From: Jeffrey Delapena
To: "Heidi Pozzo"
Cc: Oliver Orjiako; Jose Alvarez
Subject: RE: Comp Plan submission
Date: Monday, August 31, 2026 3:13:00 PM

Hello Heidi,

Thank you for providing these comments and attachments. Confirming these have all been received and will be added to the Comprehensive Plan Index of Record.

Best,

Jeff Delapena
Program Assistant
COMMUNITY PLANNING

564.397.4558

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-----Original Message-----
From: Heidi Pozzo <hcpheidi@yahoo.com>
Sent: Monday, August 31, 2026 2:57 PM
To: Jeffrey Delapena <Jeffrey.Delapena@clark.wa.gov>
Cc: Oliver Orjiako <Oliver.Orjiako@clark.wa.gov>; Jose Alvarez <Jose.Alvarez@clark.wa.gov>
Subject: Comp Plan submission

EXTERNAL: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Jeff,

Please find attached a memo I wrote for the 174th St Subdivision that shows the lack of infrastructure that is difficult to overcome due to the terrain and environmental conditions. I've uploaded the exhibits A-F that start with SC at about 2:45 today to the link you provided me. Please include in the Comp Plan index of record.

Thank you,

Heidi

May 8, 2026

Clark County Hearing Examiner

c/o Clark County Community Development

1300 Franklin Street

Vancouver, WA 98660

Re: 174th Street Subdivision (PLD-2026-00002 / WHR-2026-00012)

Open Record Submission — Road Network Capacity in the Salmon Creek/Fairgrounds Area

Dear Hearing Examiner Turner:

At the open record hearing, the applicant's representative argued that if the corridor V/C standard in CCC 40.350.020(G)(1)(a) is enforced for this Application, it would have to be enforced for every application in the County, and the result would be a countywide moratorium.

This submission addresses why that framing is incorrect. The Salmon Creek/Fairgrounds area is structurally different from the rest of unincorporated Clark County. The conditions that produce the V/C failures in the Application's own traffic study (Exhibit 1) are specific to this area. A concurrency finding here does not extend countywide.

I. Two Freeways Become One in the Salmon Creek/Fairgrounds Area

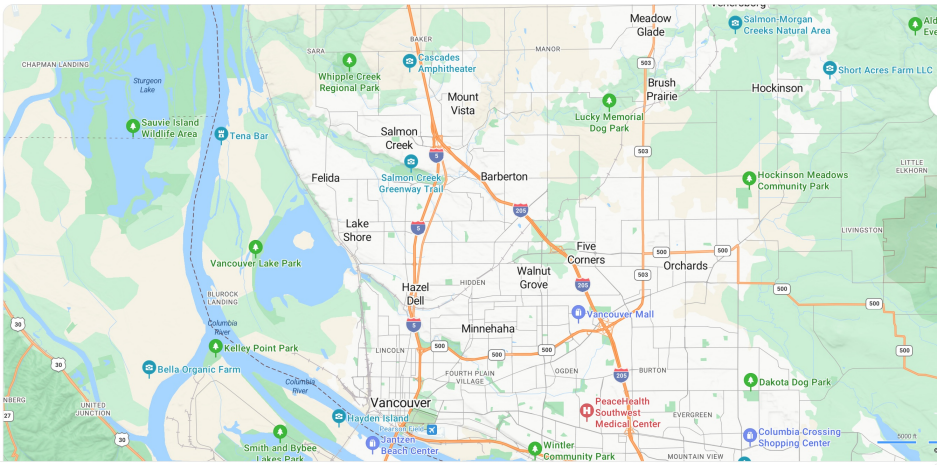


Figure 1: South of Salmon Creek, two freeways (I-5 and I-205) run parallel. North of the I-5/I-205 wye at approximately NE 134th Street, only I-5 remains.

The Salmon Creek/Fairgrounds area sits at the point where Interstate 205 ends and merges into Interstate 5. South of approximately NE 134th Street, the metropolitan area is served by two parallel freeways — I-5 along the west side and I-205 along the east side. North of NE 134th Street, only I-5 remains.

I-205 terminates at a wye interchange with I-5 at Exit 7. A Phase II project to complete the interchange with a flyover ramp has been in the RTC's Metropolitan Transportation Plan for over a decade (Exhibit C) but has never been funded or built. The incomplete interchange contributes to congestion at the NE 134th Street interchange area, which is one of the few east–west crossings of I-5 available to this area.

The available interchange crossings north of the wye are spaced far apart: approximately two miles from Exit 7 (NE 134th/139th) to Exit 9 (NE 179th), another two miles from Exit 9 to Exit 11 (SR 502), and approximately three miles from Exit 11 to Exit 14 (Pioneer Street / Ridgefield). NE 199th Street also crosses I-5 between Exits 9 and 11, but it is a rural two-lane road without an interchange. When a driver on NE 179th Street encounters congestion, the nearest alternative interchange crossing is two miles away in either direction — and already carrying its own demand.

II. The Road Network in This Area Does Not Match the Level of Development Being Approved

This is not a new observation. In 2010, the County's own Technical Advisory Committee for the Salmon Creek Sub-Area Plan documented the structural deficiency. Mike Mabrey of Clark County Community Planning presented the mobility findings to the TAC:

> *"Overall, the area has a small percentage of principal arterials and urban collectors compared to other areas and the percentage of interstate roads is high. The geography and topography causes barriers for circulation with most of the traffic congregating along 134th and Salmon Creek Avenue."* — *Mike Mabrey, Clark County, Salmon Creek Sub-Area Plan TAC Meeting, March 10, 2010, p. 1 (Exhibit D)*

Sixteen years later, this remains the case. The County's March 2026 FAQ for the NE 179th Street corridor — submitted into the record by the applicant as Exhibit 72 — describes the area the same way:

> *"The area around Northeast 179th Street was formerly rural, so the road network consisted of narrow, two-lane country roads with little or no shoulders, bike lanes, and no sidewalks."* — *Clark County Public Works, NE 179th Corridor FAQ, March 2026, p. 2 (Exhibit 72)*

And on the subject of detour routes during the current NE 29th Avenue construction, the same County FAQ acknowledges:

> *"Limited roadway connectivity in this area makes detours challenging and longer than detours in more urban areas."* — *Clark County Public Works, NE 179th Corridor FAQ, March 2026, p. 9 (Exhibit 72)*

The County's own Planning Commission Staff Report for the 179th Street Access Management and Circulation Plan (CPZ2021-00013, Feb. 17, 2022, p. 8) states that "this large area, roughly 2,200 acres, will rely on 179th Street to access I-5" (Exhibit A). NE 179th Street is the area's one east–west principal arterial. The north–south feeder roads — NE 10th Avenue, NE 15th Avenue, NE 29th Avenue, NE 50th Avenue, and NE 72nd Avenue — are spaced approximately one mile apart and are mostly two-lane with mixed sidewalk conditions. NW 11th Avenue and NE 10th Avenue west of I-5 are on the west side of the freeway; NE Delfel Road north of 179th connects to routes that funnel Ridgefield traffic into the corridor.

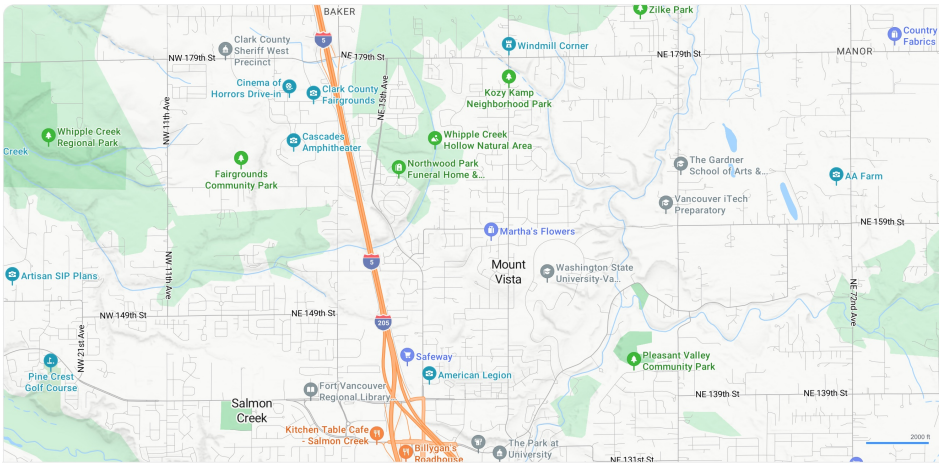


Figure 2: The Salmon Creek/Fairgrounds area between NE 179th Street and NE 134th Street. The I-5/I-205 wye is visible near NE 149th Street. Between 179th and 134th — approximately two miles — there is no east–west road that crosses I-5 at an interchange.

A. Ridgefield and Battle Ground traffic adds to the load

The sparse network in this area is also absorbing demand from outside the area. Ridgefield has only one direct I-5 interchange of its own — Pioneer Street at Exit 14. When Pioneer Street is congested, Ridgefield drivers exit at NE 179th Street (Exit 9) and drive north via NE Delfel Road and NE 10th Avenue. Then-Ridgefield Public Works Director Chuck Green described this directly to The Columbian on December 9, 2023 (Exhibit B):

> *"The intersection can be clogged to the point that drivers will exit I-5 at the 179th Street interchange, which is also often congested, and head north to Ridgefield.... We've got three connections worth of traffic trying to use those two connections."*
> *— Chuck Green, then-Ridgefield Public Works Director, The Columbian, Dec. 9, 2023 (Exhibit B)*

Ridgefield is the fastest-growing city in Washington over the past several years (population grew from 10,839 in 2020 to 15,027 in 2023). The proposed Ridgefield I-5 South Connector that would relieve some of this overflow is still in early planning and realistically a decade or more away.

Battle Ground also accesses I-5 at Exit 9. SR 502 at Exit 11 is a trumpet interchange facing east toward Battle Ground; drivers heading to destinations west of I-5 or south on I-5 use Exit 9 at NE 179th Street. SR502 functions like an arterial road, two lanes each direction.

A note on the maps: SR 503, visible on the east side of Figures 1 and 3, appears similar to a freeway due to its coloring, which denotes it is a state route. It is not a freeway — it is a state road with one lane each direction between 119th and Battle Ground. WSDOT recently studied it because of increased traffic delays between Vancouver and Battle Ground. The City of Battle Ground reports that 52,000 vehicles per day pass through the SR 502/503 intersection, which is already performing below level of service standards. SR 503 does not provide parallel freeway capacity to I-5.

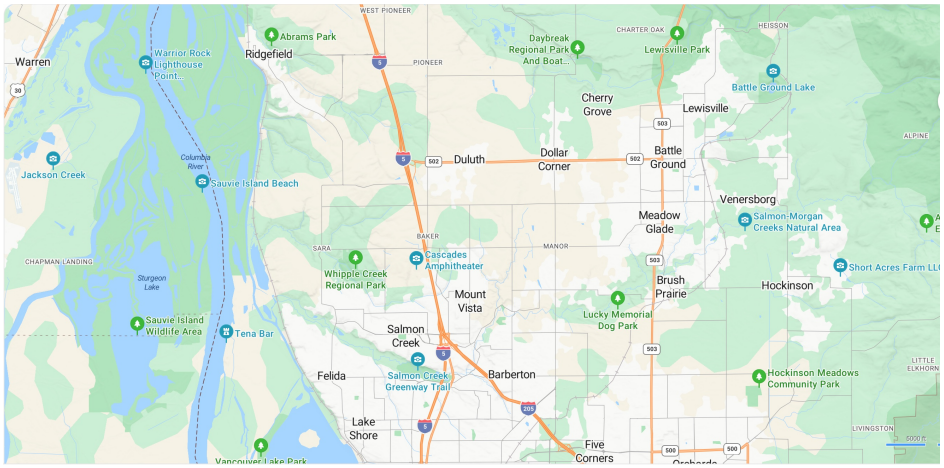


Figure 3: Ridgefield to Salmon Creek. Pioneer Street (Exit 14), SR 502 / Battle Ground (Exit 11), and NE 179th Street (Exit 9) are all visible, showing how traffic from Ridgefield and Battle Ground funnels through this corridor to the I-5/I-205 wye.

B. Compare this to areas with a road network appropriate for their development

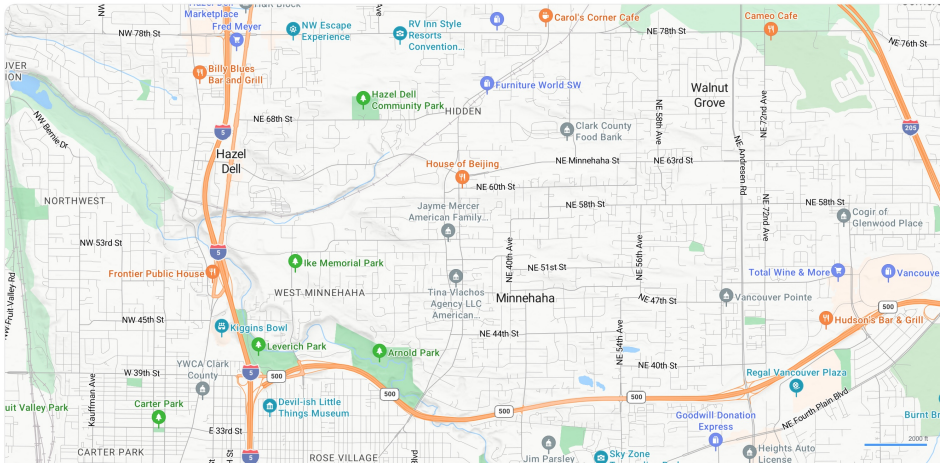


Figure 4: The Hazel Dell / Minnehaha area. Note the number of east–west roads connecting to I-5, the multiple I-5 interchanges, the proximity of I-205 to the east, and the connected grid. Compare to Figures 2 and 3.

The maps tell the story. In areas like Hazel Dell (Figure 4), the road network is appropriate for the development it serves — multiple east–west roads cross I-5 at interchanges, I-205 provides a parallel freeway path to the east, and drivers have genuine route choices when one road is congested. In the Salmon Creek/Fairgrounds area (Figures 2 and 3), the road network has not kept pace with the development being approved.

III. This Area Will Not Reach the Same Network Capacity on Any Concurrency-Relevant Timeline

A. Streams and wetlands prevent roads from being built



Figure 5: Clark County MapsOnline GIS stream and creek overlay. The concentration of streams in the Salmon Creek/Fairgrounds area (north of the I-5/I-205 wye) compared to the urbanized areas to the south is visible. These waterways and their associated wetlands and buffers are regulatory constraints on where roads can be built.

The applicant's own Exhibit 72 — the County's March 2026 corridor FAQ — acknowledges the constraints on modernizing the corridor:

> *"Multiple creek crossings, hilly terrain, limited utility access, utility construction work, environmentally sensitive areas and ongoing private development present challenges to modernizing the corridor's transportation infrastructure."* — *Clark County Public Works, NE 179th Corridor FAQ, March 2026, p. 8 (Exhibit 72)*

The County's own TAC documented the same constraint in 2010:

> *"Most of the sub-area was placed in Urban Holding in 1997 pending completion of a road plan. The road plan was adopted later that year and Urban Holding was lifted early 1998, however most of the proposed improvements were found to be impractical and cost-prohibitive because of environmental and other constraints."* — *Mike Mabrey, Clark County, Salmon Creek Sub-Area Plan TAC Meeting, March 10, 2010, p. 1 (Exhibit D)*

B. The urban growth boundary limits the network from the north

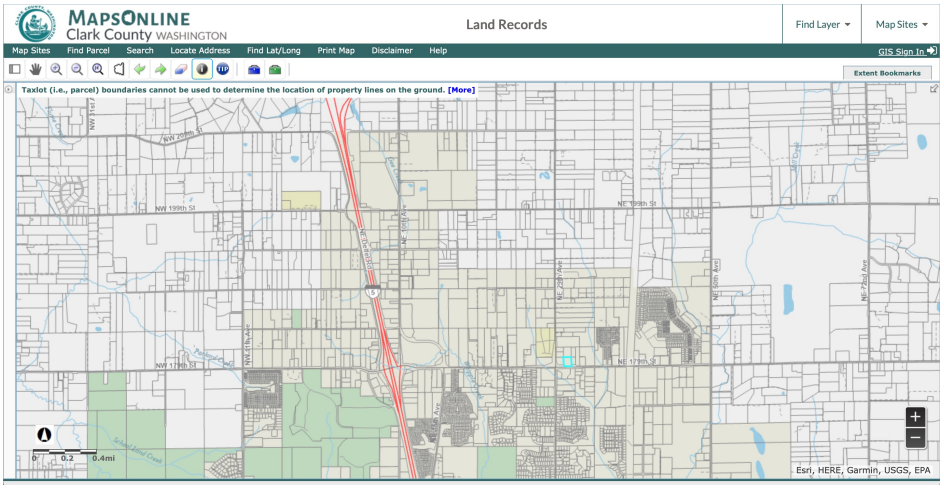


Figure 6: Clark County MapsOnline GIS showing the Salmon Creek/Fairgrounds area. The transition from smaller urban parcels to larger rural parcels marks the Vancouver Urban Growth Area boundary. North of this boundary, the land is rural.

This area sits at the northern edge of the Vancouver Urban Growth Area (denoted in tan) (Figure 6). North of the Salmon Creek/Fairgrounds area, the land is rural. There is no urban development to the north that will build the other half of road connections. Whatever grid exists today is close to what will ever exist on the north side. The UGA boundary is a permanent constraint on network growth, just like the wetlands and the streams.

C. The planned collector grid depends on developer build-out

The Access Management and Circulation Plan (Ordinance 2023-08-02, July 2023) maps new collectors and minor arterials labeled "ADDITION" on the plan maps which are included in Exhibit A. The County's published FAQ explains who builds them:

> *"The plan does not initiate county acquisition of private property or require that property owners develop their land. The plan shows where, if a property owner sells their land to a developer or develops it themselves, roads should be constructed to connect the new development to the existing road network.... Developers are responsible for frontage improvements. They are also responsible for constructing the roadways in their developments."* — *Clark County Public Works, NE 179th Corridor FAQ, March 2026, p. 4 (Exhibit 72)*

These collector additions are not in the County's six-year Transportation Improvement Program (Exhibit 67). They depend on private property owners deciding to sell, developers deciding to build, and critical-area mitigation succeeding. That is not "reasonably funded within six years" under RCW 36.70A.070(6)(b).

The County's March 2026 corridor FAQ (Exhibit 72) draws the direct parallel to what happened the last time this area developed without a complete road network:

> *"When the area around Northwest 139th Street was developed (a few miles south of Northeast 179th Street), there was no access management and circulation plan.*

Without a plan, increased traffic caused severe congestion. An overpass had to be constructed, at a cost of $133 million, to relieve this congestion." — Clark County Public Works, NE 179th Corridor FAQ, March 2026, p. 4 (Exhibit 72)

IV. Side-by-Side Comparison

Feature	Salmon Creek/Fairgrounds area	Other unincorporated areas
Freeway access	I-5 is the only freeway. I-205 ends at the wye (Exit 7). Phase II flyover is in the RTC 20-year plan but unfunded (Exhibit C).	Two parallel freeways (I-5 and I-205) providing alternative routes.
East–west I-5 crossings with interchanges	Two in ~4 miles: Exit 7 (NE 134th/139th) and Exit 9 (NE 179th). NE 199th also crosses I-5 but is rural two-lane with no interchange.	Multiple crossings in short intervals (see Figure 4).
Alternate route if the principal arterial is congested	NE 134th/139th (~2 mi south) or SR 502 (~2 mi north). Both are far apart and already carrying their own demand.	Multiple close-together arterials share the load.
External traffic from adjacent jurisdictions	Ridgefield overflow via Delfel/10th Ave (Exhibit B); Battle Ground westbound trips via Exit 9.	Not present at equivalent levels.
Arterials and collectors relative to other areas	"The area has a small percentage of principal arterials and urban collectors compared to other areas" — County staff, 2010 (Exhibit D). "Limited roadway connectivity" — County FAQ, 2026 (Exhibit 72).	Network appropriate for the development served (see Figure 4).
Planned network in the six-year TIP?	Planned collector grid depends on developer build-out (Exhibit 72, p. 4). Not in the six-year TIP (Exhibit 67).	Most arterials are built and operating.
Urban growth boundary	Northern edge of the Vancouver UGA (Figure 6). No urban development to the north to extend the network.	Urban development on all sides; roads connect through.

Feature	Salmon Creek/Fairgrounds area	Other unincorporated areas
Environmental constraints	Streams, wetlands, Priority Habitat (see Figure 5). Improvements "impractical and cost-prohibitive" (Exhibit D). "Multiple creek crossings, hilly terrain... environmentally sensitive areas" (Exhibit 72).	Major creek crossings within the developed footprint are bridged.
Prior moratorium history	Interim urban holding and two moratoriums in the early 2000s when the same area's network fell behind (Exhibit E). Geographically targeted, not countywide.	No comparable history.

V. Why a Concurrency Finding Here Does Not Extend to the Rest of the County

Concurrency under CCC 40.350.020 is applied to the specific roads within the study area for the specific development being reviewed. The standards are the same throughout the County, but the roads are not. A finding that roads in this study area exceed V/C 0.90 — which is what the Application's own traffic study (Exhibit 1) reports — is a finding about those roads. It is not a finding about roads in other parts of the County. Those corridors get their own concurrency reviews when development is proposed there.

The V/C ratios in this corridor are above 0.90 because the corridor has the structural conditions described above: two freeways collapsed into one, east–west I-5 crossings with interchanges spaced two miles apart, fewer arterials and collectors than other areas (as both the County's own staff documented in 2010 and the County's own 2026 FAQ confirms), demand from Ridgefield and Battle Ground loading the same network, streams and wetlands preventing the grid from filling in, the UGA boundary preventing network extension to the north, and a planned collector network that depends on developer build-out with no timeline. These conditions do not exist in combination anywhere else in unincorporated Clark County.

Holding this corridor to the corridor V/C standard means that further intensive development must wait until the network catches up. It does not mean development stops elsewhere in the County. That is what concurrency is for.

The County itself has responded to structural network shortfalls in this same area before. In the early 2000s, the County imposed an interim urban holding and two separate development moratoriums (Ordinances 2001-12-01, 2002-12-02, and 2005-07-21; Exhibit E) when the road network at NE 134th Street fell behind development. The County's own 2026 FAQ (Exhibit 72) draws the direct parallel: development at NE 139th Street without a plan caused severe

congestion and required a $133 million overpass. Those responses were geographically targeted. They were not countywide. A finding here would be no different.

VI. Exhibits

Items already in the record:

- Exhibit 1 — Application Package, including Lancaster Mobley Transportation Impact Study (Dec. 4, 2025)
- Exhibit 67 — Clark County 2026–2031 Transportation Improvement Program
- Exhibit 72 — Clark County Public Works, NE 179th Corridor FAQ, March 2026 (submitted by applicant)

New documents attached to this submission:

- **Exhibit A:** Clark County Planning Commission Staff Report, CPZ2021-00013 (179th Street Access Management and Circulation Plan), February 17, 2022. Source of the 2,200-acre / single-arterial finding (p. 8).
- **Exhibit B:** William Seekamp, "Ridgefield looking for a link," The Columbian, December 9, 2023. Source of the then-Ridgefield Public Works Director Chuck Green quote and documentation that Ridgefield drivers route through the NE 179th Street interchange.
- **Exhibit C:** RTC Metropolitan Transportation Plan, Appendix N project list excerpt showing the I-5/I-205 Salmon Creek Interchange Phase II (flyover) in the 20-year plan. Unfunded. P. 40
- **Exhibit D:** Salmon Creek Sub-Area Plan, Technical Advisory Committee Meeting Notes, March 10, 2010. Source of County staff statement that the area "has a small percentage of principal arterials and urban collectors compared to other areas" and that proposed road improvements were "impractical and cost-prohibitive because of environmental and other constraints."
- **Exhibit E:** Clark County Salmon Creek moratorium ordinances: Ordinance 2001-12-01 (first moratorium), Ordinance 2002-12-02 (moratorium expansion/extension), and Ordinance 2005-07-21 (second moratorium); and Clark County Plan Monitoring Report 1995–1999.

Exhibit A

CLARK COUNTY WASHINGTON

www.clark.wa.gov

PUBLIC WORKS

1300 Franklin Street
PO Box 9810
Vancouver, WA 98666-9810
564.397.6118

Staff Report

TO:	Clark County Council
FROM: PREPARED BY:	Karl Johnson, Planning Commission Chair Matt Hermen, Planner III
DATE:	February 17, 2021
SUBJECT:	**CPZ2021-00013 179th Street Access Management and Circulation Plan**

PLANNING COMMISSION RECOMMENDATION

On February 17, 2022 the Planning Commission voted 6 to 0 to recommend to the County Council that it approve the proposed amendments to the Arterial Atlas and adoption of the 179th Street Access Management and Circulation Plan.

PROPOSED ACTION

Clark County Public Works is requesting amendments to the Arterial Atlas (Clark County Comprehensive Growth Management Plan, Figure 35) and adoption of the 179th Street Access Management and Circulation Plan (Exhibit 1).

