WHATCOM COUNTY COUNCIL

SPECIAL COUNCIL MEETING AGENDA FOR MAY 10, 2016

Special Committee of the Whole
1 p.m. Tuesday, May 10, 2016
Council Chambers, 311 Grand Avenue

Comprehensive Plan Chapter 1, Growth Projections (specifically Birch Bay UGA)

1. Audience members are invited to comment specifically on population growth projections for the Birch Bay UGA (AB2016-047A) (time limited to 15 minutes)

2. Discussion and preliminary Council direction on Comprehensive Plan Chapter 1, Growth Projections (specifically the Birch Bay UGA) (AB2016-047A) (additional information can be found at www.co.whatcom.wa.us/2346/Comprehensive-Plan-Update-Process)
   Council Proposed Changes Attached

Comprehensive Plan Chapter 2, Land Use

1. Audience members are invited to comment specifically on Whatcom County Comprehensive Plan Chapter 2, Land Use (AB2016-047B) (time limited to 15 minutes)

2. Discussion and preliminary Council direction on Comprehensive Plan Chapter 2, Land Use (AB2016-047B) (additional information can be found at www.co.whatcom.wa.us/2346/Comprehensive-Plan-Update-Process)
   Council Proposed Changes Attached

Comprehensive Plan Chapter 3, Housing

1. Audience members are invited to comment specifically on Comprehensive Plan Chapter 3, Housing (AB2016-047C) (time limited to 15 minutes)

2. Discussion and preliminary Council direction on Comprehensive Plan Chapter 3, Housing (AB2016-047C) (additional information can be found at www.co.whatcom.wa.us/2346/Comprehensive-Plan-Update-Process)
   Council Proposed Changes Attached

Comprehensive Plan Chapter 6, Transportation

1. Audience members are invited to comment specifically on Comprehensive Plan Chapter 6, Transportation (AB2016-047F) (time limited to 15 minutes)

2. Discussion and preliminary Council direction on Comprehensive Plan Chapter 6, Transportation (AB2016-047F) (additional information can be found at www.co.whatcom.wa.us/2346/Comprehensive-Plan-Update-Process)
   Council Proposed Changes Attached

Other Business
COUNCIL PROPOSED CHANGES

CHAPTER 1

GROWTH PROJECTIONS
(SPECIFICALLY BIRCH BAY)

MAY 10, 2016
Proposed Council Changes to Comprehensive Plan

Chapter 1 - Introduction and Growth Projections
Page and line numbers reflect Planning Commission Recommended Draft dated 1/14/16 (http://whatcomcounty.civicplus.com/DocumentCenter/View/15149). To improve clarity of Councilmember requested changes, previous edits (i.e. staff and Planning Commission) are included, but not show as edits.

1a) p. 1-11; Population Projection and Distribution Table: Reduce growth of Birch Bay UGA by 12 people per year. (Donovan)

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Source: The 2013 total Whatcom County population is from O'Re. The Chew City UGA, which is not shown in the chart above, had an estimated 2013 population of 42 people. Source: Washington Office of Financial Management (April 1, 2009)
COUNCIL PROPOSED CHANGES

CHAPTER 2

LAND USE

MAY 10, 2016
Proposed Council Changes to Comprehensive Plan

Chapter 2 – Land Use
Page and line numbers reflect Planning Commission Recommended Draft dated 1/14/16 (http://wa-whatcomcounty.civicplus.com/DocumentCenter/View/15150). To improve clarity of Councilmember requested changes, previous edits (i.e. staff and Planning Commission) are included, but not show as edits.

1a) p. 2-28; Restore language in Goal 2T: Establish Urban Growth Areas within which annexations and urban levels of development can occur and outside of which urban levels of development will not occur. This is intended to be a sprawl preventing measure. (Donovan)

1b) p. 2-28; New Policy 2T-1 and renumber 2T policies: Discourage UGA expansion that does not border an incorporated city. (Donovan)

1c) p. 2-28; UGA map: Restore the Birch Bay UGA map to previous map with no extension into the floodplain. (Donovan)

2a) p. 2-100; Restore and edit Sudden Valley to Chapter 2: Sudden Valley

Sudden Valley was established in the early 1970s as a recreation/resort area located on the shore of Lake Whatcom, entirely within the Lake Whatcom Watershed. Over the last thirty years it has developed into a semi-urban residential area. Sudden Valley is organized as a homeowners association which maintains and operates common facilities and land. Despite its recreational beginnings, this unincorporated area is now composed primarily of permanent residents—numbering approximately 7000—with some recreational units and second homes as well.

