

# Glossary

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**Affordable Housing** - housing is considered affordable to a household if it costs no more than 30 percent (30%) of the total household gross monthly income for rent or mortgage payments, or up to 2.5 times annual income for purchasing a home. This is the standard used by the federal and state government and the majority of lending institutions.

**Arterial** - a major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing and street intersection spacing.

**Average Daily Traffic (ADT)** - the average number of vehicle trips per weekday (Monday through Friday) to and from a site.

**Build Out** - having no remaining land; fully developed to the maximum permitted by adopted plans and zoning.

**Capital Facilities Plan (CFP)** - a required component of the comprehensive plan that deals with the costs and funding of governmental services.

**Clark County Code (CCC)** - laws adopted by the Board of Commissioners for Clark County.

**Collector** - a street for moving traffic between major or arterial streets and local streets. Collector streets generally provide direct access to properties, although they may have limitations on driveway spacing.

**Community Framework Plan** - a document that identifies broad land use categories and policies that are to be used as a guide to the development of comprehensive plans as mandated by the Growth Management Act. The time frame is for a 50-plus-year period and because of this time frame the Framework Plan is necessarily general and not a final specific plan. The Framework Plan was adopted by the Board of County Commissioners in May of 1992 to provide guidance to future policy decisions in the Comprehensive Plans. The Community Framework Plan is the result of the recognition that growth will not stop in 20 years and many items such as water, sewer, and roads have planning time frames beyond this time period.

**Commute Trip Reduction Act (CTR)** - requires large employers to reduce the percentage of their employees who commute to work in single occupancy vehicles.

**Comprehensive Plans** - a document consisting of maps, charts, and text which contains the adopting city or county's policies regarding long-term (20-year) development. A comprehensive plan is a legal document required of each local government by the State of Washington. The required content of the comprehensive plan is described in RCW 36.70A which directs that at a minimum the plan shall contain the following elements:

- Land use;
- Housing;
- Transportation;
- Capital Facilities;
- Utilities; and,
- Rural lands (counties only).

Clark County has chosen to include the following optional elements:

- Natural resource lands;
- Economic development;
- Community design;
- Annexation and incorporation;
- Parks, recreation and open space;
- Critical areas; and,
- Historic, archaeological and cultural preservation.

**Consolidated Metropolitan Statistical Area (CMSA)** - refers to the Portland PMSA, which includes Clackamas, Multnomah, Washington and Yamhill counties, and the Vancouver PMSA, which is composed of Clark County, together.

**Covered Employment** - includes jobs where the employee provides insurance as part of a basic benefits package.

**Critical Areas** - include wetlands, sensitive fish and wildlife habitat areas, critical recharge areas for groundwater aquifers, flood prone areas, and geological hazardous areas (such as landslide areas, earthquake fault zones, and steep slopes).

**Density** - for residential development, density means the number of housing units per acre. For population, density means the number of people per acre or square mile.

**Density, Gross** - density calculations based on the overall acreage of an area, including streets, roads, easements, rights-of-way, parks, open space and, sometimes, other land uses.

**Density, Net** - density calculations based on the actual area of land used, exclusive of streets, roads, rights-of-way, easements, parks and open space.

**Developable Land** - land that is suitable as a location for structures because it is free of hazards (flood, fire, geological, wetlands, etc.), has access to services, (water, sewer, storm drainage, and transportation), and will not disrupt or adversely affect natural resource areas.

**Draft Environmental Impact Statement (DEIS)** - See: State Environmental Policy Act.

**Element** - a component or chapter of the comprehensive plan. State law requires that each city's comprehensive plan include at least six elements. In addition to the six elements required for cities, counties must also include a rural element. Other elements may be included as a local option. See Comprehensive Plan.

**Environmental Impact Statement (EIS)** - a document that analyses the environment impacts of a project or policy and suggests mitigation measures. See also: State Environmental Policy Act.

**Flood Hazard Area** - a lowland or relatively flat area adjoining inland waters that is subject to a one percent or greater chance of flooding in any given year. Also known as the 100 year flood plain. Clark County has a flood plain protection ordinance that regulates any development within this area.

**Fully Contained Communities** - are developments within urban growth areas that have been planned 1) to have a complete array of land uses such as commercial, residential, and/or offices; and, 2) to potentially be self sufficient. Large scale residential developments are not fully contained communities. If allowed to occur outside urban areas a portion of the OFM assigned population for Clark County has to be set aside for these communities.

**Growth Management** - the use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas.

**Growth Management Act** - House Bill 2929 adopted in 1990 and amended by House Bill 1025 in 1991. This Law requires the fastest growing counties in the state to construct comprehensive plans. See the introduction for a more complete description and RCW 36.70A.

**High Occupancy Vehicle (HOV)** - a vehicle carrying more than two people. Carpools, vanpools and buses are examples.

**Household** - all persons living in a dwelling unit, whether or not they are related. Both a single person living in an apartment and a family in a house are considered a "household".

**Household Income** - the total of all the incomes of all the people living in a household. Households are usually described as very low income, low income, moderate income, or upper income. The federal government defines these categories as follows:

- **Very low income** = households earning less than 50 percent of the countywide median income.
- **Low income** = households earning between 51 and 80 percent of the countywide median income.
- **Moderate income** = households earning between 81 and 95 percent of the countywide median income.
- **Middle income** = households earning between 96 and 120 percent of the countywide median income.
- **Upper income** = households earning over 120 percent of the countywide median income.

