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CLARK COUNTY
WASHINGTON

Clark County Planning Commission

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PLANNING COMMISSION MINUTES THURSDAY, MAY 17, 2018

Public Services Center
BOCC Hearing Room, 6th Floor
1300 Franklin Street
Vancouver, Washington

6:30 p.m.

CALL TO ORDER & ROLL CALL

MORASCH: All right. Good evening, and welcome to the May 17th, 2018, Planning Commission hearing. Can we have a roll call, please.

WRIGHT: HERE
BARCA: HERE
SWINDELL: HERE
JOHNSON: ABSENT
GRIMWADE: HERE
BENDER: HERE
MORASCH: HERE

GENERAL & NEW BUSINESS

A. Approval of Agenda for May 17, 2018

MORASCH: All right. Thank you. With that, we'll move on to the approval of the agenda. Is there a motion to approve the agenda?

BENDER: Make a motion we approve the agenda.

SWINDELL: Second it.

MORASCH: It's been moved and seconded to approve the agenda. All in favor?

EVERYBODY: AYE

MORASCH: Opposed? All right. The agenda's been approved.

B. Approval of Minutes for March 15, 2018

Has everyone had a chance to review the minutes from the March 15 meeting? If so, I'd take a motion to approve the minutes.

BARCA: Motion to approve the minutes as written.

BENDER: Second.

MORASCH: Any discussion on the motion? All right. All in favor?

EVERYBODY: AYE

MORASCH: Opposed? All right. The minutes have been approved.

C. Communications from the Public

MORASCH: Now is the time for communications from the public. This is the time on our agenda where we open it up to anyone in the audience who wants to talk about any matter before the Planning Commission that's not on our agenda tonight. Is there anybody that would like to come forward and speak at this time?

MORASCH: All right. Seeing no one, I will move on to the public hearing items. We have one public hearing item tonight. The shoreline matter was previously on our hearing, but it's been rescheduled to our next hearing. So there's only one tonight, CPZ2018-11, Complete Street Update. Gary, you want to give the staff presentation?

PUBLIC HEARING ITEMS & PLANNING COMMISSION ACTION

CPZ2018-00011 Complete streets update.

The proposed complete streets update would: create a complete streets ordinance and add complete streets text and two policies to the transportation chapter of the Clark County Comprehensive Growth Management Plan.

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

ALBRECHT: Yes. Thank you, Planning Commission Chair. Good evening, Chairs; good evening, Planning Commission members.

For the record, Gary Albrecht, Clark County Community Planning. And this evening I have Ken Hash with me, he's a consultant we've hired to help with the Complete Streets Update.

I just want to go over the proposed action for this evening. Clark County Public Works is requesting an amendment to the Comprehensive Growth Management Plan 2015-2035, the Transportation Element, to include a complete streets description in two policies. The amendments provided for community comments are attached in Exhibit 1.

I just want to, before I get into anything else, I just want to go over the Complete Streets so we're all on the same page with the audience. So I just want to read this, so the Complete Streets concept promotes streets that are safe and convenient for all users, including pedestrians, bicyclists, transit riders, and motor vehicle drivers of all ages and abilities.

I just want to go over a quick summary of the public involvement process to date. So we've submitted our Commerce 60-day notification. We've submitted the State Environmental Policy Act, the DNS, Determination of No Significance, so we did not receive any comments on that.

We have received public comments from the Bicycle and Pedestrian Advisory Committee, they're inside your packet. We received comments from the Development Engineering Advisory Board, the Commission on Aging. We've held a Clark County Council work session on May 2nd, and on May 3rd we were here two weeks ago discussing this with the Planning Commission during the work session.

And that's all I wanted to talk about. Ken is going to discuss the background and go over some of the work that we've done with the Complete Streets in the Clark County area.

HASH: Thank you, Gary. Since we met two weeks ago, I won't go quite into the detail I did then, but about eight years ago, at that time I was employed by Washington DOT and our sister agency, the Washington Transportation Improvement Board was contemplating a new program called Complete Streets. And so we, as the State transportation group met, talked about it, talked about what are complete streets. There was guidance coming out of the legislators at that time and there was a lot of talk about what is a complete street, how do you provide for all users within the public right-of-way.

