet. Where the intersection is signalized or is planned for
10 signalization, driveways shall be limited to right-turn movements if located within two
11 hundred fifty (250) feet on minor and principal arterials or as provided for in Section
12 40.350.030(B)(4)(d)(2).
- 13 (e) Temporary Driveway. A temporary driveway may be allowed when, due to temporary
14 conditions beyond the control of the applicant, minimum driveway separation cannot
15 be achieved at the time of application. The review authority may approve a temporary
16 driveway when an access plan shows future removal of the temporary driveway and a
17 new driveway which meets the spacing standards shown above is assured to be
18 constructed.
- 19 (2) Additional Improvements. The installation of other improvements such as left-turn lanes,
20 right-turn lanes and traffic signals may be required by the County Engineer where found
21 necessary on the basis of a traffic engineering study. The study shall address operations of
22 the driveway or intersection, including the adequacy of vehicular turning movements.
- 23 (3) Medians and Channelization Policy. In order to preserve capacity and promote safety,
24 urban arterials shall generally include raised medians to restrict cross traffic movements. In
25 general, full-access intersections, signalized and nonsignalized, on arterials will be
26 permitted only with other county, state and city roads as are designated on the Arterial
27 Atlas, as amended. Circulation from such intersections in most cases will satisfy the
28 access needs of adjacent land.

29 The County Engineer is solely responsible for decisions regarding the placement of raised
30 medians on county roads. Any decision by the county that a raised median will not be
31 installed on an arterial will require a specific determination by the County Engineer that (a)
32 the roadway will operate safely without a raised median and (b) that the roadway will
33 operate at the required capacity without a raised median. Other factors to be considered by
34 the County Engineer include, but are not limited to, the traffic volumes and speeds on the
35 roadway, the crash history on the roadway, roadway geometric factors and other
36 characteristics, and the adequacy of sight lines and distances. Additionally, the number of
37 fronting driveways, the traffic volumes on those driveways, the likely adverse impacts on
38 fronting and other properties, the extent of access control along the arterial, and the
39 number and location of other accesses available to those properties will be considered.

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

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

47
48
49
50

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

1
2

(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
Industrial use	0 to 1,500	2,000

3
4

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

Table 40.350.030-6. ADT Carried by Each Driveway onto Arterials			
Access from:	ADT for First Driveway	Maximum ADT for Each Additional 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

5
6

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

7 5. Frontage Roads/Improvement.

- 8 a. General Requirement. Unless already fully developed to the transportation standards and
9 subject to the limitations set forth in this section and in Sections 40.350.030(B)(15) and
10 40.550.010, a partial-width road shall be established and constructed to the applicable
11 right-of-way or easement and improvement standards set out in Section 40.350.030 to that
12 portion of a frontage public or private road which abuts a parcel being developed as a condition
13 of development approval.

- 14 (1) The right-of-way or easement width shall be a minimum of one-half (1/2) of that specified in
15 Tables 40.350.030-2 and 40.350.030-3; provided, that such minimum width may be
16 increased where necessary to accommodate the minimum roadway improvement provided
17 below to allow a minimum three (3) feet of right-of-way beyond the back of the sidewalk for
18 urban public roads unless the sidewalk is detached from the curb with sufficient room to
19 provide for utilities and signing, or for needed construction clearance, slopes or other
20 features.

1 In the case of a development containing an urban arterial or fronting on an urban arterial
2 street, the developer shall only be required to construct improvements up to forty-four (44)
3 feet in width, or twenty-two (22) feet on a partial-width frontage, together with curbs and
4 sidewalks, unless a wider section is necessary to accommodate the development.

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

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

37 b. Exceptions.

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

- 1 c. Deferral.
- 2 (1) In the event that required frontage road improvements are included as a portion of a county
- 3 road project on the county's six (6) year transportation improvement program scheduled to
- 4 be undertaken within six (6) years, the developer, in lieu of constructing or guaranteeing
- 5 the construction pursuant to Section 40.350.030(C)(4)(i) of such frontage improvements,
- 6 may be permitted to contribute a proportionate share towards the cost of such county road
- 7 project by an agreement consistent with the requirements of RCW 82.02.020.
- 8 (2) The development approval authority may defer frontage road improvements, in whole or in
- 9 part, where the current development proposal is for lots in the R1-5, R1-6, R1-7.5, R1-10 or
- 10 R1-20 zoning districts larger than one (1) acre and a covenant running with the land is
- 11 recorded requiring such improvements to be undertaken when redivision is proposed at an
- 12 urban density.
- 13 (3) The development approval authority may defer frontage road improvements, in whole or in
- 14 part, where the development proposal is located in a rural center, and a covenant running
- 15 with the land is recorded requiring the owner to contribute their share to a larger road or
- 16 frontage improvement project when undertaken by the county. For the purposes of this
- 17 subsection, "share" of the cost of deferred frontage improvements includes the
- 18 then-current cost of engineering and frontage improvements required at preliminary
- 19 development approval divided by the number of lots. Deferrals of improvements under this
- 20 subsection may be denied when:
- 21 (a) Conditions are, or will be caused to be, inadequate to provide a minimum level of
- 22 service as specified in Section 40.350.020; or
- 23 (b) A significant traffic or safety hazard would be caused or materially aggravated by the
- 24 proposed development; or
- 25 (c) The development must provide safe walking conditions per RCW 58.17.110.
- 26 6. Off-Site Road Improvement.
- 27 a. General. Nothing in this section shall be construed to preclude denial of a proposed
- 28 development where off-site road conditions are inadequate to provide a minimum level of
- 29 service as specified in Section 40.350.020 or a significant traffic or safety hazard would be
- 30 caused or materially aggravated by the proposed development; provided, that the applicant
- 31 may voluntarily agree to mitigate such direct impacts in accordance with the provisions of RCW
- 32 82.02.020.
- 33 b. Requirements for Off-Site Access Road Improvements. All roads providing access to parcels
- 34 being developed, whether such roads are to be public or private, shall at a minimum:
- 35 (1) Within the urban area have an unobstructed and paved roadway width of twenty (20) feet,
- 36 or eighteen (18) feet of pavement with one (1) foot wide shoulders. Any preexisting
- 37 roadway narrower than eighteen (18) feet with one (1) foot shoulders shall be widened to
- 38 the full twenty (20) foot standard. Those portions of a roadway reduced in width due to curb
- 39 extensions allowed under Section 40.350.030(B)(5)(a)(2) are not required to meet the
- 40 above requirement, provided a minimum of sixteen (16) feet of pavement is provided.
- 41 (2) Within the rural area, off-site public access roads shall meet the same standards as
- 42 Section 40.350.030(B)(6)(b)(1). Off-site private access roads are not required to be paved
- 43 but shall have an all-weather driving surface, unobstructed roadway width of twenty (20)
- 44 feet; except in those cases where the preexisting road is eighteen (18) feet wide, additional
- 45 widening to twenty (20) feet is not necessary. Any preexisting roadway narrower than
- 46 eighteen (18) feet shall be widened to the full twenty (20) foot standard.
- 47 (3) Have an unobstructed vertical clearance of not less than thirteen (13) feet six (6) inches
- 48 (13' 6").
- 49 (4) Notwithstanding the foregoing, roads providing access to legal lots created prior to July 9,
- 50 1996, being developed with a Group R-Division 3 structure or residential mobile home,
- 51 may be constructed with a minimum twelve (12) foot wide unobstructed all-weather driving
- 52 surface.
- 53 (5) Off-site private roads providing access to lots being developed shall have a minimum
- 54 easement partial width of twenty-five (25) feet from such lot to a public road.

- 1 c. Requirements for Off-Site Intersection Improvement. The owners of a parcel being developed
2 shall enter into a signal participation agreement to contribute a proportionate share towards the
3 cost of a traffic signal when:
- 4 (1) An intersection impacted by the proposed development is designated by the county for
5 installation of a traffic signal; and
6 (2) The parcel being developed is not located within a traffic impact fee (TIF) service area; and
7 (3) During the peak hour, the development generates a minimum of three percent (3%)
8 increase of traffic on the intersection approach leg impacted by the development, or five (5)
9 trips on a minor leg (those legs of the intersection that have the smaller approach volume)
10 or twenty (20) trips on a major leg (those legs of the intersection that have the larger
11 approach volumes); and
12 (4) The peak hour level of service at the leg of the intersection impacted by the site-generated
13 traffic is at or will fall below the minimum level of service standard for that intersection as
14 defined in Section 40.350.020.
15
- 16 7. Intersection Design.
- 17 a. Intersection Geometry. Private and public roads shall be laid out so as to intersect at an angle
18 as near to a right angle as practicable, but in no case less than seventy-five (75) degrees for
19 roads intersecting collectors and arterials and no less than sixty (60) degrees for access roads,
20 unless modified pursuant to Section 40.550.010. Opposing roads accessing an intersection
21 shall either be aligned or will be separated by a minimum intersection spacing, as specified in
22 Table 40.350.030-3. Depending on the width of the intersection opening, an off-set greater than
23 ten (10) feet for access roads or five (5) feet for collectors and arterials is not allowed.
- 24 b. Intersection Right-of-Way.
25 Intersections shall have a minimum corner radius of ten (10) feet along the right-of-way lines for
26 access roads and a minimum corner radius of twenty-five (25) feet along the right-of-way lines
27 for collectors and arterials, unless road improvements require a greater radius.
28 On collectors and arterials, the dedication of right-of-way on corners shall include the chord of
29 the radius. The county will accept an easement for this chord instead of dedication of
30 right-of-way. For arterials intersecting with other arterials, an additional six (6) feet of
31 right-of-way may be required on both sides of the roadway if a future turning lane is required,
32 based on transportation impact study, within twenty (20) years from the time an application is
33 submitted. The length of the additional right-of-way shall be determined based on the
34 transportation impact study.
- 35 c. Paving of Intersecting Area.
36 Where connecting to a paved street, whether public or private, the connecting road or driveway
37 (excluding driveways in rural area) shall be paved twenty-five (25) feet back from the nearest
38 edge of the traveled lane, or shall be equal to the minimum intersection radii as specified in
39 Table 40.350.030-3, whichever is greater.
40 Driveways in rural areas connecting with paved public roads shall be paved from the edge of
41 the public road to the right-of-way or to twenty (20) feet from the edge, whichever is greater.
- 42 Rural paving shall be done in accordance with the equivalent base structural requirements of
43 the gravel road section as noted in the Standard Details Manual.
- 44 8. Sight Distances. As noted in Section 40.350.030(A)(2), this subsection also applies to applications
45 for building permits and applications for access to public roads. Unless modified pursuant to
46 Section 40.550.010, public and private roads shall comply with the following sight distance
47 requirements:
- 48 a. Stopping Sight Distance.
49 Intersection sight distance and stopping sight distance values are based on the default
50 assumption of level grades, normally intersecting roadways, and with passenger cars as the
51 design vehicle. When deviating from the default assumptions, the engineer shall take the
52 roadway grades, intersection skew, and design vehicle classification into consideration when
53 calculating the required intersection sight distance and/or stopping sight distance.
54

1 Public roads shall have minimum stopping sight distance, as measured from a height of three
 2 and one-half (3.5) feet to a target on the roadway nominally two (2) feet in height, in accordance
 3 with Table 40.350.030-7. The effect of grades on stopping sight distance shall be calculated
 4 using the most current version of the Washington State Department of Transportation's
 5 "Design Manual."
 6

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

Table 40.350.030-7. Stopping Sight Distance	
Speed (mph)	Minimum Stopping Distance (feet)
25	155
30	200
35	250
40	305
45	360
50	425

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

- 11 b. **Controlled Intersection and Driveway Sight Distance Triangle.**
 12 Traffic entering an uncontrolled public road from stop controlled public roads, or from private
 13 roads or private driveways, shall have minimum intersection sight distances, as shown in Table
 14 40.350.030-8. Sight distance shall be measured from an eye height of three and one-half (3.5)
 15 feet above the controlled road pavement surface and fifteen (15) feet from the edge of the
 16 vehicle traveled way of the uncontrolled public road. The object height on the uncontrolled
 17 public road shall be three and one-half (3.5) feet above the pavement surface located four (4)
 18 feet to the right of the striped or assumed centerline of the roadway. For multilane highways,
 19 the object on the uncontrolled roadway shall be located on the approach lane closest to the
 20 controlled side street. Sight distance triangles shall be clear of all obstructions, including, but
 21 not limited to, landscaping, fences, structures and earth berms between the heights of three (3)
 22 and eight and one-half (8.5) feet, as measured from the pavement surface.
 23

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

24
 25 (Amended: Ord. 2012-05-14; Ord. 2014-01-08)

- 1 c. Yield-Controlled Intersections.
2 For roads with a posted speed of twenty-five (25) mph or less, traffic entering an uncontrolled
3 public road from a yield-controlled public road shall have minimum intersection sight distance
4 of two hundred fifty (250) feet. The intersection sight distance shall be measured at one
5 hundred thirty (130) feet back on the yield-controlled approach from the line that is four (4) feet
6 from the uncontrolled roadway center, in drivers' direction, for both approaches.
7
8 d. Uncontrolled Intersections.
9 Uncontrolled intersections for access roads in urban and rural areas with a posted speed limit
10 of twenty-five (25) mph or less shall have an unobstructed intersection sight distance triangle
11 per Section 40.350.030(B)(8)(b) of one hundred (100) feet on both approaches. This
12 requirement may be reduced to eighty (80) feet for intersections abutting corner lots in an urban
13 residential subdivision. The intersection sight distance shall be measured along the lines four
14 (4) feet from the roadway center, in drivers' direction, for both approaches.
15
16 e. New Urban and Rural Residential Driveways.
17 New urban and rural residential driveways accessing roads with a speed limit of over
18 twenty-five (25) mph are subject to Table 40.350.030-8.
- 17 9. Street Extensions.
- 18 a. General Requirements. Where a public or private road has been constructed, created or
19 stubbed in such a manner as to be able to be extended or widened in accordance with the Clark
20 County Arterial Atlas, other requirements of this section, or prior approved development, the
21 following shall apply:
22 (1) Connection with Adjacent Areas. All residences, buildings or structures shall be
23 constructed in such a position on the property that they will not interfere with the extension
24 or widening of the roadway to adjacent areas and shall be so situated that such extension
25 will make orderly and planned development for additional road installations to meet the
26 reasonable minimum requirements of good and safe traffic circulation, consistent with
27 applicable zoning setbacks.
28 (2) Right-of-Way for Street Extensions. Right-of-way or private easements necessary to such
29 extension or widening and falling within parcels being developed shall be granted or
30 created as a condition of development approval.
- 31 b. Urban Developments.
32 (1) Provisions for Future Extensions. Any street within the urban area for which an extension in
33 the future is planned shall be extended to the edge of the property being developed
34 through the plat, short plat or site plan approval process, unless otherwise approved by the
35 review authority. The street stub shall be a full street section, including sidewalks.
36 (2) Use of Temporary Turnaround. If a road serving more than eighteen (18) dwelling units or
37 more than one hundred fifty (150) feet in length temporarily terminates at a property
38 boundary, a temporary turnaround cul-de-sac bulb consistent with this standard shall be
39 constructed near the plat boundary. The bulb shall be paved and shall be eighty (80) feet in
40 diameter, which may include the width of the roadway with sidewalks, where required,
41 terminating at the point where the bulb radius begins. Removal of the temporary
42 turnaround and extension of the sidewalk shall be the responsibility of the developer who
43 extends the road (see the Standard Details Manual). The easement for a temporary
44 turnaround may be extinguished without county approval after the temporary turnaround is
45 determined to be no longer necessary by the county.
46 (3) Barricades. For placement of temporary and permanent barricades, see Section
47 40.350.030(C)(4)(f).
- 48 c. Rural Developments. For any road in the rural area for which an extension is planned, the
49 right-of-way falling within parcels being developed shall be dedicated where the existing
50 platting pattern, the development under review and the potential for development of adjacent
51 lots demonstrate a need for the dedication.
- 52
53 10. Private Roads.

