

**Three Creeks Advisory Council
Meeting Minutes
April 14, 2011
Clark Regional Wastewater District
10:00 am to 12:00 pm**

Members Present: Jim Carlson, Ron Lauser, Vaughn Lein, James Spinelli, Lynn Valenter, Denny Kiggins, Dave Taylor, Robert Dean, Ron Wilson, Mike Harris

Alternates: Laura Hudson

Absent: John Caton, Ila Stanek, Bud Van Cleve, John Peterson, David P. Taylor, Beth Holmes

Staff Present: Colete Anderson, Oliver Orjiako, Gary Albrecht, Jacqui Kamp, Mike Mabrey, Mary Beth O'Donnell

Vaughn Lein opened the meeting at 10:04 A.M. Oliver introduced Robert Dean as a new task force member appointed by the BOCC. Robert is the owner of Dean Surveying in Hazel Dell. He got involved in community affairs with the overlay district plan during the Highway 99 project. Also introduced was Axel Swanson, the new Senior Policy Analyst at the County. He was previously a County Commissioner for Cowlitz for four years. He chaired the area agency on aging before Commissioner Boldt took over for him and they served together. He is very knowledgeable about what Clark County is doing with the Aging Task Force as well as the equestrian stormwater and fairground issues.

Vaughn asked for council approval of minutes from the December and February meetings. One change to the February minutes was noted. Mike Harris was not present. A motion was made to approve both meeting minutes and was unanimously approved.

There was a change to today's agenda adding NE 10th Avenue Arterial Amendment to be presented by Mike Mabrey.

Gary Albrecht, planner with Clark County, presented the Electric Vehicle Infrastructure (EVI) plan. In 2009 Washington State legislature enacted House Bill 1481 to encourage use of electric vehicles. This applies to the whole State using a phased approach so that by July 2010 certain areas (the map was shown) were required to have the EVI and by July 2011 Clark County would be included in that requirement. This bill provided guidance to local jurisdictions so they all had the same framework to work with. Staff has been working with that to create the model ordinance.

With that model in mind, a technical advisory committee (TAC) of knowledgeable professionals was formed. Jim Spinelli from the Three Creeks council is part of the TAC and helped develop the ordinance. A simple approach was used as this was a new idea for the county and State and the TAC decided less regulation was better. They stayed away from design standards, sign standards, performance standards, etc. and went with the minimum which is what most jurisdictions around the State have done. It amounts to allowing charging stations in the zones.

Development regulation descriptions:

Level 1: Slow charging, 120 volts, takes on average 15-29 hours.

Level 2: Medium charging, 280 volts, takes 3-5 hours. These are the ones going in around the city and county right now. WSDOT is installing one in Gee Creek. Legacy, Fred Meyer (not sure the location) and PUD are putting in Level 2 charging stations. Level 1 and 2 are permitted outright in all zones as accessory uses.

Level 3: This is the best, ½ hour charge time, permitted in higher density areas such as commercial and industrial areas.

The number of vehicles that can plug in at one time depends on which type of station it is. Level 1 plugs into an outlet and could be in your garage. Level 2 could be either at home or in a parking lot with one station per vehicle, not multiple vehicles in one station.

Oregon guidelines estimate the cost for installing Level 1 or 2 at \$2,200 - \$2,500. Gary showed an example of a rapid charging station in Vacaville CA, which is similar to a gas station. It's a public structure with an estimated cost of \$65-75,000 to install. At this point, it's not known what would be charged for using the facility. These details are too new to figure out yet. The first year or two could be covered by a grant at least for the cost of electricity. The federal government has created funds for putting in some stations along the I-5 corridor. So what happens after two years is the question. We envision payment similar to a credit/debit card system. Right now the electricity rate is \$07.68 cents per KWH, or approximately \$2-\$3.00 for 3 hours.

There are many questions unanswered at this point. How many stations, how many cars at a time, etc., all these issues will have to be ironed out as stations are implemented. It depends on what type of vehicle you have, what battery type, what battery life is, etc. Right now all the County is doing is making these revisions to the code so stations will be allowed. The ordinance only refers to automated vehicles. Likely places for battery exchange stations could be a car dealership or a place such as Les Schwab.

Definitions:

Charging levels are user focused and standard Statewide.

Electric vehicles include hybrids, rapid charging stations, battery exchange stations that are fully automated, battery charging stations.

Permits:

Go through Washington State Department of Labor and Industries.

Exchange stations:

For an existing use permit, it would be a Type I process; for new business, a Type 2 process.

Next steps:

A recommendation from Three Creeks council whether it's a go or no go; Planning Commission work session on May 5; Planning Commission Hearing May 19; BOCC work session June 1; BOCC Hearing June 28; goal is to take effect July 1, 2011.