Access management is the coordinated planning, regulation, and design of access between roadways and land development. As the roadway infrastructure continues to age, transportation planners and engineers are tasked with optimizing facilities and the configuration of facilities in a way that will address the needs of the community without adversely compromising access to the system. Access management responds to the need for a more coordinated approach to transportation and community design that preserves the safe and efficient movement of peoples and goods, provides supporting networks in developed areas, and reinforces desired urban form. Implementation of access management includes a set of techniques to control access to highways, major arterials, and other roadways. Access management includes the identification of intersection types which, collectively, are designed to increase the capacity of these roads, manage congestion, and reduce crashes.

The circulation plan includes proposed amendments to the Arterial Atlas including additions of neighborhood circulator, collector and commercial/industrial classified streets; realignments of planned streets and removal of future streets.

BACKGROUND

In 2008, the Northeast/Northwest 179th Street corridor and adjacent lands were added to the Vancouver Urban Growth Area with the adoption of Ordinances 2004-09-02 and 2007-09-13. A regional road circulation network was adopted in the Arterial Atlas, an appendix to the Comprehensive Plan, to plan the distribution of streets that facilitate regional traffic. The land was immediately designated with urban holding comprehensive plan and zoning overlay designations. These designations were placed on the land to govern development until the time urban services could be provided or reasonably funded. The

critical urban services necessary to allow urban level development included transportation infrastructure that was able to serve future residents and businesses.

On December 16, 2008, Clark County adopted Ordinance 2008-12-15 which included approval of the Salmon Creek/Fairgrounds Area Circulation Plan (CPZ2008-00015). On June 23, 2009, the Board of Clark County Commissioners adopted Ordinance 2009-06-16 approving the Mill Creek Sub-Area Plan and associated amendments to the Arterial Atlas.

On February 18, 2020, Clark County Council adopted Ordinance 2020-02-02, removing the urban holding overlays from the Vancouver Urban Growth Area in the Fairgrounds Neighborhood. The removal of the urban holding overlays allowed urban level development to be built. This urban level development was found to be supported by urban services (water, sewer, and transportation) that will serve the forecasted population and employment growth planned in the Clark County Comprehensive Growth Management Plan, or Plan. The Clark County Council adopted Resolution 2019-08-05 selecting a financing plan for public infrastructure in the vicinity of Northeast 179th Street and authorizing entry into development agreements at a duly noticed public hearing on August 20, 2019. The Clark County Council determined that the actions provided for in Resolution 2019-08-05 Exhibit B meet the criteria for reasonably funding the localized critical links and intersection improvements necessary to maintain concurrency in the Northeast 179th Street area and fulfills the requirements to remove the urban holding overlay.

The localized critical links and intersection improvements to maintain concurrency in the Northeast 179th Street Area includes upgrades to the critical links at Northeast 179th Street from Delfel Road to Northeast 15th Avenue, Northeast 15th Avenue from Northeast 179th Street to Northeast 10th Avenue, Northeast 10th Avenue from Northeast 149th Street to Northeast 154th Street, and intersection improvements of Northeast 29th Avenue and Northeast 50th Avenue at Northeast 179th Street. The anticipated construction of these improvements are anticipated to commence in 2023, with completion occurring several years later. Additionally, several transportation improvements are listed in the 20-year Capital Facilities Plan, or CFP, including: Northwest 179th Street from Northwest 11th Avenue to Delfel Road, Northeast 10th Avenue from Northeast 164th Street to the Amphitheater Entrance, Northeast 179th Street from Northeast 15th Avenue to Northeast 50th Avenue, and Northwest 11th Avenue from Northwest 139th Street to Northwest 141st Street.

On November 18, 2020, the Clark County Council approved the 2021 Community Planning Work Plan. This work plan included updates to the Arterial Atlas. The proposed 179th Street Access Management and Circulation Plan is implemented by amending the Arterial Atlas as shown in Exhibit 1.

The 179th Street Access Management and Circulation Plan has documented existing conditions; including but not limited to current access locations, block spacing standards, driveway spacing standards, environmental conditions, topographic constraints, Arterial Atlas future road locations, and future roundabout locations. This plan has mapped the 179th Street corridor showing the optimal locations to develop the street network based on Clark County's block spacing standards. The Access Management and Circulation Plan has mapped environmental conditions that would require avoidance where possible or infeasible to mitigate if available. The environmental conditions help to show the obstacles/barriers of future road. This information is critical to determine a future local road network. This proposed plan maps the existing topography of the Northeast 179th Street centerline along with the current road design's cuts and fills, to determine where accesses could be provided. This plan proposal evaluated locations where additional roundabouts may be appropriate on the corridor beyond the current ones planned at Northeast 12th, 15th, 29th and 50th Avenues. The proposed plan evaluated developments that have received permit approvals and that are pending approvals. Access locations in the proposed plan are defined as roundabouts, interim full access – future emergency access only, interim full access – future right in/right out, and shared access – right in/right out.

SUMMARY OF PUBLIC INVOLVEMENT PROCESS

Clark County Public Works convened two advisory committees to guide the development of the Access Management and Circulation Plan: Stakeholder Committee and Technical Advisory Committee. The Stakeholder Committee consisted of neighborhood representatives, utility professionals, development community representatives, Clark County Fairgrounds staff, and C-TRAN staff. The Technical Advisory Committee consisted of City of Vancouver, Washington State Department of Transportation, or WSDOT, and Clark County staff. These two committees each met three times in September, October, and December to provide guidance, insight, and considerations for promoting safety and mobility of the future principal arterial while balancing the infrastructure and utility needs of development. These meetings were recorded and available on the project website (https://clark.wa.gov/public-works/179th-st-access-management-and-circulation-plan). On December 6th and 8th, the two committees recommended the preferred alternative advance to the adoption process.

On November 8, 2021 the Washington State Department of Commerce was notified that Clark County intends to amend its Arterial Atlas to adopt the 179th Street Access Management and Circulation Plan. A Notice of Determination of Non-Significance was published on January 10, 2022 in *The Columbian* newspaper. The SEPA Environmental Checklist was sent to interested and affected parties for a 14-day review and comment. On January 21, 2022 the proposed amendments were posted on the Clark County website. On January 27, 2022 Clark County Public Works held a virtual public open house to detail the proposed Arterial Atlas amendments with affected residents. On February 2, 2022, legal notice for the Planning Commission hearing was published in *The Columbian* newspaper, the county's newspaper of record. The proposed amendments were reviewed by the Development Engineering Advisory Board on February 2, 2022. The council will hold a council hearing on March 15, 2022 to consider an adopting ordinance on the proposed amendments.

Public comments are included in the Planning Commission Hearing binder.

APPLICABLE CRITERIA, EVALUATION AND FINDINGS

CRITERIA FOR ALL MAP CHANGES

A. "The proponent shall demonstrate that the proposed amendment is consistent with the Growth Management Act, or GMA, and requirements, the countywide planning policies, the Community Framework Plan, Comprehensive Plan, City Comprehensive Plans, Applicable Capital Facilities Plans and official population growth forecasts." *[CCC 40.560.010(G)(1)].*

Growth Management Act

The GMA goals set the general direction for the county in adopting its framework plan and comprehensive plan policies. The following statutes and regulations apply to this proposal:

Goal 3 Transportation. "Encourage efficient, multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans." [RCW 36.70A.020(3)].

A transportation element is required in Clark County's Comprehensive Plan.[1] Under Washington Administrative Code (WAC) 365-196-430(2)(b), "The transportation element should contain goals and policies to guide the development and implementation of the transportation element. The goals and policies should be consistent with statewide and regional goals and policies. Goals and policies should address the following:

(i) Roadways and Roadway design that provides safe access and travel for all users, including motorists, transit vehicles and riders, bicyclists and pedestrians;
(ii) Public transportation, including public transit and passenger rail, intermodal transfers and multimodal access;
(iii) Bicycle and pedestrian travel;
(iv) Transportation demand management, including education, encouragement and law enforcement strategies;
(v) Freight mobility including port facilities, truck, air, rail and water-based freight;
(vi) Transportation finance including strategies for addressing impacts of development through concurrency, impact fees and other mitigation; and
(vii) Policies to preserve the functionality of state highways within the local jurisdiction such as policies to provide an adequate local network of streets, paths and transit service so that local short-range trips do not require single-occupant vehicle travel on the state highway system; and policies to mitigate traffic and stormwater impacts on state-owned transportation facilities as development occurs."

RCW 36.70A.108. Comprehensive plans—Transportation element—Multimodal transportation improvements and strategies.

1) The transportation element required by RCW 36.70A.070 may include, in addition to improvements or strategies to accommodate the impacts of development authorized under RCW 36.70A.070(6)(b), multimodal transportation improvements or strategies that are made concurrent with the development. These transportation improvements or strategies may include, but are not limited to, measures implementing or evaluating:
(a) Multiple modes of transportation with peak and nonpeak hour capacity performance standards for locally owned transportation facilities; and
(b) Modal performance standards meeting the peak and nonpeak hour capacity performance standards.

RCW 36.70A.420. Transportation projects—Findings—Intent.

The legislature recognizes that there are major transportation projects that affect multiple jurisdictions as to economic development, fiscal influence, environmental consequences, land use implications, and mobility of people and goods. The legislature further recognizes that affected jurisdictions have important interests that must be addressed, and that these

[1] RCW 36.70A.070(6).

jurisdictions' present environmental planning and permitting authority may result in multiple local permits and other requirements being specified for the projects.

The legislature finds that the present permitting system may result in segmented and sequential decisions by local governments that do not optimally serve all the parties with an interest in the decisions. The present system may also make more difficult achieving the consistency among plans and actions that is an important aspect of this chapter.

It is the intent of the legislature to provide for more efficiency and equity in the decisions of local governments regarding major transportation projects by encouraging coordination or consolidation of the processes for reviewing environmental planning and permitting requirements for those projects. The legislature intends that local governments coordinate their regulatory decisions by considering together the range of local, state, and federal requirements for major transportation projects. Nothing in RCW 36.70A.420 or 36.70A.430 alters the authority of cities or counties under any other planning or permitting statute.

RCW 36.70A.430. Transportation projects—Collaborative review process.

For counties engaged in planning under this chapter, there shall be established by December 31, 1994, a collaborative process to review and coordinate state and local permits for all transportation projects that cross more than one city or county boundary. This process shall at a minimum, establish a mechanism among affected cities and counties to designate a permit coordinating agency to facilitate multijurisdictional review and approval of such transportation projects.

Finding: The proposed amendments support multi-modal access, providing safe access for all users by connecting residential lands to commercial and industrial lands with roads, sidewalks, bike lanes and multi-modal paths. The Access Management and Circulation Plan plans for organized, connected streets that intersect with the principal arterial (179th Street) at safe locations. The planned street network is designed to provide the developing neighborhood a grided street network. The grided street network has been found to disperse traffic and balance capacity constraints, while providing predictable pedestrian networks, improving transportation efficiency and performance. The dispersion of traffic planned in the Access Management and Circulation Plan will aid development in concurrency management during peak and nonpeak travel. The 179th Street Access Management and Circulation Plan has been coordinated with the WSDOT to plan a local street network that supports, and is supported by, the I-5/179th Street Interchange Reconstruction project. The proposed 179th Street Access Management and Circulation Plan is in the City of Vancouver Urban Growth Area. The proposed plan has been developed in coordination with the City of Vancouver, with City staff serving on the plan's Technical Advisory Committee. The coordination of the plan development with WSDOT and the City of Vancouver considered the local, state and federal requirements for compliance with associated regulations. The planned street network is designed to distribute traffic to/from the interchange without degrading the function of the interchange. The proposed 179th Street Access Management and Circulation Plan is consistent with RCW 36.70A.020(3) (GMA, Goal 3); RCW 36.70A.070(6); RCW 36.70A.108; RCW 36.70A.420; RCW 36.70A.430 and WAC 365-196-430(2)(b). The proposal is consistent with GMA.

Community Framework Plan

The Community Framework Plan provides guidance to local jurisdictions on regional land use and service issues. The Framework Plan encourages growth in centers, urban and rural, with each center separate and distinct from the others. The centers are oriented and developed around neighborhoods to allow residents to easily move through and to feel comfortable within areas that create a distinct sense of place and community. The Community Framework Plan policies applicable to this proposal include the following:

Goal 5.0 notes that "the community framework plan envisions a shift in emphases of transportation systems from private vehicles to public transit…. and non-polluting alternatives such as walking and biking." [Comprehensive Plan, page 17]. The following transportation policies apply to the proposed action:

5.1.1 Encourage transportation systems that provide a variety of options (high-capacity transit, high-occupancy vehicles, buses, autos, bicycles or walking) within and between and rural centers.

5.1.2 Streets, pedestrian paths and bike paths are to be a part of a system of fully connected and scenic routes to all destinations. Establish design standards for development to promote these options and work cooperatively with C-TRAN to ensure that programs for improvements in transit service and facilities as well as roadway and pedestrian facilities are coordinated with these standards.

5.1.3 To reduce vehicle trips, encourage mixed land use and locate as many other activities as possible to be located within easy walking and bicycling distances from public transit stops.

5.1.4 Encourage use of alternative types of transportation, particularly those that reduce mobile emissions (bicycle, walking, carpools and public transit). [Framework Plan, page 17].

These Framework Plan policies are implemented by Clark County Code (CCC) 40.350.030, Street and Road Standards. It is the purpose of this section to establish minimum standards for public and private transportation facilities for vehicles, public transit, pedestrians, and bicycles, hereinafter constructed or improved as a condition of county approval of a development, or a transportation project constructed by the county. These standards are intended to preserve the community's quality of life and to minimize total costs over the life of the transportation facility.

Finding: The 179th Street Access Management and Circulation Plan will improve the livability of the Fairgrounds Neighborhood as it urbanizes by allowing multiple mobility options to residents of all ages and abilities in an efficiently designed street network. The Access Management and Circulation Plan includes a conceptual bike and pedestrian transportation network that connects active transportation users to commercial, mixed use, industrial and office-residential zones. These connections aim to encourage non-automotive travel. The criterion is met, ensuring consistency with the Community Framework Plan.

Countywide Planning Policies

The GMA requires counties and cities to collaboratively develop Countywide Planning Policies, or CWPP, to govern the development of comprehensive plans. RCW 36.70A.210. The policies below emphasize collaboration between jurisdictions.

5.0.1 Clark County, Metropolitan Planning Organization, or MPO, and the Regional Transportation Planning Organization, or RTPO, state, bi-state, municipalities and C-TRAN shall work together to establish a truly regional transportation system which:

- reduces reliance on single occupancy vehicle transportation through development of a balanced transportation system which emphasizes transit, high-capacity transit, bicycle and pedestrian improvements and transportation demand management;
- encourages energy efficiency;
- recognizes financial constraints; and,
- minimizes environmental impacts of the transportation systems development, operation and maintenance.

5.0.8 The state, county, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility and movement of goods and people.

Finding: The proposed additions, modified alignments and removals in the Arterial Atlas are classified as minor arterial, collector, neighborhood circulator, and commercial/industrial streets. These proposed amendments will distribute local and regional traffic to balance infrastructure needs with the planned land use densities. Mobility in the 179th Street Corridor will be optimized by balancing the infrastructure needs from the developing neighborhood in the proposed Access Management and Circulation Plan. The proposed Arterial Atlas amendments will provide active transportation infrastructure to minimize vehicle emissions and encourage energy efficiency.

The identification of intersection types will improve safety for vehicles by reducing conflicts in an organized transportation system form. Bike lanes add to the turning radius at driveways and intersections, reducing the risk of rear-end collisions. These proposed amendments plan the future transportation system to reduce redundancies in infrastructure, while maximizing efficiency of the public road network. The Access Management and Circulation Plan has been coordinated with the Washington State Department of Transportation and the City of Vancouver, ensuring consistency between jurisdictions. The Access Management and Circulation Plan is proposed in collaboration with partner jurisdictions, to establish a regional transportation system. The criterion is met by implementing the Countywide Planning Policies through adoption of the 179th Street Access Management and Circulation Plan.

Clark County Comprehensive Growth Management Plan 2015-2035 (2016 Plan)

The 20-year Comprehensive Growth Management Plan contains many policies that guide urban form and efficient land use patterns. The most relevant goals and policies applicable to this application are as follows:

Goal: Develop a multi-modal transportation system.

> 5.2.1 Roadway improvements which provide for additional capacity for the automobile shall also accommodate alternative travel modes.
> 5.2.11 Promote bicycle and pedestrian safety and increased bicycling and walking through safety and encouragement activities." [2016 Plan, pages 153 and 154].

Finding: The proposed 179th Street Access Management and Circulation Plan is a neighborhood transportation plan that maintains mobility and safety for all transportation users along the 179th Street corridor in the Vancouver Urban Growth Area. This localized system, when developed, will add capacity to serve the growing neighborhood, while providing pedestrian and bicycle infrastructure. The Access Management and Circulation Plan is proposed to provide organization for the future streets and intersections. This plan identifies the intersection types to promote safety where vehicles, bicycles and pedestrians' conflict. Minimizing these conflict locations through the proposed plan implementation will encourage safe active transportation routes, while improving mobility. The criterion for consistency with the Comprehensive Growth Management Plan is met by developing a multi-modal transportation system in the 179th Street Access Management and Circulation Plan.

Capital Facilities Plan

The Capital Facilities Plan provides a general summary of how and when these basic services will be provided to support future growth, as envisioned by the 20-Year Comprehensive Plan and proposed funding. Long-range capital improvements to the county's transportation system and their estimated costs are also included in the Capital Facilities Plan. Transportation services include provisions for roads and associated improvements, transit and pedestrian and bicycle systems. The projected revenue sources include property taxes dedicated to transportation ("road fund"), gasoline tax distributions to the county, traffic impact fees, Public Works Trust Fund loans, other expected grants, and miscellaneous revenue streams that accrue for transportation purposes.

Finding: The 20-year Capital Facilities Plan includes the following transportation projects associated with the 179th Street Corridor: Northeast 179th Street from Delfel Road to Northeast 15th Avenue, Northeast 15th Avenue from Northeast 179th Street to Northeast 10th Avenue, Northeast 10th Avenue from Northeast 149th Street to Northeast 154th Street, Northwest 179th Street from Northwest 11th Avenue to Delfel Road, Northeast 10th Avenue from Northeast 164th Street to the Amphitheater Entrance, Northeast 179th Street from Northeast 15th Avenue to Northeast 50th Avenue, and Northwest 11th Avenue from Northwest 139th Street to Northwest 141st Street and intersection improvements of Northeast 29th Avenue and Northeast 50th Avenue at Northeast 179th Street. The proposed 179th Street Access Management and Circulation Plan included these projects in the development and analysis of the plan and the proposed amendments to the Arterial Atlas. The criterion is met, ensuring consistency with the Capital Facilities Plan.

CRITERIA FOR ARTERIAL ATLAS AMENDMENTS

B. "Arterial Atlas amendments shall be accomplished through the changes initiated and approved by the county. These changes may occur as part of the periodic review update to occur consistent with RCW 36.70A.130, or as part of annual changes to the plan once per calendar year, or as part of emergency amendments which may be brought forward at any time, subject to applicable provisions of this chapter." *[CCC 40.560.010(O)(1)]. "*Required Criteria. Arterial Atlas amendments may be approved only when all of the following are met:

a. There is a need for the proposed change;
b. The proposed change is compliant with the Growth Management Act;
c. The proposed change is consistent with the adopted comprehensive plan, including the land use plan and the rest of the Arterial Atlas;
d. The proposed change is consistent with applicable interlocal agreements; and
e. The proposed change does not conflict with the adopted Metropolitan Transportation Plan." *[CCC 40.560.010(O)(2)].*

Finding: 179th Street is classified as a principal arterial from Northwest 11th Avenue to Northeast 72nd Avenue, and its intended function is to carry large volumes of traffic over long distances. When fully built this roadway is planned to have two travel lanes in each direction with a center turn lane or median. The street will also include bicycle lanes and sidewalks on both sides of the street. CCC § 40.350.030 requires, "Access is generally limited to intersections with other arterials and collectors. Signalized intersection spacing is regulated. Direct land access is minimal and managed…"

The 179th Street area was recently released from urban holding. This council action allowed properties to be developed at an urban scale. This large area, roughly 2,200 acres, will rely on 179th Street to access I-5. It is critical that 179th Street be designed to promote optimal safety and mobility. Many existing properties have direct access to 179th Street. The existing topography of NE 179th Street creates significant hills and valleys along the centerline of the road. The road is currently not built to the grade needed for the design speed of an arterial. Significant cuts and fills will be needed as the profile of the road is evened out to provide for a modern arterial design. Several of the cuts and fills in the preliminary roadway design range up to between 20 and 35 feet. This means that any side street access or driveway access to work with the final profile of the road will need to be very carefully located and integrated into the design of the county road project design of Northeast 179th Street. It is critical to have an approved circulation and access management plan that defines driveways and street access locations on Northeast 179th Street to preserve existing street functions.

The previous findings demonstrate compliance with the Growth Management Act, consistency with the adopted Comprehensive Plan, and the rest of the Arterial Atlas.

There are no applicable interlocal agreements that conflict with the adoption of the 179th Street Access Management and Circulation Plan. Clark County Public Works continues to coordinate with WSDOT on the design, engineering, and construction of the 179th Street/I-5 Interchange Reconstruction project.

This proposed change is consistent with the Regional Transportation Council's Regional Transportation Plan, or RTP. The RTP for Clark County is the region's principal transportation planning document. It represents a coordinated planning process between local jurisdictions and transportation agencies to develop regional solutions to transportation needs. The RTP serves as the adopted Metropolitan Transportation Plan, with Economy, Safety and Security, Accessibility and Mobility, Environment, Efficiencies, Management and Operations, Preservation, Finance, Vision and Values goals. The proposed 179th Street Access Management and Circulation Plan and associated Arterial Atlas Amendments will ensure safety and security; provide reliable mobility for personal travel and freight movements; maximize efficient management and operations; protect environmental quality and natural resources; reflect community values; sustain a healthy, livable, and prosperous community; develop a sustainable transportation system, and maintain and preserve the regional transportation system.

The criteria are met demonstrating a need for the proposed change, consistency with the Washington State Growth Management Act, consistency with the adopted Clark County Comprehensive Growth Management Plan and Arterial Atlas, consistency with all applicable interlocal agreements and is not in conflict with the adopted Metropolitan Transportation Plan.

NEXT STEPS

The Clark County Council will hold a public hearing in March to discuss the proposed amendments to the Arterial Atlas and adoption of the 179th Street Access Management and Circulation Plan.

RECOMMENDATION AND CONCLUSIONS

Based on the information presented in this report, the Planning Commission recommends **APPROVAL of CPZ2021-00013** to Clark County Councilors.