So out of all of that planning we did eight to ten years ago came a program that's administered through Transportation Improvement Board called the Complete Streets Program. And the premise behind it is that we - as public servants to the extent possible and where practical - provide modes, provide ways for people to move in the public right-of-way that are appropriate for the streets and the roads.

So the examples, and I'll show you a few examples and -- well, let me back up a minute. At that time, even before there was a grant eligibility out there, I had gone to folks here at the County because I worked closely with them and I said, the County here needs to get on board with this program because you're already doing this, and that for the next probably five years that I was working at WSDOT before I retired I would tell people here that you're already doing this, you need to get on board with this program, push this through. In the meantime, the Transportation Improvement Board came out with a grant that rewards people for doing this.

So, again, I'm here tonight to encourage you and to encourage the County Councilors to enact this because it's kind of like you really ought to be rewarded for what you're already doing is the idea behind this program, and Clark County has been doing complete streets for as long as I worked with the County when I was at DOT and that's been almost 20 years now.

You're already doing it, you might as well get rewarded for it. So that's kind of the idea behind this ordinance is it's an enacting ordinance that says the Planning Commission, the managers here at Clark County, the County Councilors are all behind it, they support the idea of complete streets, they support the idea of the public right-of-way is for all users.

So with that, we put together some pictures to kind of show you what you've done in the past just to show you that you already do this. So who's advancing the slides? Gary's got that.

So the first one we're talking about is Padden Parkway which is pre-2003. So if you can show the picture of Padden Parkway here. There it is. So you notice there's room for cars. What you don't see in this picture it's just outside of the picture is a grade separated pathway, as I remember it's like a 12-foot wide pathway, multiuse for vehicles or for bicycles, pedestrians, I suppose skateboarders, unicyclists we talked about.

So within this right-of-way within this corridor we're accommodating cars, trucks, buses and just outside the picture would be the pedestrians, bicycles. So this is kind of a high-end, it looks like a freeway, but we're still accommodating everybody and this is, well, 15 years ago.

So the next example is, I got to look at my notes here, the next example would have been from the 2010-ish time frame when this was being planned and this is 119th if I can read my notes correctly here. So you want to show us the picture of that, Gary.

So, again, this is a five-lane arterial, so we're accommodating cars, buses, trucks through the roadway, but adjacent to that you'll see bike lanes both sides, sidewalks both sides. So we're not only accommodating the commuter bicyclists, but dad and the little kids can be riding on the sidewalk here too, so we're accommodating all modes there.

The next example, as we get to a different style, this is 10th. 10th. There's -- whoops. There's 10th. That's 10th.

ALBRECT: That's 10th.

HASH: So this is a three-lane arterial.

ALBRECHT: It's a collector.

HASH: Oh, collector. Excuse me. Three-lane collector.

ALBRECHT: Two-lane collector with bike lanes, sidewalks --

HASH: And turn lane.

ALBRECHT: -- and turn lane.

HASH: That's what I'm looking at is the turn lane there. So you got the bike lanes, you got the sidewalks. I'm assuming along this, this is a bus route so you're going to have bus stops. Again, it's the same concept in three different pictures and not every Complete Streets concept looks the same is the point I'm trying to get to.

So now we're going to get a little more rural, and I believe this next one is 142nd.

ALBRECHT: Wait.

HASH: Whoop, did I miss one?

ALBRECHT: So this one is a two-lane collector with bike lanes. This is N.E. 25th Avenue, it's a collector, bike lanes and sidewalks.

HASH: So, again, you can see we're accommodating. It doesn't look like any of the others. It looks similar to the last one, but again, we're accommodating all modes within the right-of-way. And, like I said, you've been doing this for years, might as well get rewarded for it.

This one's a little more rural. This is 142nd Avenue. So you kind of look at this and go, where's the accommodation? Well, this is as we get into the rural sections we don't for a variety of reasons don't stripe the fog lines, but the roadway surface there is meant for the cars, the bicyclists, everybody, there's also a sidewalk one side.

