

**ORDINANCE NO. 1537**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LEAVENWORTH, WASHINGTON, ADOPTING BY ORDINANCE THE CITY'S "COMPLETE STREETS" POLICY.**

WHEREAS, the City of Leavenworth desires to revise the approved "Complete Streets" policy; and

WHEREAS, on June 23, 2015, the City of Leavenworth Council unanimously approved the City's "Complete Streets" Policy Resolution No. 05-2015 consistent with the Chelan-Douglas Transportation Council established regional "Complete Streets" policy (Resolution No. 1-2015); and

WHEREAS, on August 9, 2016, the City of Leavenworth Council unanimously approved revisions to the City's "Complete Streets" Policy Resolution No. 12-2016 consistent with the Chelan-Douglas Transportation Council established regional "Complete Streets" Policy (Resolution No. 1-2015); and

WHEREAS, the City of Leavenworth Council found that although the Policy met many and varied needs found below, the Council desired an enhanced applicability process; and

WHEREAS, the physical design characteristics of city streets should complement and support adjoining land uses and community character; and

WHEREAS, the State Strategic Highway Plan has set a goal for zero fatalities and serious injuries by 2030 through development of a safe, connected and convenient multi-modal transportation system; and

WHEREAS, the City of Leavenworth encourages development of safe and comfortable transportation rights-of-way for motorists, pedestrians, bicyclists and transit users throughout the City; and

WHEREAS, Complete Streets represents an approach of actively seeking opportunities to provide safe and convenient travel for people of all ages and abilities by a variety of transportation modes during all phases of the planning, design, construction, operation and maintenance of transportation systems; and

WHEREAS, the City of Leavenworth believes that planning, design, construction and ongoing preservation and maintenance of City streets in accordance with the revised Complete Streets Guiding Principles outlined in Attachment "A" will increase the capacity of the transportation network, support community and economic growth, increase transportation options for citizens, improve public health by enabling active forms of personal mobility, enhance community livability and maximize the efficient use of public roadway infrastructure.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LEAVENWORTH, WASHINGTON, DOES ORDAIN AS FOLLOWS:

1. The City of Leavenworth hereby approves the revised Complete Streets Guiding Principles outlined on Attachment "A" to assist with the development and maintenance of transportation systems in a manner consistent with the Chelan-Douglas Transportation Council Regional Transportation Plan.
2. The City of Leavenworth encourages the Washington State Department of Transportation to coordinate and cooperate with the City in implementing Complete Streets enhancements to state highways within designated Urban Growth Areas.
3. The City of Leavenworth directs its staff to consider the Complete Streets policy in the planning and design of transportation improvements in accordance with the revised Complete Streets Guiding Principles.
4. The City of Leavenworth approves the applicability process to include: The Complete Streets policy shall be applied to all projects involving roadway improvements and the movement of people when feasible. It is understood that there may be circumstances in which it may not be practical or feasible to apply the Policy. Such circumstances include the following:
  - a. The scope of the relevant project is limited to maintenance activities intended to keep the roadway in serviceable condition.
  - b. There is sufficient documentation that there is no feasible way to accommodate improvements for non-vehicular traffic with a project's scope.
  - c. There is no documented current or anticipated need for accommodations of non-motorized roadway user or the road is not a current or planned transit route.
  - d. The cost for a particular Complete Street design recommendation would be excessively disproportionate to the need of that particular improvement, with due consideration given to future users, latent demand, and the social and economic value of providing a safer and more convenient transportation system for all users.
  - e. Documented environmental constraints or unsafe transportation issue.
5. A "fee in lieu of" by the applicant to the City may be considered so that other areas in the community could benefit from complete streets elements. However, a written request justifying the reasons why a project cannot incorporate complete streets elements must be reviewed by the Public Works Committee and approved by the City Council.
6. This ordinance shall be in effect five (5) days after its passage and publication in accordance with law.

**PASSED** by the City Council of the City of Leavenworth and approved by the Mayor at an open public meeting on the 10th day of January, 2017.

CITY OF LEAVENWORTH

By:



Cheryl K. Farivar, Mayor

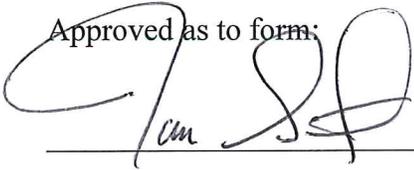
Attest:



Chantell Steiner

Finance Director/City Clerk

Approved as to form:



Thom H. Graafstra, City Attorney

## Attachment A

### **City of Leavenworth Complete Streets Guiding Principles**

- The transportation network should be planned and built as a connected system that maximizes mobility and access for its users by providing multiple options to destinations.
- Each phase of planning, design, funding, construction, and the ongoing operation, preservation and maintenance of new and modified roadways provides an opportunity to improve the integration of all transportation modes into the transportation system.
- Sound engineering, planning and landscape architecture judgment will produce roadway designs that account for the unique circumstances of different users, and the unique contexts of urban, small city and rural areas.
- City streets, county roads and managed-access state highways should be designed in a flexible and appropriate manner that complements and supports the character of adjoining land uses, both existing and as-planned for the future in the adopted Comprehensive Plan.
- With limited exceptions, all federal-aid city streets, county roads and state highways that are located within a designated Urban Growth Area should be designed and constructed to include sidewalks and lighting.
- Applicability- The Complete Streets policy shall be applied to all projects involving roadway improvements and the movement of people when feasible. It is understood that there may be circumstances in which it may not be practical or feasible to apply the Policy. Such circumstances include the following:
  - a. The scope of the relevant project is limited to maintenance activities intended to keep the roadway in serviceable condition.
  - b. There is sufficient documentation that there is no feasible way to accommodate improvements for non-vehicular traffic with a project' s scope.
  - c. There is no documented current or anticipated need for accommodations of non-motorized roadway user or the road is not a current or planned transit route.
  - d. The cost for a particular Complete Street design recommendation would be excessively disproportionate to the need of that particular improvement, with due consideration given to future users, latent demand, and the social and economic value of providing a safer and more convenient transportation system for all users.
  - e. Documented environmental constraints or unsafe transportation issue.

- A "fee in lieu of" by the applicant to the City may be considered so that other areas in the community could benefit from complete streets elements.
- A written request justifying the reasons why a project cannot incorporate complete streets elements must be reviewed by the Public Works Committee and approved by the City Council.
- The following Complete Streets components should be evaluated and considered in all phases of transportation project planning, design, construction, operation and maintenance:
  - Sidewalks and Crosswalks
  - Lighting
  - Transit Shelters/Stops
  - Bicycle Accommodation
  - Landscaping
  - Use of Raised Medians for Traffic Safety, Traffic Flow and Pedestrian Refuge
  - Adequate Buffer Areas for Pedestrian Safety, Drainage and Landscaping
  - Lane Widths Appropriately Sized for Use and Context of Surrounding Land Uses
  - On-Street Parking where Appropriate for Surrounding Land Uses
  - Signage
  - Level of connectivity to the existing transportation network