There was a brief group discussion of the feasibility of a battery exchange, re-using and re-charging batteries, and profitability of these stations. Gary reiterated that this is a State mandate for County code language adoption. All that is being asked of the council at this time is, do you want it allowed in the zones we've put it in?

Vaughn asked for a show of hands from the council in support of the ordinance. The majority voted in favor.

Next on the agenda was status update of the Aging Readiness Plan. Colete introduced Jacqui Kamp, a planner also working on the project.

The Housing subcommittee will be ready to present their recommendations to the Aging Task Force next week.

Brief review of the project: There is a 25 member task force charged with developing an action plan by the end of this year. The plan needs to acknowledge the aging demographics of our County, prepare an inventory of our assets so we know where we stand, and develop recommendations for short, medium and long-term on how we're going to achieve those strategies.

In the beginning we established five workshops – housing, transportation, healthy communities, support services and community engagement. Today's focus is on housing and that subcommittee's findings.

Why did we include housing as a topic? It was selected based on the Office of Financial Management population projections that by 2023, the 65+ age group in Clark County will see a 233% increase. One in four will be age 60 or older, a huge shift in the demographics.

The subcommittee looked at housing types in the County, what we have currently built on the ground. From the Assessors database we found 35% ranch-style, 31% multistory, etc. (details provided in handout). The unknown is mostly mobile homes.

People's needs and expectations change as they age. Based on national surveys, 89% would like to stay in their own home, or if they have to move they want to stay in their community. The key challenge is, would there be enough of the kind of housing they need or want in that area? Can they afford it? Can they remain independent?

The subcommittee came up with four key challenges. Information came from the workshop, on-line surveys, national research and talking with friends and family. The challenges include affordability, since earnings reduce as you get older and older homes have a higher O&M cost. The design of home is a factor. What you have today may not work as you get older, such as steps leading to the front door or stairs leading to the bedrooms. Are there modifications you can make so you can stay longer or is there a better place to move to? They looked at alternative housing such as assisted living, day care, and nursing homes and did an inventory on what's available. Based on their findings, we need to look at increasing opportunities for that type of housing in the County. One issue that has continually come up in the workshops is that people just don't know what's going on. There isn't one centralized hub of information. This theme keeps coming up over and over, how do you find out what's available, what's out there?

Subcommittee recommendations:

Preserve and expand rental options (keep them affordable); weatherize homes to reduce energy cost (programs available that could be expanded); support different types of public assistance housing used in other jurisdictions throughout the country (looking at changing our County code to accommodate this since it isn't currently allowed).

Design:

Universal Design is something that is available for all ages. You may not need everything right now, but there are pieces you can work towards. For instance wider door width, grab bars in the bathrooms, etc. We're talking with the Building Industry of America (BIA) and SW Washington Contractors Association (SWWCA) about Universal Design and how we can accomplish it. They have certification programs already in place and we're looking at partnerships for that. We're talking about cost for these modifications or improvements. How do you pay for it? Are there programs out there if you meet a certain income level that will allow you assistance? If you need a ramp, or grab bars, how can you get it done?

Choices:

Some things that are not in Clark County that exist elsewhere are congregate care, supportive care, shared care, co-housing and enhanced ADU's (accessory dwelling units). We're looking at and asking "how can I live differently?" One exciting concept is the enhanced ADU, like a "granny flat", a separate dwelling unit such as a converted garage. The codes are in place within the County that say it can be no more than 800 square feet, certain kitchen appliances are not allowed, permits are expensive, etc. We're looking at creative ways to make things easier and smarter. An example was shown of a 200 sq. ft. ADU that was built in a backyard and set up with the technology so the family in the adjacent home can see what's going on inside. We're researching all of this to find out what amenities are available in the market.

How do we get information out to the public? The committee came up with several recommendations. One is to provide outreach information and education, whether via website, or a fair (at the Hilton this Sunday is the 50+ Expo from 10:00-2:00, 300 vendors with lots of information). We need to do a better job of outreach to different age spectrums and find the best medium to do that. We're going to be issuing magnets through the Fire Department and businesses such as C-Tran with a centralized information phone number to call, answered by a live person who will refer you to the service you need.

We're working on the County's maps on-line and looking at adding features to help make informed decisions such as whether to move or sell, where is the nearest adult family care home in your area, where is the nearest place of worship, or the nearest grocery store, is the home certified under Universal Design? That improvement is scheduled to go live at the end of the year. We're also using it as a tool with the transportation subcommittee for their recommendations but will make it available to the public later on.

Besides the BIA and SWWCA, we're also working with the AIA and Clark County Association of Realtors. One of our members went to CAPS (BIA certification program). We'll also coordinate with all the different jurisdictions.

Next steps:

The last workshop is in May. We'll report back to the community by October (targeted date). At this time we aren't certain in what form that will be but will know better by late summer.