Water and sewer are provided by the Lake Whatcom Water and Sewer District. Public transit service is provided by the Whatcom Transportation Authority (WTA). Natural gas is available only to limited portions of Sudden Valley. Security is provided by a very small, private, contracted force and the Sheriff’s Department. There is a small commercial area surrounded by Sudden Valley, and an immediately neighboring station of the South Whatcom Fire Authority. The area includes Lake Whatcom shoreline with lake access, as well as wetlands, natural preserves, and land that will remain forever undeveloped. Of its 1,545 acres, 835 acres – over half – are permanent open space with established parks, trails, and recreational areas, with an additional 140 acres of golf course.

Sudden Valley lies within the Lake Whatcom Watershed where limiting development has been identified as desirable. As a result, Sudden Valley is not a candidate for incorporation or UGA status. However, because Sudden Valley
represents a sizable population, the Sudden Valley Community Association (SVCA) is a recognized participant in County and Lake Whatcom planning.

2b) **New Goal 2NN: Recognize Sudden Valley as a Rural Community (Type 1 LAMRIDI) with unique challenges that require active participation in the planning process.**

2c) **New Policy 2NN-1:** Liaison with SVCA on issues of mutual concern in Sudden Valley.

2d) Move Policy 2NN-2: Facilitate meeting the unique needs of Sudden Valley due to its location within the Lake Whatcom Watershed. (From p. 11-33; Policy 11K-14)

2e) Move Policy 2NN-3: Recognize the existing parcelization and the commitment for development of the remaining multi-family parcels in Sudden Valley. (From p. 11-33; Policy 11K-15)

2f) Move Policy 2NN-4 (as edited by Council): Work with the Community Association towards voluntary density reduction of additional lots within Sudden Valley. (From p. 11-33; restored Policy 11K-16)

2g) Move Policy 2NN-5 (as edited by Council): If vacant lots in the Lake Whatcom watershed come available due to a tax foreclosure the County may acquire them, remove the developments rights and then place them back on the market through the public auction process to recover any residual value. (From p.11-33; Policy 11K-16)

2h) Move Policy 2NN-6: Support Lake Whatcom Water and Sewer District’s effort to maintain adequate sewer capacity and control stormwater run-off in keeping with appropriate environmental controls and the Sudden Valley Community Association's density reduction goal. (From p.11-33; Policy 11K-17)

2i) Move Policy 2NN-7: Work with all parties to maintain, and appropriately plan for infrastructure, public services, and stormwater retention so that Sudden Valley can develop to its appropriate potential. (From p.11-33; Policy 11K-18)

(Staff)

**Tabled Items**

1) p. 2-73; lines 37-41: The reserve extends from the southern boundary of Birch Bay State Park to the northern border of the Lummi Indian Nation Reservation. The site excludes three existing aquatic land leases (BP, Intalco, Phillips 66 shipping piers) and one proposed aquatic land lease (Gateway Pacific Terminal site). (Brenner)

2) p. 2-92; Policy 2GG-3: **Uses and densities within the Rural designation should reflect established rural character.** Rezones within the Rural designation should be consistent with the established rural character and densities. Land in the R10A district may be rezoned to a rural zone that allows a higher density only if: ... (Donovan)
Changes Approved March 29

1) p. 2-1; Vision Statement: Whatcom County is a place where urban growth is concentrated in urban areas, where there is a distinct boundary between urban and rural uses, where agricultural use is encouraged, and where resource lands and water resources are protected, and where land use changes are brought about through incentive programs. Rural areas are peaceful and quiet with less traffic and congestion than in urban areas. There is low-density development with open spaces allowing for privacy. A sense of community is retained and local control is exercised input is considered in land use decisions. (Weimer)

2) p. 2-2; lines 32-34: ...providing for economic development opportunities in the eastern portion of the county, and addressing fiscal impact in interlocal agreements with cities. (Brenner)

3) p. 2-2; lines 37-40: ...Planning Policies have been addressed in the development of this chapter through citizen committee participation, town hall meetings, and public hearings. (Brenner)

4) p. 2-5; Goal 2A: Ensure designation of sufficient land, and densities to accommodate the growth needs of Whatcom County and protect the local economy, rural lifestyle, habitat, fish, and wildlife, which are the cornerstone qualities that make the county a desirable place to live. (Brenner)

5) p. 2-6; Policy 2A-8: Include business/industry parks, tourist/resort areas, and allowance for existing crossroads commercial areas ... (Brenner)

6) p. 2-6; Policy 2A-12: Adoption of residential, industrial, and commercial comprehensive plan... (Brenner)

