

# 9 Streets and Trails

## 9.0 Introduction

This chapter describes standards and guidelines for the improvement of public rights-of-way, block layout and design, and off-street trails. Below is a listing of sections within this chapter and a brief description of each.

Table 9-1. Summary of sections within Chapter 9.

| Section    | Title                                | General Description  |
|------------|--------------------------------------|--|
| Streets    |                                      |  |
| <u>9.1</u> | Streetscape Standards and Guidelines | Standards and guidelines for the design of public rights-of-way with an emphasis on pedestrian-friendly design elements. |
| <u>9.2</u> | Street Design Special Provisions     | Guidelines for the amenities associated with the streetscape.  |
| Trails     |                                      |  |
| <u>9.3</u> | Trails Plan                          | Provides for a network of sub-area trails and sidewalks, trail design standards, and implementation measures.            |

# 9.1 Streetscape Standards and Guidelines

## INTENT

- To enhance the visual character of streets and the Highway 99 Sub-area.
- To enhance pedestrian mobility, comfort and safety.
- To enhance bicycle access on streets throughout the sub-area.
- To design streets to encourage and accommodate transit uses.
- To enhance environmental conditions/minimize environmental impacts.
- To enhance the setting for existing and new development.
- To promote the economic vitality of the Highway 99 Sub-Area.

### 9.1.1 Applicability and Implementation

Provisions within this section are intended to serve as design standards for all streets and alleys accessible to the public, yet applied with some flexibility. These standards apply to both new streets/alleys and the improvement of existing streets/alleys. The emphasis of these standards are on the sidewalk design, landscaping, and streetscape design elements. Street or alley improvements will either be initiated by the county or be constructed in conjunction with development activity by a property owner or owners.

Publicly initiated improvements warrant a public outreach process involving impacted property owners and neighborhoods. The use of public funds for street improvement projects necessitates greater specificity to the unique issues along applicable street corridors. ~~Consequently, the Responsible Official may authorize departures based on the community outreach and detailed design process per the departure criteria set forth below. Likewise, the Responsible Official may authorize departures for privately initiated improvements provided there are unique circumstances that apply and that the approved design meets the intent of the standards.~~

Below are criteria upon which the Responsible Official may grant departures to the streetscape design standards herein:

- (a) Unique physical/environmental conditions on-site make the required improvements cost prohibitive and/or alternative treatments better meet environmental objectives.
- (b) Recent street/alley improvements were made and the difference between the recent improvements and required standards are not significant enough to warrant the cost of reconstruction.
- (c) A departure is granted pursuant to extensive public outreach and the alternative design meets the intent of the standards.
- (d) A departure is necessary to accommodate transit within the corridor.
- (e) An alternative design better meets the intent of the standards.

~~The applicant (for private development) or responsible official (for publicly initiated projects) shall demonstrate how all departures meet the intent of the standards.~~

## 9.1.2 Street Design Special Provisions

All developments are subject to the requirements of CCC-40.350 (Transportation and Circulation). However, CCC Section 40.550.010 provides the opportunity for modifications to those standards. The provisions below shall be used to incorporate streetscape design that meets the objectives of the Highway 99 Sub-Area Plan and the intent of the standards herein:

(1) Curb Bulb-outs: Construction of curb bulb-outs is required with new construction or re-development within Activity Centers where on-street parking is provided, truck traffic will be minimal and it is practical and safe to construct a complete crosswalk.

(2) Sidewalks and Planter Strips: Sidewalks separated by planting strips are required for all new and redeveloped streets in the Highway 99 Sub-Area. Sidewalk and planter strip widths in the Standard Details Manual are the minimum allowed. Departures or road modifications to sidewalk and planter strip standards contained in the Standard Details Manual shall not be approved except under extraordinary circumstances. Standard width sidewalks abutting the curb shall not be considered “an equivalent alternative which can accomplish the same design purpose” as sidewalk separated from traffic by a planter strip or tree wells. Specific standards:

(a) Sidewalks shall be separated from adjacent streets by landscaped planter strips that are at least 4 feet wide (preferably 6 feet wide where there is adequate right-of-way) per the adopted street Standard Details Manual. Sidewalks with tree wells along the curb edge per Figure 9-2 below may be used as an alternative to the planter strip.