So, again, we're accommodating all modes, but we don't have that striped bike lane, we don't have a multiuse path, but everybody's allowed to be on here. So we have what's appropriate for the setting and that will become even more evident in this next one which is Pacific

Highway. We've even lost the sidewalk on Pacific Highway. But, again, we accommodate all modes here because you got the asphalt for the vehicles, you got the bicycles which is appropriate in the rural setting, bicycles are traveling with the cars and what's, you know, pedestrians are allowed out here, they're not banned, but we don't in the rural setting we don't accommodate them on a sidewalk.

So it's just like six different examples that all meet the same criteria of Complete Streets. This is a complete street in the setting it's in. So I think that's the end of our slide show. So questions or --

MORASCH: All right. Does any of the Planning Commission have questions for staff at this time?

BARCA: With the examples that you brought forward going to that last one on Pacific Highway, if there was to be any development out there, the standard remains what you showed in the photo; is that correct?

ALBRECHT: That is correct. That's a rural road right outside of La Center, so the only way that will change is if it becomes urban.

BARCA: Okay.

MORASCH: All right. Any other questions?

WRIGHT: Yeah. Gary, I had a question about what was officially the policy. Is it embedded in an ordinance and kind of scattered throughout that ordinance or is it a separate document that's being lined out?

ALBRECHT: Oh, thank you. So originally when I started talking with Public Works about how all this was going to work, it's morphed a little bit. So what I showed the Bike and Pedestrian Advisory Committee, Commission on Aging and The Department of Commerce was a separate ordinance, Complete Streets Ordinance which is similar to what Pierce County has done and then we would have separate individual, two individual comp plan policies in the transportation chapter with an explanation of what complete streets are.

So that's how it started and that's what I had talked to you about two weeks ago, but then looking at how that -- so this is a docket item. So the comp plan can only be opened once a year. So the ordinance itself is going to be rolled into the adopting ordinance of the docket which the Council will see at the end of the year, so that's why it's not part of the staff report.

So I got ahead of myself and I believe that's just changed directions and then, so... The spirit of what was in the ordinance is inside the ordinance that went forward to the County Council

that we talked about with them almost two weeks ago. So unfortunately you guys won't see that anymore, it will be seen by the Councilors at the end when we actually go to adopt the whole docket process, the annual review docket process.

WRIGHT: Well, maybe we can, I don't know if we talk about this now or not, I just wanted to make sure when we were voting, we knew precisely the wording we were voting on or not voting on in my case of interest.

HOLLEY: In your what?

WRIGHT: In my interest. Because there's been some amendments proposed and I want to make certain that --

ALBRECHT: So what staff is recommending is the amendments inside Exhibit 1, so they're just comprehensive planned text and the two policies.

WRIGHT: Okay.

BARCA: Exhibit 1.

COOK: It's on Pages 6 and 7 of 9 in the exhibit, those are the, that's the text, and then on Page 9 are the policies.

WRIGHT: Very good.

COOK: They're highlighted.

WRIGHT: Very good.

SWINDELL: And I just would like to ask a quick question if I can. The purpose of this, just for clarification for the people that are out in the audience, is that when we do this, we're then eligible for grants; is that correct?

We're already doing it, but we're not eligible for the grant money, so we adopt this, then we're eligible for grant money for something we're already doing.

HASH: Correct.

SWINDELL: So it helps save some money.

HASH: That is absolutely correct.

MORASCH: All right. Any other questions? Okay. Well, with that, I will open the public hearing. And we have some procedures that we read a statement of procedures now. We always begin our hearing with the staff report which you've heard and the Planning Commission then asks questions. At that point I will open the presentation up for the public testimony.

Members of the audience who wish to testify regarding this item should sign in on the sign-in sheet at the back and then I'll call your name or I'll open it up to whoever wants to talk. So if you didn't get a chance to sign in, don't worry, you won't lose your opportunity to talk. If you give oral testimony, please come to the front and sit at the table.

And then when the testimony is concluded, I will close the public portion of the testimony and the Planning Commission will deliberate, and they may ask staff additional questions. We'll then take a vote. Our recommendation will be forwarded to the Board of County Councilors who has final decision-making authority on this, we are just a recommendation body.