7) p. 2-12; Policy 2F-4: Review and adopt, where appropriate, incentive programs such as cluster density bonuses in urban growth areas, purchase of development rights, transfer of development rights, and tax deferrals. (Brenner)

8) p. 2-4; lines 31-35: A key need for meeting land demands to generate family wage employment is land that is "ready to go" for industrial development. Many potential industrial employers seeking to locate in Whatcom County require large tracts of land where the infrastructure and site improvements are already in place. (Weimer)

9) p. 2-5; Goal 2A: Ensure designation of sufficient land, water and densities to accommodate the growth needs of Whatcom County and protect the local economy, rural lifestyle, habitat, fish and wildlife which are the cornerstone qualities that make the county a desirable place to live. (Weimer, Donovan)
10) p. 2-6; Policy 2A-7: Establish sufficient levels of developable residential, commercial, and industrial lands informed by approved population and economic forecasts, inventory of existing use, land capacity outside of critical areas and buffers, cost of infrastructure, legally available water, and goals and policies of all chapters of this plan. (Weimer)

11) p. 2-6; New Policy 2A-14: Strive to establish by December 2017, a clear, predictable, and fair process for allowing expansion of urban growth areas that considers reasonable measures to mitigate the impacts of growth. This process should include:

Convening a multi-stakeholder work group, including the Cities, tasked with:
- Reviewing the current TDR and PDR programs.
- Identifying political, financial, and regulatory barriers to effective TDR and PDR programs.
- Identifying opportunities and solutions for creating a workable TDR program.
- Identifying mechanisms to create a PDR fund that could be used to protect important agricultural and rural lands.
- Recommending policy and regulatory amendments necessary to implement the above policy.
- Identifying proposed sending areas in critical areas, the Agricultural Zone, and the Rural Study Areas.
- Identifying receiving areas.
- Identifying other factors and/or growth management tools.

Based upon the findings of the multi-stakeholder work group, consider strategies that could require purchase, transfer or otherwise incentivize removal of potential development rights form rural or resource lands in exchange for UGA expansion and other upzones. (Staff)

Changes Approved April 5

1) p. 2-8; Policy 2B-7: Master Planned Resorts should only include other residential uses within its [their] boundaries if residential uses are integrated into and support the on-site recreational nature of the resorts.... (Brenner)

2) p. 2-11; Policy 2D-9 (ln. 34): ...or zone 6 (traffic pattern zone) as shown on in the Safety Compatibility Zone Examples... (Brenner)

3) p. 2-13; lines 32-35: Property rights are an important issue in Whatcom County. People want to use their land as they wish Land can be used as desired as long as it doesn't conflict
with the rights of others. It is not necessary for the preservation of property rights and protection of the environment and resources to conflict with one another. *(Brenner)*

4) p. 2-14; Policy 2H-2: Establish **incentive** programs such as cluster density bonuses in urban growth areas, purchase of development rights and **voluntary, workable** transfers of development rights, where appropriate, to compensate property owners **when if rights are unduly infringed upon**. *(Brenner)*

5) p. 2-18; Goal 2M: Protect and encourage restoration of habitat for fish and wildlife populations including adequate in-stream flows. *(Weimer)*

6) p. 2-19; New Policy 2M-7: Remain actively **Engage in efforts to better define ground water resources and connection to surface water, current water usage, water rights, adequate in-stream flows, and policy barriers that create conflicts between these things**. *(Weimer)*

7) p.2-25; Policy 2Q-5: Encourage and assist the citizens of Birch Bay and Columbia Valley Urban Growth Areas with the requirements to incorporate when appropriate. *(Brenner)*

8) p. 2-27; 25-5: Annually monitor population growth and publish a report no later than November 1 of each year that analyzes population growth trends over **time-five years** in comparison with the adopted population growth projections. If the trend over **several-five years** indicates that population growth in urban growth areas is significantly higher than adopted projections, coordinate with the cities to consider appropriate action. Actions may include amending growth projections, or amending urban growth area densities or boundaries. *(Donovan)*

9) p. 2-35: Bellingham UGA Map: Amend map to show South Caia and South Yew Street as UGA Reserve. *(Donovan)*

10) p. 2-102; lines 36-38: **There are no areas proposed for Urban Growth Area Reserve adjacent to the Bellingham Urban Growth Area. The south Yew St. and the south Caitac areas have been designated as Urban Growth Area Reserves. Prior to re-designating the south Yew St. area to UGA, need for additional land capacity must be demonstrated, planning for adequate public facilities and services must be completed, and potential impacts on Lake Padden water quality must be addressed. Prior to re-designating the south Caitac area to UGA, need for additional land capacity must be demonstrated and planning for adequate public facilities and services must be completed.** *(Staff)*
Changes Approved April 19