(b) Minimum sidewalk widths are specified below, unless a departure is approved by the Responsible Official:

- (i) All streets in Activity Centers: 8 feet
- (ii) All streets in Transitional Areas: 6 feet, except 8 feet for Highway 99 where right-of-way widths allow.
- (iii) Arterials and collectors in residential zones and all streets in Multifamily Overlays: 6 feet.
- (iv) Local access roads in Single Family and Mixed-Residential Overlays: 5 feet.



Figure 9-1. Curb bulb example.

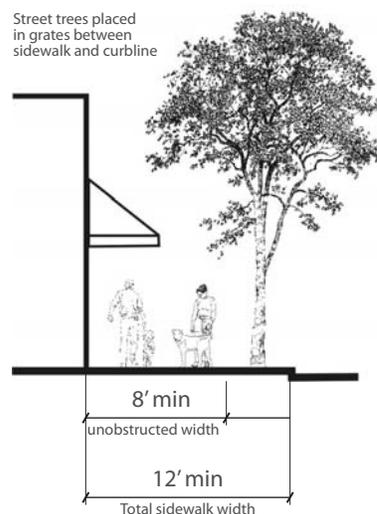


Figure 9-2. Cross-section of minimum sidewalk dimensions with trees in grates along curb edge.



Figure 9-3. Example of a sidewalk with trees in grates.

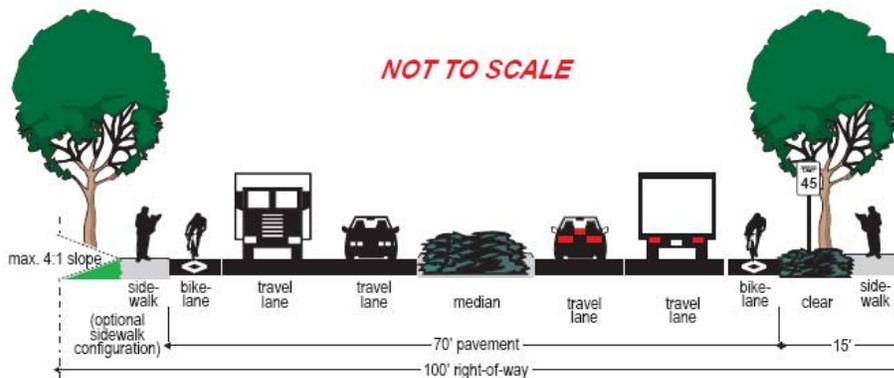
(3) Right-of-way: If necessary, additional right-of-way shall be provided to accommodate the minimum sidewalk and planter strip widths, even if this exceeds the normal right-of-way standards for the street classification. A sidewalk easement may be provided as an alternative to right-of-way dedication beyond the standard width.

(4) Conversion of Existing Sidewalks: Where there is an existing sidewalk adjacent to an arterial street (e.g. NE 78th Street), instead of removing it completely, sections can be removed for tree wells at appropriate spacing (30-foot average) and new sidewalks (at the minimum required width) can be built behind the existing sidewalk.

(5) Landscaped medians, roundabouts, traffic circles and mid-block crosswalks may be required **where appropriate as determined by the Responsible Official**. These features help to reduce vehicle speeds, reduce accidents, increase pedestrian safety and contribute to the area's identity and character.

(6) Woonerf street designs will be considered **where appropriate as determined by the Responsible Official**. **On these streets where pedestrians and cyclists have priority and travel speeds are very slow. Woonerfs generally do not have traditional curb and gutters and can be designed for commercial, mixed-use, or residential areas.**

(7) Low impact development techniques are encouraged in the design of new streets and improvements of existing streets. Most notably, this includes the use of rain gardens and swales to accommodate stormwater within any planting strips within the public right-of-way, where soil types are conducive. Pervious pavements should be considered, particularly for sidewalks.