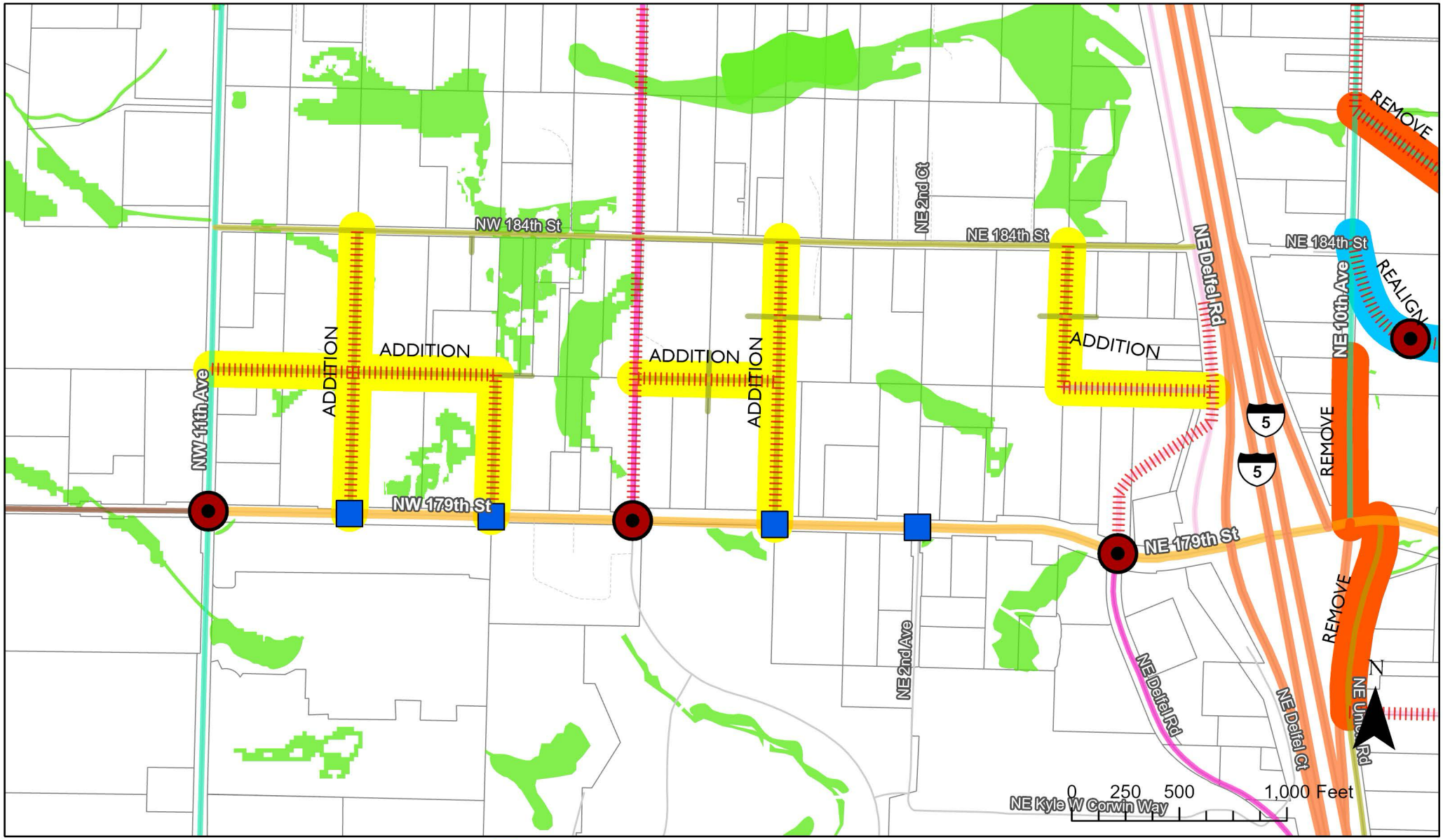
Table 1

COMPLIANCE WITH APPLICABLE CRITERIA

Criteria for Arterial Atlas Changes	Criteria Met?	
	Staff Report	**Planning Commission Findings**
A. Compliance with GMA	Yes	Yes
B. Compliance with Arterial Atlas Amendments		Yes
a. There is a need for the proposed change;	Yes	Yes
b. The proposed change is compliant with the Growth Management Act;	Yes	Yes
c. The proposed change is consistent with the adopted comprehensive plan, including the land use plan and the rest of the Arterial Atlas;	Yes	Yes
d. The proposed change is consistent with applicable interlocal agreements; and	Yes	Yes
e. The proposed change does not conflict with the adopted Metropolitan Transportation Plan	Yes	Yes
Recommendation:	**Approve**	**Approve**

179th Street Access Management and Circulation Plan

Northwest 179th Street: Northwest 11th Avenue to Northeast Delfel Road



Type of Intersection

Type

- Interim Full Access, Future Right In / Right Out
- Roundabout
- Shared Access - Right In / Right Out

- Interim Access, Emergency Use Only *
- Proposed Arterial

Amendment Types

Change

- Addition
- Realign
- Remove

Potential Wetlands Presence

Arterial Atlas Classifications

- Collector - 2 lanes
- Collector - 2 lanes w/ bike lanes
- Collector - 2 lanes w/CLT & bike lanes
- Commercial Industrial Local
- Non-arterial local access streets
- Minor Arterial - 2 lanes w/CLT & bike lanes
- Minor Arterial - 4 lanes w/CLT & bike lanes
- Neighborhood Circulator
- Principal Arterial Parkway - 4 lanes & regional trail
- Principal Arterial - 4 lanes w/CLT & bike lanes
- Rural Major Collector - 2 lanes w/shoulders
- Rural Arterial - 2 Lanes
- Rural Minor Collector - 2 lanes w/shoulders
- State Route

*The interim and future access of specific developments is determined based on the conditions of approval. The effect of the conditions will be coordinated with the engineering/design of 179th Street improvements, construction of and access to alternative circulation route(s), the responsible official imposing the conditions, and the property owners.

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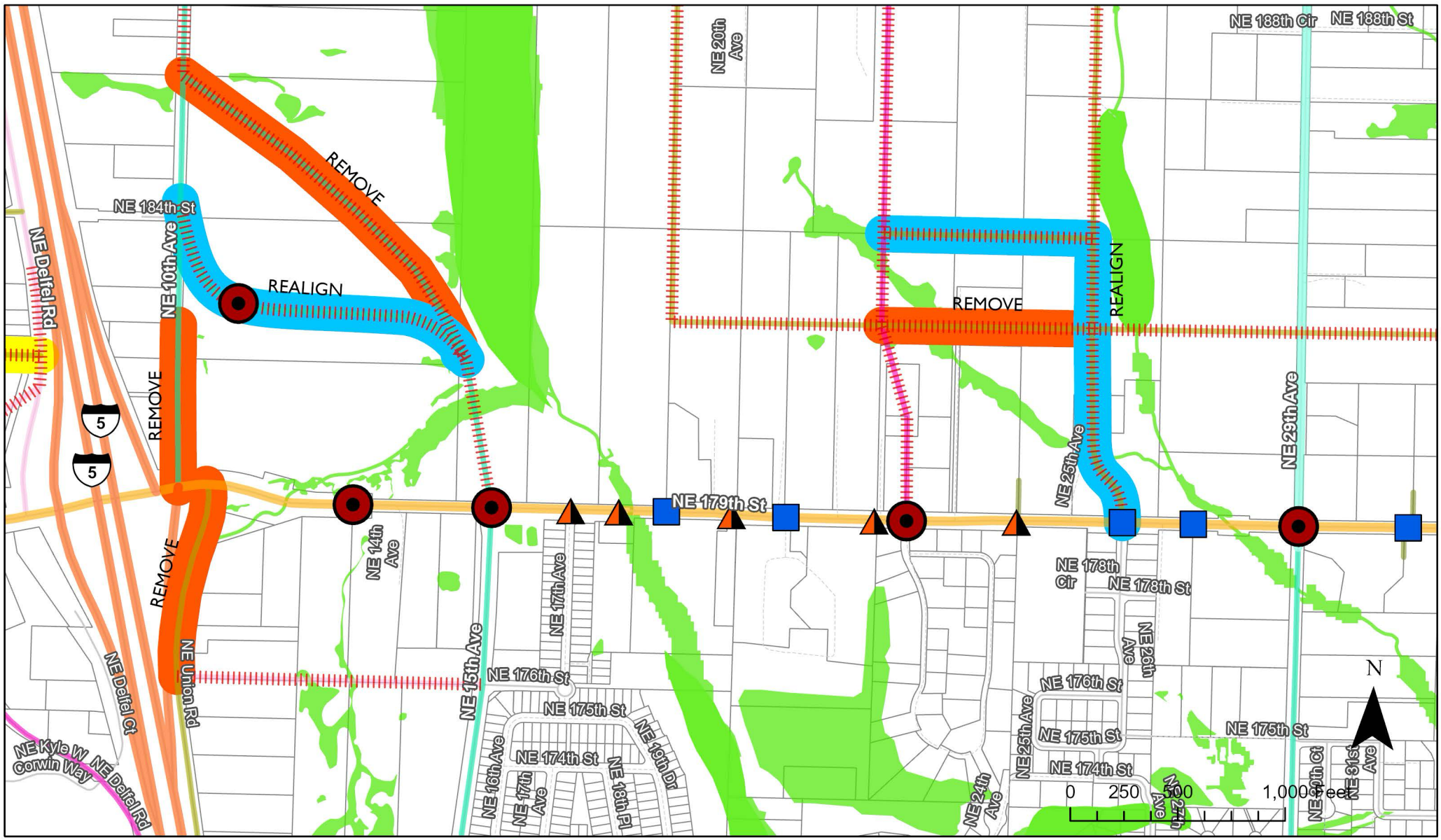
179th Street Access Management and Circulation Plan

Northeast 179th Street: Northeast 10th Avenue to Northeast 29th Avenue



Type of Intersection

Type

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- Roundabout
- Shared Access - Right In / Right Out

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Amendment Types

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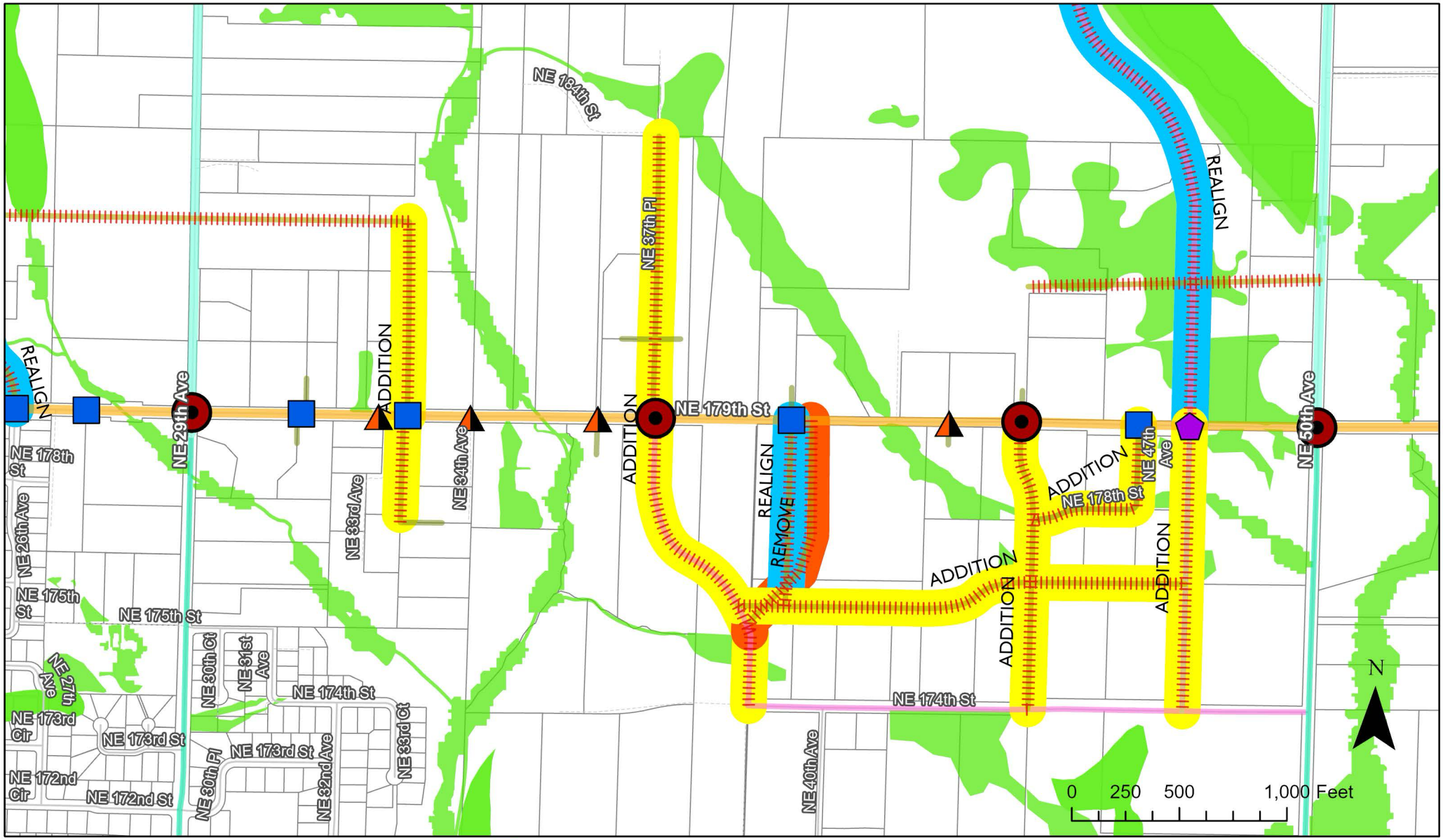
179th Street Access Management and Circulation Plan

Northeast 179th Street: Northeast 29th Avenue to Northeast 50th Avenue



Type of Intersection

Type

- Interim Full Access, Future Right In / Right Out
- Roundabout
- Shared Access - Right In / Right Out

Interim Access, Emergency Use Only *

Proposed Arterial

Amendment Types

Change

- Addition
- Realign
- Remove

Potential Wetlands Presence

Arterial Atlas Classifications

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Exhibit B

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Ridgefield looking for a link: Officials in rapidly growing city seek additional connection to Interstate 5



By William Seekamp, The Columbian

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Published: December 9, 2023, 6:03am



To accommodate Ridgefield's growth, city officials propose creating a new connection with Interstate 5 at the existing I-5/Northeast 219th Street interchange at Exit 11, which currently extends only east toward Battle Ground. (Taylor Balkom/The Columbian)

Battle Ground. (Taylor Balkom/ The Columbian)

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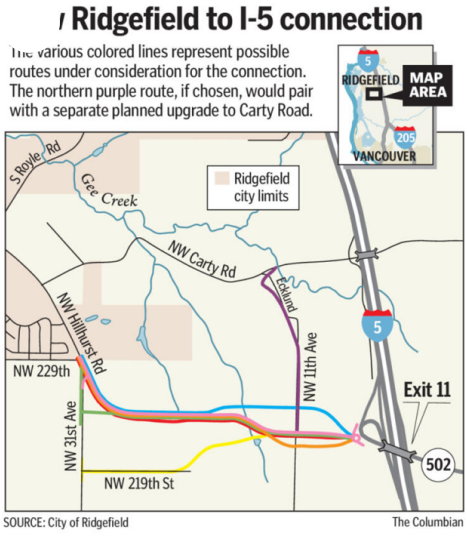
Instaread

As Ridgefield, the state's fastest-growing city since 2010, continues to urbanize — with more homes, a Costco, an industrial project and possibly an In-N-Out Burger on the way — city officials are



Taylor Balkom/The Columbian, To accommodate Ridgefield's growth, city officials propose creating a new connection with Interstate 5 at the existing I-

seeking an additional route to Interstate 5.

5/Northeast 219th Street interchange at Exit 11, which currently extends only east toward Battle Ground. Photo

The city's only direct connection to I-5 is via Pioneer Street, the city's main road. The intersection can be clogged to the point that drivers will exit I-5 at the 179th Street interchange, which is also often congested, and head north to Ridgefield.

To accommodate the growth, city officials are working to create a new connection with Interstate 5 at the existing Northeast 219th Street interchange at Exit 11, which currently extends only east toward Battle Ground.

"We've got three connections worth of traffic trying to use those two connections," Ridgefield Public Works Director Chuck Green said.

City officials have eyed a new connection since 2007. A 2019 Washington State Department of Transportation planning grant underwrote a study of potential routes. The next steps are the environmental and design phase, for which city officials sought but failed to secure $5 million in funding from the Legislature last session. City officials plan to try again in future legislative sessions.

Because the connection will be in both city and county jurisdiction, elected officials from both entities met Nov. 29 to discuss the project.

Options

Officials are considering seven potential routes for the connection, most of which take off from the 219th Street overcrossing and continue west for approximately 1½ miles to connect with Hillhurst Road or Northwest 31st Avenue, which becomes Hillhurst Road after it crosses Williams Road heading north toward Ridgefield. Estimated cost for the routes ranges between $50 million and $62 million.

“They either go north, south or west to avoid some property impacts,” Green said. “That’s why you see some of those alignments in different locations, but essentially, their termini is at the same place.”

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The one exception is an option that would head north and connect with Northwest Carty Road, which would then ferry drivers west. That version of the project would dovetail with a separate planned upgrade to Carty Road estimated to cost between $90 million and $100 million, with $40 million to $45 million for the route itself and an additional $50 million to $55 million for Northwest Carty Road upgrades.

This story was made possible by **Community Funded Journalism**, a project from The Columbian and the Local Media Foundation. Top donors include the Ed and Dollie Lynch Fund, Patricia, David and Jacob Nierenberg, Connie and Lee Kearney, Steve and Jan Oliva, The Cowlitz Tribal Foundation and the Mason E. Nolan Charitable Fund. The Columbian controls all content. For more information, visit **columbian.com/cfj**.

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'It's nice and smooth – and beautiful': Ridgefield puts finishing touches on

Clark County updating its Americans with Disabilities Act Transportation

Exhibit C

Appendix N: Plans, Studies, and Projects

The RTP is a living document and will continue to evolve and be updated on a regular basis to address a number of long-term regional transportation projects, programs, plans, and studies that require further monitoring, evaluation, and policy decisions prior to inclusion in the RTP. The 20-Year RTP Projects included in this appendix are composed of regional and local planned projects. This appendix summarizes the range of transportation studies, plans, programs, and projects that, combined, achieve the RTP's vision and that are also identified to help get closer to implementing the RTP's transportation goals: Economic Vitality and Quality of Life, Safety and Security, Accessibility and Mobility, and Sustainability and Resiliency (refer to Chapter 3). RTC will continue to engage and collaborate with regional partners and stakeholders to ensure the successful implementation of this plan as we collaborate with our planning partners in the development of studies, plans, and programs and implement projects in the RTP lists and action strategies proposed in this plan.

Projects, Programs, Plans, and Studies

Interstate Bridge Replacement Program (IBR)

The Interstate Bridge is a critical connection between Oregon and Washington, located on Interstate 5 where it crosses the Columbia River. Replacing the aging Interstate Bridge across the Columbia River with a modern, earthquake resilient, multimodal structure that provides improved mobility for people, goods, and services is a high priority for Oregon and Washington. The IBR program is a renewed effort jointly led by the Oregon Department of Transportation and the Washington State Department of Transportation, in collaboration with eight regional partner agencies: Oregon Metro, Southwest Washington Regional Transportation Council, TriMet, C-TRAN, City of Portland, City of Vancouver, Port of Portland, and Port of Vancouver. These partners serve on an Executive Steering Group that provides regional leadership recommendations to the program. The IBR program continues to work with the program partner agencies, stakeholders, and public to identify the best possible multimodal solution.

I-5 and I-205 Regional Mobility Pricing Project (RMPP)

The Regional Mobility Pricing Project (RMPP) will apply congestion pricing on all lanes of Interstate-5 and Interstate-205 to manage travel demand and traffic congestion on these facilities in the Portland, Oregon metropolitan area in a manner that will generate revenue for transportation system investments. The pricing varies by time of day according to a set schedule, which can be updated

periodically by the Oregon Transportation Commission. Higher fees will be charged during peak travel periods (such as morning and evening peak hours) and lower fees during off-peak hours. Congestion pricing is intended to encourage motorists to plan travel in advance and allows traffic to flow more freely during peak times.

The process to implement a toll program requires substantial analysis, public input, construction, testing, and education before the system can be operational. The earliest tolling could begin under the Regional Mobility Pricing Project is 2026.

Cascadia High-Speed Rail Study

The Cascadia High-Speed Rail Study proposes to connect people and communities, increase economic competitiveness, and improve quality of life across the Cascadia megaregion. This fast, safe, predictable way to travel would connect the metro areas of Vancouver, B.C.; Seattle, WA; Portland, OR, and points between and beyond. With equity as a guiding principle, the high-speed rail project could help connect local workers to family-wage jobs, increase access to affordable housing choices, and offer greater mobility for almost 9 million people. This project is also part of a growing movement to mitigate the impacts of climate change by using clean energy. Rather than relying on congested highways or increasing air traffic, the high-speed rail project offers a sustainable alternative to traveling greater distances quickly and reliably. Study recommendations will be evaluated as appropriate for inclusion into the Regional Transportation Plan.

In fall 2021 the states of Washington and Oregon and the province of British Columbia signed a Memorandum of Understanding to continue to advance this work. In December 2023 Cascadia High-Speed Rail and Amtrak Cascades were accepted into USDOT's Corridor Identification and Development Program, bringing formal federal funding and participation. WSDOT, ODOT, and the B.C. Ministry of Transportation and Infrastructure continue to collaborate with partners along the corridor to shape future planning and development activities.

Columbia Connects

Columbia Connects is a regional project intended to strengthen the bistate partnership between Oregon and Washington. Centered around the ecosystem of industries and work sheds that are interconnected by the Columbia River, the project seeks to develop a clear understanding of the conditions within this subdistrict; the shared economic and community values of the region; and the strategies, projects, and programs needed to achieve desired outcomes. Columbia Connects provides a shared investment strategy that outlines specific opportunities for investment based on feasibility, effectiveness, equity, and input from project champions. Convened by Metro and RTC, the partners will finalize and carry out actions included in a shared investment strategy, continuing to partner across state boundaries to establish agreements and commitments for implementation and ongoing coordination on resource acquisition.

Clark County Freight Mobility Study

The 2009 Clark County Freight Mobility Study was developed to provide an understanding of the key elements of freight movement and to explain why freight and goods movement is important to Clark County's economy and employment. The study inventoried existing freight and goods movement and identified current deficiencies and future action items to be addressed as part of ongoing regional and local planning processes. In addition, the study began to identify corridor investment needs to sustain jobs and economic development for existing and future industrial and employment centers. The Clark County Freight Mobility Study will be updated in 2024.

Washington State Freight Plan

As the secondmost trade-dependent state per capita in the USA, Washington relies heavily on an efficient freight transportation network. The freight system supports 1.41 million jobs in freight-dependent industries in Washington, with a gross business income of $550.5 billion. Freight and goods are shipped into, out of, and around Washington by truck, rail, air, pipeline, and water.

The Washington State Freight System Plan was completed and certified by the Federal Highway Administration on December 1, 2017. The freight plan addresses multimodal freight transportation and speaks of three components of the freight transportation system:

- Global Gateways, which provides freight access to international markets;
- Made in Washington, providing transportation for freight that is manufactured or produced in Washington; and
- Delivering Goods to You, representing local freight delivery for businesses and residents.

Washington State Rail Plan

In Washington State, freight rail needs are addressed in Washington State Department of Transportation's (WSDOT's) 2019 Washington State Rail Plan. The plan serves as a blueprint for public investment in the state's rail transportation system.

Truck Parking Action Plan

The Truck Parking Action Plan recommends various options and strategies to address the shortage of truck parking in Washington State and provides a summary of truck parking issues and potential solutions to identify the gap in need vs. availability of truck parking in Washington State, as well as possible options to address the issue. In addition, it includes an action plan for Washington State, with specific next steps for the highest priority actions. The solutions identified will address immediate needs and set the State up for long-term success in addressing the issue.

METRO's Regional Freight Strategy Study

This study seeks to identify and produce increases in rail capacity, safety, land use compatibility, and operational efficiencies to support freight and goods movement in the region, which is important to our

long-term economic and environmental sustainability and will help to maintain the region's competitive advantage in a global marketplace. This strategy will provide a coordinated vision and approach for enhancing freight and goods movement and prioritizing freight investments based on clear priorities.

Washington Transportation Plan

The Washington Transportation Plan (WTP) is the state's long-range transportation plan, based on the Legislature's six policy goals: economic vitality, preservation, safety, mobility, environmental & health, and stewardship. This 20-year vision for improving the state's transportation network is completed in two parts: policy and implementation. The policy plan, 2040 & Beyond, provides statewide policy recommendations to the Legislature. The implementation plan, Washington Transportation Plan, Phase 2 - Implementation 2017-2040, applies key policy recommendations for the WTP to further develop the state's complex transportation system through four focus areas: maintain and preserve assets; manage growth and traffic congestion; enhance multimodal connections and choices; and align the funding structure with the multimodal vision. The Washington Transportation Plan is being updated. It is anticipated that the plan update will be completed by the end of 2025.

Clark County Comprehensive Economic Development Plan

The Columbia River Economic Development Council (CREDC) adopted its Clark County Comprehensive Economic Development Plan in August 2017. The plan includes goals to expand the existing base industry clusters in the region, including computer and electronic, clean tech, software, metals and machinery, and life sciences. Goal 2 includes support for the region's people by developing a resilient economy. Goal 3 relates to creating places, including making employment areas shovel ready and determining regional transportation needs to support economic development.

Clark County Employment Land Study

In 2016 CREDC adopted the Clark County Employment Land Study. This study is an economic development and policy tool for civic leaders and policymakers. The study identified 56 employment sites that are 20 acres and larger throughout Clark County. The study considers the market, land use, and physical characteristics to assess site readiness. The RTP includes projects that will support economic development and access to employment lands.

Clark County's Comprehensive Growth Management Plan

Clark County's Comprehensive Growth Management Plan (Plan) is a long-range policy guide for how the County plans to manage growth and development over a 20-year period. The Plan is required by the Growth Management Act. The plan contains elements comprised of existing conditions, goals, policies, and strategies to accomplish the Plan's goals. Consideration of transportation system improvements responsive to the growth management plans will be a priority to optimize public and private investments in regional and local transportation infrastructure.

Transportation Corridor Visioning Study

The RTC Board endorsed the Transportation Corridor Visioning Study in April 2008. The Visioning Study recommendations presented broad concepts for new regional corridors, corridors connecting places, and current and potential future nodes of growth in Clark County. Corridors on the eastside (north-south) connections between east Vancouver/Camas/Washougal and Battle Ground, east-to-west connections between Battle Ground and the Discovery Corridor, and westside connections were all considered. The Visioning Study recommendations concluded that further regional land use planning review and analysis is needed prior to further review of potential new corridors in order to gauge whether future growth forecasts warrant such a project discussion. The study also recommended that future study should include review of the impacts of these candidate corridors on future land use patterns within Clark County. That analysis should occur during a future countywide Growth Management Planning comprehensive plan process.

Human Services Transportation Plan (HSTP)

RTC's Human Services Transportation Plan addresses the transportation needs of those with mobility challenges and special transportation needs, including people with disabilities, the elderly, the young, low-income populations, and rural residents unable to provide their own transportation. The first HSTP for this region—which includes Clark, Skamania, and Klickitat counties—was adopted in 2007. Plan updates followed in 2011, 2014, 2018, and 2022. A plan update is required at least every four years. The intent of the Human Services Transportation Plan is to identify transportation needs and solutions and thereby improve transportation services for people with disabilities; seniors; and, in general, those unable to drive themselves. Development of a Human Service Transportation Plan ensures that communities coordinate transportation resources provided through multiple federal programs. A coordinated plan can help to enhance transportation access, minimize duplication of services, and encourage the most cost-effective transportation possible.