This year the Parade of Homes will have two homes that feature Universal Design elements. The builders have to work with the owners as to how much will be included, but they are adding some elements. You can see for the first time, information being introduced here in Clark County. We will be going through the permitting process for those houses soon. At this point we're seeing more advertising of single level homes and the focus on baby boomers. As people age they want to scale down the size of their home and yard. We're hoping that as word gets out, the builders will see this as a new market to get into. We'll see some big changes over the next five years, especially in the Universal Design component.

Mike Mabrey presented a report on the transportation/mobility subcommittee, which is the second topic the Task Force took on. Transportation is important to the aging community because as exciting as it is to get your driver's license, it's equally difficult to give it up when you're older. Research has shown that as people lose mobility and contact with the community, depression can set in and health declines. It's important to have some alternatives when people are no longer able to drive.

Basic facts: About half of the people over 65 are located in suburbs. People are not giving up their driver's licenses. Only one in five does not drive and most are in their 80's. Only 3% of trips by elderly Americans are by bus or train yet most want the opportunity to walk more if the destinations are near by.

The workshop was held in November with about 70 plus people attending. Bob Scarfo from WSU in Spokane was the keynote speaker. He made interesting comments about how water shortages, energy challenges, aging population, and climate change were all first time events coming together at the same time. They are in many ways interrelated so solutions to those also have to be interrelated. He talked about transportation and its role in livable communities. He distinguished between aging in place, getting your house one story and accessible, and the larger issue of having the whole community that is prepared to support elders. He focused on the need to identify 20 minute walkable neighborhoods, where you can get to almost everything you need within a 20 minute walk. There are some land use recommendations as part of the subcommittee's report.

Another speaker was Jeff Hamm from C-Tran who talked about the challenges in providing transit service to rural areas. Pete Capell from the County Public Works department spoke about the challenges of multiple demands on the road fund, both for moving people and freight. Colleen Kuhn from the Human Services Council provided background on their transportation services and how they arrange rides for low income, elderly citizens for such things as medical appointments.

The workshop conducted small group discussions on key issues.

- Removing barriers to mobility
- Providing alternatives and access to rural residents
- Making it safer for elderly drivers to continue driving

Summary:

- Land use zoning ideas that promote better mixed-use
- Physical improvements to sidewalks and trails, bus stops and services
- Better coordination of transportation services
- Serving the elderly in rural areas. After discussion it was generally felt that at some point people will have to move into town to get the services they need.

The subcommittee chair, Bob Watkins, is a task force member in his mid-80's. He rides his bike in from Ridgefield to the meetings. He is a former high-level engineer with Cal Trans and has many good ideas. Also on the committee are Colleen Kuhn from Human Services Council and other transportation providers such as RTC and C-Tran, and County staff.

The sub-committee began by listing comments taken from the workshop for action ideas, then what is already being done, what are State or Federal responsibilities, and what can be implemented locally. The issue of drivers' license restrictions came up often, however there is probably nothing that can be done on that locally. Things are being done at the national level that will eventually work their way down to the State level. The group decided to remove that issue from the list of recommendations and let it resolve itself in the future.

Key issues:

- Land use/zoning – the concept is to open up the list of allowed uses, for example allow commercial services to locate along an arterial or collector street next to a neighborhood of homes. There are some existing neighborhoods such as Salmon Creek where many businesses are within a reasonable walking distance from neighborhoods.
- More effectively enforce existing code regarding block length. There are still sub-divisions going in without stub streets so the builder can fit in one more lot. That doesn't make for a neighborhood that's interconnected and walkable. The recommendation was to require a stubbed street every 500 feet if the adjacent properties are vacant or underutilized.
- Building orientation for medical and commercial uses. Make it easy for transit riders and wheelchairs to access the front entrance of buildings.

Ron Wilson commented that as a commercial property owner he feels the building orientation issue is not realistic. Mike said he was merely conveying the committee's recommendations which will go to the Task Force who in turn will make recommendations to the BOCC. Jim C. said looking at this from a 70 year old's perspective he can see how it makes sense and understands why you'd want the building close to the street and accessible. Olivier said at the end of the process, this will come back to the council for input and recommendation.

The Human Services Council has a current grant request for a mobility manager who would coordinate the volunteers and transportation services for low income seniors. They should hear about that soon.

Also, upon completion of the plan, the County will promote implementation by going out to community groups that provide volunteers and can get things done (churches, service groups, neighborhood associations). There's going to have to be volunteers to make this plan happen.

As a side note regarding the neighbor electric vehicles (NEV), the County is taking steps toward adoption including buying replacement service vehicles for the fleet to be used by Public Works staff for shorter trips. Mike had pictures of different styles. They typically go 25 MPH and are allowed on streets with posted speed of 35 MPH or less. Local jurisdictions can place some restrictions on where they're allowed. They are not effective on steep hills. We have mapped areas in Camas, Washougal and Vancouver that are posted 35 MPH or less so we have a good idea of where you can drive if you own one of these vehicles, which is basically anywhere except State highways and major arterials.