## 9.2 Streetscape Amenity Standards

### INTENT

- Improve the pedestrian environment by making it easier, safer and more comfortable to walk throughout Activity Centers and Transitional Areas.

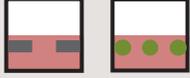
#### (1) Durable pedestrian furniture.

Pedestrian furniture provided in public spaces shall be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time.

#### (2) Streetscape amenities.

Pedestrian amenities must be included along sidewalks in Activity Centers and Transitional Areas and walkways along the facades of multi-tenant retail buildings. Table 9-2 below illustrates the requirements per street type, overlay designation, and multi-tenant retail walkway. The type, location, and design of chosen amenities shall contribute to a well-balanced mix of features on the street, as determined by the Responsible Official.

Table 9-2. Streetscape amenity standards. The amenity features may be clustered, as the required intervals listed below are “averages”.

| Map Index   | Street-Types  | Streetscape Amenity Categories |   |
|---|---|--------------------------------|---|
|   |   | Category I Standards           | Category II Standards   |
|  | Storefront Street                                       | 2 features/60 lineal feet      | 1 feature/120 lineal feet   |
|  | All other streets in Activity Centers                   | 1 features/60 lineal feet      | 1 feature/120 lineal feet for developments with >50,000sf of non-residential GFA                  |
|  | All other streets in Transitional Areas                 | 1 features/60 lineal feet      | 1 feature/120 lineal feet for developments with >50,000sf of non-residential GFA                  |
|  | Internal walkway in front of multi-tenant retail facade | 2 features/60 lineal feet      | 1 feature/120 lineal feet of retail façade for developments with >50,000sf of non-residential GFA |

#### Table Notes:

- See Chapter 2 for Regulatory Maps corresponding with the Map Index and Street Types.
- Developments featuring less frontage than the required amenity intervals are exempt from the standard. Otherwise, when calculating the minimum number of amenity features, the lineal frontage shall be rounded up or down to the nearest interval. Example:
  - Required interval: 1 feature/90 feet.
  - Frontages with from 90 to 134 feet of frontage would be required to have at least one amenity feature.
  - Frontages with 135 to 224 feet of frontage would be required to have at least two amenity features.
- Frontages along dead-end streets are exempt from these standards.

(3) Category I amenities. Where a feature is automatically required, other amenity features listed below shall be used to meet the amenity requirements herein.

(a) Seating. Each 6 feet of seating area or four individual seats count as one amenity element. Seating areas should generally be located in areas that provide views of pedestrian activity. Seating ledges must be at least 12 inches wide to qualify ~~(a)~~.

(b) Trash Receptacles. For designated Storefront Streets and walkways along the façade of multi-tenant retail buildings, at least one trash receptacle is required per 100 linear feet of sidewalk ~~(b)~~.

(c) Consolidated newspaper racks. The design of the racks shall be integrated with the design of the streetscape and/or architecture as determined by the Responsible Official. See Figure 9-11 for an example. Standard rack designs shall not qualify as an amenity element ~~(c)~~.