Washington Statewide Human Services Transportation Plan

The Statewide Human Services Transportation Plan serves as a strategic framework for addressing the state's existing and future human services transportation needs. The plan was developed through collaboration with affected stakeholders and with public input. The Statewide HSTP provides a set of goals and strategies to facilitate coordination and maximize resources to meet the transportation needs of the most vulnerable people in our state.

C-TRAN Transit Development Plan

C-TRAN's Transit Development Plan is a long-range, comprehensive strategy for enhancing public transportation for Clark County residents over the next 20 years. C-TRAN's plan is designed to respond to growing transportation needs and the need to provide expanded, reliable, and safe service. Maintaining and expanding transit service is vital for ensuring the economic vitality and quality of life of the region.

Clark County High Capacity Transit (HCT) Study

The Clark County High Capacity Transit System Study was adopted in December 2008 following a two-year planning process. The HCT plan provided a blueprint for C-TRAN and the Clark County region to move high capacity transit improvements forward in identified HCT corridors. The HCT System Study assumes that traffic volumes will increase over time as planned growth and economic development continue in the Clark County region. The constrained ability to expand highway capacity in several key regional transportation corridors is expected to worsen traffic, increasing the need to develop a transportation alternative.

Projects and strategies resulting from these studies will be addressed further as part of the Comprehensive Growth Management planning process and future RTP updates. If projects are identified and considered feasible, further detailed analysis and financial modeling may be warranted prior to inclusion into the fiscally constrained RTP.

Washington State Active Transportation Plan

The Active Transportation Plan - 2020 and Beyond is a compass for creating the future of walking, biking, and rolling on or across state highways in Washington. It is used in decisions to help connect people to where they want to go, whether they use active transportation for the whole trip or just a part of it, such as walking to a bus stop, riding a bike to work, or rolling home from a ferry terminal.

Regional Active Transportation Plan for Clark County

The Active Transportation Plan addresses objectives, policies, goals, the regional active transportation system network, programs, and projects. It describes the status of walking, bicycling, and rolling and access to transit in the Clark County region. The plan provides a needs assessment that considers user demand for active transportation, equity, and safety considerations. These analyses can help decision-makers understand where to target resources to have the greatest impact on improving active transportation in Clark County. This plan can be found on Appendix F.

Clark County Bicycle and Pedestrian Master Plan

In November 2010 the Board of Clark County Commissioners approved the Clark County Bicycle and Pedestrian Master Plan to make it safer and more convenient for people to get to major destinations in our region on foot or by bicycle. The plan identifies ways to improve the transportation network by integrating existing sidewalks, bike lanes, and trails. The plan points out that this will require design standards that work well with Clark County's transportation network for motor vehicles.

Clark County Parks and Open Space Plan

The Parks, Recreation, and Open Space (PROS) Plan is a six-year plan that anticipates the programming and capital projects necessary to meet the community's needs for parks, recreation, and open space, as well as trails. This plan identifies local, regional, and national growth trends in recreational activities such as walking, cycling, team sports, and picnicking. The PROS Plan for Clark County is a functional part of the County's Comprehensive Plan. It provides a six-year strategic plan and policy framework to meet the county's park and recreational needs. The purpose of the plan is twofold: to meet Growth Management Act (GMA) requirements and to set forth a six-year capital facilities program for park development and acquisitions focused on gaps in levels of service; asset diversity; and diversity, equity and inclusion.

Regional Emergency Transportation Route Update

The designated Regional Emergency Transportation Routes (RETR) for the five-county Portland-Vancouver metropolitan region—which includes Clackamas, Columbia, Multnomah, and Washington counties in Oregon and Clark County in Washington—was updated in 2021. Although this effort is primarily focused on updating the RETR for emergency response immediately following a large seismic event, considerations for other natural hazards—such as flooding, wildfire, and severe weather—will be incorporated into the data set and project recommendations for future consideration, including work to support transportation recovery planning. A second phase of follow-up work will be proposed to prioritize/tier the updated routes and develop operational guidance for route owners/operators.

20-Year RTP Projects

The 20-Year RTP project list includes planned projects that are on the regional transportation system, as well as local arterial projects that are not on the designated system. The majority of these projects do not have an identified funding source but are still community priorities for implementation during the RTP's 2045 planning horizon.

