

Planning Commission Recommendation w/BOCC changes 12-20-2017
Proposed comprehensive plan policy amendments to Implement ESB 5517

1 Land Use Element (p.39)

2 **Freight Rail Dependent Uses Overlay**

3 This designation is implemented with an overlay that identifies parcels where freight rail dependent
4 uses adjacent to the short line railroad may be permitted.

5 Rural and Natural Resource Element (p.97)

6 Freight Rail Dependent Uses

7 Goal: Support freight rail dependent uses where the use is dependent on and makes use of the short
8 line railroad, as defined by the Surface Transportation Board.

9 3.9 Policies

10 3.9.1: Support freight rail dependent uses in rural lands, as well as agriculture, forest and mineral
11 resource lands, where the use is dependent on and makes use of the short line railroad within the
12 county.

13 3.9.2: Freight rail dependent uses will be allowed on parcels with a freight rail dependent use overlay,
14 where such uses minimize impacts on adjacent rural and resource uses.

15 3.9.3: Freight rail dependent uses means buildings and other infrastructure that are used in the
16 fabrication, processing, storage, and transport of goods where the use is dependent on and makes
17 use of an adjacent short line railroad. Such facilities are both urban and rural development. Clark
18 County may include development of freight rail dependent uses on land adjacent to a short line
19 railroad in the transportation element of this plan. The County may also modify development
20 regulations to include development of freight rail dependent uses that do not require urban
21 governmental services in rural lands.

22 Transportation Element (p.155)

23 **Goal: Ensure mobility throughout the transportation system.**

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25 **5.4 System Mobility Policies**

26 5.4.1 The county arterial system shall be planned in general conformance with nationally-accepted
27 arterial spacing standards.

28 5.4.2 Congestion performance standards shall be maintained by the appropriate jurisdictions on
29 major freight mobility corridors and in the vicinity of major intermodal facilities to ensure the
30 economic vitality of the region.

31 5.4.3 Transportation System Management strategies should be analyzed and employed before
32 adding a general purpose lane to any regional roadway.

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1 5.4.4 County roadways and intersections shall be designed when practical to achieve safety and
2 accessibility for all modes. Arterial streets shall provide facilities for automobile, bike and pedestrian
3 mobility as defined in the Arterial Atlas and shall include landscaping

4 5.4.5 Improve mobility and access for the movement of goods and services on the short line railroad
5 to enhance and promote economic opportunity throughout the county.

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7 **Implementation Strategies**

- 8 • Complete regional corridors and address corridor bottlenecks.
- 9 • Allocate or reserve corridor capacity for land uses likely to produce family wage jobs.
- 10 • Reduce corridor speed and intersection delay standards where transit is available at 15
11 minute headways during peak hours.
- 12 • Provide for reduced trip rate calculations for transit supportive development.
- 13 • Emphasize transit and ridesharing in the design and construction of all transportation
14 facilities through the implementation of transportation system management techniques
15 (signal timing, signal prioritization) and transit-only and high occupancy vehicle lanes.
- 16 • Continually test for changes in concurrency due to major development projects.
- 17 • Incorporate a “no-build” analysis into the design process for all transportation projects that
18 would add general purpose lanes.
- 19 • Ensure that freight corridors are designed, maintained, and operated to provide efficient
20 movement of truck and rail traffic.
- 21 • Use intelligent transportation system technology to alert motorists, bicyclists, and
22 pedestrians to the presence and anticipated length of closures due to train crossings.
- 23 • Evaluate the feasibility of grade separation in locations where train crossings result in
24 significant delays and safety issues for other traffic, and improve the safety and operational
25 conditions at rail crossings of streets.
- 26 • Work with freight stakeholders and the Port of Vancouver to maintain and improve
27 intermodal freight connections involving Port terminals, rail yards, industrial areas,
28 interchange tracks and regional highways.
- 29 • Support efficient and safe movement of goods by rail where appropriate, and promote
30 efficient operation of freight rail lines.
- 31 • Identify and minimize impacts that freight movements have on adjacent residential
32 neighborhoods and on resource uses.

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- Work with local jurisdictions and railroads to coordinate land use plans and policies to preserve and protect rail corridors, and take into account community needs in relation to the rail system.