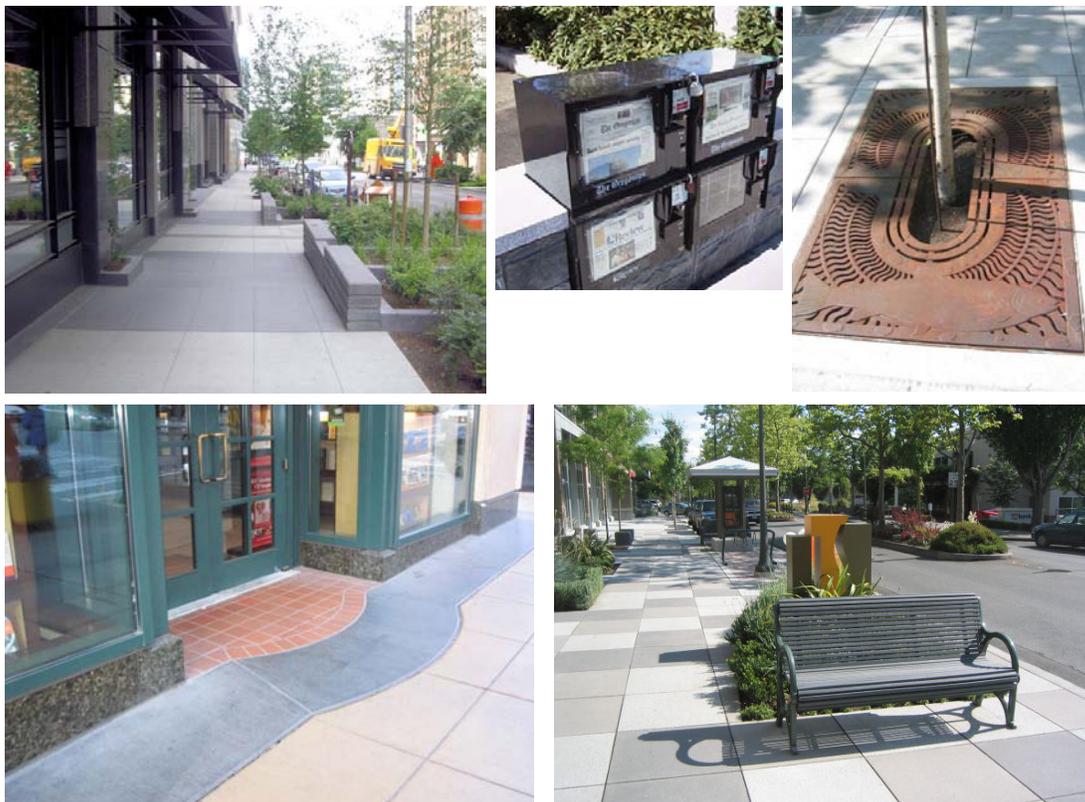
(d) Special pavement patterns and/or tree grates ~~(d)~~.

(e) Bicycle racks (above and beyond minimum requirements and/or special, decorative design, as determined by the Responsible Official ~~(e)~~.

(f) Planting beds, hanging flower baskets, and/or large semi-permanent potted plants, and/or other permanent planting elements ~~(f)~~.

(g) Decorative pavement patterns and/or tree grates ~~(g)~~.

Figure 9-4. Examples of Category I streetscape amenities.



(4) Category II amenities. Where a feature is automatically required, other amenity features listed below shall be used to meet the amenity requirements herein.

(a) Ground-mounted Pedestrian-scaled lighting (placed between 12 and 14 feet above the ground) ~~as approved by the Responsible Official (a)~~.

(b) Informational kiosks ~~(b)~~.

(c) Transit shelters ~~(c)~~.

(d) Decorative clocks ~~(d)~~.

(e) Artwork such as sculptures, installations, or other artwork incorporated into sidewalk ~~(e)~~.

(f) Other amenities that meet the intent as determined by the Responsible Official ~~(f)~~.

~~Features above that are publicly funded, already required by code, and/or obstruct pedestrian movement (at least 6 feet of unobstructed horizontal clearance is required on all sidewalks) will not qualify as an amenity to meet this standard.~~

Figure 9-5. Examples of Category II streetscape amenities.



## 9.3 Trails Plan

### INTENT

- To provide for a connected, safe, and attractive trail network.
- To improve pedestrian connections between uses and destinations.
- To promote the use of trails as a major recreational amenity upon which to orient future development around.

### 9.3.1 Introduction

Section 9.3.4 on the following pages illustrates the Sub-Area Trails Plan.

These maps delineate the following:

- Heritage Trails and designated on-street trail routes. Most of these routes are provided within existing public rights-of-way on existing or proposed sidewalks as set forth in the Highway 99 Sub-Area Plan. Some segments are off-street trails within existing parks.
- Existing off-street trails.
- Proposed off-street trails.