- 1 a. Purpose. The purpose of private road standards is to provide an option to retain rural character,
2 reduce costs to serve large rural lots, and allow more control, security, and sense of identity
3 when public roads are not needed for public circulation.
- 4 For private road maintenance agreement, private road inspection, and developer maintenance
5 obligation for private roads, see Section 40.350.030(C)(4)(g).
- 6 b. Approval Criteria and Requirements.
- 7 (1) Approval Criteria – General. Private roads are not allowed in either the urban or rural area:
8 (a) When they conflict with the Arterial Atlas, as amended; or
9 (b) When they are needed for public circulation; or
10 (c) When they connect two (2) public roads (except for commercial or industrial uses in
11 urban areas); or
12 (d) When they are to serve more than fifty (50) potential residential lots in rural areas or
13 one hundred (100) lots in urban areas, created after April 12, 1994, except within a
14 planned unit development; provided, that where expansion of a public road is not
15 presently feasible, the limitations of this subsection shall not apply if the affected
16 internal and frontage roads are improved to public standards (if otherwise required)
17 and dedicated to the county, with the acceptance of such dedication(s) being deferred
18 until extension of a public road allows connection.
- 19 (2) Additional Requirements for Urban Private Roads. Private roads within developments may
20 be allowed, provided they meet the following additional criteria:
21 (a) Structural sections shall be the same as for public roads of equivalent classification;
22 (b) A pedestrian access plan shall be approved;
23 (c) Internal traffic calming measures or devices such as speed humps or traffic circles may
24 be required.
- 25 c. Notice. The following statement is required on the face of any site plan, or binding site plan or
26 within the Developer Covenants to Clark County for any subdivision or short plat containing a
27 private road: “Clark County has no responsibility to improve or maintain the private roads
28 contained within or private roads providing access to the property described in this
29 development. Any private access street shall remain a private street unless it is upgraded to
30 public street standards at the expense of the developer or abutting lot owners to include hard
31 surface paving and is accepted by the county for public ownership and maintenance.”
- 32 d. Private bridges are addressed in Section 40.350.040.
- 33 11. Joint Driveways. A maximum of four (4) legal lots may use a joint driveway to access a public or
34 private road.
- 35 12. Cul-de-Sacs and Turnarounds.
- 36 a. Cul-de-Sacs.
- 37 (1) Short Cul-de-Sacs. The minimum right-of-way diameter across the bulb section is seventy
38 (70) feet, with a minimum pavement diameter across the bulb section of sixty (60) feet.
39 Rolled curb and gutter and thickened sidewalk shall be constructed in accordance with the
40 Standard Details Manual.
- 41 (2) Whenever a residential urban cul-de-sac street is more than one hundred fifty (150) feet
42 long, a bulb or hammerhead shall be constructed as follows:
- 43 (a) Standard Cul-de-Sac Turnarounds. The minimum right-of-way diameter across the
44 bulb section is one hundred (100) feet, with a minimum pavement diameter across the
45 bulb of ninety (90) feet. Alternatively, right-of-way may be reduced to eighty (80) feet,
46 with a paved diameter across the bulb of seventy (70) feet, provided rolled curb and
47 gutter with thickened sidewalk is constructed in accordance with the Standard Details
48 Manual.
- 49 (b) Temporary Cul-de-Sacs. Temporary cul-de-sacs shall provide at minimum paved
50 diameter of eighty (80) feet for the bulb. Those portions of the bulb area lying outside
51 the straight-street right-of-way shall be provided as a temporary easement pending
52 extension of the street.

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

- 10 (3) In the urban and urban holding areas of the county, a permanent cul-de-sac shall not be
11 longer than six hundred (600) feet measured from curb line of intersecting street to the
12 center of the bulb section. Proposed modifications to this rule will be considered by the
13 review authority based on pertinent traffic planning factors such as topography, sensitive
14 areas and existing development.
- 15 (4) In the rural area of the county, there is no limitation to the length of a dead-end road or
16 cul-de-sac; provided, however, that approved turnarounds on roads greater than one-half
17 (1/2) mile long are provided every one thousand three hundred twenty (1,320) feet or as
18 close to that distance as practical considering topography, natural features and existing
19 manmade structures. Approved turnarounds may include cul-de-sacs, which may include
20 the width of the roadway, intersecting public or private roads, hammerheads, or driveways
21 meeting the dimensional requirements of a hammerhead. Within the wildland urban
22 interface/intermix, approved turnarounds shall be provided every one thousand (1,000)
23 feet. Dimensional requirements for all transportation related features in this subsection are
24 as drawn in the Standard Details Manual.

25
26 Notwithstanding the foregoing, the development approval authority may restrict the length
27 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 actual or
29 potential road connectivity or emergency services accessibility; or
30 (b) The presence of unstable slopes, flood risk, or other road blockage hazard presents a
31 significant potential for isolating a substantial area from emergency services.

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

35 b. Turnarounds.

- 36 (1) When four (4) or more lots are served on a private road greater than one hundred fifty (150)
37 feet in length, an approved turnaround shall be provided at the end of the private road.
38 Easements may be required to be expanded to accommodate turnaround requirements.
- 39 (2) Approved turnarounds may include cul-de-sacs with an approved diameter in accordance
40 with the Standard Details Manual (which may include the width of the roadway), or
41 hammerheads, intersecting public or private roads or any alternative design approved
42 through the road modification process. Dimensional requirements for all transportation
43 related features in this subsection are as drawn in the Standard Details Manual.
- 44 (3) For those areas identified as wildland urban interface/intermix, refer to Chapter 15.13 as
45 amended.

46 13. Urban Neighborhood Traffic Management.

- 47 a. Purposes. Urban neighborhood traffic management is intended to manage traffic speeds within
48 residential neighborhoods and to discourage external traffic cutting through residential
49 neighborhoods.
- 50 b. Applicability. The provisions of this section shall apply only to access roads within a
51 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,
52 OR-18, OR-22, OR-30, OR-43, CR-1, CR-2, or MX zoning districts which meet one (1) of the
53 following conditions:
54 (1) Projected average daily trip of greater than six hundred (600) and less than two thousand
55 (2,000) motor vehicles and a sight distance in excess of six hundred (600) feet; or

1 (2) Determined by the County Engineer, not his or her designee, that traffic calming measures
2 and/or traffic calming devices are warranted.

3 The review authority may waive the requirements of this section for Type I and Type II
4 applications where the conditions listed above will not occur.

5 c. Standards and Requirements. If the condition in Section 40.350.030(B)(13)(b) occurs, traffic
6 calming measures and/or traffic calming devices shall be required:

7 (1) Traffic Calming Measures. Traffic calming measures, such as “T” intersection, street trees,
8 curvilinear streets, or entry treatments, shall be incorporated into the overall development
9 design to manage traffic speeds.

10 (2) Traffic Calming Devices. Traffic calming devices, such as speed bump/hump and the
11 devices shown in the Standard Details Manual or as approved by the review authority, shall
12 be installed.

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

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

19 a. Public Roads. The minimum right-of-way and roadway widths for all public urban and rural
20 roads shall be as shown on the design criteria detailed in Section 40.350.030(B)(3).
21 Right-of-way widths, roadway widths and structural sections shall be consistent with projected
22 traffic volumes planned for twenty (20) years from the time of design. Additional right-of-way or
23 easement may be required where necessary to accommodate slopes, sight distance or other
24 features necessary for maintenance or to enhance safety.

25 b. Urban Planned Unit and Multifamily Developments. When constructed, public roads shall be
26 constructed according to the design criteria of Section 40.350.030(B)(3); provided, parking may
27 be deleted when it is shown that four (4) non-tandem off-street parking spaces per unit are
28 provided and distinct signs and markings show that no parking is permitted; and sidewalks
29 along internal circulation roadways may be deleted by the review authority when it is shown
30 that public walkways adequate for pedestrian circulation and meeting or exceeding the
31 requirements of Section 40.350.0105 are provided.

32 c. Commercial, Office Campus and Industrial Areas. When constructed, public roads shall be
33 constructed according to the design criteria of Section 40.350.030(B)(3). The structure of the
34 road shall be designed according to minor arterial standards.

35 (Amended: Ord. 2004-06-11; Ord. 2005-04-12; Ord. 2006-09-13; Ord. 2006-11-07; Ord. 2006-11-15;
36 Ord. 2007-09-13; Ord. 2007-11-13; Ord. 2008-06-02; Ord. 2009-03-02; Ord. 2009-07-01; Ord.
37 2009-12-01; Ord. 2012-05-14; Ord. 2012-05-30; Ord. 2012-07-03; Ord. 2012-12-23; Ord. 2014-01-08;
38 Ord. 2016-09-04; Ord. 2018-01-09; Ord. 2019-03-05)

39 C. Specifications for Design and Construction.

40 1. Transportation Standard Specifications.

41 a. Transportation Standards.

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

44 (1) The current published edition of the Standard Specifications for Road, Bridge and
45 Municipal Construction as published by the Washington Department of Transportation
46 (WSDOT) and the American Public Works Association (APWA) referred as Standard
47 Specifications;

48 (2) The current Standard Plans for Road and Bridge Construction as published by WSDOT
49 and APWA (referred as standard plans); and

- 1 (3) The Standard Details Manual as defined in Section 40.100.070, and issued by the County
2 Engineer, containing typical drawings to implement transportation, erosion control,
3 drainage, and other engineering standards adopted in the Clark County Code.
- 4 b. Supplemental Standards. To implement the above standards, the following publications and
5 their subsequent revisions are adopted and shall apply:
6 (1) The WSDOT Design Manual;
7 (2) The WSDOT Construction Manual;
8 (3) The WSDOT Hydraulics Manual;
9 (4) A Policy on Geometric Design of Highways and Streets prepared by the American
10 Association of State Highway and Transportation Officials (AASHTO);
11 (5) The Washington State adopted Manual on Uniform Traffic Control Devices (MUTCD)
12 prepared by the U.S. Department of Transportation, Federal Highway Administration;
13 (6) Chapter 40.386, Stormwater and Erosion Control;
14 (7) Chapter 51-304 WAC, state of Washington adoption of the Americans with Disabilities Act
15 into the International Building Code; and
16 (8) The AASHTO LRFD Bridge Design Specifications, U.S. Customary Units, including its
17 commentary (refer to Section 40.350.040, Private Bridges, for exceptions to this manual).
- 18 c. Conflict of Standards. In the event of conflict with any of the specifications, the County Engineer
19 shall specify which of the supplemental specifications will apply.
- 20 2. Construction Plan Requirements for Transportation and Utility Improvements. The applicant shall
21 submit to the responsible official plans and specifications for street and utility construction for the
22 proposed development. The plans and specifications shall include a vicinity map, a plan and profile,
23 special provisions, and reference to the standard specifications, including the typical sections.
- 24 a. The Plan. The plan shall include the road alignment at a scale of not less than one (1) inch to
25 fifty (50) feet (where less detail is required, a scale of one (1) inch to one hundred (100) feet
26 may be approved by the responsible official) showing centerline stationing on all intersecting
27 streets, with bearings on centerlines; curve data on all horizontal curves; right-of-way; relevant
28 topography; existing and proposed utility location; street names in the development and
29 adjoining the development; typical roadway section showing placement of utilities; existing and
30 proposed drainage and water quality appurtenances; sidewalk ramp locations; floodplain and
31 wetland boundaries; signalization, channelization, striping and signing; sufficient topographic
32 data adjacent to the site to identify cut and fill limits from the proposed improvements and such
33 further data as may be required by the responsible official.
- 34 b. The Profile. The profile shall show the relevant original ground lines using the same stationing
35 as in the plan, control elevations, grade line showing the proposed grades, vertical curves, all
36 bench marks, the vertical datum, and such further information as may be reasonably required
37 by the responsible official. For new streets, the relevant original ground lines will show the
38 ground line at centerline at a minimum and also at the edges of the right-of-way if grade
39 differences are significant (or alternatively, surveyed contour lines on the plan view). For
40 existing street, the applicant shall also show the ground line at the edge of pavement or face of
41 curb, whichever is applicable. The profile lines for roads extending to the perimeter of any
42 development shall be extended a minimum of three hundred (300) feet beyond the perimeter to
43 include any change in contours which would affect the profile of the extension of the proposed
44 road. If vertical control is available within one-half (1/2) mile of the project, the applicant shall
45 use the National Geodetic Vertical Datum of 1929 (1947 adjustment) as a vertical datum. If
46 county horizontal control, based on the North American Datum of 1983 (1991 adjustment), is
47 available within one-half (1/2) mile of the project the applicant shall make a tie to the grid
48 bearing and coordinate of the datum.
- 49 c. Required Project Construction Notes. Any required construction notes shall be shown or
50 referenced on the plans.
- 51 d. Format. The cover sheet of all plans shall include a statement identifying which standard
52 specifications will apply to the project. Plan and profile may be shown on the same sheet with
53 profiles shown on the bottom half of the sheet. Sheets shall measure twenty-two (22) to
54 twenty-four (24) inches in height by thirty-four (34) to thirty-six (36) inches in length with a
55 borderline of one and one-half (1 1/2) inches on the left side of the length of the sheet and

1 one-half (1/2) inch on remaining sides. When more than two (2) plan sheets are used, an
2 overall development layout shall be submitted showing the relationship of roads and utilities.

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

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

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

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

11
12 3. Transportation Design Specifications. The design criteria set out Tables 40.350.030-2 and
13 40.350.030-3 are adopted as a portion of the Clark County Standard Specifications. Such criteria
14 are applicable to roads located within and adjacent to a development. These criteria are intended
15 for normal conditions. The responsible official may require higher standards for unusual site
16 conditions.

17 a. Typical Roadway Section. The typical roadway section shall be as shown on the county
18 standard plans. The roadway section used shall be detailed on the construction plans
19 submitted for each new roadway or improvement to an existing roadway. Any deviation from
20 the "Standard Plans" for typical cross-section will require a modification pursuant to Section
21 40.550.010a.

22 b. Required Details. The typical section shall show the width of right-of-way, width of roadway,
23 type and compacted depth of surfacing and paving materials, and such other dimensions as
24 may be necessary or required. The location and width of sidewalks, walkways, curbs or curb
25 and gutter shall also be shown, where applicable.

26 c. Surfacing – Depth Determination. The depth of surfacing and paving materials shall be
27 determined from the standard plans. The depth to be used shall be determined from the
28 functional use classification of the road to be improved and the AASHTO soil classification as
29 shown in the Soil Survey of Clark County, Washington, published by the U.S. Department of
30 Agriculture, Soil Conservation Service. In the case where the applicant wishes to submit an
31 alternative surfacing and paving depth design, the applicant shall provide a design to support
32 the proposed depths. The County Engineer shall establish and maintain criteria and
33 methodologies for performing alternative surfacing and pavement depth design, including
34 verified soil engineering characteristics and traffic loadings for approving such alternative
35 designs.

36 d. Alternate Surface Treatment. Alternate surface treatments, other than permeable pavement,
37 may only be used upon approval of the County Engineer. The applicant shall supply the County
38 Engineer with specifications for materials and application rates as part of the approval.
39 Permeable pavement is allowed under Section 40.350.030(B)(3)(b)(1)(a), subject to the
40 specifications in the current edition of the LID Technical Guidance Manual.

41 e. Steeper Grades. Roads constructed in grades steeper than fifteen percent (15%) shall be
42 constructed with Portland cement concrete, with grooved surfacing. Rural roads are exempted
43 from this requirement.

44 f. Grades and Drainage. Access road drainage facilities shall be designed to meet the
45 requirements of the county stormwater drainage and erosion control ordinances, and be
46 sufficient to prevent water damage or impairment from normal rain flow or surface water.
47 Erosion control shall be provided during construction to maintain the roadways such that mud
48 and debris are minimized consistent with such ordinances.

49
50 Drainage details and street profile grades shall be shown on the construction plans. In the
51 urban and urban reserve areas, the centerline profile street grades shall not be less than one
52 percent (1%) unless an integral curb and gutter section is used, in which case the minimum
53 grade shall not be less than three-tenths percent (0.3%). If any grading or filling to lots or other
54 areas outside the streets is to be done which exceeds those amounts specified in Chapter
55 14.07, an overall grading plan shall be submitted as a part of the plans. In rural area, driveway
56 culverts must be a minimum of twelve (12) inches. Culverts larger than the minimum will be
57 sized by identifying the size of culverts upstream.

- 1 g. Passing Sight Distance. County roadways with centerline striping shall have minimum passing
- 2 sight distance, as measured from a height of three and one-half (3.5) feet to an object of three
- 3 and one-half (3.5) feet, in accordance with Table 40.350.030-9. The passing sight distance
- 4 shall be based on the most current version of the American Association of State Highway and
- 5 Transportation Officials (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

6
7 (Amended: Ord. 2012-05-14)

- 8 h. School Zone Traffic Control.
- 9 School zone traffic control shall be updated when impacted by a project in accordance with the
- 10 "Clark County School Zone Traffic Control Policy."