When you testify, you should sit at the table at the front so the court reporter can record your testimony. Try not to talk too fast. State your name and please spell your last name so we have it for our records and be relevant and concise. Given that we don't have very many people, I don't think I'll put any limits on the time limit of testimony, but do try to keep it concise.

If you have any written exhibits or whatnot that you'd like us to consider, please hand it to Sonja and she can pass it out to us.

I probably should have asked this at the beginning but it's at the end of my sheet, are there any conflicts of interest, any member of the Planning Commission wish to declare a conflict of interest on this matter? No? Okay. Good. All right. With that, I will open it up to the public and we have Ann, Annie Herbert.

Public Testimony

HERBERT: Hello. I'm Annie Herbert. My last name is spelled H-e-r-b-e-r-t. I'm with Kaiser Permanente working in government and community relations and I'm representing Kaiser Permanente. So I have a prepared statement.

We respectfully request that the Clark County Planning Commission support a Complete Streets Ordinance for Clark County to provide healthier options for all citizens -- all its citizens, excuse me.

When it comes to our health, we know that place matters. Where we live as symbolized by our zip codes plays a huge role in determining the risks we face and the health disparities that

we experience. Unfortunately, many of the factors that differentiate the qualities of one neighborhood from another and the disparities and risks and outcomes because the color of our skin.

The Complete Streets Ordinance is a crucial step in integrating and codifying many policies and practices that already exist in Clark County. These policies contribute to improving neighborhoods, thus supporting healthier lifestyles. By approving this ordinance, Clark County will benefit from a more strategic approach to complete streets and the potential for additional funding.

Kaiser Permanente believes that everyone should have the opportunity to live a long healthy life regardless of race, zip code or economic status. As a non-profit healthcare provider serving communities throughout the Northwest region, we understand that caring for people's health demands that we work to remove social and environmental factors that create barriers to good health.

To achieve this, we partner with many public entities including Clark County Health Department and the City of Vancouver and community non-profits such as Healthy Living Collaborative of Southwest Washington and Bike Clark County.

Our Heal Communities grant to Clark County Public Health in 2016 along with the involvement of many community partners, the Fourth Plain Neighborhood Association and leaders in Vancouver, we completed last year improved pedestrian safety and access in the Fourth Plain Corridor and approval of a Complete Streets Policy in the City of Vancouver.

Improving the health of our communities and people requires work at all levels from programs to policies. The Complete Streets Ordinance is one specific policy that will have lasting impact. Kaiser Permanente fully endorses the ordinance and recommends it for your consideration and approval. Thank you.

MORASCH: Thank you. Any questions?

HERBERT: Oh, sorry.

MORASCH: All right. No questions. Thank you very much.

HERBERT: Thank you.

MORASCH: Is there anyone else in the audience who would like to testify tonight? All right. Well, with that, I will close the public hearing then and return it to the Planning Commission for any final questions of staff or deliberation or a motion.

Return to Planning Commission

WRIGHT: Mr. Chair, I'd make a **motion** that we **approve** the Complete Streets concept or the ordinance as presented in Exhibit 1.

SWINDELL: I would **second** that motion.

MORASCH: All right. It's been moved and seconded. Is there any discussion on the motion? Hearing none, can we get a roll call, please, Sonja.

ROLL CALL VOTE

WRIGHT: AYE

BARCA: AYE

SWINDELL: AYE

GRIMWADE: AYE

BENDER: AYE

MORASCH: AYE

MORASCH: All right. The motion passed 5/0. 6/0.

BARCA: Yeah, because we have 6.

MORASCH: Yeah, we had -- that's right. We had another one, we had 5 at our work session, we have 6 here tonight for the hearing, so 6/0. I want to thank you all for coming. And I don't think that we have any old or new business, but thanks for the presentation. And with that, I guess we are adjourned. Have a good night everyone.

OLD BUSINESS

None

NEW BUSINESS

None

COMMENTS FROM MEMBERS OF THE PLANNING COMMISSION

None.

ADJOURNMENT

The record of tonight's hearing, as well as the supporting documents and presentations can be viewed on the Clark County Web Page at:

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

Proceedings can be viewed on CTV on the following web page link:

<http://www.cvtv.org/>

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