### 9.3.2 Trail Implementation

Proposed trails shall be constructed by the developer/applicant in conjunction with new development and Level II Remodels as set forth in Chapter 1. Trails shall be provided in perpetual easements granting public access unless otherwise agreed upon by the county and the project applicant. [Limited fee reductions and exemptions may be available.](#) New developments exempt from trail implementation:

- Individual single family homes and duplexes

### 9.3.3 Trail Maintenance

All trails within public rights-of-way and within dedicated trail easements shall be maintained by the county. Other trails shall be maintained by the applicable property owner or homeowners association.

Table 9-3. Design standards for proposed trails.

| <u>Trail</u>                                     | <u>Trail Design Classification<sup>1</sup></u>   | <u>Trail Intent/ Description</u>  |
|--|--|---|
| Heritage Trails and other on-street trail routes | Sidewalk design per applicable street design standards.  | Walking path that highlights area history and unique features.  |
| 1. Salmon Creek Trails                           | A1 (regional shared use path)  | This is part of a regional trail that is intended to extend from Salmon Creek’s mouth at Lake River to its headwaters at Bells Mountain. This route connects several parks and neighborhoods with the WSU campus, Bush Prairie and Battleground.  |
| 2. BPA ROW Trail                                 | A1 (regional shared use path)  | This would become a regional trail that extends the entire length of the sub-area and beyond.   |
| 3. Tenny Creek West Trails                       | C2 (Walking Path, hard surfaced, 4-10’ wide) or A3 standards (Primitive Trail) depending on site, use, and project design as determined by the Responsible Official.   | This is intended to a series of trails built along the edge of Tenny Creek in conjunction with new development activity. The trail will serve as a recreational amenity to surrounding uses and will provide pedestrian connections between uses, Highway 99, Sarah J Anderson Elementary School, and Swan Ponds Park.  |
| 4. Tenny Creek East Trails                       | C2 (Walking Path, hard surfaced, 4-10’ wide) or A3 standards (Primitive Trail) depending on site, use, and project design as determined by the Responsible Official.   | This is intended to a series of trails built along the edge of Tenny Creek in conjunction with new development activity. The trail will serve as a recreational amenity to surrounding uses and will provide pedestrian connections between uses, streets, and Tenny Creek Park.  |
| 5. Cougar Creek Trails                           | A2 – Local Shared use Path (hard surfaced, 10-12’ width); Secondary connections within system may be built to C2 (Walking Path, hard surfaced, 4-10’ wide) or A3 standards (Primitive Trail) depending on site, use, and design as determined by the Responsible Official. | This is intended to a series of trails built along the edge of wetland buffers in conjunction with new multifamily and other development activity in the areas generally east of NE 13th Avenue and north of NE 78th Street. The trail will serve as a recreational amenity to surrounding uses and will provide pedestrian connections between uses, streets, and the Cougar Creek headwaters’ park. |
| 6. Public Facility Trails                        | A1 (regional shared use path)  | Trail will serve as a recreational amenity and provide a pedestrian connection between NE 68 <sup>th</sup> Street and NE 78 <sup>th</sup> Street.   |

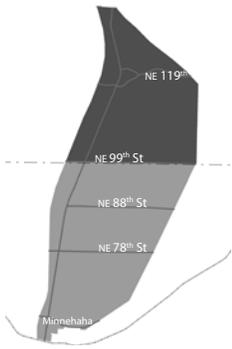
Table Notes:

- Trail design classifications are set forth in Clark County’s Regional Trail and Bikeway Systems Plan, Section VII, Design Guidelines.

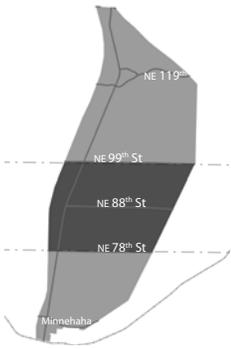
### 9.3.4 Highway 99 Sub-Area Trails Plan