- 11 i. Pedestrian Crossing Treatment.
- 12 Appropriate pedestrian crossing treatments shall be evaluated and provided in accordance
- 13 with the "Clark County Pedestrian Crossing Treatment Policy."

- 14 j. Traffic Control Devices.
- 15 (1) Reimbursable. The developer shall reimburse the county for the installation and/or
- 16 modification of all necessary traffic control devices including but not limited to street name
- 17 signs, warning and regulatory signs, pavement markings and traffic signals within county
- 18 right-of-way. The cost of all the traffic control devices will be determined on a time and
- 19 materials basis.
- 20 (2) Road Name Signs (Private Road to Private Road). Private road name signs shall be
- 21 provided, installed, and maintained by the developer.
- 22 (3) Road Name Signs (Private Road to Public Road). Private road name signs shall be
- 23 provided, installed, and maintained in county right-of-way by the county.
- 24 (4) Exceptions. Except for traffic signal related items, all other traffic control devices related to
- 25 private roads shall be provided, installed and maintained by the developer outside county
- 26 right-of-way. In some unusual circumstances, traffic control devices for private roads, such
- 27 as stop control, may be installed and maintained by the developer within county
- 28 right-of-way under a licensing agreement.

29
30 4. Transportation Construction Specification.

- 31 a. General. No construction shall begin until plans have been approved by the county, except that
- 32 rough grading operations may proceed before the plans are approved under the following
- 33 conditions:
- 34 (1) The grading plan is submitted separately along with an application for a grading permit, if
- 35 required;
- 36 (2) The grading plan is in conformance with the approved preliminary plat or other
- 37 development approval;

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

4 The responsible official shall be notified not less than forty-eight (48) hours prior to the start

5 of any phase of construction.

- 6 b. Subgrade. The subgrade must be inspected and approved by the responsible official prior to
- 7 application of the crushed surfacing material.
- 8 c. Crushed Surfacing Materials. The standard specifications shall apply to all materials and
- 9 workmanship. Compaction of subgrade and surfacing materials shall be in accordance with the
- 10 WSDOT Standard Specifications. The subgrade and crushed surfacing materials shall be
- 11 compacted to ninety-five percent (95%) of the maximum density for the material. The base
- 12 course shall be approved prior to application of top course, and top course shall be approved
- 13 prior to placement of pavement. Approval shall be by the responsible official.
- 14 d. Paving. The standard specifications shall apply to all materials and workmanship. The
- 15 department shall be notified not less than forty-eight (48) hours in advance of the application of
- 16 any type of paving and, in accordance with the standard specifications, the responsible official
- 17 may stop or delay paving operations when the weather or other conditions indicate that suitable
- 18 results may not be obtained.
- 19 e. Trench Backfill.

- 20 (1) Trench Backfill for Construction. All trench backfill within the county right-of-way and the
- 21 road improvement area shall be imported gravel backfill meeting the material specification
- 22 of the WSDOT Standard Specifications Section 9-03.19. Native soils may be utilized upon
- 23 the responsible official's approval if testing shows the material is classified as A-1 or A-3 by
- 24 AASHTO. Trench backfill shall be compacted within the roadway prism to ninety-five
- 25 percent (95%) of maximum density as determined by AASHTO T-99. Areas within the
- 26 right-of-way and outside the roadway prism may be compacted to ninety percent (90%) of
- 27 AASHTO T-99. The trench backfill shall be placed in conformance with the Standard
- 28 Specification Section 7-08.3(3).
- 29 (2) Trench Backfill for Utility. Application of this specification is required on principal and minor
- 30 arterials, urban collectors, rural major and minor collectors, and any roadway that has been
- 31 reconstructed or overlaid within two (2) years.

32 Utility trenches in existing roadways and which run transverse to the direction of vehicle

33 travel shall be constructed in accordance with the requirements of the utility cut permit,

34 issued from Clark County's operations division. In addition to the requirements listed in

35 Section 40.350.030(C)(4)(e)(1), tranverse utility cuts will be required to have the top three

36 (3) feet of trench backfill constructed with controlled density fill meeting the requirements of

37 the Standard Specification Section 2-09.3.(1)E. Refer to the Standard Details Manual for

38 examples.

- 39 f. Temporary and Permanent Barricades. Temporary and permanent barricades shall conform to
- 40 the standards described in the current adopted version of the Manual on Uniform Traffic
- 41 Control Devices (MUTCD). For street extensions, including subtitle connection with adjacent
- 42 areas, right-of-way for street extension, provision for future extension, and use of temporary
- 43 turnaround, see Section 40.350.030(B)(9).
- 44 (1) Type I or Type II barricades may be used when traffic is maintained through the temporary
- 45 traffic control zone.
- 46 (2) Type III barricades may be used when roadways and/or proposed future roadways are
- 47 closed to traffic. Type III barricades may extend completely across roadway (as a fence) or
- 48 from curb to curb. Where provision must be made for access of equipment and authorized
- 49 vehicles, the Type III barricades may be provided with movable sections that can be closed
- 50 when work is not in progress, or with indirect openings that will discourage public entry.
- 51 When job site access is provided through the Type I barricades, the developer/contractor
- 52 shall assure proper closure at the end of each working day.

- 1 (3) In the general case, Type III permanent barricades shall be installed to close arterials or
2 other through streets to traffic. They shall also be used to close off lanes where tapers
3 and/or delineations are not sufficient.
- 4 (4) Type III barricades or Type 4 (end-of-roadway) object markers shall be used at the end of a
5 local access street terminating abruptly without cul-de-sac bulb or on temporarily stubbed
6 off streets. Such Type III barricades can be supplemented with a Type 4 object marker.
- 7 (5) Dead-end streets which may be extended in the future shall have a Type III barricade and
8 a sign placed giving notice that the road will be extended in the future and an informational
9 telephone number.
- 10 g. Private Road Maintenance Agreement. The county will not maintain roadways, signs or
11 drainage improvements on private roads. All private roads shall be maintained by the owners
12 of the property served by them and kept in good repair at all times. A private maintenance
13 covenant recorded with the County Auditor will be required for any private road serving more
14 than three (3) lots. The covenant will set out the terms and conditions of responsibility for
15 maintenance, maintenance methods, standards, distribution of expenses, remedies for
16 noncompliance with the terms of the agreement, right of use easements, and other
17 considerations. The covenant shall be submitted to the responsible official for approval prior to
18 recording. The covenants, which may be in the form set forth in the Standard Details Manual,
19 shall include the following terms:
- 20 (1) The covenant shall establish minimum annual assessments in an amount adequate to
21 defray costs of ordinary maintenance and procedures for approval of additional needed
22 assessments.
- 23 (2) The covenant shall include a periodic maintenance schedule.
- 24 (3) The covenants for maintenance shall be enforceable by any property owner served by the
25 road.
- 26 (4) The means shall be established for assessing maintenance and repair costs equitably to
27 property owners served by the private road.
- 28 (5) The covenants shall run with the land.
- 29 (6) "Maintenance" shall include, but not be limited to, road surfacing, shoulders, gates, signs,
30 storm drainage facilities and vegetation control.
- 31 (7) Private Road Inspection. Private roads will be subject to the same inspection schedule as
32 public roads.
- 33 (8) Developer Maintenance Obligation. The developer of a residential plat or short plat shall be
34 responsible to ensure the maintenance of the private road for a period of two (2) years from
35 the date of recording of the plat or short plat. Thereafter, the developer's maintenance
36 responsibility will depend upon the number of lots under the developer's continuing
37 ownership, as stated in the recorded maintenance agreement.
- 38 h. Construction of Sidewalks.
- 39 (1) Construction Standards. Materials and construction of sidewalks and accessways shall
40 conform to the standard plans for the type of adjacent road. Sidewalks shall be surfaced
41 with Portland cement concrete. Accessways may be surfaced with Portland cement
42 concrete or two (2) inches of asphaltic concrete pavement on four (4) inches of compacted
43 crushed surfacing. Alternatively, permeable pavement is allowed, subject to the
44 requirements in Section 40.350.030(B)(3)(b)(1)(a).
- 45 (2) Construction Timing. Unless earlier installation is required by the responsible official,
46 required sidewalks and accessways shall be installed in conjunction with either the
47 construction of an adjacent road or the construction of a building structure. That portion of
48 any required sidewalks or accessways adjacent to any lot shall be constructed prior to
49 issuance of a certificate of occupancy for a building constructed on such lot.
- 50 (3) Construction Bond. If the responsible official determines that construction is not feasible
51 when a building is ready for occupancy, a construction bond or other security acceptable to
52 the responsible official shall be posted guaranteeing the construction of required sidewalks
53 and accessways. The amount of such construction bond, or other security, shall be set by
54 the responsible official based upon the estimated cost of installation at the time when the
55 sidewalk or accessway is to be constructed.

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

4 Note: For sidewalks requirements, see Section 40.350.01~~05~~ (B). For sidewalks detailed
5 specifications, see the Standard Details Manual.

- 6 i. Construction Guarantee. In lieu of the completion of any required public improvements prior to
7 approval of a final plat, short plat or the issuance of building permits, the responsible official
8 may accept a bond, in amount and with satisfactory surety and conditions, or other secure
9 method as the responsible official may require, providing for and securing to Clark County the
10 actual construction and installation of such improvements within a period specified by the
11 responsible official and specified in the bond or other agreement, and to be enforced by the
12 Community Development Director by appropriate legal and equitable remedies. The amount of
13 bond or escrow shall be one hundred percent (100%) of the estimated cost as determined by
14 the responsible official for the county to construct the improvement.
- 15 j. Record Drawing. The applicant shall submit a reproducible set of plans for all public
16 improvements showing all construction changes, such as location of culverts, alignment and
17 grade changes, added and deleted items, location of utilities, water valves, stormwater
18 facilities, sewer connections, etc. The record drawings shall be prepared and stamped by a
19 licensed engineer or surveyor, and submitted prior to acceptance of any improvements for
20 provisional maintenance by the county.
- 21 k. Acceptance by County. Roads, drainage, landscaping, irrigation, and any other required
22 right-of-way construction may be accepted for provisional maintenance by the county upon
23 receipt of a workmanship and materials bond (or other secure method) in the amount of ten
24 percent (10%) of the construction cost and the recommendation of the responsible official.
25 Final acceptance will not be made for two (2) years from the date of provisional acceptance and
26 the developer must repair any failure within the two (2) year period. The applicant may request
27 inspection of the constructed facilities for release of the said workmanship and materials bond
28 (or other secure method) at the end of the two (2) year provisional maintenance period.
- 29 l. Construction Revisions and Modifications to Construction Specifications. Revisions made
30 during construction drawing review or during actual construction which do not conflict with
31 conditions of development approval or the road standards may be authorized by the
32 responsible official. Written consent between the responsible official and the developer is
33 required. The developer will be responsible for informing the construction contractor of all
34 approved changes. In unique circumstances the responsible official will consider requests for
35 variation from the above listed construction specifications. It shall be the developer's
36 responsibility to furnish supporting documentation as required by the responsible official to
37 substantiate the requested variation.

38
39 (Amended: Ord. 2006-09-13; Ord. 2007-06-05; Ord. 2007-11-13; Ord. 2009-01-01;
40 Ord. 2009-03-02; Ord. 2009-06-01; Ord. 2012-05-14; Ord. 2012-05-30; Ord.
41 2014-01-08; Ord. 2015-11-24; Ord. 2018-01-09; Ord. 2019-03-05)

42

43

1 **40.230.085 Employment Districts (IL, IH, IR, BP, IL-RILB)**

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

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

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

8 1. Industrial (I) Districts.

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

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

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

34 "P" – Uses allowed subject to approval of applicable permits.

35 "C" – Conditional uses which may be permitted, subject to the approval of a conditional use permit as
36 set forth in Section [40.520.030](#).

37 "X" – Uses specifically prohibited.

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

- 40 • Sector (two (2) digit);
41 • Subsector (three (3) digit);
42 • Industry groups (four (4) digit); and
43 • Industry (five (5) digit).

44 In Table 40.230.085-1, each line is intended to include all lower divisions within it. If a specific industry
45 group or industry is separately called out on its own line in the table under a subsector, it is to be separately
46 regulated, but all other industry groups or industry under a subsector not listed will be regulated the same as

- 1 the subsector. Where no industry group or industry is separately called out, the use category is intended to
- 2 apply generally to uses within the subsector.
- 3 The use categories apply to the industry sector of the user and are not intended to be applied individually to
- 4 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
	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							

Table 40.230.085-1. Uses 2012 North American Industrial Classification System (NAICS)					IL	IH	IR	BP	IL-RILB Overlay ¹⁰
	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
		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

Table 40.230.085-1. Uses 2012 North American Industrial Classification System (NAICS)				IL	IH	IR	BP	IL-RILB Overlay ¹⁰
		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
	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 ¹	P/C ¹	P/C ¹	P/C ¹	P/C ¹
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

Table 40.230.085-1. Uses 2012 North American Industrial Classification System (NAICS)			IL	IH	IR	BP	IL-RILB Overlay ¹⁰
	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
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 ⁵	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							
	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

Table 40.230.085-1. Uses 2012 North American Industrial Classification System (NAICS)		IL	IH	IR	BP	IL-RILB Overlay ¹⁰
72 Accommodations and food services						
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 facility		P	P	P	P	P
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 buildings within the development site.
- 2 ² These uses are intended to serve and support the needs of employees, clients, customers, vendors, and others having business at the
- 3 industrial site, to allow limited retail sales of products manufactured on site, to attract and retain a quality workforce, and to further other
- 4 public objectives such as trip reduction.
- 5 ² Permitted only in association with a permitted use.
- 6 ³ The repair and maintenance subsector does not include all establishments that do repair and maintenance. For example, a
- 7 substantial amount of repair is done by establishments that also manufacture machinery, equipment and other goods. These
- 8 establishments are included in Sector 31-33 Manufacturing Uses. Repair of transportation equipment is often provided by or based at
- 9 transportation facilities, such as airports and seaports, and these activities are included in Sector 48-49 Transportation and
- 10 Warehousing. Excluded from this subsector are establishments primarily engaged in rebuilding or remanufacturing machinery and
- 11 equipment. These are classified in Sector 31-33, Manufacturing Uses. Also excluded are retail establishments that provide after-sale
- 12 services and repair. These are classified in Sector 44-45, Retail trade.

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

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

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

⁷ See Table 40.260.250-1.

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

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

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

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

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

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

1. All districts.

- a. New lots, structures and additions to structures subject to this section shall comply with the applicable standards for lots, building height, setbacks and landscaping in Table 40.230.085-2, subject to the provisions of Chapter [40.200](#) and Section [40.550.020](#). Site plan review is required for all new development and modifications to existing permitted development unless expressly exempted by this 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

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

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

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

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

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

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

⁷ One hundred (100) feet required on perimeter of IL-RILB comprehensive plan designation and implementing zone. On interior lot lines, zero (0) feet applies.

1 (Amended: Ord. 2014-01-08; Ord. 2016-04-03)

- 2
- 3 b. Site plan review pursuant to Section [40.520.040](#) is required for all new development and
- 4 modifications to existing permitted development unless expressly exempted by this title.
- 5 c. Freestanding commercial retail buildings are permitted with the exception of drive-through
- 6 retail businesses. Freestanding commercial retail buildings shall not exceed ten thousand
- 7 (10,000) square feet. Where commercial retail uses are approved, a note shall be placed on the
- 8 final site plan indicating the cumulative amount of the commercial retail areas that have been
- 9 approved and the residual amount that remains available for use.
- 10 d. Signs. Signs shall be permitted according to the provisions of Chapter [40.310](#).
- 11 e. Off-Street Parking and Loading. Off-street parking and loading shall be provided as required in
- 12 Chapter [40.340](#).
- 13 f. Landscaping. Landscaping and buffers shall be provided as required in Table 40.230.085-2
- 14 and Chapter [40.320](#).

15 2. Additional Development Standards for the Railroad Industrial District.