Bob Watkins, a proponent of NEV's, brought in a partner from California to do a presentation to the Public Works' directors in the County and cities. He made us more aware of what they are and how they're

used. There was a lot of interest, particularly from Battle Ground since the area is mostly flat with grid streets. One of the recommendations was that the County support the use of the NEVs.

Mike is going to contact some dealers for a show and tell on the first Tuesday in October. He will inform the council if that happens so anyone interested can come and see them.

Robert asked what the County would be doing as far as adoption. As an example, Mike said almost all the collectors are already posted at 35 MPH that staff will evaluate arterials where the speed limit is higher and determine whether NEVs should be allowed. If so, the County could restripe a 7-8 foot wide bike lane for shared use with NEVs and mark it as such. In the Salmon Creek/Felida area you can go almost anywhere with very few barriers. Golf carts are not street legal. NEVs have to be electric and also have seat belts, lights, license tags and safety features.

Long term recommendation:

Greater, systematic effort to invest in sidewalks, bike lanes, and trails. There is recognition that it takes money that's not always there. We heard strongly that we should empower people that want to do this on their own, in their own neighborhoods. Public Works will be looking at that. The Risk Management group has completed a volunteer policy that is very comprehensive and covers all the liability issues of concern.

Robert suggested perhaps there's a way to get the builders to contribute to a fund for sidewalks that would go to a local improvement district so the whole sidewalk could be built at once, not incrementally. Ron Wilson sited an example of property along 179th where you could get the developers to contribute to a fund so they could build the entire north, or south, side at once. Mike said we have heard that local improvement districts would be a way to get the whole neighborhood retrofitted at once. If it were to apply to a brand new sub-division it makes sense more than for a project such as 179th Street. That may be more of a Capital Improvement Program solution. We're looking at County policy now regarding developers building only half streets which the County comes along later to finish. Sometimes it's years before the County gets back to it. 88th Street is an example where we learned that partial improvement doesn't really pay off and we had to take it all out when we went back to finish it. We're looking for better mechanisms to avoid throwing away improvements done by the developer.

The last point made by the sub-committee was to stay out of national and State driving test requirements. There was a feeling that as people reach their early 70's some driving skills begin to erode. There are more accidents, less ability to drive at night, etc. The County is starting to install larger font street signs, make them all the same color and style and put them in the right location for better visibility. There was a suggestion that signalized crosswalks allow more time to cross. The new Manual of Uniform Traffic Control Devices (MUTCD) makes that a requirement so it wasn't included in the recommendations.

There were some specific recommendations for the C-TRAN board and these are things they are actively working on right now. Those include increasing safety at bus stops by posting routes and stop numbers in larger fonts with a phone number for C-TRAN in case of emergency.

C-TRAN has received a grant to support a two day workshop by the Accessible Transportation Coalition Initiative sponsored by Easter Seals. They will help with planning better transportation for the elderly and disabled. The workshop will focus on implementing the Human Services Transportation Plan and take it a step further to promote awareness and expand capability. That workshop will happen in October.

C-Tran has a long-term plan for improvements to bus stops as funding becomes available through the Transportation Enhancement Fund. The subcommittee wanted to make a statement that they support high-capacity transit where density allows it. It is pretty much supported by surveys that have been done as well.

NE 10th Avenue from 179th to 219th: Formerly it was a State highway, but jurisdiction was given to the County last year because of the 219th interchange completion. The question is, now that we have it what should be done? It's been recommended as a two-lane minor arterial as it's mostly in an urban area and is a continuation of the Highway 99 /NE 20th / NE15th Avenue route. There have been some hints of

controversy with the Fairground neighborhood possibly because they're not used to urban style streets. Jim C. asked the status of the road improvement on 179th, is it in design phase now? Mike replied it's still churning in terms of alternative analysis. They've looked at the potential for adding travel lanes under the I-5 piers and it can be done. They still don't know the cost and there are engineering challenges so it doesn't compromise the structure. The round-about options are still in the mix and have been narrowed down to three. Mike was not sure of the schedule at this point. The LERF agreement hasn't been signed by all parties yet.

Jim asked if the County was looking at lifting UH north of 199th to 209th. Mike said that the Board is interested in that but there isn't any push at this time. The focus now is more on a capacity assessment between 179th and 199th which then can be used as the basis for dialog with the Board.

A motion was made to recommend designation of NE 10th Avenue as a minor arterial. All were in favor.

Council member reappointment letters were sent out and received. Jim Carlson still needs one as he said he didn't receive it.

Vaughn once again welcomed Robert Dean and Axel Swanson.

The next council meeting will be June 9. The meeting was adjourned at 11:50 A.M.