3) p. 2-18; Policy 2M-6: Engage the Wildlife Advisory Committee to develop recommendations of critical habitat and species protection areas, and for a system to monitor the status of fish and wildlife habitat function. (Browne)

10) p. 2-73; lines 31-34: In 2010, the DNR recognized the need to “protect the significant environmental resource of aquatic lands at Cherry Point” (CPAR Management Plan p. 1), and completed the Cherry Point Environmental Aquatic Reserve Management Plan, and designated the Cherry Point Aquatic Reserve to ensure long-term environmental protection of the area. (Donovan)

12) p. 2-74; lines 6-13: The Management Plan acknowledges that the existing industries, complying with laws and regulations, do not conflict with the Aquatic Reserve although their activities may pose risks for the Aquatic Reserve. Indeed, the industries’ need for buffer space and their compliance with shoreline management requirements means that much of the Aquatic Reserve shoreline is in substantially natural riparian vegetation and bluff processes proceed without interference. Existing industries can serve the Aquatic Reserve’s objectives so long as they are managed according to the Plan and so long as the lessees actively work to further goals for the Reserve (CPAR MP p. 2). (Weimer)

13) p. 2-77; New Policy 2CC-2 (renumber existing 2CC-2 and subsequent 2CC policies): Ensure that developments in the Cherry Point UGA maintain management plans to accomplish the goals of the Aquatic Reserve Management Plan. (Donovan)

14) p. 2-77; Policy 2CC-7: Resist inclusion of Exclude Cherry Point as part of any future incorporation of Birch Bay. (Brenner)

15) p. 2-82; Policy 2DD-1: Concentrate growth in urban areas per the population projections in Chapter 1 of this plan, and recognize rural lands as an important transition area between urban areas and resource areas. As part of the population growth monitoring report required in Policy 2S-5, compare non-urban population growth trends with the adopted non-urban population growth projection. If the trend over several five years indicates that non-urban growth is significantly higher than adopted projections, the County shall take action to address the discrepancy.... (Weimer)

17) p. 2-128; Policy 2VV-7: Correctional facilities... New facilities should be located: ...
- At least one quarter mile from public and private schools. (Weimer)

Changes Approved May 3

1) p. 2-5; Goal 2A: Ensure designation of sufficient land and densities, with consideration of water availability, to accommodate the growth needs of Whatcom County and protect the local economy, rural lifestyle, habitat, fish and wildlife which are the cornerstone qualities that make the county a desirable place to live. (Weimer)

2) p. 2-6; New Policy 2A-15: Strive to improve predictability to property owners regarding the connection between legal water use, and land use and development by:

- Supporting completion of groundwater studies that provide a better understanding of water quantities available and the connection between groundwater use and in-stream flow levels.

- Supporting the efforts of water purveyors to develop new legal water sources and the infrastructure and systems necessary to transport that water to existing water users that lack safe potable water or sufficient water rights.

- Encouraging a negotiated water rights quantification and settlement between the Lummi Nation, Nooksack Indian Tribe and other water users in the Nooksack River basin.

- Encouraging the Department of Ecology to protect instream flows, particularly in times of extremely low summer flows.

- Coordinating with the Department of Ecology to find solutions to provide adequate water for out-of-stream users while protecting in-stream flows. Potential solutions may include consideration of recycling, conservation, water banking, public water system interties, stream recharge augmentation, change in place of use, desalinization, and other alternative water supply measures.

- Request the Department of Ecology to create a water management plan for exempt wells in closed water basins that better aligns in-stream flows with current water rights and legal decisions on hydraulic continuity. (Weimer)

3) Reject proposed expansion of Birch Bay UGA. (Donovan)
Chapter 2 – Land Use

Birch Bay Urban Area

An area bisected by Blaine Rd., generally north of Arnie Rd., has been designated as Urban Growth Area Reserve. Prior to re-designating this area to UGA, need for additional land capacity and planning for adequate public facilities and services must be demonstrated. The area currently zoned R10A west of Blaine Rd. should maintain a density of one dwelling/10 acres in recognition of the wetlands and floodplain in this area.

The Birch Bay Community Plan adopted in 2004 used a high-growth forecast that does not appear to be warranted over the new twenty-year planning period. The community is currently working on a planning process (Birch Bay Watershed Characterization) to identify areas most suitable for development. A portion of the Urban Growth Area along Blaine Road not needed for the growth allocation but within a logical urban boundary is designated as an Urban Growth Area Reserve.