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

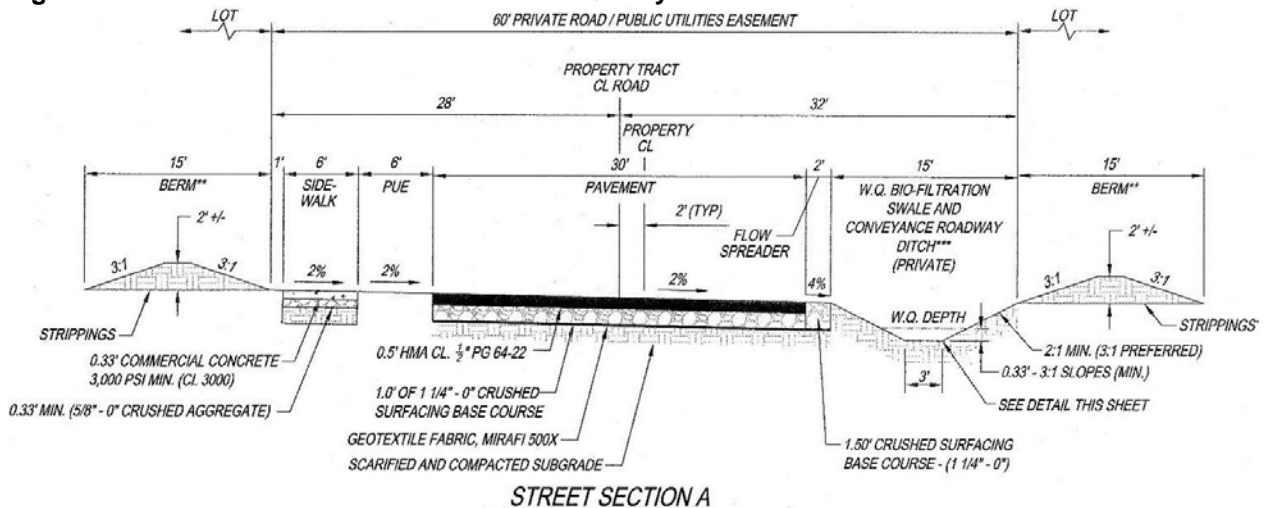
27 3. Additional Development Standards for the Business Park District.

- 28 a. Uses in Setbacks. No service road, spur track, hard stand, or outside storage area shall be
- 29 permitted within required setbacks adjoining residential districts.
- 30 b. Setbacks. No minimum setback is required where side or rear lot lines abut a railroad
- 31 right-of-way or spur track.
- 32 c. Fences. Fencing around the perimeter of the development and fencing abutting public or
- 33 private streets shall be a combination of solid wall, wrought iron, or other similar treatment.
- 34 Sections of fence or wall longer than fifty (50) feet shall be interspersed with trees or hedges at
- 35 least every fifty (50) feet for a distance of at least five (5) feet to break up the appearance of the
- 36 fence or wall. Fences or walls shall not block sight distance at intersections. The responsible
- 37 official may approve and condition an alternative fence design that is compatible with existing,
- 38 abutting fencing, landscaping, and land uses that still meets the intent of the development
- 39 standards of the Business Park zoning district.
- 40 d. Site Landscaping and Design Plan. In addition to site plan requirements, the following
- 41 requirements shall apply:
 - 42 (1) Blank walls are discouraged next to residential zones. If a blank wall is adjacent to
 - 43 residential zones, the applicant shall provide and maintain a vegetative buffer at least
 - 44 eleven (11) feet high that creates a varied appearance to the blank wall. Other features
 - 45 such as false or display windows, artwork, and varied building materials are acceptable.
 - 46 (2) Parking areas adjacent to rights-of-way shall be physically separated from the
 - 47 rights-of-way by landscaping or other features to a height of three (3) feet. A combination of
 - 48 walls, berms and landscape materials is preferred. Sidewalks may be placed within this
 - 49 landscaping if the street is defined as a collector or arterial with a speed limit of thirty-five
 - 50 (35) mph or above, in order to separate the pedestrian from heavy or high speed traffic on
 - 51 adjacent roads. The creation of a perimeter feature shall not interfere with the
 - 52 implementation of low impact development stormwater management features on site.

- 1 (3) If a development is located within two hundred fifty (250) feet of an existing or proposed
2 transit stop, the applicant shall work with the transit agency in locating a transit stop and
3 shelter as close as possible to the main building entrance.
- 4 (4) Parking island locations may be designed to facilitate on-site truck maneuvering.
- 5 (5) Required setback areas adjacent to streets and abutting a residential district shall be
6 continuously maintained in lawn or live groundcover. Allowed uses in these areas are
7 bikeways, pedestrian paths and stormwater facilities.
- 8 (6) A minimum fifteen percent (15%) of the site shall be landscaped. Vegetated stormwater
9 facilities and pedestrian plazas may be used to satisfy this requirement. To qualify as a
10 pedestrian plaza, the plaza must:
- 11 (a) Have a minimum width and depth of ten (10) feet and a minimum size of six hundred
12 fifty (650) square feet; and
- 13 (b) Have a minimum of eighty percent (80%) of the area paved in a decorative paver or
14 textured, colored concrete. Asphalt is prohibited as a paver in pedestrian plazas.
- 15 (7) Structures should be clustered on site to maximize open space within the development.
- 16 e. Pedestrian Access Plan. An on-site pedestrian circulation system must be provided which
17 connects the street to the public entrances of the structure(s) on site.
- 18 (1) The circulation system shall be hard surfaced and be at least five (5) feet wide.
- 19 (2) Where the system crosses driveways, parking, and/or loading areas, the system must be
20 clearly identifiable through the use of elevation changes, speed bumps, varied paving
21 materials or other similar methods approved by the reviewing authority and in compliance
22 with the Americans with Disabilities Act (ADA).
- 23 (3) The pedestrian circulation system and parking areas must be adequately lighted so that
24 parking areas can be used safely when natural light is not present.
- 25 (4) The pedestrian system must connect the site to adjacent streets and transit stops. The
26 pedestrian system must also connect on-site public open space or parks, commercial,
27 office and institutional developments to adjacent like uses and developments for all
28 buildings set back forty-five (45) feet or farther from the street lot line when existing
29 development does not preclude such connection. Development patterns must not preclude
30 eventual site-to-site connections, even if an adjoining site is not planned for development
31 at the time of the applicant's development.
- 32 f. Commercial Retail Bonus. Additional floor area beyond ten percent (10%) of the total may be
33 devoted to commercial uses if the following conditions are met. Commercial and service
34 bonuses are expressed as a percentage of total floor area of the development or building, up to
35 a maximum of twenty percent (20%).
- 36 (1) All required parking is contained within the building or parking structure associated with the
37 development: two and one-half percent (2.5%) bonus for each building served by the
38 qualifying parking structure.
- 39 (2) The building is oriented such that access to a transit stop is available within one-half (1/2)
40 mile: two and one-half percent (2.5%) bonus.
- 41 (3) Child care facilities are provided within the development: two and one-half percent (2.5%)
42 bonus.
- 43 (4) Any six (6) of the following enhanced pedestrian spaces and amenities are provided:
44 plazas, arcades, galleries, courtyards, outdoor cafes, widened sidewalks (more than six (6)
45 feet wide outside of public right-of-way), benches, shelters, street furniture, public art or
46 kiosks: two and one-half percent (2.5%) bonus.
- 47 4. Additional Development Standards for the IL-RILB Overlay District.
- 48 a. Use and Dimensional Standards.
- 49 (1) Permitted, accessory and conditional uses are permitted in accordance with
50 Section [40.230.085\(C\)](#).
- 51 (2) Floor area ratios: See Table 40.230.085-2. Determined by height, setbacks, and landscape
52 standards.
- 53 (3) Maximum building heights: See Table 40.230.085-2.
- 54 (4) Maximum lot coverage (building and impermeable surface): See Table 40.230.085-2.
55 Determined by setbacks, landscaping, and stormwater standards.

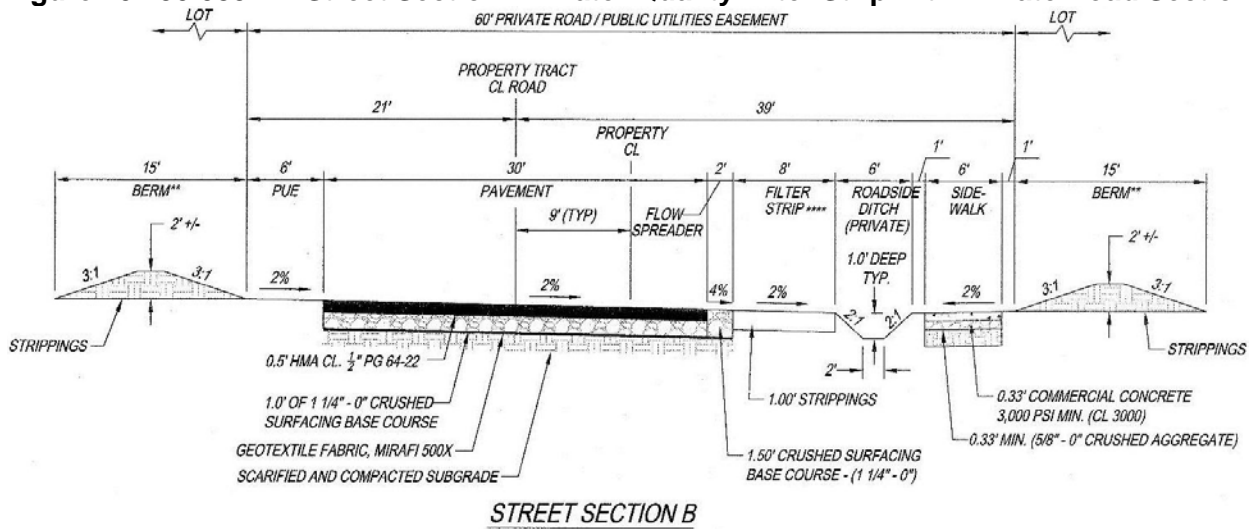
- 1 (5) Setbacks: See Table 40.230.085-2.
 2 (6) Minimum spacing between buildings: Consistent with International Building Code at
 3 Chapter 14.01, Adoption of Building Safety Codes, and Chapter 14.05, Clark County
 4 Revisions to International Building Code.
 5 b. Site Design.
 6 (1) Circulation/access to and within each lot and/or area shall be compatible with the RILB
 7 Master Concept Plan.
 8 (a) Joint Access. Tenants may design and utilize joint accesses, where feasible, for
 9 adjacent sites within the RILB in order to minimize the total number of driveways.
 10 (b) The responsible official shall review proposed joint accesses between parcels. If the
 11 responsible official finds that all other applicable access and circulation standards are
 12 met, he or she may approve the proposed joint access.
 13 (c) Reciprocal Access Agreement. The applicant shall submit to Clark County a reciprocal
 14 access agreement or other legal covenant running with the land to formalize the joint
 15 access prior to commencement of construction. The agreement must be signed by all
 16 affected property owners or tenants, shall be notarized, and shall be recorded with the
 17 Clark County Auditor prior to construction.
 18 (2) Street Standards.
 19 (a) Streets shall meet the provisions of Section 40.350.030.
 20 (b) Private streets shall be designed and constructed to be compatible with the rural
 21 character of the RILB and surroundings by integrating low impact development,
 22 landscaping, and water quality treatment measures. Private roads shall be consistent
 23 with Figures 40.230.085-1 and 40.230.085-2 that provide two (2) options for road
 24 design addressing stormwater quality unless the responsible official requires the
 25 standard private road design or an alternative application of the county's stormwater
 26 manual that meet the intent of this development standard.

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



28

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



- 2
- 3 (3) Parking Requirements. Parking shall meet the requirements of Chapter [40.340](#), Parking,
- 4 Loading and Circulation.
- 5 (4) Nonmotorized Circulation and Handicapped Accessibility. The standards of
- 6 [Section 40.350.0105](#), Pedestrian/Bicycle Circulation Standards, shall be met with regard to
- 7 nonmotorized circulation and handicapped accessibility.
- 8 (5) Transportation demand management programs shall be implemented consistent with
- 9 Chapter [5.50](#), Commute Reduction.
- 10 (6) Transit-Oriented Site Planning. Site plans implemented consistent with the RILB Master
- 11 Concept Plan shall identify the location of on-site sheltered bus stops (with current or
- 12 planned service) or a sheltered bus stop within one-quarter (1/4) mile of the site with
- 13 adequate walkways, if approved by C-TRAN.
- 14 (7) Signage. Signage shall meet the requirements of Chapter [40.310](#), Signs.
- 15 (8) Landscaping Requirements. Landscaping shall be consistent with standards contained in
- 16 Chapter [40.320](#) and the following standards. In the case of conflict, the following standards
- 17 shall apply.
- 18 (a) Opaque Screen. An opaque screen shall be installed in the one hundred (100) foot
- 19 perimeter setback of the RILB. This screen is opaque from the ground to a height that
- 20 is equal to or greater than the adjacent building roof and mechanical equipment of one
- 21 hundred (100) foot depth. This screen may be composed of a combination of
- 22 landscaped earth berm, planted vegetation, fencing or existing vegetation. Compliance
- 23 of planted vegetative screens or natural vegetation will be evaluated on the basis of the
- 24 average mature height and density of foliage of the subjected species, or field
- 25 observation of the existing vegetation. The opaque portion of the screen must be
- 26 opaque in all seasons of the year. At maturity, the portion of the intermittent visual
- 27 obstructions should not contain any completely unobstructed openings more than ten
- 28 (10) feet wide. The portion of intermittent visual obstructions may contain deciduous
- 29 plants. Suggested planting patterns should be naturalized and use native plants suited
- 30 to the area.
- 31 (b) Evergreen Trees. At least one (1) row of evergreen trees shall be planted, minimum
- 32 eight (8) feet in height and ten (10) feet maximum separation at time of planting.
- 33 Permitted evergreen tree species are those with the ability to develop a minimum
- 34 branching width of eight (8) feet within five (5) years. Multiple tree species shall be
- 35 integrated into the buffer design to promote long-term health and provide visual
- 36 interest.
- 37 (c) Deciduous Trees. Projects shall incorporate deciduous trees (vine maples are a
- 38 desirable example) into the buffer to add seasonal variety and interest. Deciduous
- 39 trees shall have a caliper of at least one (1) inch at the time of planting.

- 1 (d) Shrubs shall be planted at a rate of one (1) shrub per twenty (20) square feet of
2 landscaped area. At least fifty percent (50%) of the shrubs shall be evergreen. At least
3 twenty-five percent (25%) of the shrubs should be deciduous to provide seasonal
4 interest. Shrubs shall be at least sixteen (16) inches tall at planting and have a mature
5 height between three (3) and four (4) feet.
- 6 (e) Ground cover shall be planted and spaced to result in total coverage of the required
7 landscape area within three (3) years as follows:
8 (i) Four (4) inch pots at eighteen (18) inches on center.
9 (ii) One (1) gallon or greater sized containers at twenty-four (24) inches on center.
- 10 (f) New landscaping materials shall consist of drought-tolerant species that are native to
11 the coastal region of the Pacific Northwest or noninvasive naturalized species that
12 have adapted to the climatic conditions of the coastal region of the Pacific Northwest.
- 13 (g) Maintenance. A two (2) year performance bond, irrevocable letter of credit, or
14 assignment of cash deposit shall be posted.
- 15 (9) Open Space. Demonstrate consistency with the coordinated open space, wetlands,
16 stormwater and landscaping elements of the RILB Master Concept Plan.
- 17 (10) Agriculture is allowed on site per the permitted uses of the IL-RILB overlay. Provision is
18 made for compatibility with agricultural activities on abutting agricultural lands of long-term
19 commercial significance via:
20 (a) Perimeter landscaped setbacks consistent with subsection (D)(4)(b)(8) of this section;
21 (b) Agricultural use allowances, including but not limited to smaller-scale organic farming
22 within on-site open space areas of the RILB Master Concept Plan; or
23 (c) Other site-specific measures as determined through State Environmental Policy Act
24 review if there are possible significant adverse impacts.
- 25 c. Environmental Quality.
- 26 (1) Air Quality. Emissions shall not exceed Southwest Clean Air Agency Regulations.
27 (2) Water Quality. Stormwater quantity and quality shall be managed consistent with
28 Chapters [13.26A](#) and [40.386](#). Implementing site plans shall document consistency with
29 the regional stormwater concept included with the RILB Master Concept Plan.
- 30 (3) Development shall be consistent with critical areas regulations:
31 (a) Chapter [40.410](#), Critical Aquifer Recharge Areas (CARAs);
32 (b) Chapter [40.420](#), Flood Hazard Areas;
33 (c) Chapter [40.430](#), Geologic Hazard Areas;
34 (d) Chapter [40.440](#), Habitat Conservation; and
35 (e) Chapter [40.450](#), Wetland Protection.
- 36 d. Infrastructure.
- 37 (1) Specific major industrial developments implementing the RILB Master Concept Plan shall
38 assure that all new infrastructure is provided for by interlocal agreement between the
39 county and the service provider or otherwise guaranteed by the service provider and the
40 applicant and documented to the satisfaction of the responsible official.
- 41 (2) The applicant shall extend road and utility improvements to and within the rural industrial
42 site consistent with the RILB Master Concept Plan and service provider requirements.
43 (a) The applicant shall be responsible for all costs of new infrastructure; provided,
44 however, this requirement does not preclude use of government programs that fund
45 portions of infrastructure to facilitate economic development and needed community
46 facilities. A latecomer's agreement may be approved where an applicant installs
47 improvements that will serve future phases or adjacent development. The applicant
48 shall pay applicable impact fees or system development charges for system
49 improvements supporting the development.
- 50 (b) Appropriate provisions for right-of-way dedication and right-of-way improvements
51 adjacent to the specific major industrial developments shall be made, including street
52 paving, and sidewalks, curb, gutter, and street lighting. Improvements shall be installed
53 prior to issuance of a building permit for any development in the rural industrial
54 development, unless an appropriate bond or instrument acceptable to the county is
55 provided to guarantee installation of improvements.
- 56 (c) Power and Water Supply. Proof of adequate and available water to serve each phase
57 of the development as specified by Clark Public Utilities shall be provided.