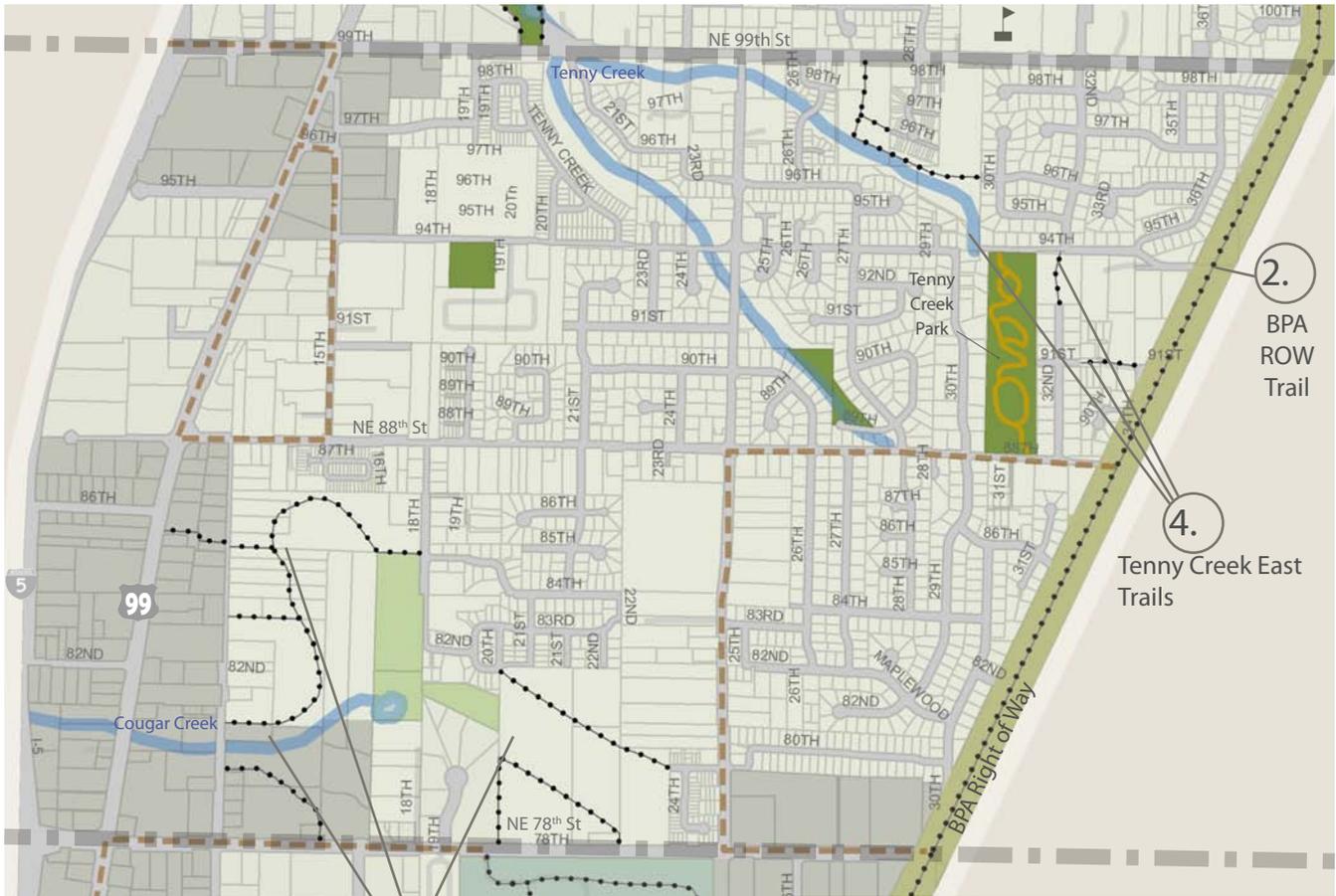
# Highway 99 Sub-Area Trails: Map A



# Highway 99 Sub-Area Trails: Map B



-  Existing Trails (off-street)
-  Heritage Trails (existing and proposed)
-  Proposed Trails



2. BPA ROW Trail

4. Tenny Creek East Trails

5. Cougar Creek trails

-  Creeks
-  Bodies of Water
-  Parks
-  Other Public Open Space
-  Activity Center Overlay

 10 minute walk 1/2 mile