Reason for change: The growth forecast can be accommodated in the existing UGA without expansion into the UGA Reserve at this time. The text above provides guidance relating to any future proposals to expand the UGA into the UGA Reserve.
WHATCOM COUNTY COUNCIL

COUNCIL PROPOSED CHANGES

CHAPTER 3

HOUSING

MAY 10, 2016
Proposed Council Changes to Comprehensive Plan

Chapter 3 – Housing

Page and line numbers reflect Planning Commission Recommended Draft dated 1/14/16 (http://wa-whatcomcounty.civicplus.com/DocumentCenter/View/15151). To improve clarity of Councilmember requested changes, previous edits (i.e. staff and Planning Commission) are included, but not show as edits.

Items 1 through 4 concern comma usage and may be considered in a single motion.

1) p. 3-16; Policy 3A-2: Educate interested parties in the permitting processes required for land use actions using easy to understand publications such as brochures, handouts, workshops, and websites readily available to the public. (Brenner)

2) p. 3-16; lines 28-30: Design standards and funding sources will be needed to fully explore the potential for mixed use since, in some instances, lenders are reluctant participants in mixed-use projects. (Brenner)

3) p. 3-16; lines 32-25: County-Wide Planning Policies, Visioning Community Value Statements, preservation of agricultural lands and environmentally sensitive areas, the comprehensive plan, and zoning regulations generally prescribe preferred locations for housing a growing population of county residents. (Brenner)

4) p. 3-21; Policy 3H-2: Support creation of one or more additional housing units, within permitted density, when existing housing is remodeled, or commercial or light industrial facilities are redeveloped. (Brenner)

5) p. 3-1; lines 16-20: The purpose of this housing element is to consider future needs for housing in Whatcom County by examining existing housing patterns, projected population growth, and most-likely growth scenarios, and to suggest realistic ways to provide for those housing needs within the wishes of county citizens, residents, sound public policy, and within the mandates of the Washington State Growth Management Act (GMA). (Brenner)

6) p. 3-3; lines 26-28: Even so, Whatcom County in total is less urban than Puget Sound with more base industry (agriculture, forestry, and manufacturing) employment, lower incomes, lower higher housing costs, and less ethnic, non-English speaking populations. (Brenner)
7) p. 3-3; lines 42-54: In addition to increasing the number of people living in the County, in-migration is resulting in changes to its demographic makeup. Increased minority, retirement-age, student-age and single-parent household populations characterize demographic changes resulting from in-migration. (Brenner)

8) p. 3-4; restore lines 1-8 with edit: Single-parent households are proportionally more financially sensitive than two-parent households to factors contributing to poverty and sub-standard living conditions such as housing costs, health care costs, and other increases in the cost of living. The number of such households is increasing at a faster rate than households with two parents. Shifts in proportions of various groups comprising county population also shift the need for various types and sizes of housing. Some families require larger homes to accommodate larger extended families. Some groups, such as single-parent households, require smaller and more efficient housing. (Brenner)

9) p. 3-7; lines 9-12: Innovative housing solutions are needed to provide enough housing units to accommodate the County’s growing housing needs. By the end of the 20-year planning period, Whatcom County will have likely experienced substantial growth. (Brenner)

10) p. 3-7; lines 18-19: Between 1990 and 2000, Bellingham’s multi-family housing experienced a 65% increase. In 2009, multi-family housing comprised 50% of the housing in the City of Bellingham. (Brenner)

11) p. 3-15; lines 13-15: Both public and private investments can be directed into housing that ensures that low-to moderate-income people will be able to continue to live near where they work in the community. (According to the US Department of Housing and Urban Development, in 2015, a family of four earning $54,100 was considered low-income, while the median income for a family of four was $67,600.) (Brenner)

12) p. 3-15; line 17: Adopting an Ambitious but Achievable Preferred and Affordable Housing Vision Goal

Whatcom County and its cities might consider adopting a HOUSING VISION GOAL that sets the bar at a high but achievable level:

"By the year 2036, every community and neighborhood has a healthy mix of housing sizes, types and prices, affordable at the wages of the jobs nearby. A balanced mix of housing will have housing costs in sync with wages and incomes in the community."