- 1 (d) Sewage Disposal. Proof of adequate sewage disposal to serve each phase of the
2 development as specified by the Clark Regional Wastewater District shall be provided.
3 (e) All utilities, including irrigation, domestic water and sewer, electrical distribution,
4 telecommunication, and other necessary services, shall be installed prior to or in
5 conjunction with construction of permitted buildings in the rural industrial development.
6 (f) The internal water system shall include fire hydrants and fire flow pressure consistent
7 with Fire District requirements.
8 (g) Concurrency requirements shall be met as provided in Section [40.350.020](#),
9 Transportation Concurrency Management System.
10 (3) Urban governmental services may be provided to this major industrial development so long
11 as such services are not connected to uses in nonurban areas unless such connections
12 are consistent with state law and the Clark County comprehensive plan and have been
13 approved by Clark County.
14 (4) Consistent with existing local, state, and federal laws, water and natural gas pipelines and
15 electric power lines and facilities and railroad tracks may cross nonurban areas to serve
16 this specific major industrial development.
17 (5) Applicants for development on the Ackerland properties shall submit a rail use plan
18 showing where they could build a spur track that will connect with the main line. A rail use
19 plan does not apply if an applicant can show there is an existing track or spur.
20 Development shall not preclude the extension of any spur track.
21 e. Protection of Nonurban Lands. The following measures assure the protection of such lands
22 from urban growth:
23 (1) The rural industrial development is consistent with the uses authorized in
24 RCW [36.70A.367](#) and this chapter.
25 (2) Urban governmental services shall not be extended to uses outside the boundaries of this
26 specific rural industrial development (except where such services must extend through the
27 rural or resource areas between this rural industrial development and another urban
28 growth area) unless such extensions are consistent with state law and the Clark County
29 comprehensive plan and have been approved by Clark County.
30 (3) No boundary change to this rural industrial development site shall be made without an
31 amendment to the comprehensive plan land use map consistent with the requirements of
32 RCW [36.70A.367](#) and the Clark County Code.
33

34 *(Amended: Ord. 2015-11-24; Ord. 2016-04-03; Ord. 2018-01-09)*

- 35 E. Performance Standards. No land or structure shall be used or occupied within employment districts
36 unless there is continuing compliance with the following minimum performance standards:
- 37 1. Maximum permissible noise levels shall be as determined by Chapter [173-60](#) WAC, as amended,
38 and applicable provisions of Subtitle 40.3.
- 39 2. Venting Standards. The venting of odors, vapors, smoke, cinders, dust, gas, and fumes shall be
40 directed away from residential uses within fifty (50) feet of the vent.
- 41 3. Major Odor Sources.
42 a. When an application is made for a use which is determined to be a major odor source, the
43 applicant shall demonstrate that:
44 (1) The odor abatement for the project shall comply with the best available control technology
45 for odor control; and
46 (2) The emissions will not exceed SWCAA General Regulations.
47 b. Uses which involve the following odor-emitting processes or activities shall be considered
48 major odor sources:
49 (1) Lithographic, rotogravure or flexographic printing;
50 (2) Film burning;
51 (3) Fiberglassing;
52 (4) Selling of gasoline and/or storage of gasoline in tanks larger than two hundred sixty (260)
53 gallons;

- 1 (5) Handling of heated tars and asphalts;
- 2 (6) Incinerating (commercial);
- 3 (7) Metal plating;
- 4 (8) Tire buffing;
- 5 (9) Vapor degreasing;
- 6 (10) Wire reclamation;
- 7 (11) Use of boilers (greater than one hundred six (106) British thermal units per hour, ten
- 8 thousand (10,000) pounds steam per hour, or thirty (30) boiler horsepower);
- 9 (12) Other uses creating similar odor impacts;
- 10 (13) Uses which employ the following processes shall be considered major odor sources,
- 11 except when the entire activity is conducted as part of a retail sales and service use:
- 12 (a) Cooking of grains;
- 13 (b) Smoking of food or food products;
- 14 (c) Fish or fishmeal processing;
- 15 (d) Coffee or nut roasting;
- 16 (e) Deep-fat frying;
- 17 (f) Dry cleaning;
- 18 (g) Animal food processing;
- 19 (h) Other uses creating odors offensive to a person of ordinary sensitivity at any point
- 20 along a boundary line of the property on which a use or structure is located.

21 4. Light and Glare Standards.

- 22 a. Except for exterior lighting, operations producing heat and glare shall be conducted entirely
- 23 within an enclosed building.
- 24 b. Exterior lighting shall be shielded and directed away from lots in adjacent uses.
- 25 c. Interior lighting in parking structures shall be shielded to minimize nighttime glare affecting lots
- 26 in adjacent uses.
- 27 d. When nonconforming exterior lighting is replaced, new lighting shall conform to the
- 28 requirements of this section.
- 29 e. Glare diagrams which clearly identify potential adverse glare impacts on any residential zone
- 30 and on arterials shall be required when:
- 31 (1) Any structure is proposed to have facades of reflective coated glass or other highly
- 32 reflective material, and/or a new structure or expansion of an existing structure greater
- 33 than sixty-five (65) feet in height is proposed to have more than thirty percent (30%) of the
- 34 facades comprised of clear or tinted glass;
- 35 (2) The facade(s) surfaced or comprised of such materials either:
- 36 (a) Are oriented towards and are less than two hundred (200) feet from any residential
- 37 zone; and/or
- 38 (b) Are oriented towards and are less than four hundred (400) feet from a major arterial
- 39 with more than fifteen thousand (15,000) vehicle trips per day.
- 40 f. When glare diagrams are required, the responsible official may require modification of the
- 41 plans to mitigate adverse impacts, using methods including but not limited to the following:
- 42 (1) Minimizing the percentage of exterior facade that is composed of glass;
- 43 (2) Using exterior glass of low reflectance;
- 44 (3) Tilting glass areas to prevent glare which could affect arterials, pedestrians or surrounding
- 45 structures;
- 46 (4) Alternating glass and nonglass materials on the exterior facade; and
- 47 (5) Changing the orientation of the structure.

48 5. Outdoor Storage Standards.

- 49 a. All storage areas (including but not limited to areas used to store raw materials, finished and
- 50 partially finished products and wastes) shall be screened from public rights-of-way to the L3
- 51 standard.
- 52 b. Outdoor storage is prohibited:
- 53 (1) In floodways;
- 54 (2) On slopes greater than fifteen percent (15%);

- 1 (3) In parking stalls required by Chapter [40.340](#);
2 (4) In areas where outdoor storage or display causes traffic or pedestrian circulation problems
3 as determined by the responsible official or where a minimum five (5) foot wide walkway
4 does not remain clear and free of obstructions;
5 (5) If any materials would likely attract animals, birds or vermin;
6 (6) In fire lanes; and
7 (7) In areas where outdoor storage may have the potential to create polluted stormwater runoff
8 without proper containment or treatment prior to collection in the designated stormwater
9 facility.
- 10 c. The applicant shall demonstrate that both outdoor storage and the screening for outdoor
11 storage are in the appropriate locations on the site to minimize impacts, given the operational
12 practices of the facility.
- 13 6. Vibration. Site generated ground vibrations shall not be perceptible by a person of ordinary
14 sensitivity without instruments, at any point of any boundary line of the property. Vibrations from
15 temporary construction activities and vehicles that leave the property (such as trucks, trains,
16 airplanes and helicopters) are excluded.
- 17 7. Electromagnetic Interference. Electric fields and magnetic fields shall not be created that adversely
18 affect the normal operation of equipment or instruments or normal radio, telephone, or television
19 reception from off the premises where the activity is conducted. This section does not apply to
20 telecommunication facilities which are regulated by the Federal Communications Commission
21 under the Federal Telecommunication Act of 1996 or its successor.

22 *(Amended: Ord. 2012-12-14; Ord. 2015-11-24; Ord. 2016-04-03)*



COMPLETE STREETS GUIDELINES

Salmon Creek Pathway



NE 119th Street



Highway 99



NE 119th Street



Salmon Creek Pathway HAWK

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Executive Summary

RCW 47.04.320(1) implements Complete Streets. The complete streets grant program encourages local governments to adopt *urban arterial retrofit street* ordinances.

Complete Streets does not mean a bike lane or a bus on every road. Clark County's requirements to consider the needs of the varied users of and appropriate access to the transportation system are the basis of complete streets. Although not specifically referred to as "Complete Streets," the complete streets concept has been part of Clark County requirements for pedestrian facilities since 1980, with bicycle standards following in the mid-1990s.

The date of the ordinance that codified the initial pedestrian and sidewalk standards was December 04, 1980, Chapter 12.05.070 – *Sidewalk width and location*. The date of the ordinance that codified the initial bicycle standards was January 26, 1995, Chapter 18.402A.110 – *Bicycle Guidelines*.

The current codified pedestrian and bicycle standards are contained in Section 40.350 – *Transportation and Circulation* initially dated September 13, 2006. Examples of the pedestrian and bicycle topics contained within this section that mirror complete streets are:

- Minimum standards for public and private transportation facilities;
- Preservation of the community's quality of life;
- Minimizing the total costs over the life of the transportation facility;
- Consistency with and implementation of the comprehensive plan;
- Implements the pedestrian and bikeways system plan and the Arterial Atlas and
- The inclusion of pedestrian and bikeway facilities in frontage improvements.

RCW 47.04.320 guided the 2019 update of the Clark County 2015 – 2035 Comprehensive Growth Management Plan (Comprehensive Plan)¹ addition of a complete streets policy. The Clark County Council adopted this first phase, establishing a complete streets policy on February 02, 2019.

The Comprehensive Plan complete streets policy supports the framework of the Clark County Complete Streets Guidelines.

The second phase in the adoption of complete streets, following RCW 47.04.320(1), is the Complete Streets Guidelines. This document showcases the steps Clark County has taken, continues to take and envisions for the multi-modal transportation system and the public.

The formalization of complete streets, allows not only for additional funding opportunities – but showcases the past, present and future efforts the county makes for all users of the multi-modal transportation system. It also affords the county the opportunity to be acknowledged not only at the state level, but at the national level for all of the exceptional work Clark County has accomplished in creating a multi-modal transportation system.

Definitions

All Users: 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.

Complete Streets: The term “complete streets” describes a transportation system that supports: multiple uses, is more beneficial 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 safer and convenient travel along streets/roadways for all users.

Comprehensive Growth Management Plan: In 1990, the Washington State Legislature passed the Growth Management Act of 1990 (GMA). The GMA requires that counties and cities with state oversight plan and control where and how much growth occurs. The comprehensive plans developed by communities under this mandate will guide land use decisions in the future. Comprehensive plans must respond to the requirements of the GMA and all subsequent amendments.

Elements: Ten specific items that define a comprehensive Complete Streets methodology per the National Complete Streets Coalition (NCSC)².

Mode of Travel: Clark County’s travel modes include transit, paratransit, bicycles, walking, car sharing, carpools, vanpools, taxi, vehicles, access to rail and air.

Multi-modal Transportation System: A single transportation system that appropriately and adequately accommodates two or more modes of travel.

Introduction

Washington State RCW 47.04.320 enacted the “Complete Streets Grant Program” that was first administered through the Washington State Department of Transportation (WSDOT) in 2011. The program administration was moved to the Transportation Improvement Board (TIB) in 2015.

RCW 47.04.320(1) states: The purpose of the grant program is to encourage local governments to adopt *urban arterial retrofit street* ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users, with the goals of:

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

The Clark County 2015 – 2035 Comprehensive Growth Management Plan (Comprehensive Plan)¹ is the document that enacts county policy. Within the Comprehensive Plan, Chapter 5 Transportation Element defines the way in which key transportation components, including roadways, transit, freight, aviation, bicycle and pedestrian movement have been planned and integrated into other elements of the 20-Year Plan to further environmental, economic and other goals and policies. The Comprehensive Plan highlights policies on various modes of transportation, identifies concurrency issues, including how capital facilities planning for transportation are implemented.

RCW 47.04.320 supports complete streets by policy, with an adopting ordinance. The adoption of Ordinance No. 2019-02-02 added complete streets policy language to the Comprehensive Plan.

The specific Comprehensive Plan policy language that enacted complete streets and allowed for the development of the Complete Streets Guidelines are:

5.2.12 – Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.

5.2.13 – Design and construct complete streets wherever feasible and practicable.

The National Complete Streets Coalition (NCSC)² emphasizes a number of important criteria, including incorporating all users and modes, applying to all types of transportation projects, recognizing the importance of a complete street network, using the latest design guidance, identifying specific implementation steps, and creating measurable performance standards to evaluate whether the jurisdiction is meeting its goals.

Complete Streets criteria are referred to as elements, which are intended to assist communities across the nation to “*develop and implement policies and practices to ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.*”²

Historically, Clark County has placed strong importance on the same criteria NCSC emphasizes. As each element is discussed in this document, the tie to current and past county complete streets practices are noted where appropriate.

Clark County incorporates and supports the ten Complete Streets elements³ listed below. These elements are described in this document.

1. Vision and intent
2. Diverse users
3. Commitment in all projects and phases
4. Clear, accountable expectations
5. Jurisdiction
6. Design
7. Land use and context sensitivity
8. Performance measures
9. Project selection criteria
10. Implementation steps

Clark County has been incorporating pedestrian, bicyclist and transit facilities into new projects and the reconstruction of buildings, parks and public works projects for all users since the early 1980s.

With this Complete Streets Guidelines document, the continued commitment to providing and promoting transit, bicycles, walking, carpools, vanpools, vehicles, access to rail and air for the public is formalized for both public and private transportation facilities.

The ten Complete Street elements³, RCW 47.04.320(1) and Clark County code Section 40.350 – Transportation and Circulation have guided the development of the Clark County Complete Streets Guidelines.

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Vision and Intent

This Element: *Includes an equitable vision for how and why the community wants to complete its streets. Specifics need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking.*

Clark County works with many community groups, associations and transportation system users across the county. The multi-modal transportation needs of the public are varied and comprise: 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.

The continued development of and improvements to Clark County's multi-modal transportation system and other facilities, balance these varied and at times, competing needs. Clark County Code requires both public and private projects to preserve the community's quality of life, provide pedestrian, bicycle and transit facilities:

- Section 40.350.010 – Complete Streets Program:
A transportation system that supports multiple uses is more conducive to the 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.
- Section 40.350.015 – Pedestrian/Bicycle Circulation Standards:
Pedestrian and bicycle circulation facilities shall be designed to provide safe, convenient and appropriate levels of access for pedestrians and bicyclists, and allow for unobstructed movements and access pursuant to the Americans with Disabilities Act, as amended.
- Section 40.350.030(A)1 – Street and Road Standards:
It is the purpose of this section to establish minimum standards for public and private transportation facilities for vehicles, public transit, pedestrians, and bicycles, hereafter constructed or improved as a condition of county approval of a development, or a transportation project constructed by the county. These standards are intended to preserve the community's quality of life and to minimize total costs over the life of the transportation facility.