2024 Regional Transportation Plan 20 Year List of Projects

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 1st St	N Parkway Ave to NE Grace Ave	Reconstruct roadway to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$3,100,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SE 1st St	S Parkway Ave to SE Grace Ave	Reconstruct roadway to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$3,400,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SW 6th Ave	SW Scotton Way to SW Eaton Blvd	Construct new road to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2028 - 2035	Battle Ground	$1,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SW 6th/ 7th Ave	SW Rasmussen Blvd to SW Scotton Way	Construct new road to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$2,100,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 10th St	NE Grace Ave to East City Limits	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$6,200,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SW 11th Ave	SW 25th St to SW 30th St	Construct the missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$1,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
SW 15th/ 13th Ave	SW 6th St to SW Eaton Blvd	Complete roadway & construct missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$2,400,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 15th Ave	NE 239th St to NW 18th St	Complete roadway & construct missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with bike lanes and sidewalk	2036 - 2045	Battle Ground	$800,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 15th Ave	NW 9th St to NW 4th St	Construct missing segment to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$800,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 20th Ave	NW Orndorff Blvd to SR 502	Complete roadway and construct missing segments to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$1,200,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 20th Ave	NE 239th St to NE 244th St	Reconstruct roadway to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2028 - 2035	Battle Ground	$1,150,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SW 20th Ave	SW Rasmussen Blvd to SW Eaton Blvd	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$5,600,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
SW 25th St	SW 11th Ave to SR 503	Construct missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk.	2036 - 2045	Battle Ground	$400,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 25th St	SR 503 to N Parkway Ave	Construct new road to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2028 - 2035	Battle Ground	$1,632,599	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 25th St	NE 5th St to NE Grace Ave	Construct roadway to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$2,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SW 30th St	SW 20th Ave to SR 503	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$4,400,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 72nd Ave	NE 229th St to Southern UGB	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$6,100,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 92nd Ave	SR 502 to SW 11th St	Construct new road to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 152nd Ave	NE 181st St to South City Limits	Reconstruct roadway to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$2,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 183rd St	Eastern Terminus to NE 167th Ave	Construct new road to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$1,400,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 239th St	NE 92nd Ave to NW 30th Ave	Reconstruct roadway to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 239th St	NW 30th Ave to NW 20th Ave	Reconstruct roadway to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$2,900,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 249th St	N Parkway Ave to NE Grace Ave	Complete roadway & construct missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$1,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Chelatchie Prairie Rail Trail	Northeastern UGB to South UGB Limits	Construct new multimodal path	2028 - 2035	Battle Ground	$866,744	L	Safety, Non-SOV	Accessibility & Mobility
Chelatchie Prairie Rail Trail	E Main St to SE Rasmussen Blvd	Construct new multimodal path	2028 - 2035	Battle Ground	$1,562,639	L	Safety, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
SE Clark Ave	SE 4th St to Northern Terminus	Complete roadway & construct missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$150,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Grace Ave	NE 249th St to NE 239th St	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$4,500,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Grace Ave	NE 10th St to E Main St	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2028 - 2035	Battle Ground	$4,700,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
SE Eaton Blvd	NE 92nd Ave to SW 20th Ave	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes, landscape strip, sidewalk, streetlighting. 70-foot ROW	2036 - 2045	Battle Ground	$9,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SE Eaton Blvd	SE Grace Ave to East City Limits	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$6,600,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
E Main St	NE Grace Ave to Eastern UGB	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes, landscape strip, sidewalk, streetlighting. 70-foot ROW	2036 - 2045	Battle Ground	$9,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
E Main St/1st St (north and south)	Parkway Ave to SE Grace Ave	Mobility Study	2036 - 2045	Battle Ground	$100,000	L	Safety	Accessibility & Mobility
E Main St	E Main St & NE Grace Ave	Realign the south leg of SE Grace Ave with NE Grace Ave and signalize	2036 - 2045	Battle Ground	$1,800,000	L	Safety, Pavement, Congestion	Accessibility & Mobility
S Parkway Ave	S Parkway Ave & S Eaton Blvd	Install northbound & southbound left turn phasing & add eastbound right & northbound left turn lanes	2036 - 2045	Battle Ground	$1,300,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
N Parkway Ave	N Parkway Ave and N Orndorff Blvd	Install intersection traffic control improvements	2036 - 2045	Battle Ground	$1,000,000	L	Safety	Safety & Security
SW Scotton Way	S Parkway Ave to SE Grace Ave	Construct the missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$2,200,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 13th/ 18th St	Goodwin to 192nd Ave	2 lanes each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$9,600,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 28th St	Ingle to 232nd	1 lane each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$10,130,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Goodwin Rd	Friberg to Ingle	2 lanes each direction w/ turn lane, bike & pedestrian	2036 - 2045	Camas	$17,100,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Goodwin Rd	NW Camas Meadows Dr	Intersection improvements	2028 - 2035	Camas	$600,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NW Lake	NW Lake and Sierra	roundabout	2028 - 2035	Camas	$2,600,000	R	Safety, Pavement, Air Quality, Congestion, Non-SOV	Sustainability & Resiliency
SR 500/ Everett St	Lake Rd to Leadbetter Rd	1 lane each direction w/ turn lane, bike & pedestrian or roundabout w/ median	2028 - 2035	Camas	$28,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
SR 500/ Everett St	Leadbetter Rd to NE 4th St	1 lane each direction w/ turn lane, bike, and pedestrian	2028 - 2035	Camas	$15,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
SR 500/ Everett St	Northshore E/W Arterial	New intersection & improvements	2028 - 2035	Camas	$600,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SE 15th St/ Nourse Rd	Camas HS to 283rd	1 lane each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$6,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 16th/ Hood/18th	Klickitat to Astor	1 lane ea. direction, w/turn lane	2028 - 2035	Camas	$4,200,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 18th Ave	Whitman to Brady	Shared use pathway	2028 - 2035	Camas	$150,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 28th St.	232nd Av to 242nd Av	2 lanes each direction w/ turn lane, bike, and pedestrian	2028 - 2035	Camas	$6,830,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 23rd Ave	Astor to Sierra	Safety Improvements: 1 lane each direction, improve ped & bike routes	2028 - 2035	Camas	$560,000	L	Safety, Pavement, Non-SOV	Safety & Security
SE 23rd St	Crown Rd & 283rd Av	Realign offset intersection	2028 - 2035	Camas	$950,000	L	Safety	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NW Astor St/ NW 11th Av	Forest Home Rd to McIntosh Rd	1 lane ea. direction, w/turn lane	2028 - 2035	Camas	$6,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 43rd Ave/ Astor St	Utah to 38th	1 lane ea. direction, w/turn lane	2028 - 2035	Camas	$3,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 232nd Ave/ 9th St	28th St to 242nd Ave	1 lane each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$17,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 242nd Av	NE 242nd and 28th St to 9th St	1 lane each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$15,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 242nd Av	NE 28th St	Intersection Improvements - signals	2028 - 2035	Camas	$800,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
Bybee Rd	SE 15th St to NW 38th Ave	Move Roadway east, provide bike & ped improvements	2028 - 2035	Camas	$1,823,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Brady Rd	NW McIntosh Rd to West City Limits	Add bike & ped facilities	2028 - 2035	Camas	$640,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
North Dwyer Creek Master Plan: St "A"	NW Lake Rd to Camas Meadows Dr	1 lane each direction	2028 - 2035	Camas	$4,800,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
North Dwyer Creek Master Plan: Street "B"	NW Friberg to NW Larkspur	1 lane each direction	2028 - 2035	Camas	$8,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
New East/ West Arterial	NE 242nd & 9th to Everett	1 lane each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$18,200,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Lake Rd	NW LA camas Lane to NE Everett St/ SR 500	Widening, sidewalks	2028 - 2035	Camas	$3,600,000	R	Safety, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NW Leadbetter Dr	Lake Rd to Fremont St	Add shared use path	2028 - 2035	Camas	$200,000	L	Safety, Non-SOV	Accessibility & Mobility
NE Ingle Rd	Goodwin to North City Limits	1 lane each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$7,600,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Ingle Rd	Goodwin to 232nd	Extension East - 1 lane ea. direction, w/turn lane	2028 - 2035	Camas	$11,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW McIntosh Rd	Brady to 11th	1 lane ea. direction, w/turn lane	2028 - 2035	Camas	$6,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW Parker St	NW Pacific Rim Blvd	Intersection Improvements - signals	2028 - 2035	Camas	$400,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
Woodburn Dr	SE 15th St to SE 283rd Av	1 lane each direction w/ bike & pedestrian	2028 - 2035	Camas	$4,200,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Jones Creek Fish Passage	Boulder Creek road crossing over Jones creek	Replace culvert with fish passable barrier improvement	2028 - 2035	Cowlitz Indian Tribe	$167,000	R	Bridge	Sustainability & Resiliency
Mill Creek Barrier Improvements	NE 259th Street at NE 61st Avenue	Replace culvert with fish passable barrier improvement	2028 - 2035	Clark County	$1,950,000	L	Bridge	Sustainability & Resiliency
Pup Creek	Spurrel Road - Pup Creek Road	Fish passage project	2028 - 2035	Clark County	$650,000	L	Bridge	Sustainability & Resiliency
NW 2nd Ave/NE 132nd St/ NE 129th St	NW 139th St to NE 16th Ave	Shared lane markings	2028 - 2035	Clark County	$297,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 9th Ave	NW 99th St to NE 78th St	Stripe new bike lane	2028 - 2035	Clark County	$228,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 10th Ave	NE Carty Rd to NE 179th St	Stripe new bike lane	2028 - 2035	Clark County	$723,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 10th Ave	NE 259th St to NE Carty Rd	Create new bike lanes by restriping travel lanes	2028 - 2035	Clark County	$282,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 10th Ave	NE 164th Street - Amphitheater Entrance	1 lane each direction w/ bike & pedestrian	2028 - 2035	Clark County	$6,900,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 11th Ave	NE 139th to 149th St	1 lane ea. direction/new road	2028 - 2035	Clark County	$15,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 11th Ave	NW 199th St to Salmon Creek Greenway	Stripe new bike lane	2028 - 2035	Clark County	$827,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 13th Ave	NE 88th St to 78th St	Shared lane (bike) markings	2028 - 2035	Clark County	$116,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 15th Ave	179th St to NE 10th Ave	1 lane each direction, w/ turn lane	2028 - 2035	Clark County	$24,817,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 19th Ave/NE 107th St	NE 104th St to HWY 99	Build new sidewalk	2028 - 2035	Clark County	$76,000	L	Safety, Non-SOV	Accessibility & Mobility
NW 21st Ave	NW 119th St to NW 78th St	Stripe new bike lane	2028 - 2035	Clark County	$467,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 21st Ave	NE 91st St to NE 88th St	Build new sidewalk	2028 - 2035	Clark County	$115,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 21st Ave	NE 149th St to NW Bliss Rd	Create new bike lanes by restriping travel lanes.	2028 - 2035	Clark County	$117,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NW 21st Ave	NW 111th St to NW 101st St	Build new sidewalk	2028 - 2035	Clark County	$425,000	L	Safety	Accessibility & Mobility
NW 36th Ave	Bliss Rd	Intersection improvement	2028 - 2035	Clark County	$4,000,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
NE 50th Ave	NE 119th St to NE St Johns Rd	Stripe new bike lane	2028 - 2035	Clark County	$286,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
NE 50th Ave	NE 99th St	Build new sidewalk	2028 - 2035	Clark County	$258,000	L	Safety	Accessibility & Mobility
NE 58th Ave	NE 78th St to NE 69th St to NE 109th St	Build new sidewalk	2028 - 2035	Clark County	$210,000	L	Safety	Accessibility & Mobility
NE 63rd St	I-205 to NE 102nd Ave	Restriping	2028 - 2035	Clark County	$174,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 72nd Ave	NE 133rd St to NE 259th St.	Create new bike lanes by restriping travel lanes	2036 -2045	Clark County	$193,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 72nd Ave	NE 122nd to NE 133rd St	Spot capacity improvement	2028 - 2035	Clark County	$10,800,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 78th St	NE 72nd Ave to I-205	Create new bike lanes by restriping travel lanes	2028 - 2035	Clark County	$2,211,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 87th Ave	NE 63rd St	Intersection improvement	2028 - 2035	Clark County	$3,000,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
NE 94th St	NE 15th Ave to NE 25th Ave	Shared lane markings	2028 - 2035	Clark County	$116,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 94th St	NW 21st Ave to NE 5th Ave	Shared lane markings	2028 - 2035	Clark County	$279,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 99th St	NE 72nd Ave to NE 94th Ave	1 lane ea. direction, w/turn lane	2028 - 2035	Clark County	$22,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 99th St	94th to 117th Ave	1 lane ea. direction, w/turn lane	2028 - 2035	Clark County	$16,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 117th St.	NE Stutz Rd	Intersection improvement	2028 - 2035	Clark County	$4,000,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
NE 119th St	NE 132nd Ave	Improve intersection to meet travel demand	2028 - 2035	Clark County	$8,000,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
NW 119th St	NW 38th Ave to NE 36th Ave	Build new sidewalk	2028 - 2035	Clark County	$110,000	R	Safety	Accessibility & Mobility
NW 119th St	NW 36th Ave to NW 21st Ave	Create new bike lanes by restriping travel lanes.	2028 - 2035	Clark County	$475,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 130th Ave	NE 89th St to NE 78th St	Re-striping, pavement markings and signage	2028 - 2035	Clark County	$212,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 137th/ NE 132nd Ave	NE 99th to NE 119th St	Construct new 1 lane each direction road w/turn lanes	2036 - 2045	Clark County	$22,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 142nd Ave	Little Prairie Park to NE 76th St	Build new sidewalk	2028 - 2035	Clark County	$43,000	L	Safety	Accessibility & Mobility
NE 172nd Ave	Ward Rd. to NE 119th St	1 lane ea. direction, w/turn lane	2036-2045	Clark County	$6,800,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 172nd Ave.	NE 18th St. to NE 39th St.	1 lane ea. direction, w/turn lane	2036-2045	Clark County	$4,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Ne 179th St	NE 29th Ave to NE 50thAve	3 lanes ea. direction, w/turn lane	2028 - 2035	Clark County	$23,931,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 179th St	NE 29th Ave to NE 102nd Ave	Stripe new bike lane	2028 - 2035	Clark County	$1,071,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE/NW 199th St	NW 11th Ave to NE 112th Ave	Stripe new bike lane	2028 - 2035	Clark County	$1,396,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 239th St	NE 92nd Ave	Intersection improvement	2028 - 2035	Clark County	$3,000,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
SE Blair Rd	Mile Post 2.47 - Mile Post 3.91/ SE Washougal River Road	Add Guardrail and bridge rail, improve sight distance, and overlay	2028 - 2035	Clark County	$1,975,000	L	Safety	Safety & Security
NW Bliss Rd/ NW Hathaway Rd/ NW 139th St	NW Seward Rd to NW 11th Ave	Create new bike lanes by restriping travel lanes	2028 - 2035	Clark County	$399,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Chelatchie Prairie Railroad		Railroad Crossing Analysis	2028 - 2035	Clark County	$100,000	R	Safety	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE Delfel Rd	NE 179th St to NE 184th St	Realign roadway to match south approach and improve to 2-lane collector standard. Roundabout at NE 179th Street intersection Safety, Pavement, Non-SOV on	2028 - 2035	Clark County	$19,977,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Delfel Rd	NE 199th St to NE 179th Ave	Stripe new bike lane	2028 - 2035	Clark County	$237,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Edmunds Rd	NE 174th Ct to NE 29th St	Create new bike lanes by restriping travel lanes	2028 - 2035	Clark County	$181,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Highway 99	NE 104th Street to NE 110th Street	2 lanes ea. direction, w/turn lane	2028 - 2035	Clark County	$5,000,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
Highway 99	NE 110th Street to NE 117th Street	2 lanes ea. direction, w/turn lane	2028 - 2035	Clark County	$4,000,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
NW Lakeshore Ave	NW 78th St. to NW 109th St	1 lane ea. direction, w/turn lane	2028 - 2035	Clark County	$16,700,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
Minnehaha St	NE 17th Ave	Intersection improvement	2028 - 2035	Clark County	$3,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Parkview Dr/NE 113th St	NE Hwy 99 to NE 30th Ave	Build new sidewalk	2028 - 2035	Clark County	$244,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE Salmon Creek Ave	WSU Entrance to west of NE 50th Avenue	3 lanes in each direction	2036 - 2045	Clark County	$21,194,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
SE Salmon Creek Ave	NE 125th St to NE 117th St	Create new bike lanes by restriping travel lanes	2028 - 2035	Clark County	$143,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW Sluman Rd/NW Overlook Dr/NW Hazel Dell Way	NW 78th St/ NW Bacon Rd to Hazel Dell Ave	Stripe new bike lane	2028 - 2035	Clark County	$339,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE St. Johns Road Pavement Improvements	NE 68th Street - NE 78th Street	As needed replacement of concrete road panels, restriping	2028 - 2035	Clark County	$3,000,000	R	Safety, Pavement, Non-SOV	Sustainability & Resiliency
NE Ward Rd	NE 88th Street to NE Davis Rd.	2 lanes ea. direction	2028 - 2035	Clark County	$16,000,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
Truman School Sidewalk	NE 44th Street/NE 47th Avenue – NE 49th Street/NE 40th Avenue	Install sidewalk, ADA ramps, curb, retaining wall, striping, signage and crosswalk, lighting	2028 - 2035	Clark County	$1,965,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Hockinson Elementary School Flashers & Crosswalk	NE 164th Street to NE 197th Avenue – NE 164th Street/NE 205th Avenue	School crossing treatments and flashers	2028 - 2035	Clark County	$445,000	L	Safety	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Miscellaneous Capital Repair & Replacement		Program to maintain state of good repair for transit non-revenue service vehicles & equipment.	Ongoing	C-TRAN	$60,018,000	R	Transit Asset	Sustainability & Resiliency
TDM Programs	System-wide	Implementation of TDM programs providing incentives, outreach, and resources to promote transit use. Explore opportunities to engage employee, resident, & business participation	Ongoing	C-TRAN	$1,000,000	R	Transit Asset	Sustainability & Resiliency
Fleet Replacement & Expansion	System-wide	Purchase replacement and expansion vehicles for Fixed-Route, Demand Response, and Public Transit Rideshare services	Ongoing	C-TRAN	$298,400,000	R	Transit Asset	Sustainability & Resiliency
Transit Enhancements	System-wide	Bus stop and right of way improvements to support existing and expansion of services and amenities. Sidewalks, crosswalks, and ADA improvements to transit stops and stations	Ongoing	C-TRAN	$5,250,000	R	Transit Asset	Accessibility & Mobility
Enhanced Transit: Freeway Operations	System-wide	Improve transit performance utilizing bus-on-shoulder, ramp bypass, & other transit access & operational improvements	2028 - 2035	C-TRAN	$15,000,000	R	Transit Asset	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Enhanced Transit: Spot Improvements	System-wide	Improve transit performance utilizing roadway treatments, transit signal priority, transit priority roadway improvements, including associated ITS & fiber	2028 - 2035	C-TRAN	$5,000,000	R	Transit Asset	Accessibility & Mobility
Enhanced Transit: Corridors	System-wide	Planning, design, and construction for regional corridor-based enhanced transit projects	2028 - 2035	C-TRAN	$20,000,000	R	Transit Asset	Accessibility & Mobility
ITS Deployment	System-wide	ITS, fiber, CCTV deployment & upgrades	Ongoing	C-TRAN	$12,300,000	R	Transit Asset	Accessibility & Mobility
Park & Ride: East Vancouver/ Camas	18th St & I-205; Camas & SR 14	Planning, design, & construction of new Park & Ride facility	2036 - 2045	C-TRAN	$20,000,000	R	Transit Asset	Accessibility & Mobility
Shared Mobility	System-wide	Implementation of emerging technologies, dynamic Demand Response, & Public Transit Rideshare mobility improvements	2028 - 2035	C-TRAN	$5,000,000	R	Transit Asset	Accessibility & Mobility
Transit Oriented Development Program	Fisher's Landing Transit Center, 99th Street Transit Center, and C-TRAN owned properties	Transit Oriented Development near C-TRAN owned properties	2028 - 2035	C-TRAN	$100,000,000	R	Transit Asset	Economic Vitality & Quality of Life
La Center Rd	at Timmen Rd	Roundabout intersection	2028 - 2035	La Center	$1,500,000	R	Safety	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
E 4th St	Cedar Ave to Highland Ave	Widen E 4th Street, add buffer bike lanes, replace the Brezee Creek Culver with a bridge crossing the creek	2028 - 2035	La Center	$11,942,501	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Pacific Highway	14th Ave to Existing city sidewalk	Pedestrian and bicycle shared use path from 14th Avenue to city sidewalk	2028 - 2035	La Center	$3,500,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Highland Rd	Highland Road/ 339th	Improve Highland Rd/339th from 4th Street to east UGA- reconstruct to a Major Collector with pedestrian and bicycle facilities	2028 - 2035	La Center	$2,850,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Pacific Highway	D Avenue	Improve Pacific Highway from D Avenue to North UGA- reconstruct to a Minor Arterial with pedestrian and bicycle facilities	2028 - 2035	La Center	$3,400,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
La Center Rd	Paradise Park Rd to Timmen Road	Improve La Center Rd, between Paradise Road and Timmen Road to Principal Arterial - reconstruct to a Principal Arterial with pedestrian and bicycle facilities, including a multi-use path on the south side.	2028 - 2035	La Center	$8,175,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Hillhurst Rd	Sevier Rd to 229th extension	Upgrade to 3 lane principal arterials	2028 - 2035	Ridgefield	$17,230.87	R	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Pioneer Street Bridge	over Gee Creek	Bridge Replacement	2028 - 2035	Ridgefield	$3,130,000	R	Bridge	Sustainability & Resiliency
Pioneer St (SR 501)	Reiman Road to 35th Ave Roundabout	Widen & add shoulder for bike lanes, add pedestrian facilities	2028 - 2035	Ridgefield	$669,500.00	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 219th St Extension/Ridgefield South Connection	Hillhurst Rd to I-5	1-lane each direction w/ turn lane	2028 - 2035	Ridgefield	$50,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
S. 10th/11th St. corridor & I-5 overcrossing	S. 65th Avenue to Timm Rd	New minor arterial with overcrossing of I-5, includes bike and pedestrian facilities	2028 - 2035	Ridgefield	$24,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
N 5th St/ Pioneer Canyon Drive	Royle Rd. (45th Ave.) to N 56th Place	1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$6,913,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
S 5th St	Union Ridge Parkway to 85th Ave/NE 10th Ave	Collector. 1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$3,080,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
S 6th Way	Royle Road (45th Avenue) to 35th Ave	Extend as 2 lane collectors	2028 - 2035	Ridgefield	$6,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
N 10th St	Royle Road (45th Ave.) to west side of I-5	Widen to 1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
N 10th St	E side of I-5 to N 65th Ave	Widen N 10th Street to collector. 1 lane each direction	2028 - 2035	Ridgefield	$1,460,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
S. 10th St/ NE 259th St	85th Ave/NE 10th to 105th Ave/ NE 20th Ave	Upgrade to collector arterial, two travel lanes	2028 - 2035	Ridgefield	$4,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
N.10th St/ NE 279th St	85th Ave/NE 10th to 105th Ave/ NE 20th Av.	Upgrade to collector arterial, two travel lanes plus new over crossing of I-5	2028 - 2035	Ridgefield	$4,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
N 10th St/NW 279th St Extension	65th Ave/NW 11th Ave to 85th Ave/ NE 10th Ave	1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$4,930,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
S 10th Way	S 35th Place to S 25th Place	Rebuild road, 1 lane each direction	2028 - 2035	Ridgefield	$3,610,000	L	Safety, Pavement, Non-SOV	Sustainability & Resiliency
S 11th St	S 11th St. and Timm Rd	Install intersection signing pavement markings, and street lighting	2028 - 2035	Ridgefield	$380,000	L	Safety, Air Quality, Congestion	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
S 15th St	Royle (S 45th Ave.) to S 35th Place	Rebuild road, 1 lane each direction	2028 - 2035	Ridgefield	$4,830,000	L	Safety, Pavement, Freight, Non-SOV	Sustainability & Resiliency
S 20th Way	Timm Rd to S 51st Ave	Widen to 1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$2,980,000	L	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
N. 20th St (289th Street)	I-5 to 65th Ave/ NW 11th	Upgrade to minor arterial	2028 - 2035	Ridgefield	$2,860,000	L	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
N. 20th St (289th Street)	I-5 Overcrossing	Upgrade to minor arterial	2028 - 2035	Ridgefield	$12,180,000	L	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
S 25th Place	S 10th to S 4th Way	Rebuild road	2028 - 2035	Ridgefield	$1,020,000	L	Safety, Pavement, Freight, Non-SOV	Sustainability & Resiliency
N 35th Ave	N Pioneer Canyon Drive to N 14th St	New road with 1 lane each direction	2028 - 2035	Ridgefield	$3,300,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
S. 35th Ave	Pioneer (SR 501) to S 15th St	New road 1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$7,420,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
N 51st Ave	Pioneer to N 5th St	1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$2,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
S 51st Ave/ Discovery Dr	Pioneer St to Pioneer Canyon Drive/N 5th Street.	New Collector, two lanes with turn lanes/medians	2028 - 2035	Ridgefield	$2,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
S 51st Ave/ Discovery Dr	Pioneer Street to S. Wells Drive	New Minor Arterial, two lanes with turn lanes/medians	2028 - 2035	Ridgefield	$2,060,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
S 51st Ave/ Discovery Drive	S. Wells Drive to Carty Road	New Minor Arterial, two lanes with turn lanes/medians	2028 - 2035	Ridgefield	$1,030,000	L	Safety, Pavement, Non-SOV	Safety & Security
N 56th Ave	S 11th St/ Wells Drive	Roundabout	2028 - 2035	Ridgefield	$1,590,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
N 65th Ave	Pioneer St. (SR 501) to N 5th St/ Pioneer Canyon Drive	New industrial/ commercial collector, 1 lane each direction w/ turn lane, roundabout at Pioneer Canyon Drive	2028 - 2035	Ridgefield	$3,130,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
105th Ave/ NE 29th Ave.	N 10th St/NE 279th to S 10th St/ NE 259th St	Upgrade to collector arterial, 2 lanes plus turn lane	2028 - 2035	Ridgefield	$7,050,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Carty Rd	Hillhurst to I-5	1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$15,270,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Royle Rd	N 10th St	Construct a signal or roundabout	2028 - 2035	Ridgefield	$2,250,000	L	Safety	Safety & Security
Royle Rd	N 20th St	Construct signal or roundabout	2028 - 2035	Ridgefield	$2,250,000	L	Safety	Accessibility & Mobility
S. 3rd Way	Royle Rd (45th Ave) to 56th Ave	New 2 lane roadway	2028 - 2035	Ridgefield	$5,250,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Unnamed	N 10th Street to new collector extending 74th Place	New 2 lane roadway	2028 - 2035	Ridgefield	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Unnamed	N 85th Ave to new local roadway	New 2 lane roadway	2028 - 2035	Ridgefield	$4,100,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Union Ridge Parkway	74th Place	Construct a signal or roundabout	2028 - 2035	Ridgefield	$2,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Union Ridge Parkway	S 5th St to NE 279th St	Construct a signal or roundabout	2028 - 2035	Ridgefield	$2,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Union Ridge Parkway	S 85th Ave	Construct a signal or roundabout	2028 - 2035	Ridgefield	$500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Gee Creek Trail	Heron Dr. to Main Ave	Construct trail	2028 - 2035	Ridgefield	$1,029,785	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Timm Rd	S 11th St to S 20th Way	Widen to 1 lane each direction	2028 - 2035	Ridgefield	$2,330,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
18th St	97th Ave to NE 107th Ave	Construct new urban arterial roadway, to include roundabouts, bike lanes, sidewalk, & a multi-use pathway	2028 - 2035	Vancouver	$13,989,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
18th St.	*142nd Avenue to 162nd Avenue*	2 lanes ea. direction, w/ turn lanes	2028 - 2035	Vancouver	$18,000,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
18th St.	162nd Ave to 192nd Ave	2 lanes ea. direction, w/ turn lanes	2028 - 2035	Vancouver	$20,000,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
Fruit Valley Freight Access and Safety Improvements Project	SR 501 to NW 61st St	Construct new urban industrial arterial roadway w/ 1 lane each direction, turn lanes, bike lanes, sidewalks & multi-use pathway	2028 - 2035	Vancouver	$64,000,000	R	Safety, Pavement, Freight, Non-SOV	Economic Vitality & Quality of Life
Fruit Valley Freight Access and Safety Improvements Project	BBC to NW 78th St	Widen existing roadway to 1 lane each direction, turn lanes, and bike lanes	2028 - 2035	Vancouver	$10,000,000	R	Safety, Pavement, Freight, Non-SOV	Economic Vitality & Quality of Life
Fruit Valley Freight Access and Safety Improvements Project	61st to BBC	Widen existing roadway to 1 lane each direction, turn lanes, bike lanes, multi-use pathway and replace existing bridge over BNSF	2028 - 2035	Vancouver	$49,000,000	R	Safety, Pavement, Non-SOV	Economic Vitality & Quality of Life
78th St/Fruit Valley	NW Lakeshore & 78th St	New roundabout	2028 - 2035	Vancouver	$2,000,000	R	Safety	Safety & Security
NE 162nd Ave	SE 1st Street to NE 9th St	3 lanes ea. direction, w/median	2028 - 2035	Vancouver	$11,000,000	R	Safety, Pavement, Congestion	Accessibility & Mobility
192nd Ave	SE 1st St to NE 18th St	2 lanes ea. direction, w/ turn pockets, medians, pedestrian & bicycle facilities	2028 - 2035	Vancouver	$20,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Andresen Rd	Padden Pkwy	Intersection operational upgrade	2036 - 2045	Vancouver	$15,000,000	R	Safety	Safety & Security
Andresen Rd	MacArthur Blvd Intersection	Intersection operational upgrade	2028 - 2035	Vancouver	$2,500,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Andresen Rd	E Mill Plain Blvd to Highland Dr	1 lane ea. direction, w/ turn lane	2036 - 2045	Vancouver	$10,000,000	R	Safety	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Brady Road West Extension	192nd Ave. interchange to 171st Ave.	Construct new urban arterial roadway w/ 1 lane each direction, turn lanes, bike lanes, and sidewalks	2028 - 2035	Vancouver	$20,500,000	R	Safety	Safety & Security
Burton/28th St	NE Andresen Rd. to NE 138th Ave	1 lane ea. direction, w/ turn lane	2028 - 2035	Vancouver	$1,000,000	R	Safety, Pavement, Congestion	Accessibility & Mobility
Evergreen Highway	Weber Arboretum to 100th Ct	Install pedestrian pathway on one side	2028 - 2035	Vancouver	$15,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Fourth Plain Blvd.	E 62nd Ave. to Andresen Rd.	Expand existing sidewalk to create multiuse path	2028 - 2035	Vancouver	$5,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Fourth Plain Blvd.	121st Ave to 127th Ave	Reconstruct urban arterial roadway to include 2 lanes in each direction, turn lanes, bike lanes and sidewalks	2036 - 2045	Vancouver	$1,000,000	R	Safety, Pavement, Non-SOV	Safety & Security
Hazel Dell Ave	Hazel Dell Ave. and BBC Trail	Trail crossing	2028 - 2035	Vancouver	$800,000	L	Safety, Pavement, Non-SOV	Safety & Security
Heights Grand Loop	Devine Rd. to MacArthur Blvd.	Construct multimodal improvements around the central core of the Heights Redevelopment Area providing connections to MacArthur Blvd., Devine Rd, and Mill Plain Blvd	2028 - 2035	Vancouver	$5,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Jefferson St	Mill Plain to Evergreen	1 lane each direction, bike lanes & sidewalks. Including realigning the offset intersection at Jefferson/Kauffman & 13th Street	2028 - 2035	Vancouver	$10,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Lieser Rd./ NE 87th Ave	Lieser to E 5th St	Intersection improvements	2028 - 2035	Vancouver	$6,000,000	R	Safety, Pavement, Non-SOV	Safety & Security
MacArthur Blvd.	Brandt to Blandford	Complete street - evaluate mobility and traffic needs, safety concerns	2028 - 2035	Vancouver	$500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Main St	Fourth Plain Blvd. to City Limits	Complete streets	2028 - 2035	Vancouver	$700,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
Mill Plain Blvd	Boise Ave to N Andresen Rd	1 lane ea. direction, w/ turn lane	2028 - 2035	Vancouver	$10,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
St. Johns	NE 68th St	Signal	2028 - 2035	Vancouver	$1,000,000	R	Safety, Pavement, Congestion	Accessibility & Mobility
St. Johns	Ft. Vancouver Way	Signal	2028 - 2035	Vancouver	$2,800,000	R	Safety, Pavement, Congestion	Accessibility & Mobility
St. Johns/St. James	Fourth Plain to City Limits	Complete street project	2028 - 2035	Vancouver	$1,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
SE 5th St	SE 120th Ave to SE 121st Ave	New connector access	2028 - 2035	Vancouver	$550,000	L	Safety	Safety & Security
NE 9th St	NE 172nd Ave to NE 192nd Ave	New urban collector street	2036 - 2045	Vancouver	$10,000,000	L	Safety	Safety & Security
9th St/11th St	NE 152nd to 162nd Ave	Complete corridor to 2 lanes	2028 - 2035	Vancouver	$3,000,000	L	Safety	Safety & Security
SE 10th St	Ellsworth to Chkalov	1 lane ea. direction, w/ turn lane	2028 - 2035	Vancouver	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 11th/NE 13th	172nd Ave to 192nd Ave	1 lane ea. direction, w/ turn lane	2028 - 2035	Vancouver	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 15th Ave	SR 500 to Ross St	1 lane each direction, w/ turn lane	2028 - 2035	Vancouver	$2,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
E 18th St	Grand Blvd. to NE Burton Rd	Reconstruct urban arterial roadway to include 1-2 lanes in each direction, turn lanes, bike lanes and sidewalks	2028 - 2035	Vancouver	$2,000,000	L	Safety	Safety & Security
18th St	142th Ave to 162nd Ave	1 lane ea. direction, w/ turn lanes	2028 - 2035	Vancouver	$18,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SE 20th St	SE 176th Ave	Construct new single lane roundabout	2028 - 2035	Vancouver	$500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 28th St	142nd Ave to 162nd Ave	1 lane ea. direction, w/ turn lanes	2028 - 2035	Vancouver	$12,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Main St	39th St Intersection	Intersection upgrade	2028 - 2035	Vancouver	$2,000,000.00	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
49th St	122nd to 137th Ave	1 lane ea. direction, w/turn lane	2028 - 2035	Vancouver	$10,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
54th St	15th Ave to St Johns	Reconstruct urban arterial roadway to include 1 lane in each direction, turn lanes, bike lanes, and sidewalks	2028 - 2035	Vancouver	$15,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
94th Ave	Van Mall Dr to NE 54th St	Reconstruct urban arterial roadway to include 1 lane in each direction, turn lanes, bike lanes, and sidewalks	2028 - 2035	Vancouver	$2,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 104th Ave	18th St to 14th St	Reconstruct urban arterial roadway to include 1 lane in each direction, turn lanes, bike lanes, and sidewalks	2028 - 2035	Vancouver	$10,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 104th Ave	Mill Plain to NE 14th St	Reconstruct urban arterial roadway to include 1 lane in each direction, turn lanes, bike lanes, and sidewalks	2028 - 2035	Vancouver	$10,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Chkalov Dr	Mill Plain Blvd. to SE McGillivray	Reconstruct urban arterial roadway to include 2 lanes in each direction, turn lanes, bike lanes and sidewalks	2036 - 2045	Vancouver	$1,000,000	L	Safety, Freight, Pavement, Non-SOV	Safety & Security
Columbia Shores	S. of SR 14	Rail trestle, widen portal	2028 - 2035	Vancouver	$20,000,000	L	Safety, Pavement, Non-SOV	Economic Vitality & Quality of Life
Devine Rd	E Mill Plain Blvd. to MacArthur Blvd.	Reconstruct urban arterial roadway to include 1 lane in each direction, turn lanes, bike lanes and sidewalks	2028 - 2035	Vancouver	$4,000,000	L	Safety, Pavement, Non-SOV	Safety & Security
Ellsworth	SE 2nd to SE 10th St	Reconstruct urban arterial roadway to include 1 lane in each direction, turn lanes, bike lanes and sidewalks	2028 - 2035	Vancouver	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
E Evergreen Blvd Bridge	E Evergreen Blvd. and S Blandford Dr.	Bridge replacement	2036 - 2045	Vancouver	$15,000,000	L	Safety, Pavement, Non-SOV	Sustainability & Resiliency
Evergreen Highway	Columbia Springs to 164th Ave	Install pedestrian pathway on one side	2028 - 2035	Vancouver	$5,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Evergreen Highway	164th Ave to City Limits	Install pedestrian pathway on one side	2028 - 2035	Vancouver	$7,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
MacArthur Blvd	Lieser Rd Intersection	Intersection improvements	2028 - 2035	Vancouver	$2,800,000	L	Safety, Pavement, Non-SOV	Safety & Security
MacArthur Blvd.	MacArthur Blvd. and S Blandford Dr.	Install enhanced pedestrian crossing to improve pedestrian safety and accessibility	2028 - 2035	Vancouver	$750,000	L	Safety	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
MacArthur Blvd	E Mill Plain Blvd to N Lieser Rd	Roundabout	2028 - 2035	Vancouver	$15,000,000	L	Safety	Safety & Security
MacArthur Blvd and N Andresen Rd.	MacArthur Blvd and N Andresen Rd	Roundabout	2028 - 2035	Vancouver	$1,500,000	L	Safety	Safety & Security
MacArthur Blvd, S Lieser Rd and St. Helens Ave	S Lieser Rd and St. Helens Ave	New traffic signal or roundabout	2028 - 2035	Vancouver	$3,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Section 30: Collector Arterial	Various locations on Section 30	New connector access	2028 - 2035	Vancouver	$14,400,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SR 14	SR 14 and 27th St Ramps	Installation of ramp improvements	2028 - 2035	Washougal	$17,898,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
27th St/Index St	SR 14 to Index/ 27th St to west terminus	Widen to Industrial Collector standard 1 lane each direction with TWLT lane, including modifications to lighting, storm drainage, & utilities	2028 - 2035	Washougal	$4,608,784	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
27th S./Index St	Addy to Private Dr west of 27th St	Street connection 1 lane each direction with pedestrian facilities	2028 - 2035	Washougal	$9,545,600	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
32nd St	Evergreen Way to 34th St	Widen to 3 lanes, plus bike lanes and sidewalk	2036 - 2045	Washougal	$18,966,720	R	Safety	Accessibility & Mobility
32nd St	32nd St. & Rail Underpass	Construct grade separated railroad crossing with associated street enhancements	2028 - 2035	Washougal	$60,000,000	R	Safety, Pavement, Non-SOV	Safety & Security
Evergreen Way	32nd St to Sunset View Rd	Widen to install bike lanes & sidewalk	2036 - 2045	Washougal	$2,500,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Evergreen Way	Evergreen Way and Sunset View Rd	Intersection improvement	2036 - 2045	Washougal	$3,103,461	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Washougal River Rd	Shepherd Rd, 18th/O, 25th	Intersection improvements including bike & ped	2036 - 2045	Washougal	$3,500,000	R	Safety	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Washougal River Rd	N. 18th St to E St	Lighting, striping, and bridge endpoint protection	2036 - 2045	Washougal	$500,000	R	Safety	Safety & Security
2nd St	2nd St and A St	Roadway realignment	2028 - 2035	Washougal	$2,267,080.00	L	Safety, Pavement, Non-SOV	Safety & Security
S 4th St	S. 2nd St to S Mariana Way	Street connection 1 lane each direction with bike & pedestrian facilities	2028 - 2035	Washougal	$918,764.00	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
6th St	C St to E St	Restriping to 3 lanes, plus bike lanes & sidewalk	2028 - 2035	Washougal	$357,960	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
9th St	Shepherd Rd to K St	Washougal River bike/ped trail & crossing	2036 - 2045	Washougal	$2,214,479	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
28th Ct	28th Ct to L St	Washougal River bike/ped trail & crossing	2036 - 2045	Washougal	$2,214,478.97	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
39th St	W Street to Evergreen Way	Installation of bikes lanes & sidewalks	2028 - 2035	Washougal	$2,952,813	L	Safety	Accessibility & Mobility
39th St	Evergreen Way to M St	Traffic calming improvements	2036 - 2045	Washougal	$1,200,000	L	Safety	Safety & Security
49th St and J St	32nd St to W St	Bike ped sidewalks/traffic calming	2036 - 2045	Washougal	$3,071,367	L	Safety	Safety & Security
A St/Addy St Connection	20th to 27th St	Street connection, traffic calming & bike/ped improvements	2028 - 2035	Washougal	$8,352,400	L	Safety, Pavement, Non-SOV	Safety & Security
C St & Main St	Washougal River Rd to 34th St	Bike lanes & sidewalks	2036 - 2045	Washougal	$3,692,248	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
C St	6th St to Washougal River Rd	Bike lanes & sidewalks	2036 - 2045	Washougal	$2,952,638	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
E St	SE Lechner St to 22nd St	Consolidating driveways, installing median islands, & installing radar feedback signs	2036 - 2045	Washougal	$1,500,000	L	Safety	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
F St	25th St to 34th St	Traffic calming/sidewalk & bike ped facilities	2036 - 2045	Washougal	$1,200,778	L	Safety, Pavement, Non-SOV	Safety & Security
W St	32nd to 49th St	2 lane collector & extension across creek with pedestrian & bike	2036 - 2045	Washougal	$16,329,591	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Addy St	27th to 45th St	Widen for turn lane, bike lanes & sidewalk	2036 - 2045	Washougal	$9,319,083	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Crown Rd / 283rd Ave	NE 7th to UGA	Widen to 3 lanes arterial, plus bike lanes and sidewalks	2036 - 2045	Washougal	$7,359,842	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Ford St Extension	27th St to 32nd St	New curb & gutter and sidewalk	2036 - 2045	Washougal	$8,913,260	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Lehr Rd	34th to UGA	Widen to collector standard - 1 lane each direction with bike lanes & sidewalks	2036 - 2045	Washougal	$4,285,386	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
North T St	Crown Rd/ 283rd Ave to Woodburn Hill	Street connection - 1 lane each direction, bike & ped facilities	2036 - 2045	Washougal	$5,906,727	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
W Hood Ave	SE Crown Rd to SE 23rd St	Street connection - 1 lane each direction with bike & pedestrian facilities	2036 - 2045	Washougal	$31,269,188.92	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Sunset View Rd	Evergreen Way to UGA	2 lanes, with shoulders for bike and pedestrians	2036 - 2045	Washougal	$12,702,436	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Shepherd Rd	3rd Ave to Washougal River Rd	Bike & ped facilities	2036 - 2045	Washougal	$4,430,408	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Miscellaneous west city collectors	Various locations	Roadway improvements with bike & pedestrian access	2036 - 2045	Washougal	$6,344,692	L	Safety, Pavement, Congestion	Accessibility & Mobility
Misc. Pedestrian Connections	Various locations	Added sidewalk connections	2028 - 2035	Washougal	$3,500,000	L	Safety, Pavement, Congestion	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
ATM Spot Treatments	Systemwide	Install ATM/queue warning at spot locations	2036 - 2045	WSDOT	$11,400,000	R	Safety, Pavement, Congestion, Bridge, Non-SOV	Accessibility & Mobility
I-5	I-5/Victory Blvd. to SR 500	Replace I-5/Columbia River bridges, add auxiliary lanes & improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add protected/buffered bikeways, cycle tracks & a new trail/multiuse path or extension and implement variable rate tolling	2028 - 2035	WSDOT	$6,000,900,000	R	Safety, Pavement, Congestion, Bridge, Non-SOV	Economic Vitality & Quality of Life
I-5	I-5/Interstate Bridge	Upgrade electrical control system	2028 - 2035	WSDOT	$515,447	R	Safety, Air Quality, Congestion	Sustainability & Resiliency
I-5	At Mill Plain	Construct interchange improvements. Add turn lanes, realign ramp curves to allow oversize loads, add metered lanes to on-ramps for storage.	2028 - 2035	WSDOT	$117,726,836	R	Safety, Air Quality, Congestion	Sustainability & Resiliency
I-5	179th St Interchange Improvements	Interchange improvements	2028 - 2035	WSDOT	$88,265,455	R	Safety, Air Quality, Congestion	Economic Vitality & Quality of Life
I-5		Install ramp meters on SB on-ramps from SR 501 to NE 99th St.	2036 - 2045	WSDOT	$2,700,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
I-5	E Fork Lewis River Bridge NB	Northbound bridge replacement	2028 - 2035	WSDOT	$118,476,981	R	Bridge	Sustainability & Resiliency
I-5	SB E Fork Lewis River Bridge	Painting	2028 - 2035	WSDOT	$4,305,348	R	Bridge	Sustainability & Resiliency
I-5	N Fork Lewis River Bridge SB	Repair steel truss and concrete approach spans	2028 - 2035	WSDOT	$10,031,031	R	Bridge, Pavement	Sustainability & Resiliency