To achieve this overarching vision goal, the following goals and policies are adopted: … (Brenner)
13) p. 3-16; lines 23-28: Incompatible uses such as heavy, noisy, or noxious industrial facilities adjacent to residential uses should continue to be discouraged. Some non-polluting, low-impact types of light industrial uses such as textile manufacturing, computer or medical equipment assembly, which could be large-scale but not environmentally or aesthetically offensive, could, with some buffering, be perfectly acceptable and probably desirable near residential development. (Browne)

14) p. 3-16; lines 41-43: Citizens Residents currently possessing safe and decent housing may not fully understand the scope of the housing problem and they may tend not to want housing for less advantaged households near them. (Brenner)

15) p. 3-16; lines 43-44: In that regard, the location of affordable housing can be as difficult an issue as funding. Many people who do not want rural sprawl also do not want in-fill near them. (Brenner)

16) p. 3-17; Policy 3C-1: Support lot clustering, varied lot sizes, small-scale multi-family dwellings, accessory, especially accessory dwelling units (ADUs) in single-family zoning, and reductions in infrastructure requirements for subdivisions as incentives for development of housing obtainable by purchasers with the greatest possible mix of needs and household incomes. (Brenner)

17) p. 3-17; Policy 3C-2: Support programs in which citizens residents participate in the construction of their own home. (Brenner)

18) p. 3-18; lines 21-24: Availability of housing for seniors, young adults, young families with, or without children, single parents, and groups is frequently overlooked by both the private development sector and the public sector. In addition, many migrant farm workers entering the county each season face substandard housing and homelessness. (Brenner)

19) p. 3-18; lines 33-35: A portion of the agricultural workers have difficulty in obtaining adequate housing. Prior to adoption of the comprehensive plan, Whatcom County considered ordinance amendments allowing for easier and better provision of migrant worker housing. (Brenner)

20) p. 3-18; Goal 3D: Encourage adequate preferred housing types and provision of housing at every income level. (Brenner)

21) p. 3-19; Policy 3D-4: Consider establishing a housing development fund, accessible to individuals qualified for affordable housing assistance who are legal residents of the county, administered by an agency and funded by contributions from
developers wishing to utilize affordable housing incentives and bonuses, but not wishing to include affordable housing in their own projects. (Weimer)

22) p. 3-19; Policy 3E-1: Encourage all jurisdictions to provide adequate stocks of preferred types of housing. Review and revise existing regulations to identify inhibitions to housing for the varying preferences of those needing housing. Focus on population segments with particular needs such as temporary, transitional, or emergency housing. (Brenner)

23) p. 3-19; Policy 3E-3: Encourage financial institutions to participate in creative housing solutions which respond to changing demographics and needs. (Brenner)

24) p. 3-20; Policy 3F-4: Support innovative housing ideas including co-housing (essentially a micro-community with some centralized facilities), elder cottages (housing units for healthy but aging family members), accessory dwelling units (ADUs) in single family zoning of all jurisdictions, including cottage designs available at planning department front desk, and shared living residences or group quarters in UGAs, and educate the public about them. (Brenner)

25) p. 3-20; New Policy 3F-5: Study the new innovative programs and policies in other urban areas within our region, particularly Seattle, Portland and Vancouver BC, relating to the use of Detached Accessory Dwelling Units (DADU). (Browne)

26) p. 3-20; New Policy 3F-6: Recognize that many residents are unfamiliar with DADU's therefore develop outreach materials that explain the advantages to the community of DADU's such as the ability for residents to derive supplemental income, to age-in-place, provide accommodation for an aging parents and the reduction of the tax burden that results when the cost of providing public services is shared across a larger number of residents etc. (Browne)

27) p. 3-20; New Policy 3F-7: Recognizing that DADU programs can offer good quality housing at a lower cost, work with the cities to develop DADU policies and programs that encourage infill within urban areas where transportation, public facilities, and utilities already exist. (Browne)

28) p. 3-20; Policy 3G-3: Educate the public on equal opportunity laws specifically related to housing and housing conditions—including options available to anyone discriminated against. (Brenner)

29) p. 3-21; New Policy 3G-5: Develop policies that encourage the construction of more Detached Accessory Dwelling Units. (Browne)
30a) 3-20; New Policy 3F-5: Explore and consider various financial incentives and funds to support affordable housing including but not limited to:

- Tax credits for low-income households.
- Use of EDI funds for a "housing trust fund" to provide funding for housing priorities set by the jurisdictions involved.
- Use of the "Real Estate Excise Tax". (Brenner, Weimer)

30b) .... or a "Real Estate Transfer Tax" a Countywide tax or levy to provide a revenue stream for the local housing trust fund for affordable housing. (Weimer)
COUNCIL PROPOSED CHANGES

CHAPTER 6

TRANSPORTATION

MAY 10, 2016
Proposed Council Changes to Comprehensive Plan

Chapter 6 – Transportation

Page and line numbers reflect Planning Commission Recommended Draft dated 1/14/16 (http://wa-whatcomcounty.civicplus.com/DocumentCenter/View/15155). To improve clarity of Councilmember requested changes, previous edits (i.e. staff and Planning Commission) are included, but not show as edits.