Clark County capital road projects are planned, scoped, designed and constructed to continue to expand the transportation network for all users. Pedestrian, bicycle and transit facilities are included in projects, unless they are not practicable. Where there are transit facilities, coordination with C-TRAN on their transit needs is conducted early in the scoping phase.

As projects are funded and design begins, public involvement and input are highly valued and sought. Design projects are reviewed by technical teams (Planning Commission (PC), Development Engineering Advisory Board (DEAB), Regional Technical Advisory Committee (RTAC), have open houses, neighborhood meetings, news releases, State Environmental Policy Act (SEPA) completed. All projects are posted on the county website. Notifications of project open houses are included on the county website and open house flyers are sent to residences in the project area. Also, there is coordination with emergency responders.

Adhering to the Clark County Comprehensive Plan and Arterial Atlas, the project development process completes corridors, eliminates gaps and continues to move toward the creation of a connected, fully developed multi-modal transportation system, meeting the needs of the community.

Diverse Users

This Element: *Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.*

There are diverse users of the Clark County transportation system, comprising of, 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.

Chapter 40.350 provides for a transportation system that is designed to allow active and ample space for pedestrians, bicycles and transit and safe and convenient travel along streets/roadways for all users. This requirement applies to both public and private transportation facilities.

For the selection of sidewalk projects, Public Works reviews potential locations using a scoring process that includes pedestrian accident history, nearby housing density, road width, speed limit and sight-distance limitations caused by hills and curves. Distance to schools, stores, shopping, medical offices, bus stops, public interest and other destinations also are considered.

The Clark County Americans with Disabilities Act (ADA) Transition Plan supports access for all users, with an emphasis on vulnerable, underinvested and underserved areas of the community. The ADA Transition Plan seeks gaps in accessibility for pedestrians of all abilities and ages, with special transportation needs, individuals with disabilities, older adults, young people, persons with low incomes and rural populations.

The ADA transition plan is a living document. Understanding where pedestrians need to travel and the barriers to their getting from their residence to their destinations, transit and capturing needed transportation system improvements feeds into: capital road projects, ADA ramp and sidewalk program and provides additional inclusion and prioritization opportunities for project planning and funding efforts.

Commitment in All Projects and Phases

This Element: *Applies to new, retrofit/reconstruction, maintenance and ongoing projects.*

Section 40.350 requires that pedestrian and bicycle circulation facilities shall be designed to provide safe, convenient and appropriate levels of access for pedestrians and bicyclists, and allow for unobstructed movements and access pursuant to the Americans with Disabilities Act, as amended.

Clark County Code requires both public and private projects to preserve the community's quality of life, provide pedestrian, bicycle and transit facilities.

Clark County capital road projects are planned, scoped, designed and constructed to continue to expand the multi-modal transportation network. At each phase for each type of project, all users of the Clark County transportation system are considered – not only vehicles and freight.

From the project planning phase, through construction and ultimately project maintenance, the needs of 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 are part of the process.

Complete streets does not mean a bike lane or bus on every road, but to consider the needs of the varied users. Clark County designs for multi-modal transportation needs. Where prudent and practical, new projects include pedestrian, bicycle and other multi-modal facilities and features.

Capital road projects include:

- ADA ramp upgrades
- Construction of new bridges, roadways and sidewalks
- Pavement overlays and cape seals
- Reconstruction of ADA ramps, bridges, roadways and sidewalks
- Sidewalk in-fill

Although maintenance projects are not included in the capital road projects program, where practical and appropriate, maintenance performs the following pedestrian and bicycle complete streets tasks:

- ADA ramps and sidewalks are upgraded
- Bicycle lane striping/symbols added

The safety of all roadway users is paramount during all roadway and sidewalk activities conducted either by contract or county staff. Capital road and maintenance projects evaluate the need for detours for pedestrian, bicyclist and vehicles. Detours are implemented where necessary.

Clear, Accountable Expectations

This Element: *Makes any exceptions to specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.*

The Comprehensive Plan requires multi-modal pedestrian and bicycle circulation facilities. Complete streets does not mean a bike lane or bus on every road. The needs of the varied users of the multi-modal transportation are considered. Complete streets features are added were prudent and practical.

When an exception to the design standards is determined to be necessary, the exception goes through an approval process and the approving authority is the Clark County Engineer.

The exception approval review shall consider the applicable factors that include, but are not limited to, the following:

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

Exceptions to complete streets that do not require an approval process are:

- Documented absence of current and future need;
- Emergency repairs;
- No existing or planned transit services;
- Routine maintenance that does not change roadway geometrics or operations; and
- A reasonable and equivalent project (public or private) along the same corridor/areas is programmed and/or approved.

Jurisdiction

This Element: *Requires interagency coordination between government departments and partner agencies on Complete Streets.*

With the complete streets policy component of the Clark County 2015 – 2035 Comprehensive Growth Management Plan (Comprehensive Plan)¹, interagency coordination is not only expected, but per the Goals and Policies element it is required, as noted below:

- Comprehensive Plan 5.1.1 policy: The capital facilities plans, within each Urban Growth Area (UGA) should be jointly undertaken with the city and reviewed for regional consistency by the Southwest Washington Regional Transportation Council.
- Comprehensive Plan 5.1.2 policy: County Road Projects and transportation improvements that are proposed through development shall be consistent with the current adopted Clark County Road Standards, Arterial Atlas, 2010 Clark County Bicycle and Pedestrian Master Plan, Concurrency Management System, RTC’s Regional Transportation Plan and the Washington Transportation Plan.

The county coordinates with other Clark County departments and partner agencies when:

- Planning, scoping, design and constructing projects which are near or cross jurisdictional boundaries.
- Applying for funding grants that are near or cross jurisdictional boundaries.
- On policy and plan updates and adoption.

Design

This Element: *Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.*

The Comprehensive Plan update allowed the development of the Complete Streets Guidelines. The Comprehensive Plan requires transportation systems to be multi-modal where practical.

Clark County Comprehensive Plan and code mirror RCW 47.04.320(1) to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users.

Clark County code⁴ Title 40 implements design standard details⁵. Chapter 40.350 establishes minimum standards for public and private transportation facilities for vehicles, public transit, pedestrians, and bicycles, hereafter constructed or improved as a condition of county approval of a development, or a transportation project constructed by the county.

The code and design standards are reviewed to ensure design standards are current. The current pedestrian design standards are ADA compliant.

Projects are developed following the requirements in the comprehensive plan and code. Project goals are:

- Adding and upgrading existing pedestrian features to be ADA compliant
- Inclusion of multi-modal facilities in new and reconstruction projects
- Elimination of gap sections in the multi-modal transportation systems

Updates to the comprehensive plan and county code are implemented through extensive public processes that are specified in Chapters 40.510 and 40.560.

Land Use and Context Sensitivity

This Element: *Considers the surrounding community's current and expected land use and transportation needs.*

The capital facilities plan is comprised of projects necessary to maintain the defined standards through 20 years of growth. The Land Use Element is the central element of the comprehensive plan. The other elements must be fully consistent with the land use development patterns and policies presented in the Land Use Element and comprehensive plan map. For example, the Transportation and Capital Facilities Elements must contain adequate provisions to serve the type and extent of the land use patterns envisioned in the Land Use Element. Conversely, the Land Use Element and map must not specify a land use development pattern which cannot be adequately served by transportation and other services specified in the other elements.

Capital facilities are the basic services that the public sector provides to support land development including roads, public schools, fire and police protection, parks, libraries and utilities. Land use and context sensitivity are inseparable. The varied land uses throughout the county and surrounding the transportation system determine the roadway cross-section (number and type of lanes), pedestrian and bicyclist facilities.

Complete streets has been added as policy into the Clark County 2015 – 2035 Comprehensive Growth Management Plan (Comprehensive Plan)¹, Chapter 5 Transportation Element.

The specific Comprehensive Plan policy language that enacted complete streets and allowed for the development of the Complete Streets Program are:

5.2.12 – Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.

5.2.13 – Design and construct complete streets wherever feasible and practicable.

In addition to the complete streets component that has been added to the Comprehensive Plan, there are other policy ties between current and expected land use and transportation needs.

Chapter 5.0 Transportation: The Transportation Element of the Comprehensive Plan is to implement and be consistent with the Land Use Element. The Community Framework Plan envisions a shift in emphasis of transportation systems from private vehicles to public transit (including high-capacity transit,) and non-polluting alternatives such as walking and bicycling. The following policies are to coordinate the land use planning, transportation system design and funding to achieve this vision: 5.1.0 through 5.1.11.

Performance Measures

This Element: *Established performance standards that are specific, equitable, and available to the public.*

The Complete Streets Guidelines multi-modal performance measures include the following:

The Preservation ADA Ramp Improvements Program is a yearly on-going capital projects program across the county that addresses non-ADA compliant ramps, with the following performance measures:

1. Funding ranging from \$1,500,000 to \$2,000,000 annually
2. Upgrading an average of 100 non-compliant ADA ramps annually

The sidewalk program is a yearly on-going capital projects program across the county that addresses new sidewalk, upgrading non-ADA compliant sidewalk and sidewalk in-fill, with the following performance measures:

1. Dedicated sidewalk program funding averaging \$450,000 annually of county road fund. This does not include state and federal grants received, which typically range from \$200,000 to \$1,000,000 per year. Also, REET2 has been allocated to this program on a few occasions.
2. Designing and/or constructing an average of \$700,000 to \$2,500,000 annually, depending upon grant awards.

There is not a separate program for the addition of bicycle lanes. Bicycle lanes are added and/or upgraded in conjunction with appropriate capital facilities projects. Although there is not a separate bicycle lanes program, the following performance measure is for bicycle lanes:

1. Designing and/or constructing bicycle lanes with capital facilities projects where appropriate.
2. Seeking opportunities to restripe existing roadways to include bicycle lanes.

C-TRAN is the transit provider for Clark County. Clark County Public Works coordinates with C-TRAN when planning, scoping, designing and constructing projects. Where C-TRAN has existing or planned facilities that overlay capital projects, C-TRAN is allowed to include their transit needs in construction projects. Although there is not a separate transit program, the following performance measures is for transit:

1. Continued on-going coordination efforts
2. The addition, upgrade or relocation of transit stops per C-TRAN

For the selection of sidewalk projects, Public Works reviews potential locations using a scoring process that includes pedestrian accident history, nearby housing density, road width, speed limit and sight-distance limitations caused by hills and curves. Distance to schools, stores, shopping, medical offices, bus stops and other destinations also are considered.

Project Selection Criteria

This Element: *Provides specific criteria to encourage funding prioritization for Complete Streets implementation.*

The Clark County Comprehensive Plan and Arterial Atlas provide the direction on the completion of corridors, corridor gap elimination. These documents provide direction on where to move toward the creation of a connected, fully developed multi-modal transportation system.

The Clark County Six-Year Transportation Improvement Program (TIP) implements the goals of the Comprehensive Plan through the 20-Year Capital Facilities Plan (CFP). The TIP criteria follow the Comprehensive Plan policy, CFP and the implementation of complete streets. The project evaluation system and extensive evaluation criteria are contained within the TIP https://www.clark.wa.gov/sites/default/files/dept/files/public-works/TIP/Adopted_2019-2024_Transportation_Improvement_program%281%29.pdf on pages 9 to 16. The main criteria include:

- Existing shoulder widths
- Fixed objects adjacent to the roadway
- Roadside drop-off
- Bike lanes
- Sidewalks
- Pedestrian safety
- Alignment and sight distance
- Comparison to county arterial atlas
- Concurrency
- Route connectivity
- Environmental impact
- Public and outside agency support
- Support for economic development
- Leveraging of non-county funding

The detailed criteria on pages 9 to 16 of the TIP link contain several complete streets elements. The scoring criteria provide higher points for non-existent or fewer facilities. Examples are:

Sidewalks:	Score
◇ No sidewalks to 25% of project length	5
◇ Between 26% and 50% of project length	3
◇ Between 51% and 75% of project length	1
◇ Between 75% to full length of project	0

Bike Lanes:	Score
◇ Between 0 and 2.5 feet	5
◇ Between 2.6 and 4 feet	3
◇ Between 4.1 and 5 feet	1
◇ More than 5 feet	0

Implementation Steps

This Element: *Includes specific next steps for implementation of Complete Streets.*

The multi-phase implementation and formalization of complete streets began in 2018 at Clark County.

The first phase of complete streets was completed early in 2019 with the update of the Clark County 2015 – 2035 Comprehensive Growth Management Plan (Comprehensive Plan)¹, the addition and adoption of complete streets policy language in Chapter 5 Transportation Element:

5.2.12 – Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.

5.2.13 – Design and construct complete streets wherever feasible and practicable.

The second phase was to update and codify Title 40 Transportation and Circulation, with complete streets language. Complete streets is the start of Chapter 40.350. Section 40.350 was updated to include complete streets language.

The Complete Streets Guidelines adoption process included several work sessions and hearings over the fall of 2019. The council hearing and the adoption of the Complete Streets ordinance 2019-11-XX fully implements Clark County Complete Streets.

The concept of complete streets has been on-going since the early 1980s. The documents and process that have been updated or already contain complete streets elements are:

- 2015 – 2035 Comprehensive Plan¹ – updated 2018
- Clark County Code⁴ – various sections – updated 2018
- Clark County standard details⁵ – contains complete street standards

Complete Streets Guidelines training and discussions will be incorporated into Clark County Public Works departments' quarterly meetings.

Clark County will continue to:

- Consider the needs of all users;
- Develop a transportation system that appropriately and adequately accommodates two or more modes of travel;
- Encourage and invite public input;
- Promote healthy communities by encouraging walking, bicycling, and using public transportation;
- Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and
- Preserve community character by involving local citizens and stakeholders to participate in planning and design decisions.

Additional Elements

This element notes: *While Complete Streets policies are based on the principal of connecting people and place to transportation projects, many communities add language regarding environmental best practices of placemaking directives. Though the Coalition does not score these additional elements, we encourage agencies to consider cross-referencing related initiatives.*

Within the Clark County 2015 – 2035 Comprehensive Growth Management Plan (Comprehensive Plan)¹ Chapter 5: Transportation Element describes the way in which key transportation components, including roadways, transit, freight, aviation and bicycle and pedestrian movement have been planned and integrated into other elements of the 20-Year Plan to further environmental, economic and other goals and policies.

The other Comprehensive Plan chapters, elements and policies that guide of the development of public and private projects are:

- Chapter 1 Land Use Element
- Chapter 2 Housing
- Chapter 3 Rural and Natural Resources Element
- Chapter 4 Environmental Element
- Chapter 6 Capital Facilities and Utilities Element
- Chapter 7 Parks, Recreation and Open Space Element
- Chapter 8 Historical, Archaeological and Cultural Preservation Element
- Chapter 9 Economic Development Element
- Chapter 10 School Element
- Chapter 11 Community Design Element
- Chapter 12 Annexation Element
- Chapter 13 Shoreline Master Plan Element
- Chapter Procedural Guidelines

References

1. **The Clark County 2015 – 2035 Comprehensive Growth Management Plan:** (Comprehensive Plan) is the document that enacts policy of the county. Within the Comprehensive Plan, Chapter 5: The Transportation Element describes the way in which key transportation components, including roadways, transit, freight, aviation and bicycle and pedestrian movement have been planned and integrated into other elements of the 20-Year Plan to further environmental, economic and other goals and policies. It highlights policies on various modes of transportation, identifies concurrency issues and includes capital facilities planning for transportation.

[https://www.clark.wa.gov/sites/default/files/dept/files/community-planning/comprehensive-plan/2016%20Comp%20Plan/Amendments/2015-2035%20Comprehensive%20Plan-ORD %20%202019-02-02%281%29.pdf](https://www.clark.wa.gov/sites/default/files/dept/files/community-planning/comprehensive-plan/2016%20Comp%20Plan/Amendments/2015-2035%20Comprehensive%20Plan-ORD%20%202019-02-02%281%29.pdf)

2. **National Complete Streets Coalition (NCSC): Streets are a vital part of livable, attractive communities.** Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. But too many of our streets are designed only for speeding cars or creeping traffic jams.