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
I-5/I-205	Salmon Creek Interchange	Planning study for Salmon Creek Interchange Project Phase II	2036 - 2045	WSDOT	$300,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
I-5/I-205	Salmon Creek Interchange Phase II	Implement improved access from NE 134th St to I-205	2036 - 2045	WSDOT/Clark County	$35,000,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
I-205	Padden Pkwy Interchange	Construct a direct connection to NE 72nd Ave from NB I-205 off-ramp to Padden Parkway	2036 - 2045	WSDOT	$50,000,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
I-205	Padden Pkwy/ NE 134th St	Install ramp meters on NB on-ramps	2028 - 2035	WSDOT	$1,200,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
I-205	SR 500 to Padden	Install auxiliary lanes	2028 - 2035	WSDOT	$46,228,160	R	Safety, Air Quality, Congestion	Accessibility & Mobility
I-205		Install Active Traffic Management NB Glenn Jackson Bridge to NE Andresen Rd.	2028 - 2035	WSDOT	$10,440,000	R	Safety, Pavement, Air Quality, Congestion	Accessibility & Mobility
I-205	Paden to MP SB	Install Active Traffic Management SB NE Andresen Rd. to Glenn Jackson Bridge	2036 - 2045	WSDOT	$8,640,000	R	Safety, Pavement, Air Quality, Congestion	Accessibility & Mobility
SR 14	Lieser Rd	Construct auxiliary lane from Lieser Rd. on-ramp to I-205 SB Ramp	2028 - 2035	WSDOT	$10,000,000	R	Safety, Pavement, Air Quality, Congestion	Accessibility & Mobility
SR 14	West Camas Slough Bridge	Painting	2020 - 2035	WSDOT	$6,491,050	R	Bridge	Sustainability & Resiliency
SR 14	West Camas Slough Bridge	Rebuild bridge	2036 - 2045	WSDOT	$52,700,000	R	Bridge	Sustainability & Resiliency
SR 14	SE 192nd Ave. to Columbia House Blvd.	Install WB ramp meters	2036 - 2045	WSDOT	$2,750,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
SR 14	Columbia House Blvd to I-205	Install EB ramp meters	2028 - 2035	WSDOT	$1,800,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SR 500	Fourth Plain Blvd	Implement EB and WB displaced left-turns from Fourth Plain Blvd to SR 500/SR 503	2036 - 2045	WSDOT	$20,000,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SR 500	Gher Rd. to St. Johns Rd.	Install WB ramp meters	2028 - 2035	WSDOT	$3,600,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SR 500	St. Johns to Thurston Way	Install EB ramp meters	2028 - 2035	WSDOT	$3,000,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SR 502	SR 502 & NE 92nd Ave	Add south leg of intersection, & modify signal	2028 - 2035	WSDOT	$1,100,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SR 502	SR 502 & W 29th Ave	Add south leg of intersection & signalize	2036 - 2045	WSDOT	$1,400,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SR 503	NE 99th St to NE 244th St	Restripe for buffered bike lanes and install median curb for improved access control	2028 - 2035	WSDOT	$43,000,000	R	Safety, Pavement, Congestion, Bridge, Non-SOV	Accessibility & Mobility
SR 503	SR 502/Main St to North City Limits	Add second lane in each direction and extend shared use path from Onsdorff to the north city limits	2036 - 2045	WSDOT	$11,600,000	R	Safety, Pavement, Congestion, Bridge, Non-SOV	Accessibility & Mobility
SR 503	SR 503 & NW 5th St	Add east-west right-in right-out on east side of SR 503	2028 - 2035	WSDOT	$300,000	R	Safety, Pavement, Congestion, Bridge, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
SR 503	SW Eaton Blvd to North City Limits	Construct multimodal path	2036 - 2045	WSDOT	$1,200,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Accessibility & Mobility
SR 503	SR 503/Padden Pkwy to NE 144th Vic	Install Median Curb	2028 - 2035	WSDOT	$2,000,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Safety & Security
SR 503	at Padden Pkwy	Add Interchange	2036 - 2045	WSDOT	$45,000,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Accessibility & Mobility
SR 503	NE 65th St	Restripe the WB approach to a dedicated left-turn lane and shared through/right-turn lane. Implement flashing yellow arrows on 65th St	2028 - 2035	WSDOT	$25,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Accessibility & Mobility
SR 503	Padden Pkwy	Add real-time travel signs north of Padden Pkwy to provide I-205 travel time comparisons; add additional static signs to guide travelers to I-205	2028 - 2035	WSDOT	$2,000,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Accessibility & Mobility
SR 503	NE 149th St to SR 502	Upgrade existing shared-use path to meet width standards	2036 - 2045	WSDOT/Battle Ground/Clark County	$1,800,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Safety & Security
SR 503	NE 99th St to NE 149th St	Implement Leading Pedestrian Intervals at intersections with high pedestrian volumes	2036 - 2045	WSDOT/Clark County	$500,000	R	Safety, Air Quality, Congestion	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
SR 503	NE 119th St	Planning Study for SR 503/NE 119th St	2036 - 2045	WSDOT/Clark County	$150,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Economic Vitality & Quality of Life
SR 503	Eaton Blvd to NW 25th	Urban upgrades to SR 503 cross-section within Battle Ground city limits	2036 - 2045	WSDOT/Battle Ground	$11,450,000	R	Safety, Air Quality, Congestion	Safety & Security
SR 503	NW 25th St/NE 244th St	Intersection Improvements at SR 503/NW 25th St (signal timing or roundabout)	2036 - 2045	WSDOT/Battle Ground	$5,800,000	R	Safety, Air Quality, Congestion	Economic Vitality & Quality of Life
NE Fourth Plain	NE 117th Ave to NE 162nd Ave	Intersection capacity & operational upgrade	2028 - 2035	WSDOT	$3,400,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
NE Fourth Plain	SR 503 to NE 137th Ave	Improve signal timing	2028 - 2035	WSDOT/Vancouver	$200,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility

20-Year Project Map (Regional Projects)

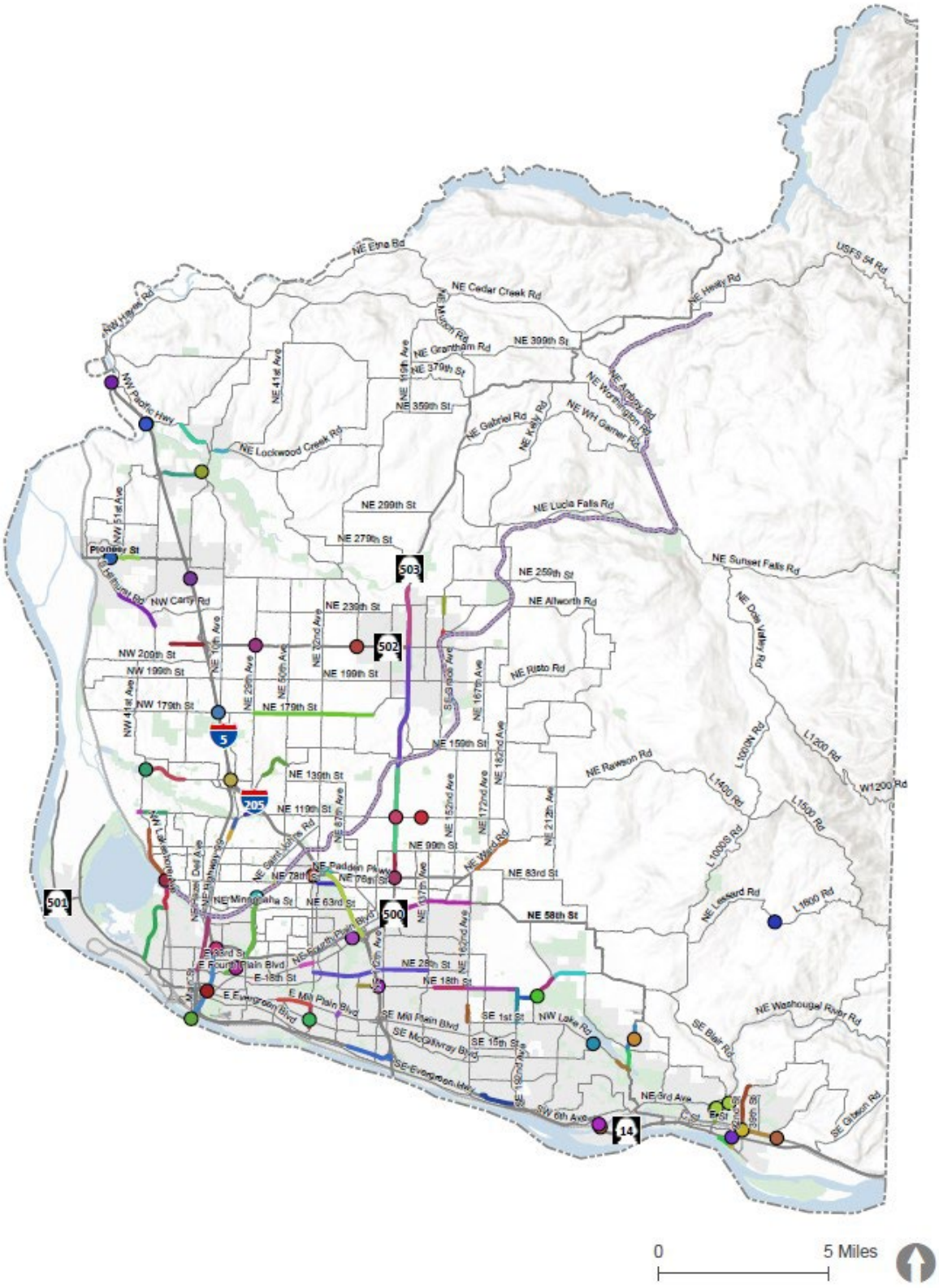


Exhibit D

NOTES
COMMUNITY PLANNING

Salmon Creek Sub-Area Plan

Technical Advisory Committee
Wednesday, March 10, 2010
2:30 PM – 4:00 PM
Legacy Salmon Creek Medical Center – 6th Floor Conference Room

The meeting began at 2:35pm.

Attendees included Colete Anderson (Clark County), Steve Bacon (CRWWD), Ken Burgstahler (WSDOT), Lisa Goorjian (Parks), Samantha Guse (NoSCNBA), Brendon Haggerty (Health), Dennis Johnson (FNBA & Bicycle Advisory Committee), Jacqueline Kamp (Clark County), Mike Mabrey (Clark County), Avril Massey (NoSCNBA), Bryan Snodgrass (City of Vancouver), Bridget Schwarz (FNBA), Linda Small (Clark County), Dave Taylor (3Creeks & City of Ridgefield), and Lynn Valenter (WSU-V).

Excused: Oliver Orjiako (Clark County), Barbara Anderson (NoSCNBA), and Scott Gullickson (SC Business), Beth Holmes (3Creeks), Mike Bomar (BIA), Jim Spinelli (Legacy).

Following introductions the TAC reviewed the transportation issues and constraints throughout the sub-area.

Technical Report 2 on Mobility was presented to the group by Mike Mabrey. Mike explained that most of the sub-area was placed in Urban Holding in 1997 pending completion of a road plan. The road plan was adopted later that year and Urban Holding was lifted early 1998, however most of the proposed improvements were found to be impractical and cost-prohibitive because of environmental and other constraints.

Mike explained that overall, the area has a small percentage of principal arterials and urban collectors compared to other areas and the percentage of interstate roads is high. The geography and topography causes barriers for circulation with most of the traffic congregating along 134th and Salmon Creek Avenue. WSU-Vancouver is a large entity that generates a lot of trips. After the Salmon Creek Interchange Phase I is complete, 139th will share a lot of the traffic load. 134th / Salmon Creek, which is a main avenue of travel, is a concurrency corridor. Public facilities have to be adequate in order to develop.

Mike talked about the VAST program, which is fiber-optics that interconnects signals and reader-boards. The county has been working with other jurisdictions (State/Federal) to coordinate signals in the area.

Lisa Goorjian asked whether we should include the trail network/plan to the mobility technical report to assist with trips in places where roads cannot be built. Everyone agreed that it should be included.

The TAC discussed the idea of C-TRAN having a stop on 29th to drop and pick up students as well as neighborhood residents. There will be a follow-up discussion later.

Bryan Snodgrass asked if the Pedestrian Plan had been mapped. Staff stated that it will be completed and brought to the group for review.

Ken Burgstahler from Washington Department of Transportation gave an overview of the Salmon Creek Interchange project, which includes the 139th St overpass; widening 139th Street; re-working signals;

improvements to 20th; shifting of freeway ramps; and moving the Park-n-Ride to 10th Ave. He passed around a map of the project area and explained that the areas in red indicate roads that will be closed

or removed. Ken informed the group that if they would like more information on the project to visit the Washington Department of Transportation web site.

Linda Small from Clark County Public Works gave a preliminary overview of the 179th Street Interchange project. The traffic engineering group DKS is assisting the county with the project. The first step is the Interchange Justification Report which is being worked on now. The county is also working on the alternative analysis and will have a micro-simulation to show the public. The county is anticipating starting construction of the project in 2014. The funding needs to be in place and the county is waiting on the Local Revitalization Financing funds as well as what was promised from the anticipated Killian development. It is an ambitious schedule with eight alternatives being modeled. The county will select three that have no impact or the least impact on I-5. The county is working with the amphitheater on scheduling so as to not make the traffic issues worse. The main goals of the project are mobility and safety. The web site is anticipated to be up and running by May/June.

Bridget Schwarz said the north end of Delfel is extremely dangerous. Linda explained that with this project, it will be realigned. Bridget asked that they don't do both interchanges at the same time. Linda explained that work on 179th will follow the completion of 139th.

There was discussion among the group about whether Salmon Creek Ave should be re-classified since it will never have bike lanes. There seems to be an issue with what the arterial atlas says compared to what is actually on the ground.

Brendon Haggerty passed out a handout to the group on Network Connectivity by Census Block Group. Brendon explained that to increase physical activity there must be opportunities for connectivity. Connectivity is linked with walkability and livability. It is measured by the connected node ratio which among other data calculates the percentage of cul-de-sacs and dead-ends in a block group.

Colete informed the group that Laurie from Community Planning will be giving a presentation on the Bike and Pedestrian plan at a future meeting.

Going back to Mike's Technical Report there was a question about the proposed Walmart and whether it would impact freight. Mike explained that the Walmart is site specific and would not be part of the overall modeling.

Lynn Valenter gave the group an overview of Washington State University-Vancouver and their Master Plan. Washington State University began offering courses in Southwest Washington in 1983 as part of the Southwest Washington Joint Center for Education. In 1989, the University formally established Washington State University Vancouver as a branch campus of the state's land-grant institution. WSU purchased 351 acres site in 1991 and opened in 1996 for upper-division courses. In Fall 2006, WSU Vancouver admitted freshmen and sophomores for the first time and began offering lower-division courses.

Campus Amenities

- 12 buildings
- More than 6 miles of bicycle and pedestrian trails
- Landmark Firstenburg Family Fountain
- Hillside amphitheatre
- Art sculptures and galleries
- 200-seat lecture hall
- 14 computer labs
- A comprehensive library
- Fitness center

- Outdoor sports court and sports fields
- Coffee bar and cafe

Fun Facts

- Enrollment (Fall 2010): 2,892 Students; 2,259 FTE (full-time equivalent)
- Female: 57.4%, Male: 42.6%
- Students of color represent 15% of total enrollment
- More than 130 fulltime, Ph.D. faculty 15,600 area WSU alumni, nearly 8,000 of whom graduated from WSU Vancouver
- More than 186,000 alumni worldwide

The 2007 Master Plan estimates that by 2020 there will be 6,000 FTE. (1 student = 15 credits)

WSU Vancouver is moving toward a full service university. Some of the activity or uses needed to support a full service university include: fraternities, fast food, copy centers, coffee houses, banking, service stations, room for spin-off business, community center/fitness hub, sport complex/stadium, mixed use centers, and multi-family housing. Surveys indicate that safe/well lighted pathways within a 20 minute walk from campus would be ideal. As our population continues to age, seniors may want to locate near universities to take advantage of the variety of activities.

Research and Technology Park

The university has a 10-year understanding with the Steinmueller family that in the near future the family would gift acreage abutting 50th Avenue. This property is currently zoned Office Campus and could play an important roll in creating a full service university.

Action Items:

1. The TAC requested the following topics to be added to future meetings:
   - Form-Based Code – roundtable discussion on design standards. Do they apply here?
2. Review the Parks shapefile, there appears to be a missing park.

Next Meeting: Wednesday, March 24 at 2:30pm (Legacy Salmon Creek Medical Center – 6th Floor)

Topics: Transportation, Bicycle and Pedestrian
Schools

Meeting adjourned at 4:05pm.

Exhibit E

ORDINANCE NO. 2001-12-01

AN EMERGENCY ORDINANCE RELATING TO LAND USE; DECLARING A MORATORIUM ON THE FILING OF CERTAIN DEVELOPMENT APPLICATIONS WITHIN AN AREA DESCRIBED AS THE SALMON CREEK MORATORIUM AREA.

WHEREAS, Salmon Creek Avenue (West Central) is one of 34 designated corridors identified under the County's Transportation Concurrency Management System, Chapter 12.41, CCC; and

WHEREAS, the operating level on said corridor has fallen below the level of service designated travel speed for such corridor; and

WHEREAS, major capital improvements will be necessary to remedy such operating level deficiency, which improvements are not currently scheduled; and

WHEREAS, the Board is concerned that continued receipt of development applications impacting such corridor fails to adequately reflect the de facto concurrency moratorium now in effect for the corridor, will result in unproductive and unnecessary controversy, will encourage inefficient land development, and will divert limited staff resources; and

WHEREAS, the Salmon Creek Moratorium Area adopted herein consists of properties whose further development would almost certainly result in further deterioration of the corridor's operating level of service; and

WHEREAS, the Board concludes that imposition of the present moratorium is in the best public interest and will facilitate early and

comprehensive exploration of solutions to the present transportation concurrency failure; now, therefore,

IT IS HEREBY ORDERED, RESOLVED AND DECREED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, AS FOLLOWS:

Section 1. Moratorium. Except as provided for in Section 3, a moratorium is hereby imposed upon the filing of applications for subdivisions, short subdivisions, site plans, and conditional use permits within the moratorium area.

Section 2. Moratorium Area. The Salmon Creek Moratorium Area is shown on the map attached hereto as "Exhibit A."

Section 3. Exceptions. This moratorium shall not apply to the following:

a. Land use applications not seeking subdivision, short subdivision, site plan, or conditional use permit approval.

b. Applications which have become vested prior to the effective date of this Ordinance, including the contingent vesting provisions of CCC 18.600.055.

c. Applications which involve no net increase in traffic generation from or to a site.

d. Applications whose traffic generation falls within reserved capacity under CCC 12.41.110, .120 or .130.

e. Applications which fall within an exception provided for in CCC 12.41.090.

Section 4. No other effect. Nothing in this ordinance shall affect application of Chapter 12.41 CCC for developments outside of the Salmon Creek Moratorium Area which have traffic impacts within such area.

Section 5. Public Hearing. Pursuant to RCW 35.63.200, a public hearing on this emergency ordinance shall be scheduled for January 29, 2002.

Section 6. Staff Direction. The Director of Public Works, in consultation with the Director of Community Development, shall prepare a Comprehensive Work Program to deal with the subject concurrency failure for consideration at said public hearing.

Section 7. Expiration. This Ordinance shall expire 60 days from its effective date unless the Board, by subsequent ordinance, extends or repeals this emergency ordinance.

Section 8. Effective Date. This emergency ordinance shall become effective immediately upon the date and time of its adoption.

ADOPTED at 3:54 p.m. this 4th day of December, 2001.

Attest:

Tamin Richards
Clerk to the Board

BOARD OF COMMISSIONERS
FOR CLARK COUNTY, WASHINGTON

By: Betty Sue Morris
Betty Sue Morris, Chair 3:54 p.m.

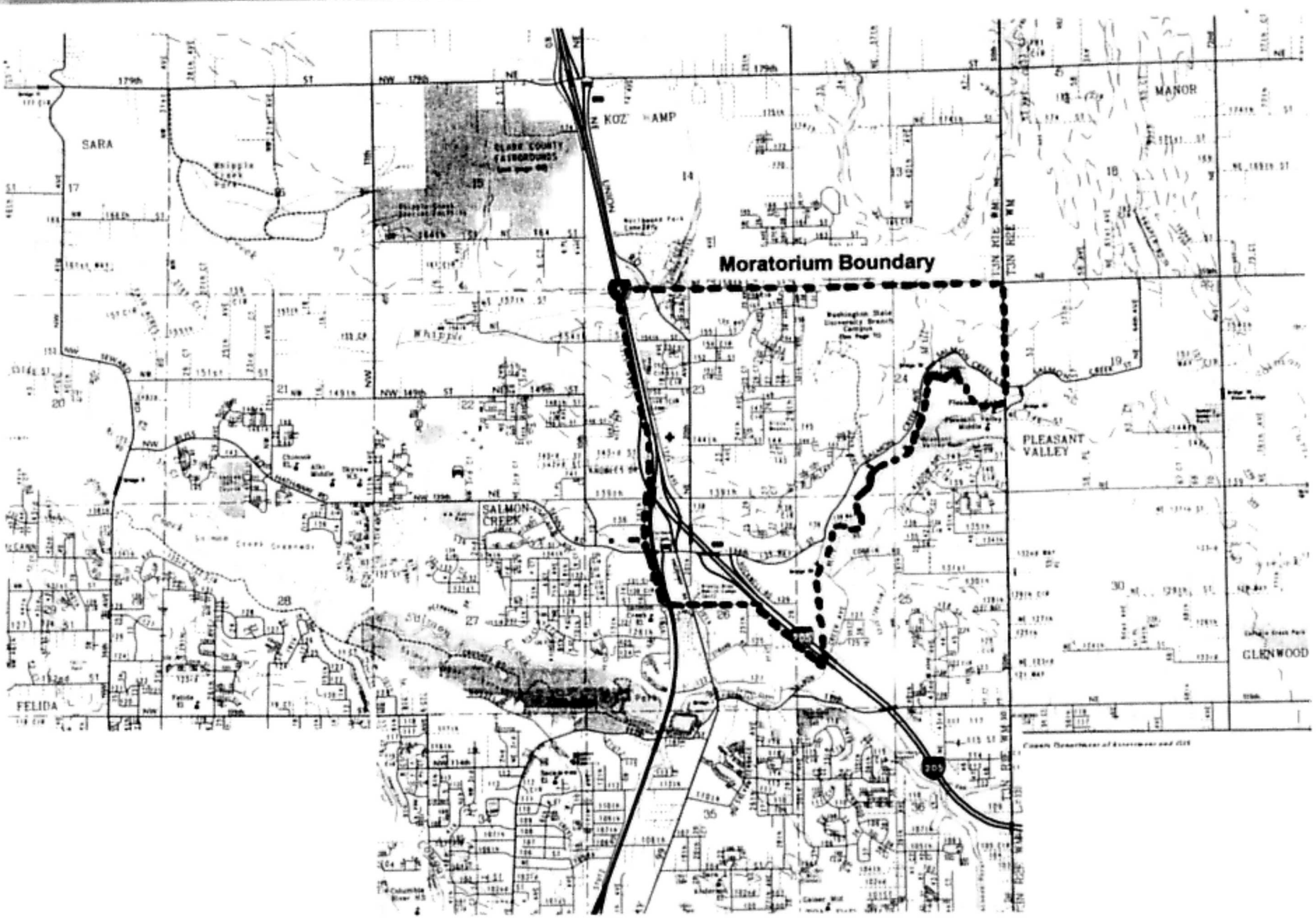
Approved as to form only:
ARTHUR D. CURTIS
Prosecuting Attorney

Richard Lowry, WSBA #4894

By: _____
Judie Stanton, Commissioner

By: _____
Craig Pridemore, Commissioner

(Ordinanc/Streets/Salmon Crk Moratorium)



Salmon Creek Moratorium Area – Boundary Option 3

APPENDIX A

CLARK COUNTY
STAFF REPORT

DEPARTMENT/DIVISION: Public Works / Design and Engineering Division / Transportation

DATE: December 4, 2001

REQUEST: Consider the Establishment of the Salmon Creek Moratorium Area - **REVISED**

BACKGROUND: Staff identified that the Salmon Creek Avenue (West Central) concurrency corridor had reached a state of failure in an October 31, 2001 work session with the BOCC. In a November 28, 2001 BOCC work session, staff noted that there was no simple solution to this failure and that time would be needed to develop a comprehensive strategy to address the failure. The BOCC indicated a willingness to consider a development moratorium in order to render certainty to potential development applicants and to allow staff time to work with the community on a solution with a clear timeline and work plan.

The BOCC expressed an interest to enact the moratorium as an emergency action at the Board's regularly scheduled public meeting on December 4, 2001. A public hearing would then be scheduled in late January 2002 (within the legal limit of 60 days for the emergency action). Alternatively and given the existence of the "de facto" moratorium currently in place, staff could schedule and advertise for a public hearing at a later date and the BOCC could consider the nature and extent of the moratorium at that time.

Staff have developed a concept for the moratorium as described below. The key elements of the moratorium concept are as follows:

- The proposed boundaries of the moratorium area or "area of applicability" are shown in Exhibit A of the draft ordinance. The boundaries have been established such that all development within the moratorium area would have a very high degree of certainty of resulting in at least one new peak hour vehicle trip that would impact the failing concurrency corridor. As a result, all developments within the moratorium area would be subject to the de facto moratorium.

- The moratorium would apply to any development application within the area of applicability that would normally require a transportation concurrency approval.

- The moratorium would not apply to development applications exempted under CCC 12.41.090 (e.g. K-12 public schools, police/fire stations, and public transit facilities).

- The moratorium would not apply to developments that already have trips reserved from a prior development approval or developer agreement. This provision would also apply in cases of redevelopment activity that would not result in an increase in site trip generation.

- The moratorium would not apply to applications outside the geographic area of applicability, however, those applications would still be subject to normal concurrency provisions.