**Human Scale** - buildings, landscapes, streetscapes, and other built features which do not overwhelm pedestrians.

**Impact Fee** - a fee levied on the developer of a project by a city, county or special district as compensation for the expected effects of the development. The Growth Management Act authorizes imposition of impact fees on new development and sets the conditions under which they may be imposed.

**Implementation Measure** - an action, procedure, program or technique that carries out comprehensive plan policy.

**Infill Development** - development on vacant parcels in urban or urbanizing areas that were passed over by previous developments.

**Infrastructure** - the physical systems and services which support development and people, such as streets and highways, transit service, water and sewer systems, storm drainage systems, and airports.

**Jobs/Housing Balance** - a concept to increase the job and housing opportunities in an area where the work force primarily commutes out of the area or into the area. Concepts such as mixed use developments, telecommuting, and attracting industries to the area are ways in which this may be accomplished.

**Level-of-Service (LOS)** - a method of measuring and defining the type and quality of a particular public service such as transportation, fire protection, police protection, schools/education, storm

drainage, and sewer and water systems. The county and its cities must cooperatively develop standards for level-of-service for public services and infrastructure as a part of the policies governing growth management.

**Master Planned Resorts** - are developments outside of urban areas that provide a range of recreational amenities and focus primarily on short-term visitor accommodations but not including vacation homes.

**Metro** - the regional government that serves the urban populations of Clackamas, Multnomah, and Washington counties in Oregon. It is responsible for transportation and land use planning, regional parks and greenspaces, and other regional functions.

**Metropolitan Greenspaces** - a program administered by Metro, in which Clark County is a participating partner, that has defined and inventoried natural areas to preserve as open space in the Vancouver/ Portland metropolitan area. These areas have been targeted for purchase when funds become available.

**Mixed Use Development** - developments designed to be pedestrian friendly that locate housing, commercial and/or offices in the same structure(s) or within close proximity of each other. These developments are intended to reduce the dependency on the automobile and create a sense of place.

**Natural Resource Lands** - lands which may be used for commercial forest, agriculture, or mineral extraction industries. Cities and counties must classify and designate these lands and develop policies to protect them as a part of growth management planning. See Chapter 4, Rural and Resource Lands for a detailed discussion.

**Washington State Office of Financial Management (OFM)** - state office that officially provides the County with population projections that as a minimum must be used in growth management planning.

**Open Space** - any parcel or area of land or water that is essentially unimproved and devoted to an open space use such as preservation of natural resources, outdoor recreation not requiring development of play fields or structures, or public health and safety (flood control).

**Pedestrian Friendly** - developments that are designed first for pedestrians then for the movement of vehicles. These developments are often mixed use (two and three story buildings with storefront retail) in nature with wide sidewalks, landscaping and buildings that are in scale with pedestrians.

**Planning Commission** - a group of people appointed by a city council or county commission to administer planning and land use regulations for the jurisdiction. State regulations governing the powers and activities of a planning commission are contained in RCW 36.70.

**Primary Metropolitan Statistical Area (PMSA)** - refers to major urban regions which are used to compile statistical and census data.

**Revised Code of Washington (RCW)** - the most recent edition, in a consolidated and codified form, of all the laws of the state of a general and permanent nature.

**State Environmental Policy Act (SEPA)** - the Washington State Environmental Policy Act requires that each city or county consider the environmental impacts of a proposed development before approval and incorporate measures to mitigate any expected negative impacts as conditions of

approval. The process is to prepare a draft environmental impact statement (DEIS) for public review and then a final environmental impact statement (FEIS). The FEIS is not adopted as part of the plan but is used as a tool to help in making decisions concerning the plan.

**Transfer of Development Rights (TDR)** - a program that allows designated properties where proposed land use or environmental impacts are considered undesirable to relocate development potential to another site which can accommodate increased development beyond that for which it was zoned.

**Transportation Demand Management (TDM)** - a concept to reduce the demand on roadways through changes in individuals travel behavior.

**Urban Growth Area (UGA)** - areas established as part of the growth management process to allow for the efficient provision of urban levels of governmental services and where urban growth will be encouraged. Urban growth areas should contain enough vacant land to accommodate the 20-year growth projections by OFM. Counties and cities should cooperatively establish the urban growth areas and cities must be located inside urban growth areas. Once established, cities cannot annex land outside the urban growth area. Growth outside of urban growth areas must be rural in character.

**Urban Growth Boundary (UGB)** - the line designating the extent of the urban growth area.

**Urban Reserve Areas** - land adjacent to urban growth areas that are reserved for future urbanization which allows for the orderly conversion of land to urban densities when it can be demonstrated that the supply of developable land within the urban growth area is depleted.

**Vehicle Miles Traveled (VMT)** - the average number of miles traveled by a vehicle in a given area. This is both a measure of trip length and of dependency on private vehicles.

**Vision, Visioning** - a collective and collaborative statement by citizens, elected and appointed officials and interested parties of their preference for what their community can and should be.

**Washington Administrative Code (WAC)** - laws adopted by state agencies to implement state legislation.

**Zoning** - a map and ordinance text which divides a city or county into land use districts and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each district.