A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This helps to ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

The National Complete Streets Coalition, which launched this movement in 2004, promotes the development and implementation of Complete Streets policies and professional practices. To date, over **1325 agencies** at the local, regional, and state levels have adopted Complete Streets policies, totaling **more than 1400 policies nationwide**.

<https://smartgrowthamerica.org/program/national-complete-streets-coalition/>

3. **The Elements of A Complete Streets Policy:**

https://smartgrowthamerica.org/app/uploads/2017/12/CS-Policy-Elements_2017.11.30.pdf

4. **Clark County Code:**

<https://www.codepublishing.com/WA/ClarkCounty/>

5. **Clark County Standard Details:**

<https://www.clark.wa.gov/public-works/standard-details>



Nisqually Indian Tribe
4820 She-Nah-Num Dr. S.E.
Olympia, WA 98513
(360) 456-5221

August 19, 2019

Oliver Orjiako, Director
Clark County Community Planning
1300 Franklin Street; 3rd Floor
Vancouver, WA 98666

Dear Mr. Orjiako,

The Nisqually Indian Tribe thanks you for the opportunity to comment on:

Re: CPZ 2019-00025_Complete streets amendments

The Nisqually Indian Tribe has reviewed the report you provided for the above-named project. The Nisqually Indian Tribe has no further information or concerns at this time. Please keep us informed if there are any Inadvertent Discoveries of Archaeological Resources/Human Burials.

Sincerely,

Brad Beach
THPO Department
360-528-0680
360-456-5221 ext 1277
beach.brad@nisqually-nsn.gov

Annette "Nettsie" Bullchild
THPO Department
360-456-5221 ext 1106
bullchild.annette@nisqually-nsn.gov

Jeremy "Badoldman" Perkuhn
THPO Department
360-456-5221 ext 1274
badoldman.jp@nisqually-nsn.gov

September 4, 2019

Gary Albrecht, Planner III
Clark County Community Planning
1300 Franklin St., Vancouver, WA 98666

RE: Letter of support for Complete Streets ordinance

Dear Mr. Albrecht,

The Commission on Aging focused on transportation last year, especially for people 60 and older. Transportation allows residents of all ages and abilities to connect with others and maintain independence and is the hallmark of a livable community. The need for streets designed to be safe and convenient for motorists, bicyclists and pedestrians, regardless of age or ability is critical to the livability of a community.

The Complete Streets concept was noted in the 2012 Aging Readiness Plan with a recommended strategy that stated: *“Aggressively and systematically invest in completing sidewalk and bike lane connections, particularly to parks, schools, transit stops and major urban destinations such as retail centers, medical and recreational facilities and public buildings”* (Aging Readiness Plan, page 51).

In addition, the commission’s 2016 Annual Report which focused on housing included a recommendation to *“Increase neighborhood functionality, connectivity and accessibility with a combination of pedestrians, cars, bikes and public transportation. (2016 Commission on Aging Annual Report, p. 14)*

- 1. Ensure all new neighborhoods are built with sidewalks and curb cuts.*
- 2. Ensure safety and access for fire and emergency medical responders to reach and transport residents.*
- 3. Develop funding strategies for priority sidewalk construction, improvement and repair to connect existing neighborhoods.*

In reviewing the proposed complete streets program and code changes, the Commission on Aging was reminded of one of its transportation recommendations from last year regarding the development of pedestrian/bicycle connections to improve connections between neighborhoods and to commercial services. We recommend the following addition to the proposed code changes:

“D(1)(a) Improvements to develop a complete street should not preclude the ability to separately develop pedestrian/bicycle connections from adjacent neighborhoods.”

At the August 21 Commission on Aging meeting, the commission voted unanimously to issue their support for the adoption of the Complete Streets development code text as proposed with the addition of the recommendation above.

Sincerely,



Larry Smith, Chair
Clark County Commission on Aging

The Clark County Commission on Aging provides leadership in community engagement and advocacy of Clark County's Aging Readiness Plan, especially for those 60 and over who plan to age in place.



August 29, 2019

Dear Clark County Council:

Clark County Public Health is pleased to support the Complete Streets program led by Clark County Community Planning.

Supporting Complete Streets will spur positive development in Clark County by providing opportunities for children and families to be physically active in a safe environment and by creating economically vibrant communities where the best and brightest want to live and where businesses want to locate.

We have collaborated extensively with the Bike and Pedestrian Advisory Committee, the Commission on Aging and Clark County Community Planning in promoting walking and biking in Clark County. Physical inactivity is a major contributor to the steady rise in rates of obesity, heart disease, stroke and other chronic health conditions. The Centers for Disease Control and Prevention research has shown that walking and biking are key ways for communities to increase access to physical activity.

Complete streets policies ensure that infrastructure is designed and operated to enable safe access for all users. Pedestrians, bicyclists, people with disabilities, motorists and transit riders of all ages and abilities can move safely along and across a Complete Street.

We support Complete Streets because it contributes to the economic vitality of communities and it ensures streets are designed and altered to make it easy for everyone to get physical activity as part of their daily routine, helping them stay healthy, avoid heart disease, and receive the many other benefits of physical activity. To date, over 1325 agencies at the local, regional, and state levels have adopted Complete Streets policies, totaling more than 1400 policies nationwide.

Clearly, supporting Complete Streets is investing in a stronger and healthier Clark County. We urge you to support this important work. Together, we can create a more vibrant Clark County.

Sincerely,

Alan Melnick, MD, MPH, CPH
Director/Health Officer



From: [Legals](#)
To: [Wiser, Sonja](#); legals@thereflector.com
Cc: [Albrecht, Gary](#)
Subject: [Contains External Hyperlinks] Re: DNS Legal Notice for publication
Date: Tuesday, August 13, 2019 11:20:17 AM

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,
I'm confirming receipt of DNS - CPZ 2019-00025.
It is scheduled to publish September 2nd.
Thank you!

Kylie McLaughlin

Legal notices published in The Columbian are also online at www.columbian.com and <http://wapublicnotices.com>

The Columbian
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Vancouver, WA 98660
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Toll Free: 1-800-743-3391 x4588
e-mail: legals@columbian.com

>>> "Wiser, Sonja" <Sonja.Wiser@clark.wa.gov> 8/13/2019 9:02 AM >>>
Please publish Monday, September 2, 2019 and confirm receipt. Thanks

This e-mail and related attachments and any response may be subject to public disclosure under state law.

NOTICE OF DETERMINATION OF NON SIGNIFICANCE (DNS)

NOTICE IS HEREBY GIVEN that the following proposal has been determined to have no probable significant adverse impact on the environment, and that an environmental impact statement is not required under RCW 43.21C.030(2)(c). Written comments on the following proposal, or DNS, may be submitted to the Responsible Official by **September 17, 2019**.

DESCRIPTION:

CPZ 2019-00025_ Complete streets amendments

A proposal to amend Clark County Code (Pedestrian/Bicycle Circulation Standards Chapter 40.350.010) by creating a complete streets program, Clark County Code 40.350.010, renumbering CCC 40.350.010 Pedestrian/Bicycle Circulation Standards to CCC 40.350.015, and correct scrivener errors.

ACTION REQUESTED:

It is requested that the County Council amend Clark County Code (Pedestrian/Bicycle Circulation Standards Chapter 40.350.010) by creating a complete streets program, Clark County Code 40.350.010, renumbering CCC 40.350.010 Pedestrian/Bicycle Circulation Standards to CCC 40.350.015, and correct scrivener errors.

RESPONSIBLE OFFICIAL:

Oliver Orjiako, Director
Community Planning
PO Box 9810
Vancouver WA 98666-
9810 oliver.orjiako@clark.wa.gov

BILL TO:

Sonja Wiser, Administrative Assistant
Clark County Community Planning
PO Box 9810
Vancouver, WA 98666-9810
(360) 397-2280 ext. 4558
Sonja.wiser@clark.wa.gov

PUBLICATION DATE: **September 2, 2019**

PLEASE E-MAIL OR CALL TO CONFIRM RECEIPT AND PUBLICATION DATE



DETERMINATION OF NON-SIGNIFICANCE

Description of Proposal: A proposal to amend Clark County Code (Pedestrian/Bicycle Circulation Standards Chapter 40.350.010) by creating a complete streets program, Clark County Code 40.350.010, renumbering CCC 40.350.010 Pedestrian/Bicycle Circulation Standards to CCC 40.350.015, and correct scrivener errors.

Proponent: *Clark County Community Planning*

Location of proposal, including street address, if any: *Countywide*

Lead Agency: *Clark County, Washington*

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below.

Comments must be submitted by: September 17, 2019

Responsible Official: Oliver Orjiako
Position/title: Director
Address: **RE: SEPA Comments**
Clark County Community Planning
1300 Franklin Street; 3rd Floor
P.O. Box 9810
Vancouver, WA 98666-9810

Date: 8-12-19 **Signature:** *Oliver Orjiako*

The staff contact person for questions regarding this review is:
Gary Albrecht, Planner III, (564) 397-4318.
gary.albrecht@clark.wa.gov

**Clark County SEPA Environmental Checklist
Washington Administrative Code (WAC) 197-11-960**

A. BACKGROUND

- 1. Name of proposed project, if applicable:**
CPZ 2019-00025_ Complete Streets Update
- 2. Name of applicant:**
Clark County
- 3. Address and phone number of applicant and contact person.**
Oliver Orjiako; Director
Clark County Community Planning
P.O. Box 9810
Vancouver, WA 98666-9810
(564) 397-4318
- 4. Date checklist prepared:**
July 23, 2019
- 5. Agency requesting checklist:**
Clark County, WA
- 6. Proposed timing or schedule (including phasing, if applicable):**
If approved by the Clark County Councilors, the code amendments would become effective in February 2020.
- 7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**
No, this is a non-project action.
- 8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**
None, this is a non-project action.
- 9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**
None, this is a non-project action.
- 10. List any government approvals or permits that will be needed for your proposal, if known.**
Approval from the Clark County Council is required for adopting the proposed development code changes through an ordinance.
- 11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.**

It is requested that the County Council amend Clark County Code (Pedestrian/Bicycle Circulation Standards Chapter 40.350.010) by creating a complete streets program, Clark County Code 40.350.010, renumbering CCC 40.350.010 Pedestrian/Bicycle Circulation Standards to CCC 40.350.015, and correct scrivener errors. The draft CCC 40.350.010 Complete Street Program will include four sections; A. purpose; B. Applicability; C. Definitions; and D. Design.

12. Location of the proposal. Clark County, Washington

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site: Flat, rolling, hilly, steep slopes, mountainous, other.

Not applicable, this is a non-project action.

b. What is the steepest slope on the site (approximate percent slope)?

Not applicable, this is a non-project action.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Not applicable, this is a non-project action.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Not applicable, this is a non-project action.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Not applicable. This is a non-project action. No development is anticipated as part of this application.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Not applicable. This is a non-project action.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Not applicable. This is a non-project action. No development is anticipated as part of this application.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

None. This is a non-project action. Site-specific measures and any mitigation measures will be developed during the development review process.

2. Air

- a. **What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.**

None, this is a non-project action.

- b. **Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

Not applicable. None, this is a non-project action.

- c. **Proposed measures to reduce or control emissions or other impacts to air, if any:**

This is a non-project action. Site-specific measures and any mitigation measures will be developed during the development review process, if needed.

3. Water

a. Surface:

- 1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Not applicable. None, this is a non-project action.

- 2) **Will the project require any work over, in, or adjacent to (within 200 feet) the described water? If yes, please describe and attach available plans.**

No. This is a non-project action. No development is associated with this proposal.

- 3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

None, this is a non-project action. Not applicable to this proposal.

- 4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

None, this is a non-project action.

- 5) **Does the proposal lie within a 100-year flood plain? If so, note location on the site plan.**

Not applicable. None, this is a non-project action.

- 6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

Not applicable. None, this is a non-project action.

b. Ground Water:

- 1) **Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

Not applicable. None, this is a non-project action.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . .; agricultural; etc). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Not applicable. None, this is a non-project action.

c. Water Runoff (including storm water):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

This is a non-project action. Future development projects will be required to address storm water runoff.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

This is a non-project action. Future development projects will be required to address storm water runoff.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

This is a non-project action. Future development projects will be required to address storm water runoff.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

This is a non-project action. Site-specific measures and any mitigation measures will be developed during the development review process.

4. Plants

a. Check or circle types of vegetation found on the site.

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

Additional vegetation is likely on site.

Not applicable. This is a non-project action.

b. What kind and amount of vegetation will be removed or altered?

This is a non-project action. Future development projects within will require a development review.

c. List threatened or endangered species known to be on or near the site.

This is a non-project action.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any;

This is a non-project action. Site-specific measures and any mitigation measures will be developed during the development review process.

e. List all noxious weeds and invasive species known to be on or near the site.

Not applicable. This is a non-project action.

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

Not applicable. This is a non-project action.

b. List any threatened or endangered species known to be on or near the site.

Not applicable. This is a non-project action.

c. Is the site part of a migration route? If so, explain.

Not applicable. This is a non-project action.

d. Proposed measures to preserve or enhance wildlife, if any:

Not applicable. This is a non-project action.

e. List any invasive animal species known to be on or near the site.

Not applicable. This is a non-project action.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Not applicable. This is a non-project action.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Not applicable. This is a non-project action.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Not applicable. This is a non-project action.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

None, this is a non-project action.

- 1) Describe special emergency services that might be required.

This is a non-project action; not applicable.

- 2) Proposed measures to reduce or control environmental health hazards, if any:

Not applicable.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Not applicable.

- 4) Describe special emergency services that might be required.

Not applicable.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

Not applicable. Development projects will require a development review process.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Not applicable.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Not applicable.

- 3) Proposed measures to reduce or control noise impacts, if any:

Not applicable.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties?

Not applicable. None, this is a non-project action.

- b. Has the site been used for agriculture? If so, describe.

Not applicable. None, this is a non-project action.

- c. Describe any structures on the site.

Not applicable. None, this is a non-project action.

- d. Will any structures be demolished? If so, what?

Not applicable. None, this is a non-project action.

- e. What is the current zoning classification of the site?

Not applicable. None, this is a non-project action.

- f. What is the current comprehensive plan designation of the site?

Not applicable. None, this is a non-project action.

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Not applicable. None, this is a non-project action.

i. Approximately how many people would reside or work in the completed project?

Not applicable.

j. Approximately how many people would the completed project displace?

Not applicable.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Not applicable.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Not applicable.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None, as this is a non-project action.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None, as this is a non-project action.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Not applicable.

b. What views in the immediate vicinity would be altered or obstructed?

None, this is a non-project action.

c. Proposed measures to reduce or control aesthetic impacts, if any:

None, this is a non-project action.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

None, this is a non-project action.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?**

None, this is a non-project action.

- c. What existing off-site sources of light or glare may affect your proposal?**

None, this is a non-project action.

- d. Proposed measures to reduce or control light and glare impacts, if any:**

None, this is a non-project action. Any proposed impacts will be addressed during the development review process.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?**

Not applicable. None, as this is a non-project action.

- b. Would the proposed project displace any existing recreational uses? If so, describe.**

No, this is a non-project action.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

None, this is a non-project action.

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

Not applicable. This is a non-project action.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**

This is a non-project action. Development projects will go through a development review process that requires proof of submitting an archaeological pre-determination to the state (DAHP), if applicable.

- c. Proposed measures to reduce or control impacts, if any:**

None, this is a non-project action.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

None, this is a non-project action. Site-specific measures and any mitigation measures will be developed during the development review process.

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

None, this is a non-project action.

- b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

Not applicable. This is a non-project action.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

None, this is a non-project action.

- d. Will the proposals require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Not applicable. This is a non-project action.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Not applicable. This is a non-project action.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Not applicable for this non-project action.

- g. Proposed measures to reduce or control transportation impacts, if any:

This is a non-project action, not applicable.

- h. Proposed measures to reduce or control transportation impacts, if any:

None; this is a non-project action. Development projects will require development review that will address any proposed measures to reduce or control transportation impacts, if needed.

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? if so, generally describe.

This is a non-project action; not applicable.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

This is a non-project action; not applicable.