ACTION REQUESTED: Consider the establishment of the Salmon Creek Moratorium Area

COMMUNITY OUTREACH: None

BUDGET IMPLICATIONS: There would be an unspecified impact on cash flow for the Development Services Division of Community Development. It is unknown if future budgetary actions would be needed to maintain stability of development review services.

POLICY IMPLICATIONS: There are significant policy implications associated with establishing the proposed moratorium area including the fiscal impacts to the County, the obligation to undertake a work plan, and others.

An additional policy implication relates to the differing treatment of development applications inside of the moratorium area versus outside of the moratorium area. Within the moratorium area, development applications would not even be accepted, such that prospective developers would have no opportunity to propose mitigation to offset the impacts of development. However, outside of the moratorium area, developers would be able to submit applications and would be evaluated for concurrency. These developers would be subject to the de facto moratorium, but would have some opportunity to propose mitigation.

DISTRIBUTION: Please notify the Department of Public Works and the Department of Community Development of the BOCC actions.

Steven C. Schulte

Steven C. Schulte, P.E.
Transportation Program Manager

APPROVED: _____
CLARK COUNTY, WASHINGTON
BOARD OF COMMISSIONERS

Peter Capell

Peter Capell, P.E.
Director/County Engineer

_____

PW 01-207

CLARK COUNTY
STAFF REPORT

DEPARTMENT/DIVISION: Public Works / Design and Engineering Division / Transportation

DATE: January 23, 2002

REQUEST: Consider Adoption of an Ordinance that would Continue the Salmon Creek Moratorium.

BACKGROUND: On December 4, 2001, the Board of County Commissioners (BOCC) enacted a 60-day moratorium on new development in an area east of Interstate-5 in Salmon Creek. This action was taken in response to an extended concurrency failure of the Salmon Creek Avenue corridor. The emergency ordinance that was adopted in December required that a public hearing be held on January 29, 2002 to allow the BOCC to consider if the development moratorium should be extended for an additional period of time.

Staff is recommending that the development moratorium be extended an additional 10 months in order to provide the County with an opportunity to implement a work plan aimed at resolving the moratorium. Authority to enact a 12 month moratorium (when supported by a work plan) is provided for in RCW 35.63.200. The moratorium could be extended for additional six month periods if warranted and if subsequent public hearings are held.

A draft Ordinance that would extend the Salmon Creek Moratorium is attached to this staff report. The map establishing the boundaries of the moratorium area is shown as Exhibit A of the ordinance. The supportive work plan and schedule for implementation of the work plan is shown as Exhibit B. Note that the boundaries, exemptions, and other provisions contained in the draft Ordinance that would extend the moratorium are identical to those contained in the already enacted December 4th Ordinance.

ACTION REQUESTED: Consider the Adoption of an Ordinance that would Continue the Salmon Creek Moratorium.

COMMUNITY OUTREACH: None.

BUDGET IMPLICATIONS: There would be an unspecified impact on cash flow for the Development Services Division of Community Development. It is unknown if future budgetary actions would be needed to maintain the fiscal stability of these development review services.

POLICY IMPLICATIONS: There are significant policy implications associated with continuing the development moratorium including the fiscal impacts to the County, the obligations associated with undertaking and implementing the supportive work plan, and others.

An additional policy implication relates to the differing treatment of development applications for properties located inside of the moratorium area versus those located outside of the moratorium area. Within the moratorium area, development applications would not even be accepted, such that prospective developers would have no opportunity to propose mitigation to offset the impacts of development. However, outside of the moratorium area, developers would be able to submit applications and would be evaluated for concurrency. These developers would be subject to the de facto moratorium, but would have some opportunity to propose mitigation and obtain development approval.

DISTRIBUTION: Please notify the Department of Public Works and the Department of Community Development of the BOCC's action.

Steven C. Schulte

Steven C. Schulte, P.E.
Transportation Program Manager

APPROVED: _____
CLARK COUNTY, WASHINGTON
BOARD OF COMMISSIONERS

Peter Capell

Peter Capell, P.E.
Public Works Director / County Engineer

_____

PC/SS/lo

PW 02-011

Exhibit A

Salmon Creek Moratorium Area

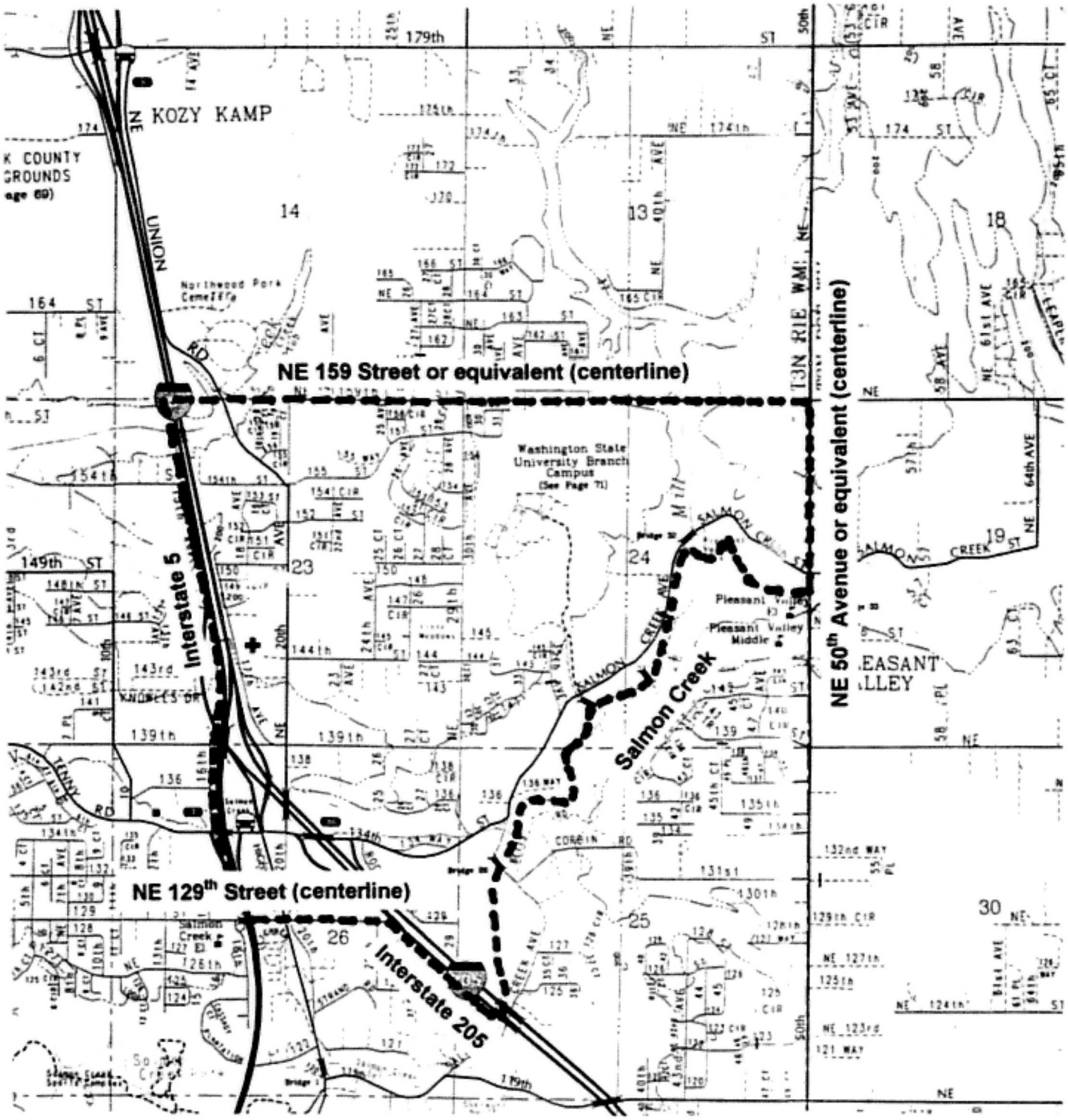


Exhibit B
Salmon Creek Moratorium
Supportive Work Plan

The work plan described below will be implemented over the next ten month period and is intended to establish for the Board of County Commissioners (BOCC) a specific approach for addressing the concurrency failure of the Salmon Creek Avenue corridor. Note that during the ten month period, the BOCC will periodically meet with staff in worksession, in order to provide staff with direction. The elements of the work plan are as follows:

Task 1 – Establish an Advisory Committee

As part of this task, an Advisory Committee will be identified to provide input and direction to staff on the public policy aspects of the work plan implementation. The committee will consist of both internal and external stakeholders and will represent the full range of interests that are impacted by the moratorium and the failing concurrency corridor. The committee will meet approximately every 6 weeks during the course of the work plan implementation.

Task 2 – Problem Definition

This task will evaluate and specifically define the reason for the failing concurrency corridor. Possible reasons that will be investigated in depth are as follows:

- Lack of capital funding to add east-west capacity improvements immediately
- Excessive and/or unbalanced growth in the Salmon Creek area
- Level-of-service standard (22 mph) was improperly calculated
- Unexpected traffic levels in Salmon Creek from outside area growth

Based on the results of these evaluations, the reasons for the early failure of the Salmon Creek Avenue corridor will be determined. It may be determined that there are multiple reasons underlying the failing corridor requiring that multiple remedies be considered.

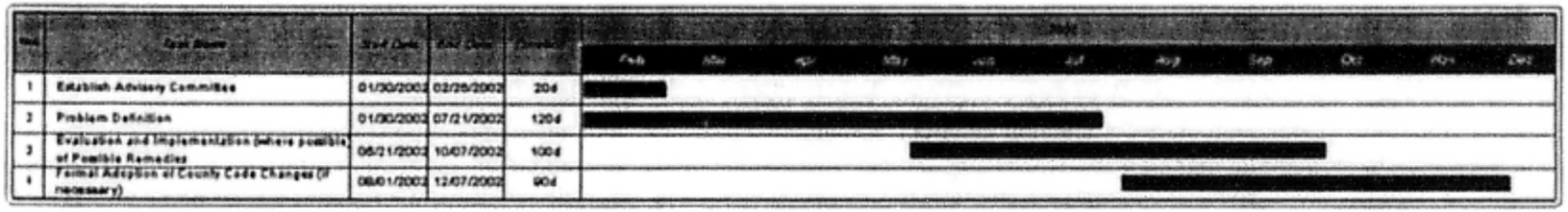
Task 3 – Evaluation and Implementation (where possible) of Possible Remedies

Task 3 will identify, evaluate, and implement (where possible) remedies that could resolve the situation with the failing concurrency corridor. These remedies will vary depending upon problems defined in Task 2. For example, if the problem has been identified as an improperly calculated level-of-service standard, a possible remedy could include recalculating the travel speed standard. However, if the problems are determined to be strictly funding limitations, then the remedies could focus on local funding approaches, private/public partnerships, etc..

Task 4 – Formal Adoption of County Code Changes (if necessary)

In this task, the Planning Commission and the Board of County Commissioners will formally address any County code changes or Comprehensive Plan changes (including the Arterial Atlas and the Transportation Capital Facilities Plan) required as a part of the recommended actions.

Exhibit B
Salmon Creek Moratorium
Work Plan Schedule



NOTICE OF PUBLIC HEARING

Salmon Creek Moratorium Area

The Clark County Board of Commissioners (BOCC) will hold a public hearing on Tuesday, the **29th day of January, 2002 at 10:00 a.m.** in the Commissioners' Hearing Room, 2nd Floor, Franklin Building, 1013 Franklin Street, Vancouver, Washington to consider the continuation of a development moratorium for a portion of the Salmon Creek area of Clark County. The moratorium was initially declared by the BOCC for a 60 day period beginning December 4, 2001. The action that could be taken by the BOCC at the public hearing could extend the moratorium for up to a total of 12 months.

The reason for the development moratorium is the transportation concurrency failure of the Salmon Creek Avenue corridor. This failure has effectively resulted in a "de facto" moratorium on development in the subject area because low cost mitigation is generally not available to proposed developments to offset their transportation impacts on the corridor. The boundaries of the Salmon Creek Moratorium Area are as follows: Interstate-5 on the west, NE 159th Street or the equivalent on the north, NE 50th Avenue on the east, and NE 129th Street, Interstate-205, and Salmon Creek on the south.

More information concerning this matter may be obtained by contacting Evan Dust at the Clark County Department of Community Development, 1408 Franklin, Vancouver, Washington, telephone (360) 397-2375 extension 4913.

Any person wishing to give testimony in this matter should appear at the time, date and place above stated.

BOARD OF COUNTY COMMISSIONERS

Clerk of the Board

Approved as to Form Only
ARTHUR D. CURTIS
Prosecuting Attorney

By
Deputy Prosecuting Attorney

PUBLISH: Jan 14, 2002

Persons requiring auxiliary aids or special arrangements in order to participate in this hearing should call 397-2232, Commissioners Office, or TTY/TDD 397-6032, Human Resources Dept., at least two days prior to the scheduled meeting.

ORDINANCE NO. 2002-12-02

AN ORDINANCE RELATING TO LAND USE; EXTENDING THE SALMON CREEK TRANSPORTATION MORATORIUM.

WHEREAS, by Ordinance No. 2001-12-01, the Board adopted an emergency moratorium on certain development applications within an area called the "Salmon Creek Moratorium Area;" and

WHEREAS, by Ordinance No. 2002-02-05, the Board confirmed such moratorium following a duly advertised public hearing and, by emergency action, enlarged the moratorium area (the "Expanded Moratorium Area"); and

WHEREAS, the Expanded Moratorium Area was confirmed following a duly advertised hearing by Ordinance No. 2002-03-11; and

WHEREAS, the moratorium is scheduled to expire on December 3, 2002; and

WHEREAS, following a duly advertised public hearing, the Board concluded that it would be in the best public interest to extend the moratorium; now, therefore

BE IT ORDERED AND RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, as follows:

Section 1. Moratorium Extension. The moratorium adopted by Ordinance No. 2002-02-05, as modified by Ordinance No. 2002-03-11, is hereby extended through April 1, 2003.

Section 2. Pre-applications Exempted. Notwithstanding Section 1, the moratorium shall not apply to pre-applications submitted on or after February 12, 2003.

Section 2. Effective Date. This Ordinance shall become effective immediately upon its execution.

ADOPTED this 3 day of December, 2002.

Attest:

Louise Richards
Clerk of the Board

BOARD OF COUNTY COMMISSIONERS
FOR CLARK COUNTY, WASHINGTON

By: Judie Stanton
Judie Stanton, Chair

By: _____
Craig Pridemore, Commissioner

By: _____
Betty Sue Morris, Commissioner

APPROVED AS TO FORM ONLY:

Deputy Prosecuting Attorney

Possible Timeline for LOS Standard Reduction

Salmon Creek Moratorium

December 2002 – Complete negotiations of Developer Agreements

Early January 2003 – BOCC Public Hearing on Developer Agreements

Mid January 2003 – BOCC Worksession on future travel speed projections for the failing Concurrency corridor

Late January 2003 – Prepare Staff Report for Planning Commission (PC) for the lowered LOS standard proposal

February 20, 2003 – PC Public Hearing

Early to Mid March 2003 – BOCC Public Hearing

CLARK COUNTY
STAFF REPORT

DEPARTMENT/DIVISION: Public Works / Transportation

DATE: November 26, 2002

REQUEST: Consider Extending the Salmon Creek Moratorium

BACKGROUND: The Salmon Creek development moratorium is scheduled to expire on December 3, 2002. The Board of County Commissioners (BOCC) previously enacted the moratorium in response to an extended Concurrency failure of the Salmon Creek Avenue corridor. The moratorium precludes any development proposal (located within the moratorium boundaries) from making an application for development.

At present, the capital roadway improvement projects and level-of-service standard changes that are being considered for the Salmon Creek area have not yet been formally considered or finalized. As a result, if the moratorium was allowed to lapse, most developers would still not be able to receive development approvals because the underlying Concurrency failure would still exist. In essence, the "de facto" moratorium would come back into effect.

ACTION REQUESTED: Consider extending the Salmon Creek Development Moratorium (see attachment).

COMMUNITY OUTREACH: None.

BUDGET IMPLICATIONS: There would continue to be an unspecified impact on cash flow for the Department of Community Development with continuation of the moratorium.

POLICY IMPLICATIONS: There are significant policy implications associated with continuing the moratorium for an extended period of time. However, state law does provide that the moratorium can be extended for an additional six month period if the County is actively moving toward resolution of the underlying cause of the moratorium.

DISTRIBUTION: Please notify the Department of Public Works and the Department of Community Development of the BOCC actions.

Steven C. Schulte, P.E.
Transportation Program Manager

APPROVED: _____
CLARK COUNTY, WASHINGTON
BOARD OF COMMISSIONERS

Peter Capell, P.E.
Director/County Engineer

_____

SS/PC

Attachment: Ordinance

PW 02-213

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BOARD OF COMMISSIONERS MOR 0.00 Clark County, WA

RETURN ADDRESS

Clark County
Commissioners

Please Print neatly or Type information
DOCUMENT TITLE(S)

2005-01-21 Salmon Creek Moratorium Jul. 26

REFERENCE NUMBER(S) OF RELATED DOCUMENT(S)

Additional Reference #'s on page _____

GRANTOR(S)

Clark County

Additional Grantors on page # _____

GRANTEE(S)

Public

Additional Grantees on page # _____

LEGAL DESCRIPTION (abbreviated form: i.e. lot,block,plat or section, township, range, quarter/quarter)

Emergency Ordinance Relating to Land Use; declaring a Moratorium in Salmon Creek Area. Additional Legal is on page # _____

ASSESSOR'S PROPERTY TAX PARCEL/ACCOUNT NUMBER

Additional Parcel #'s on page _____

The Auditor/Recorder will rely on the information provided on this form. The staff will not read the document to verify the accuracy or completeness of the indexing information provided herein.

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Page: 2 of 5
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BOARD OF COMMISSIONERS MOR 0.00 Clark County, WA

ORDINANCE NO. 2005 - 2005-07-21

AN EMERGENCY ORDINANCE RELATING TO LAND USE; DECLARING A MORATORIUM ON THE FILING OF CERTAIN DEVELOPMENT APPLICATIONS WITHIN AN AREA DESCRIBED AS THE SALMON CREEK MORATORIUM AREA.

WHEREAS, Salmon Creek Avenue (West Central) is one of 34 designated corridors identified under the County's Transportation Concurrency Management System, Chapter 40.350.020, CCC; and

WHEREAS, the operating level on said corridor has fallen below the level of service designated travel speed for such corridor; and

WHEREAS, major capital improvements will be necessary to remedy such operating level deficiency, which improvements are not currently scheduled; and

WHEREAS, the Board is concerned that continued receipt of development applications impacting such corridor fails to adequately reflect the de facto concurrency moratorium now in effect for the corridor, will result in unproductive and unnecessary controversy, will encourage inefficient land development, and will divert limited staff resources; and

WHEREAS, the Salmon Creek Moratorium Area adopted herein consists of properties whose further development would almost certainly result in further deterioration of the corridor's operating level of service; and

WHEREAS, the Board concludes that imposition of the present moratorium is in the best public interest and will facilitate early and comprehensive exploration of solutions to the present transportation concurrency failure; now, therefore,

IT IS HEREBY ORDERED, RESOLVED AND DECREED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, AS FOLLOWS:

Section 1. Moratorium. Except as provided for in Section 3, a moratorium is hereby imposed upon the filing of applications and pre-applications for subdivisions, short subdivisions, site plans, and conditional use permits within the moratorium area.

Section 2. Moratorium Area. The Salmon Creek Moratorium Area is shown on the map attached hereto as "Exhibit A."

Section 3. Exceptions. This moratorium shall not apply to the following:

a. Land use applications not seeking subdivision, short subdivision, site plan, or conditional use permit approval.

b. Applications which have become vested prior to the effective date of this Ordinance, including the contingent vesting provisions of CCC 40.510.

c. Applications which involved no net increase in traffic generation from or to a site.

d. Applications whose traffic generation falls within reserved capacity under CCC 40.350.020.

e. Applications which fall within an exception provided for in CCC 40.350.020.

Section 4. No other effect. Nothing in this ordinance shall affect application of Chapter 40.350.020 CCC for developments outside of the Salmon Creek Moratorium Area which have traffic impacts within such area.

Section 5. Public Hearing. Pursuant to RCW 35.63.200, a public hearing on this emergency ordinance shall be scheduled within 60 days of the adoption of this ordinance.

Section 6. Staff Direction. The Director of Public Works, in consultation with the Director of Community Development, shall prepare a Comprehensive Work Program to deal with the subject concurrency failure for consideration at said public hearing.

Section 7. Expiration. This Ordinance shall expire 60 days from its effective date unless the Board, by subsequent ordinance, extends or repeals this emergency ordinance.

Section 8. Effective Date. This emergency ordinance shall become effective immediately upon the date and time of its adoption.

ADOPTED at 10:20 a.m. this 26 day of July, 2005.

Attest:

Clerk to the Board

BOARD OF COMMISSIONERS
FOR CLARK COUNTY, WASHINGTON

By: Betty Sue Morris, Chair

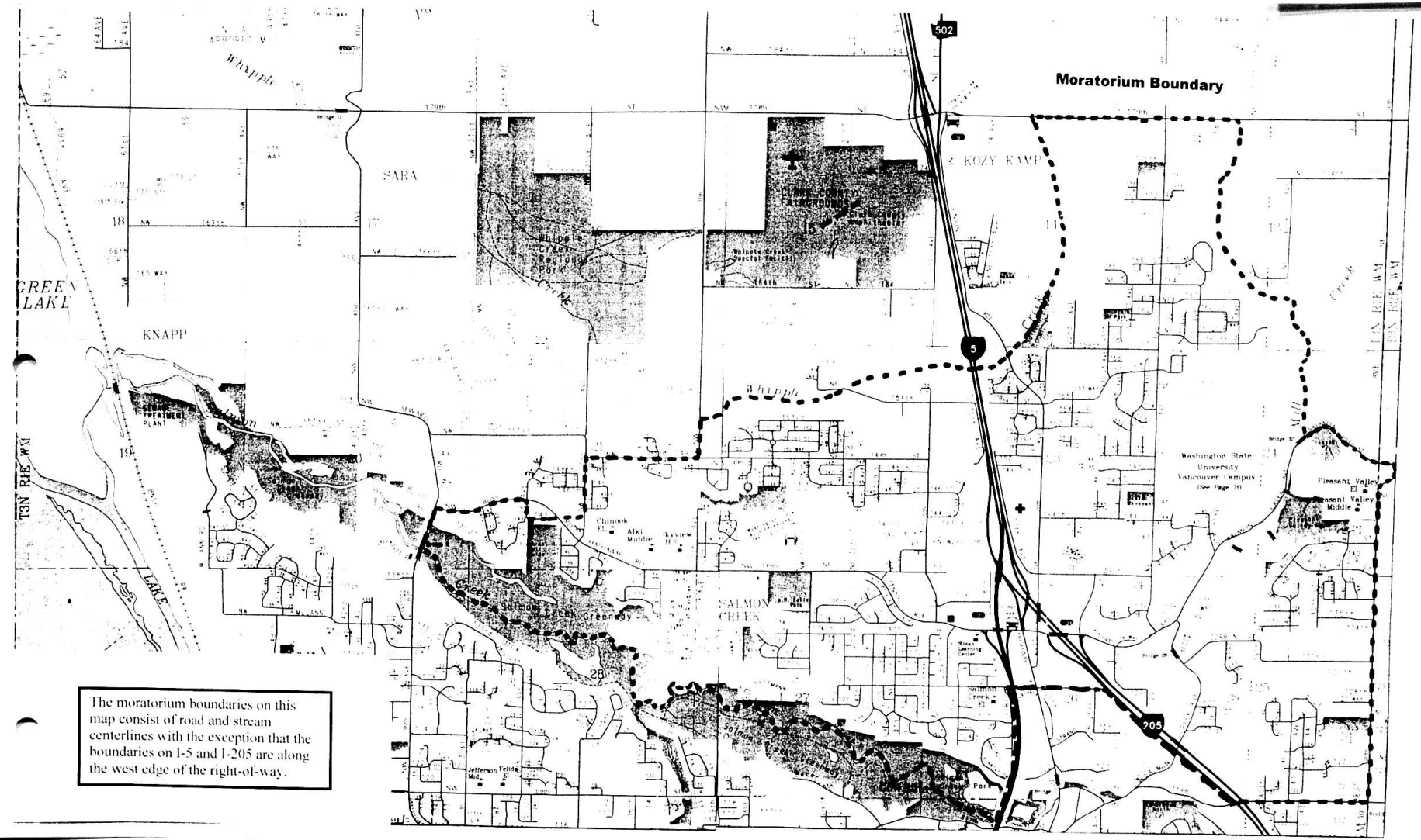
Marc Boldt, Commissioner

Steven J. Stuart, Commissioner

Approved as to form only:
ARTHUR D. CURTIS
Prosecuting Attorney

E. Bronson Potter
Senior Deputy Prosecuting Attorney

Exhibit A – Salmon Creek Moratorium Area



The moratorium boundaries on this map consist of road and stream centerlines with the exception that the boundaries on I-5 and I-205 are along the west edge of the right-of-way.

VERY POOR COPY
WILL NOT DUPLICATE

Exhibit A – Salmon Creek Moratorium Area

The moratorium boundaries on this map consist of road and stream centerlines with the exception that the boundaries on I-5 and I-205 are along the west edge of the right-of-way.