1) p. 6-9; Policy 6A-1 (reconsideration): Establish the following levels of service (LOS) for purposes of maintaining transportation concurrency:

- Ferry LOS standard is currently 513 ferry passenger trips annually per capita Lummi Island population. Note: The Lummi Island Ferry Advisory Committee (LIFAC) is cooperating with Public Works to develop an updated LOS standard. LIFAC will present a revision to this section when that work is complete. The interim LOS is calculated using the scheduled trips, the estimated car units of the ferry and the Small Area Estimates Program (SAEP) population figure. The interim standard is established at 439 ferry passenger trips annually per capita Lummi Island population. (Lummi Island Ferry Advisory Committee)

2) p. 6-16; New Policy 6C-8: Conduct a ferry feasibility study to inform the next annual Comprehensive Plan update so that sufficient planning, engineering, design and cost detail is available to use in competing for grants and other sources of funding for a replacement ferry. LIFAC should provide input on the scope of work and any consultants or vendors retained, as well as reviewing and providing input on key milestones. (Lummi Island Ferry Advisory Committee)

3) p. 6-29; New Policy 6J-9: Encourage the development and installation of a comprehensive electric vehicle charging network, including the following opportunities:

- Allow rapid charging stations in commercial parking lots and other convenient locations;
- Provide a streamlined and expedited permitting process for charging stations;
- Provide incentives to developers, employers, and organizations that provide charging stations;
- Consider requirements to include charging stations in multi-family and commercial developments over 100,000 square feet; and
- Pursue partnerships with Puget Sound Energy to develop charging stations and reduce their cost. (Mann)
Proposed Council Changes to Comprehensive Plan
Chapter 6 - Transportation

Passed April 19

1) p. 6-2; lines 29-32: This chapter supports County-Wide Planning Policies by encouraging alternative modes of transportation through goals, and policies, and actions. It includes policies on demand management strategies and considers inter-county and international transportation links. (Brenner)

2) p. 6-4; lines 16-20: The Port of Bellingham owns and operates three seaport facilities within the city of Bellingham, (Bellingham Shipping Terminal, Squalicum Harbor, and Bellingham Cruise Terminal) and one in the city of Blaine (Blaine Harbor). The Bellingham Cruise Terminal acts as the southern terminus of the Alaska Ferry System and host to private cruise vendors. (Brenner)

3) p. 6-4; lines 34-36: Privately owned and operated airports exist in Whatcom County, including Point Roberts (Point Roberts Airpark), and on Lake Whatcom (Floathaven SPB), near Custer (Meadow Mist), and Eliza Island. (Brenner)

4) p. 6-5; lines 4-6: The transit system includes transit stations in Bellingham, Ferndale, and Lynden, three of which include park and ride lots. There are currently a total of nine park and ride lots in Whatcom County. (Brenner)

5) p. 6-6; lines 19-22: GMA requires counties to adopt level of service (LOS) standards for arterials. For purposes of concurrency management, Whatcom County adopts level of service (LOS) standards for motor vehicle travel on county-owned arterials and major collectors per GMA requirements. In addition, it is appropriate to include concurrency for the county-owned ferry service (see Policy 6A-1 and Map 6-2). (Brenner)

6) p. 6-7; lines 16-22: GMA also requires counties to include a level of service for transit routes in the transportation element. Whatcom Transit Authority, the only public transit agency in the County, establishes its levels of service in its Strategic Plan document; this chapter references those adopted standards. For modes of transportation other than motor vehicles, and transit, and ferry, Whatcom County does not establish levels of service based on volumes, but instead focuses on the quality of service through planning and design (see Goals 6D and 6E below). (Brenner)

7) p. 6-9; Policy 6A-1: Establish the following levels of service (LOS) for purposes of maintaining transportation concurrency:

- Ferry LOS standard is currently 513 ferry passenger trips annually per capita Lummi Island population. Note: The Lummi Island Ferry Advisory Committee (LIFAC) is cooperating with Public Works to
develop an updated LOS standard. LIFAC will present a revision to this section when that work is complete. (Brenner)