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

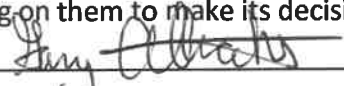
Not applicable. This is a non-project action.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Not applicable. This is a non-project action.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee: Gary Albrecht

Position and Agency/Organization Planner III, AICP; Clark County

Date Submitted: 8-12-19

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment. When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise? This is a non-project action. No development will occur. The proposed complete streets development code will not likely increase discharge to water, emissions to air, and production of noise or the production storage or release of toxic or hazardous substances. Future development will have to comply with Title 40: Clark County, Washington, Unified Development Code.

2. How would the proposal be likely to affect plants, animals, fish or marine life? The proposed change will not likely affect plants, animals, fish or marine life. This is a non-project action. No development will occur. Future development will have to comply with Title 40: Clark County, Washington, Unified Development Code.

3. How would the proposal be likely to deplete energy or natural resources? This is a non-project action. No development will occur. Future development will have to comply with Title 40: Clark County, Washington, Unified Development Code.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection: such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Any future development would have to address any impacts to sensitive areas and propose mitigation.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This is a non-project action. No development will occur. Future development will have to comply with Title 40: Clark County, Washington, Unified Development Code.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

This is a non-project action. No development will occur. Future development will have to comply with Title 40: Clark County, Washington, Unified Development Code.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposal would not conflict with local, state or federal laws. Future development will have to comply local, state, or federal laws or requirements for the protection of the environment.

AGENDA WORK SESSION

Wed., Aug. 20, 2019
3:00 p.m. – 4:15 p.m.

Commission Members: Nancy Dong, Chuck Green, Amy Gross, Franklin Johnson, Marjorie Ledell, Meghan McCarthy, Linda O’Leary, Larry Smith, and Pam Wheeler

Time	Item	Speaker
3:00 p.m.	1. June 19 meeting <ul style="list-style-type: none"> • Work session notes • Regular meeting notes/Healthy Foods presentation takeaways 	All
3:15 p.m.	2. July 17 CoA Retreat <ul style="list-style-type: none"> • Notes • Summit • 2020 Community Engagement Focus 	All
3:40 p.m.	3. By-laws revisions and discussion for approval	All
3:50 p.m.	4. Healthy communities topic update 5. Prep for Sept. meeting speaker – Complete Neighborhoods	Jacqui/Jenna All
4:00 p.m.	6. Officer elections info	All
4:10 p.m.	7. Announcements/Updates <ul style="list-style-type: none"> • Complete Streets update 	All Gary Albrecht, Community Planning
4:15 p.m.	8. Picture	
4:20 p.m.	Adjournment	

Upcoming meetings/topics:

- Sept. 18 – Complete Neighborhoods
- Oct. 16 – Access to Economic Opportunity and Community Engagement

The Clark County Commission on Aging provides leadership in community engagement and advocacy of Clark County’s Aging Readiness Plan, especially for those 65 and over who plan to age in the place of their choosing.



Clark Communities Bicycle and Pedestrian Advisory Committee

Date: Tuesday, August 27, 2019

Time: 6:00 PM to 8:00 PM

Location: Public Service Center

1300 Franklin St., Vancouver, WA 98666

Room 679

<https://bit.ly/ClarkCountyBikeApp>

----- Meeting Agenda -----

1. General welcome – 5 min
2. Public Comment – 5 min
3. Action Items – 5 min
4. Staff updates – 20 min
5. New Business – 60
 - WSDOT project on SR-14
 - Community Advisory Committee for the Westside Bike Mobility Project
 - NE 68th Street CRP 372122
 - Complete Streets Program
6. Old Business – 25 min
 - Burnt Bridge Creek Trail Crossing on NE Hazel Dell Ave.
 - Volunteer opportunities
 - Crash Data
 - Survey monkey – Draft Bike Survey
 - Bike Safety Quiz update
 - 2019 Work Program



AGENDA
DEVELOPMENT and ENGINEERING ADVISORY BOARD

Thursday, September 5, 2019

2:30 – 4:30 p.m.
Public Service Center
6th Floor, Training Room

<u>ITEM</u>	<u>TIME</u>		<u>FACILITATOR</u>
	<u>Start</u>	<u>Duration</u>	
1. Administrative Actions <ul style="list-style-type: none"> • Introductions • DEAB meeting is being recorded and the audio will be posted on the DEAB’s website • Review/Adopt minutes • Review upcoming events • Member announcements 	2:30	10 min	Wollam
2. Shoreline Master Program Period Review	2:40	20 min	Kay
3. Complete Streets / Update	3:00	20 min	Albrecht
4. NE 179 th Street / Urban Holding /Next Steps	3:20	20 min	Nickolds
5. Development Agreement Procedures	3:40	20 min	Herman
6. Public Comment	4:00	20 min	All

Next DEAB Meeting:
Thursday, October 3, 2019
2:30 – 4:30 p.m.

Clark County Council Work Sessions and Hearings



For other formats, contact
the Clark County ADA Office

Voice 564.397.2322
Fax 360.397.6165

Relay 711 or 800.833.6388
Email ADA@clark.wa.gov

County Council Meetings – first and third Tuesday at 6 p.m.

September 3, 2019: Public Hearing: Start Time: 6:00pm: 2019 Annual Reviews and Dockets

September 17, 2019: Public Hearing: Start Time: 6:00pm: --

Clark County Council Work Sessions – see below for start time(s)

September 11, 2019: Work session: Start Time: 10:00am: Restructuring Clark County Current Use & Designated Forestland Program

September 18, 2019: Work session: Start Time: 9:30am: 2019 Final Supplemental

PC Work Sessions and Hearings

PC Public Hearing: September 19, 2019: Start Time: 6:30pm
Transportation Improvement Program - Complete Streets
NE 106th Street to NE 112th Street, Arterial Atlas and Title 40, Appendix F
(CPZ2019-00016)
Historic Preservation Code (CPZ2019-00028)

** CPZ = Comp Plan Change / Rezone / Text Change **

PC Work Session: September 19, 2019: Start Time: 5:30pm
20-Year Capital Facilities Plan
TIF Update
Comp Plan Map, Urban Holding Removal 179th Street Area

** CPZ = Comp Plan Change / Rezone / Text Change **

PC Work Session: September 5, 2019: Start Time: 5:30pm
Transportation Improvement Program - Complete Streets
NE 106th Street to NE 112th Street, Arterial Atlas and Title 40, Appendix F
(CPZ2019-00016)
Historic Preservation Code (CPZ2019-00028)

** CPZ = Comp Plan Change / Rezone / Text Change **

Note: Work sessions are frequently rescheduled. Check with the Clark County Council's office to confirm date/time of scheduled meetings.

PC – Planning Commission



For other formats, contact
the Clark County ADA Office

Voice 564.397.2322
Fax 360.397.6165

Relay 711 or 800.833.6388
Email ADA@clark.wa.gov



THANK YOU

We have received your amendment submission. Please allow 1-3 business days for review. Please keep the Submittal ID as your receipt and for any future questions. We will also send an email receipt to all contacts listed in the submittal.

Submittal ID: 2019-S-483

Submittal Date Time: 08/01/2019

Submittal Information

Jurisdiction Clark County
Submittal Type Request for Expedited Review / Notice of Intent to Adopt
Amendment Type Amendment
 Development Regulation Amendment

Amendment Information

Brief Description

Proposed amendment to Clark County Code (Pedestrian/Bicycle Circulation Standards Chapter 40.350.010) by creating a complete streets program, Clark County Code 40.350.010, renumbering CCC 40.350.010 Pedestrian/Bicycle Circulation Standards to CCC 40.350.015, and correct scrivener errors.

Yes, this is a part of the 8-year periodic update schedule, required under RCW 36.70A.130.

Planning Commissions Date 09/19/2019

Board of County Commissioners Date 11/05/2019

Anticipated/Proposed Date of Adoption 11/18/2019

Attachments

Attachment Type	File Name	Upload Date
Development Regulation Amendment - Draft	Exhibit 1 40.350 Transportation-Council WS_2.pdf	08/01/2019 02:00 PM

Contact Information

Prefix Mr.
First Name Gary
Last Name Albrecht
Title Land Use Planner
Work (564) 397-4318
Cell
Email Gary.albrecht@clark.wa.gov

Yes, I would like to be contacted for Technical Assistance.

Certification

- I certify that I am authorized to submit this Amendment for the Jurisdiction identified in this Submittal and all information provided is true and accurate to the best of my knowledge.

Full Name Gary Albrecht
Email gary.albrecht@clark.wa.gov



STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

08/01/2019

Mr. Gary Albrecht
Land Use Planner
Clark County
1300 Franklins Street
Post Office Box 9810
Vancouver, WA 98666-9810

Sent Via Electronic Mail

Re: Clark County--2019-S-483--Request for Expedited Review / Notice of Intent to Adopt Amendment

Dear Mr. Albrecht:

Thank you for sending the Washington State Department of Commerce (Commerce) the Request for Expedited Review / Notice of Intent to Adopt Amendment as required under [RCW 36.70A.106](#). We received your submittal with the following description.

Proposed amendment to Clark County Code (Pedestrian/Bicycle Circulation Standards Chapter 40.350.010) by creating a complete streets program, Clark County Code 40.350.010, renumbering CCC 40.350.010 Pedestrian/Bicycle Circulation Standards to CCC 40.350.015, and correct scrivener errors.

We received your submittal on 08/01/2019 and processed it with the Submittal ID 2019-S-483. Please keep this letter as documentation that you have met this procedural requirement. Your 60-day notice period ends on 09/30/2019.

You requested expedited review under [RCW 36.70A.106\(3\)\(b\)](#). We have forwarded a copy of this notice to other state agencies for expedited review and comment. If one or more state agencies indicate that they will be commenting, then Commerce will deny expedited review and the standard 60-day review period (from date received) will apply. Commerce will notify you by e-mail regarding of approval or denial of your expedited review request. If approved for expedited review, then final adoption may occur no earlier than fifteen calendar days after the original date of receipt by Commerce.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Ike Nwankwo, (360) 725-2950.

Sincerely,

Review Team

Page: 1 of 2

From: [PLANVIEW Mail](#)
To: [Albrecht, Gary](#)
Subject: Clark County - Expedited Review Request Granted for Submittal ID: 2019-S-483
Date: Wednesday, August 21, 2019 6:22:59 AM

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Albrecht,

Your request for an Expedited Review has been granted for: Proposed amendment to Clark County Code (Pedestrian/Bicycle Circulation Standards Chapter 40.350.010) by creating a complete streets program, Clark County Code 40.350.010, renumbering CCC 40.350.010 Pedestrian/Bicycle Circulation Standards to CCC 40.350.015, and correct scrivener errors.

As of receipt of this email, you have met the Growth Management notice to state agency requirements in RCW 36.70A.106 for this submittal. Please keep this email as confirmation.

If you have any questions, please contact Ike Nwankwo at (360) 725-2950 or by email at ike.nwankwo@commerce.wa.gov.

~~~ ONLINE TRACKING SYSTEM AVAILABLE ~~~~

Log into our new [PlanView](#) system where you can keep up with this submittal status, reprint communications and update your contact information.

Don't have a user account? Reply to this email to request one and attach a completed [PlanView User Request Form](#).

Have questions about using PlanView? Use the [PlanView User Manual](#) for assistance.

Sincerely,

Review Team  
Growth Management Services

**NOTICE OF PUBLIC HEARING  
CLARK COUNTY PLANNING COMMISSION**

**NOTICE IS HEREBY GIVEN** that the Clark County Planning Commission will conduct a public hearing on **Thursday, September 19, 2019 at 6:30 p.m.**, at the Public Services Center, 1300 Franklin Street, County Council Hearing Room, 6<sup>th</sup> Floor, Vancouver, Washington to consider the following:

**CPZ2019-00025 Complete Streets:** A proposal to amend Clark County Code (Pedestrian/Bicycle Circulation Standards Chapter 40.350.010) by creating a complete streets program, Clark County Code 40.350.010, renumbering CCC 40.350.010 Pedestrian/Bicycle Circulation Standards to CCC 40.350.015, and correct scrivener errors.

Staff Contact: [Gary.Albrecht@clark.wa.gov](mailto:Gary.Albrecht@clark.wa.gov) or (564) 397-4318

The staff reports, related materials and hearing agenda will be available 15 days prior to the hearing date on the county's web page at <https://www.clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>

Copies are also available at Clark County Community Planning, 1300 Franklin Street, 3<sup>rd</sup> Floor, Vancouver, Washington. For other formats, contact the Clark County ADA office at [ADA@clark.wa.gov](mailto:ADA@clark.wa.gov), voice 564-397-2322, Relay 711 or 800-833-6388, Fax 564-397-6165.

Anyone wishing to give testimony in regard to this matter should appear at the time and place stated above. Written testimony can be provided to the Clark County Planning Commission by e-mailing the clerk of the commission at [Sonja.Wiser@clark.wa.gov](mailto:Sonja.Wiser@clark.wa.gov) or via US Postal Service to the Clark County Planning Commission, c/o Sonja Wiser, PO Box 9810, Vancouver, WA 98666-9810. Written testimony may also be submitted for the record during the hearing. Please ensure that testimony is received at least two (2) business days before the hearing if you would like staff to forward it to the Planning Commission before the hearing.

Approved as to Form only:

Anthony Golik  
Prosecuting Attorney

By:   
Christine Cook  
Senior Deputy Prosecuting Attorney

**PLEASE PUBLISH:**

**Wednesday, September 4, 2019**

Please Bill:

Clark County Community Planning  
Attn: Sonja Wiser, Program Assistant  
P. O. Box 9810  
Vancouver, WA 98666-9810  
**Columbian Account 70914**

**From:** [Wiser, Sonja](#)  
**To:** [Legals@columbian.com](mailto:Legals@columbian.com); [legals@thereflector.com](mailto:legals@thereflector.com)  
**Subject:** PC Legal Notice #3 - Complete Streets.doc  
**Date:** Thursday, September 12, 2019 11:06:12 AM  
**Attachments:** [PC Legal Notice - Complete Streets.doc](#)

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Please publish Wednesday, September 18, 2019 and confirm receipt. Thanks

**NOTICE OF PUBLIC HEARING  
CLARK COUNTY PLANNING COMMISSION**

**NOTICE IS HEREBY GIVEN** that the Clark County Planning Commission will conduct a public hearing on **Thursday, October 3, 2019 at 6:30 p.m.**, at the Public Services Center, 1300 Franklin Street, County Council Hearing Room, 6<sup>th</sup> Floor, Vancouver, Washington to consider the following:

**CPZ2019-00025 Complete Streets:** A proposal to amend Clark County Code (Pedestrian/Bicycle Circulation Standards Chapter 40.350.010) by creating a complete streets program, Clark County Code 40.350.010, renumbering CCC 40.350.010 Pedestrian/Bicycle Circulation Standards to CCC 40.350.015, and correct scrivener errors.

Staff Contact: [Gary.Albrecht@clark.wa.gov](mailto:Gary.Albrecht@clark.wa.gov) or (564) 397-4318

The staff reports, related materials and hearing agenda will be available 15 days prior to the hearing date on the county's web page at <https://www.clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>

Copies are also available at Clark County Community Planning, 1300 Franklin Street, 3<sup>rd</sup> Floor, Vancouver, Washington. For other formats, contact the Clark County ADA office at [ADA@clark.wa.gov](mailto:ADA@clark.wa.gov), voice 564-397-2322, Relay 711 or 800-833-6388, Fax 564-397-6165.

Anyone wishing to give spoken testimony in regard to this matter should appear at the time and place stated above. Written testimony can be provided to the Clark County Planning Commission by e-mailing the clerk of the commission at [Sonja.Wiser@clark.wa.gov](mailto:Sonja.Wiser@clark.wa.gov) or via US Postal Service to the Clark County Planning Commission, c/o Sonja Wiser, PO Box 9810, Vancouver, WA 98666-9810. Written testimony may also be submitted for the record during the hearing. Please ensure that testimony is received at least two (2) business days before the hearing if you would like staff to forward it to the Planning Commission before the hearing.

Approved as to Form only:

Anthony Golik  
Prosecuting Attorney

By: \_\_\_\_\_  
Christine Cook  
Senior Deputy Prosecuting Attorney

**PLEASE PUBLISH:**

**Wednesday, September 18, 2019**

Please Bill:

Clark County Community Planning  
Attn: Sonja Wiser, Program Assistant  
P. O. Box 9810  
Vancouver, WA 98666-9810  
**Columbian Account 70914**