9) p. 6-12; lines 9-12: The segments where County-owned roadways classified as arterials fall below the adopted LOS standards in 2036 are Hennegan Road between Van Wyck Road and Kelly Road (1.01 mile), and Lakeway Drive between the Bellingham City Limits and Terrace Avenue (0.63 mile). (Brenner)

10) p. 6-12; lines 38-40: Accordingly, in deciding how best to use its finite resources, the County must prioritize among many competing items, including new projects as well as preservation, operation, and maintenance of existing facilities. (Brenner)

11) p. 6-14; Policy 6B-1: Programming of transportation programs and improvements should prioritize upgrading of unsafe and/or structurally deficient facilities and preservation and maintenance of the existing transportation system over new capital improvements. Exception to this policy should be allowed when a cost/benefit analysis indicates that the public interest is better served by new capital expenditures over preservation of existing infrastructure, or when capacity-increasing improvements are necessary to correct level of service deficiencies on County-owned roads and ferries to meet GMA concurrency requirements. (Brenner)

12) p. 6-14; Policy 6B-2: Use a fair and equitable formula to assess development for transportation improvements, including but not limited to transit, pedestrian facilities, bikeways, ferry, and roadways that are considered reasonably necessary as a direct result of proposed developments in Whatcom County. (Brenner, Weimer)

13) p. 6-15; lines 31-35: Whatcom County's program of arterial and collector improvements addresses the following elements: uncongested traffic flow; sound engineering and construction; safety; mobility; facilities for public transit, bicycles, and pedestrians; access to air, rail, ferry, and other forms of transportation; and cost effectiveness. (Brenner, Weimer)

14) p. 6-15; Policy 6C-1: For road classifications higher than local access roads, develop access control plans which may include joint driveways, and require new developments to minimize the number of access points. (Brenner)

15) p. 6-17; lines 25-30: Whatcom County's transportation facilities must accommodate a variety of transportation modes including automobiles, bicycles, pedestrians, buses, ferries, emergency vehicles, commercial vehicles, and agricultural equipment. In the planning, design, and construction of these facilities, the County must balance the needs of all users in all modes, and make the improvements appropriate to the context of the area. (Brenner, Weimer)
18) p. 6-18; lines 24-29: Level of service for pedestrians and bicyclists involves different characteristics than capacity and speed. Design should maximize the quality of the service rather than quantifiable measures of usage. Walkways serve pedestrians well when they provide a safe and convenient route. Pedestrians are well served by adequate crosswalks. Bicyclists may be well served by a low speed and traffic shared roadway lane in an urban location but may benefit from a wide shoulder on a rural higher speed road. (Brenner)

19) p. 6-20; Policy 6F-5: Give priority to construction of pedestrian and bicycle facilities on streets within and between urban growth areas and rural communities where practical, and give priority to walkways and crosswalks along roadways within a one-mile radius of schools. (Brenner)

20) p. 6-20; Policy 6F-6: For commercial and residential developments within urban growth areas and rural communities, developers shall fund on-street walkways, paths, crosswalks, and other pedestrian accommodations, along with internal walkways or paths for on-site circulation that are necessary to provide pedestrian access from public streets to building entrances and within and between buildings. (Brenner)

21) p. 6-20 lines 32-34: Whatcom County Council members are part of the WCOG’s Whatcom Transportation Policy Board and the WTA Board of Directors. (Brenner)

22) p. 6-23; Policy 6H-1: Maintain and restore fish passage when constructing new transportation systems. Where existing transportation systems have fragmented habitat, such as where culverts prevent fish from migrating upstream, strive to restore fish passage at every opportunity. For County transportation projects, the County Council will determine when such restoration is financially feasible through adoption of the six-year transportation improvement program, the annual road construction program, and the County budget. (Brenner)

23) p. 6-24; Policy 6H-8: Promote designs to preserve mature trees, unique wildlife habitats, water quality, and other elements of the natural environment, including environmentally sensitive areas and shorelines, during the design and construction of road improvement projects. (Brenner)

25) p. 6-24; Policy 6J-1: Develop programs that reduce single-occupant vehicle use and vehicle miles traveled, minimizing trip length and reducing travel during peak periods, in order to minimize fuel consumption and the emission of greenhouse gases. These programs include, but are not limited to, trip reduction programs in coordination with major employers, and other jurisdictions, and the WTA. (Brenner)
26) p. 6-25; Policy 6J-4: Coordinate with Whatcom Transportation Authority and Washington State Department of Transportation to provide park-and-ride lots along major corridors and provide necessary and adequate services to encourage their use. (Brenner)