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Page: 5 of 5
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CLARK COUNTY
STAFF REPORT

DEPARTMENT/DIVISION: Public Works / Transportation

DATE: July 21, 2005

REQUEST: Consider the Enaction of a Salmon Creek Development Moratorium

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BACKGROUND: In mid-February 2005, the operating level for the Salmon Creek Avenue (West Central) concurrency corridor dropped below 13 mph. The adopted travel speed standard for the corridor is 13 mph. As a result, the corridor is considered to be in concurrency failure. Because the remedy for the failing condition is the construction of high-cost interchange improvements for I-5 and I-205, individual developers have been unable to mitigate their impacts in order to receive a concurrency approval. As a result, the Salmon Creek area surrounding the corridor is considered to be in a "de-facto development moratorium".

One option available to the Board of County Commissioners (BOCC) is to enact a legislative moratorium as an emergency action. The attached resolution would provide for this emergency action. A public hearing would then be scheduled within 60 days to receive public testimony and formally consider adoption of the moratorium. The action would formally establish a development moratorium, would provide for the establishment of a specific geographic area for the moratorium, and would provide specific rules for administering the moratorium.

Staff have developed a concept for the moratorium as described below. The key elements of the concept are as follows:

- The proposed boundaries of the moratorium area or "area of applicability" are shown in Exhibit A of the draft ordinance. The boundaries are identical to the moratorium boundaries that were in effect during the previous concurrency related moratorium in Salmon Creek. The proposed boundaries have been established such that all development within the moratorium area would have a high likelihood of adding at least one vehicle trip to the failing concurrency corridor.

- The moratorium would apply to any development application within the area of applicability that would normally require a transportation concurrency approval.

- The moratorium would not apply to development applications exempted under the county's concurrency ordinance (e.g. K-12 public schools, police/fire stations, and public transit facilities).

- The moratorium would not apply to developments that already have trips reserved from a prior development approval or developer agreement. This provision would also apply in cases of redevelopment activity that would not result in an increase in site trip generation.

- The moratorium would not apply to development applications for property located outside of the geographic area of applicability, however, those applications would still be subject to normal concurrency provisions.

- Pre-application conference requests for development proposals within the moratorium area would not be accepted.

PW 05-115

ACTION REQUESTED: Consider the Enaction of a Salmon Creek Development Moratorium.

COMMUNITY OUTREACH: None

BUDGET IMPLICATIONS: There would be an unspecified fiscal impact on the Department of Community Development due to the reduced number of pre-applicantion conferences and development applications. It is unknown if future budgetary actions would be needed to maintain the stability of the department.

POLICY IMPLICATIONS: There would be some policy implications associated with establishing the development moratorium including the obligation to undertake a work plan, the differing treatment between development proposals for properties located within the moratorium area versus those located outside of the moratorium area, and the issues and treatment associated with those Salmon Creek development applications that have been previously placed on hold (rather than approved or denied).

In addition, within the moratorium area, development applications would not even be accepted, such that prospective developers would have no opportunity to propose mitigation to offset the impacts of their development. However, outside of the moratorium area, developers would be able to submit applications and would be evaluated for concurrency. These developers would be subject to the de facto moratorium, but would have some opportunity to propose mitigation.

DISTRIBUTION: Please notify the Department of Public Works and the Department of Community Development of the BOCC actions.

Steven C. Schulte
Steven C. Schulte, P.E.
Transportation Program Manager

APPROVED: July 26, 2005
CLARK COUNTY, WASHINGTON
BOARD OF COMMISSIONERS

Steven C. Schulte
Peter Capell, P.E. for pete Capell
Public Works Director/County Engineer

_____

proud past, promising future
CLARK COUNTY
WASHINGTON

July 22, 2005

Clark County Board of Commissioners
Public Service Center
1300 Franklin St.
Vancouver, WA

Dear Commissioners Morris and Stuart:

I have had an opportunity to meet with Steve Schulte of the Public Works department to explore issues surrounding the defacto concurrency moratorium currently affecting the Salmon Creek Avenue transportation corridor.

Based on the briefing Mr. Schulte provided, I am prepared to support an emergency ordinance to declare a moratorium on the filing of applications and pre-applications for subdivisions, short subdivisions, site plans, and conditional use permits in that area.

As I will be out of the office during the week of July 25, I would like this letter to be entered into the record if this matter comes before the Board during my absence. I understand that we will need to have a public hearing within 60 days if the Board does adopt an emergency ordinance for this purpose.

Thank you for considering my views at this time. I look forward to a more complete discussion after I return.

Sincerely,

Marc Boldt, Commissioner

MB/mk

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov

CLARK COUNTY
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DEPARTMENT OF
COMMUNITY DEVELOPMENT
OFFICE OF THE DIRECTOR

MEMORANDUM

TO: Board of County Commissioners

FROM: Richard Carson, Director

CC: Bill Barron, Pete Capell, Rich Lowry, Mary Keltz
DATE: July 25, 2005

SUBJECT: Preliminary Plan Review Process
Salmon Creek Defacto Moratorium Area

The Salmon Creek Corridor (SCC), along 134th Street, is currently in failure, creating a defacto moratorium. Proposed developments that will send trips into this corridor are subject to this limitation. The BOCC has directed staff to accept preliminary plan review applications for this corridor, thus creating a waiting line for concurrency approval.

Attached is a list of applications that were submitted during this hold period. The list separates applications based upon the county's stage of review.

- Stage I lists development applications that are awaiting a completeness check before they are routed to staff for review. These developments may send trips into the SCC, but this cannot be verified until staff conducts a more thorough review.
- Stage II lists proposed developments that are complete, but awaiting the more thorough review to determine if it will send trip into the SCC.
- Stage III lists proposed developments that are complete, are definitely affected by the SCC defacto moratorium, and are scheduled for a decision.

You will note that last development listed, Northern Star Professional Center, was the first and only application denied under the SCC limitation. This application was denied "without prejudices," thus allowing them to resubmit another application without having to wait the standard 1 year. Although this was the first application in line under the defacto moratorium, it is presently not in line due to the denial.

I would like to make a clarification about vesting and the moratorium. An application that is found to be fully complete would vest to the development regulations in place at this time. However, impact fees are not considered "development regulations" for the purposes of vesting. So even if an application got to the hearings examiner and was essentially put on hold, then the applicant is still subject to paying new and different impact fees in the future. The county's current practice is to put the impact fee rates on the cover of "approved" plats and guarantee them for three (3) years. However, that does not apply to an application that is not approved, which is the case here.

Attachment

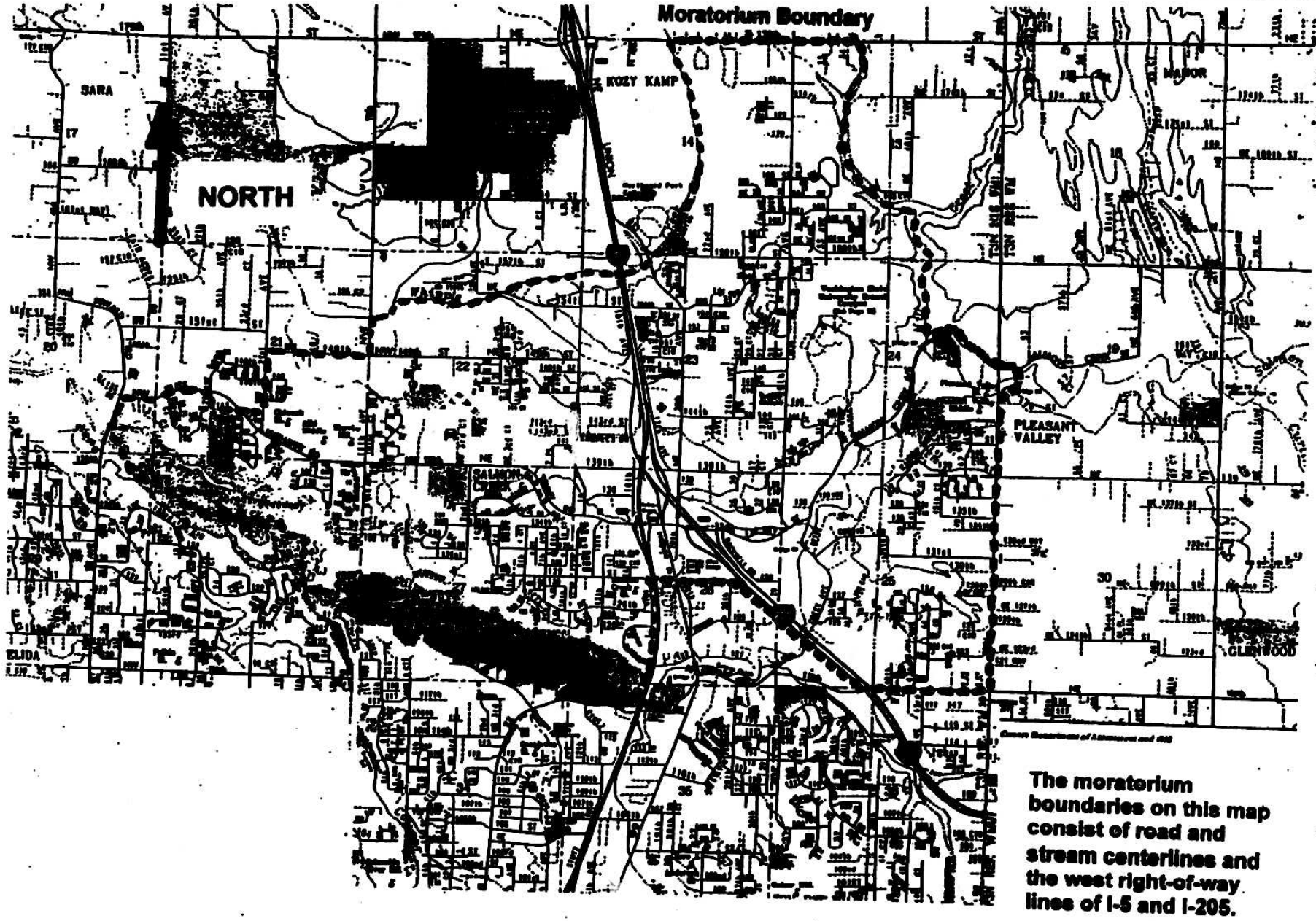
Projects Potentially Affected by the Defacto Moratorium

STAGE III Projects under review that ARE affected by the defacto moratorium				
Project Name	**Case Number**	**Status**	**Description**	**Approx. Location**
Highland Park Estates Subdivision	PLD2005-00028	On Hold	29 lots	4100 NE 131st St.
Erickson Farms PUD	PLD2005-00037;	On Hold	126 lots, 67 multi-family units, 5 comm. bldgs.	NW Lakeshore Ave. and NW 104th St.
Salmon Creek Commons PUD Post Decision Review– Phase B Townhomes	PST2005-00002 PLD2005-00068	On Hold	Modify approved res. care facility to 67 townhouse lots	2305 NE 129th St.
134th Restaurant	PSR2005-00009	On Hold	7,825 sf retaurant	Just north of 13101 NE 27th Ave.
134th Retail Building	PSR2005-00008	On Hold	15,067 sf retail	13101 NE 27th Av
Salmon Creek Village	PLD2005-00027	On Hold	15 lots	1415 NE 129th St.
Northern Star Professional Center	PSR2005-00005	**Denied**	Change 24,734 sf of office space to medical office	14201 NE 20th Ave.

STAGE II Projects under review that MAY be affected by the defacto moratorium (review not complete yet)				
Project Name	**Case Number**	**Status**	**Description**	**Approx. Location**
Emerald Crest	PLD2005-00057	Under review	13 lots	1910 NE 88th St
Sunset Estates	PLD2005-00053	Under review	8 lots	NW 43rd Ave. and NW 137th St..
73rd Street Development (aka Kimberly Center) Site Plan	PSR2005-00034	Under review	23,460 sf office	201 NE 73rd St.
Moongate Subdivision	PLD2005-00055	Under review	23 lots	4806 NW 122nd St.

STAGE I Projects not yet fully complete that MAY be affected by the defacto moratorium				
Project Name	**Case Number**	**Status**	**Description**	**Approx. Location**
Brumel Estates	PLD2005-00035	Not Fully Complete	4 lots	2501 NE 119th St.
Woodbrook Subdivision	PLD2005-00047	Not Fully Complete	8 duplex lots	NE 116th St and NE 19th Ave.
Whipple Creek Estates	PLD2005-00069	Not Fully Complete	19 lots	504 NE 149th St.
Regency Estates	PLD2005-00071	Not Fully Complete	46 lots	17419 NE 29th Ave.
Chinook Place Subdivision	PLD2005-00074	Not Fully Complete	19 lots	2604 NW Bliss Rd

VERY POOR COPY
WILL NOT DUPLICATE



The moratorium boundaries on this map consist of road and stream centerlines and the west right-of-way lines of I-5 and I-205.

EXHIBIT A -- **Salmon Creek Moratorium Area**

CLARK COUNTY

PLAN MONITORING REPORT

(1995-1999)

July 2000

Board of Commissioners

Craig Pridemore, Chair
Judie Stanton
Betty Sue Morris

County Administrator

Bill Barron

Department of Community Development

Richard Carson, Director
Patrick Lee, Long Range Planning Manager
Oliver Orjiako, Senior Planner
Phil Wuest - Planner III
Jose Alvarez - Planner I

Community Development would like to thank:

Department of Assessment and GIS
Ken Pearrow
Dan Bauer

Department of Community Services
Marlia Jenkins
David Jay-Bonn

Dedicated to Jeanette Johnson who collated much of the information contained herein. Jeanette died of a rare cancer on August 19, 1999.

CLARK COUNTY
WASHINGTON

Executive Summary

In December 1994, Clark County adopted a comprehensive land use plan pursuant to the State of Washington Growth Management Act (GMA) of 1990. The Clark County 20-Year Comprehensive Growth Management Plan identifies key indicators to be compiled and summarized on an annual basis. The Department of Community Development has completed the first analysis of available data, focusing on 1995 through 1999.

This report documents the growth patterns during the first five years of planning under the 1994 State of Washington Growth Management Act (GMA). It focuses on population and employment growth rates, price of housing, land absorption, patterns of development, and other land use related issues.

The purpose of the report is to present the monitoring data called for in the adopted comprehensive plan and to provide summary observations.

Not included in this report is discussion of potential implications of the identified trends or of future policy alternatives. It is expected that this report will generate significant discussion on these topics; Community Development staff hope that it provides a valuable starting point for discussion.

Major findings and observations:

Population Overview

The report begins with a review of actual population growth compared with the 1994 forecast.

- Clark County's April 1, 2000 population is estimated at 345,000 by the state Office of Financial Management.

- From 1995 to 2000, Clark County's population increased by 54,000; adding 10,186 (19% of growth) people to the rural areas and 43,814 (81% of growth) to the urban areas.

- This is an overall increase of 18.6% over five years (April 1995 through April 2000), or around 3.7% annually.

- Between 1995 and 2000 population within the UGAs grew by 18.3% and in the rural area by 19.7%.

- The largest real increase in population occurred within the Vancouver UGA which added 34,467 residents; a 16% increase.

- The current 2000 population is 4.6% higher than the year 2000 forecast.

- The current 2012 population forecast amounts to adding 20.6% to current population over 12 years.

- The 2000 urban/rural population ratio is 82% urban and 18% rural. The comprehensive plan goal is 81% urban and 19% rural. In 1990 the ratio was 86% / 14% and in 1995 it was 82% / 18%.

Residential Development

- From 1995 through 1999, 15,514 single-family residential units were added countywide. 12,966 (83.6%) were inside urban growth areas (UGA) and 2,548 (16.4%) were outside.

- Between 1995 and 1999 total single-family residential dwelling units increased by 20.8% within the urban growth areas and by 14.6% in the rural area.

- From 1995 through 1999 the number of multi-family units developed countywide was 3,794. Of those units 3,786 were inside the UGA and 8 were in the rural areas.

Employment, Wages and Per Capita Income

The 1994 Comprehensive Plan indicates that by the year 2012 Clark County and its cities would grow in population to an estimated 416,071, and in jobs to an estimated 138,500.

- From 1995 to 1999 Clark County has increased employment by 26,400, an average annual increase of 3.9%.

- Employment as a percentage of the population shows a small average annual gain between 1995 and 1999.

- The 1994-1999 trend shows that the largest sector growth has occurred in services, retail trade, and government, adding 5,200, 4,200 and 3,000 jobs respectively.

- The unemployment rate for Clark County has remained well below the state average.

- Despite the growth in non-farm employment, the average wage in Clark County has remained below the state average.

- Clark County per capita personal income exceeded the national average in 1997. Per capita personal income still falls short of the state income level but is bridging the gap from a low of 7.7% below the state average in 1991and 1992 to 3.2% in 1997.

Housing Overview

- Over the last four years, the average selling price of an existing home in Clark County increased by more than 25.7%, or an average of 6.4% each year. The average selling price of a new home tells a similar story with an increase of more than 25.8% or an average of 6.5% each year.

- In 1999, the average sale price of a home in Clark County was $168,080. In 1994, the average price was less than $134,000.

- Existing and new homes in the rural area are consistently more expensive than homes in the urban area, ranging from 40% to 90% more expensive between 1995 and 1998.

- Existing and new homes in the rural area are consistently larger than homes in the urban area, ranging from 17% to 32% larger, on average, from 1995 through 1998.

- In the first five years of the plan, a total of 19,308 dwelling units were added. During that period about 80% of the new housing units in Clark County were single-family homes. Multi-family units account for 20% of new dwelling unit capacity.

Note: The Clark County Comprehensive Plan assumed that 60% of new residential development would be single-family with 40% multi-family.

Land Absorption

This report compares the vacant lands analysis that was done in late 1994 and the beginning of 1995, as part of the adoption of the 1994 Comprehensive Plan, with the 2000 available vacant residential, commercial, and industrial lands.

- In 1995, there were about 16,401 gross acres of vacant and underutilized (see glossary and appendices for definition and description of these categories) residential lands in the UGA compared to 10,248 gross acres in 2000 within the county UGAs. Since 1995, about 6,153 acres or 38%, of available residential acres have been absorbed by development.

- In the Vancouver UGA, approximately 24% of total available vacant and under-utilized residential lands were absorbed between 1995 to 2000; approximately 425 acres per year.

- In the Vancouver UGA, 1,631 acres of vacant commercial lands are identified in 2000, compared with 2,329 in 1995. 30% of available commercial lands were developed.

- The Vancouver UGA also has 5,315 acres of vacant industrial lands identified in 2000 versus 5,562 in 1995, a 4% change.

- Camas, La Center and Yacolt absorbed more than 60% of their available vacant and underutilized residential land since 1995. For the Camas UGA, it is important to note that in 1995 the Camas Meadows area was designated as residential. This area of approximately 600 acres was annexed to the city in 1996 and the designation changed to industrial. This change in underlying land use designation should be considered when viewing land absorption rates by type for Camas.

- Washougal and Battle Ground have absorbed 42% and 40% of vacant and underutilized residential land respectively, since 1995.

Note: Clark County code requires that 75% of available residential land be absorbed within a UGA before expansion of the growth boundary can be considered.

Buildable lots in rural area

The vacant and buildable lands identification model, developed in a geographic information system by Clark County Assessment and GIS staff for plan monitoring, does not include rural areas (outside of UGAs). In order to assess development potential in the rural areas, a separate but parallel model process was developed.

- There are about 10,047 vacant parcels (excluding lots less than an acre, tax exempt and state assessed parcel) in the rural area.

- Given the underlying zoning, total additional development potential in the rural areas is estimated to be 13,577 lots. At 2.6 persons per household, additional rural capacity is approximately 35,300 persons.

Urban versus Rural Development

Where are we today (1999) and where were we in 1994?

- In 1995, the urban versus rural population split was 82% urban and 18% rural.
- In 1999, the urban versus rural population split was 83% urban and 17% rural.

Development in the rural area remains strong. It is driven, in part, by the fact that Clark County has a majority of the vacant rural residential lots in the Portland metropolitan area. In the three-county area in Oregon (Clackamas, Multnomah, and Washington) there are currently 12,731 vacant lots of 5 acres or less. In Clark County there are 13,577 lots of 5 acres or less.

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INTRODUCTION

The Clark County 20-Year Comprehensive Growth Management Plan adopted in December 1994 is now in its fifth year of implementation. The plan was subsequently revised in December 1997 due to more than 60 remands and court orders.

The plan, adopted in 1994 and covering a 20-year period, sets goals and policies as to where and how growth and land use change should be encouraged.

The plan also requires the monitoring of more than twenty indicators, some of which are directly tied to comprehensive plan goals, such as population growth. The key indicators were chosen to track underlying assumptions used in the vacant lands analysis and net land carrying capacity which was completed for each UGA within Clark County in 1994.

This is the first plan monitoring report produced by Clark County. It will be updated in 2000 and published again in 2001 after census data is available. Information for the indicators comes from a variety of sources including the U.S Census, state Office of Financial Management, state Employment Security Department, county departments, and other agencies.

In 1994, an analysis was completed of the lands designated for residential, commercial and industrial uses as part of the supporting documentation to the comprehensive plan. This vacant lands analysis was used to determine the supply of vacant and underutilized acreage for residential, commercial and industrial designated lands within the urban growth area boundaries of Clark County. In estimating the supply of land available for development, the first step involved taking available *gross* vacant and underutilized land and applying all the land utilization assumptions to arrive at net acreage. (Specific assumptions are detailed in Appendix A).

The emphasis of this report is on gross land absorption. This was done by looking at the gross acreage absorbed based on land use designations within the urban growth area and the 2000 vacant lands analysis. While preliminary net available lands are presented in Appendix A, it is gross land absorption that reveals how and where development has occurred.

PURPOSE OF REPORT

This monitoring report marks a milestone for growth management planning in Clark County. It provides both a baseline for key indicators selected to measure change over time and a tool to measure the movement toward or away from the goals and assumptions of the Comprehensive Plan.

This report is prepared by Clark County, and reflects an emphasis on countywide data and the policies contained in its Comprehensive Plan. The county also recognizes that this report will be used by its cities and other interested groups, and where possible,

incorporates information for each urban growth area or other geographic areas as appropriate.

The report does not contain policy recommendations or specific benchmarks. Instead, the report is intended to be part of the information used by decision-makers as they consider updates and revisions to their Comprehensive Plans or any future course of action taken by the community.

This edition of the Plan Monitoring Report is not intended to fulfill the specific Review and Evaluation requirements of RCW 36.70A.215. Due to the relatively recent enactment of this state legislation, its specific timetables, and requirements for the adoption of countywide planning policies, Clark County, in cooperation with its cities, will address those issues outside of this edition of the Plan Monitoring Report. Future editions will incorporate a detailed monitoring of density indicators as required by RCW 36.70A.215.

COMPREHENSIVE PLAN OBJECTIVES

The adopted Comprehensive Plan assumptions for urban and rural population splits are as follows:

- *"The 2012 populations projections... are actual goals, not merely future estimates or guidelines, which must be reflected in the respective plans of the jurisdictions."*[1]

- *"Approximately **90 percent** of the population growth over the next 20 years is expected to occur in designated urban growth areas, with the remainder to occur in unincorporated rural and natural resource areas."*[2]

- *Table 2.2 shows the Projected 2012 Population for the entire county as 416,071. The unincorporated rural area is shown as 79,689 which is 19.1% of the county total. The remaining city population totals come to 80.7%.*[3]

- *"The population projection for the area outside of the urban growth areas is based in part on an allocation received from the Washington State Office of Financial Management. This additional population, approximately 134,000 people over the next 20 years, has been sub-allocated to the urban areas and the rural areas. The allocation for the rural area is approximately 15,000 people over the next 20 years, which would account for approximately **12 percent** of the total county population."*[4]

[1] *Clark County 20-Year Comprehensive Growth Management Plan*, Revised December 1997, p. 2-3.
[2] *Clark County 20-Year Comprehensive Growth Management Plan*, Revised December 1997, p. 2-4.
[3] *Clark County 20-Year Comprehensive Growth Management Plan*, Rev. December 1997, Table 2.2, p. 2-4
[4] *Clark County 20-Year Comprehensive Growth Management Plan*, Revised December 1997, p. 4-10

KEY INDICATORS

The Comprehensive Plan directs the county to review urban growth area assumptions and the related goals of the plan that affect the quality of life in the community. This is done by monitoring actual development trends with the key indicators. Where possible, the data are presented from 1995 through 1999, although additional information is given in some tables.

The primary sources of data are: Census, State Office of Financial Management forecast of population as of April of each year, the Clark County Assessor database and Clark County Community Development building permits issued.

The following table is a list of the key indicators identified in the Comprehensive Plan. A detailed discussion of indicators such as density, infill development and critical lands will be included in future reports as part of the Review and Evaluation Requirements of RCW 36.70A.215.

Key Indicators	**Measures to be Monitored**	**Additional Measures**
1.1 Population	Trends in population growth including age-cohort, in-migration/out-migration and other demographic indicators.	
1.2 Employment	Average annual wage rate by general sector, and percentage of Clark County receiving employment assistance.	
1.3 Price of Raw Land	Price of undeveloped land per acre, existing parcels and newly created parcels (if possible), land inside versus land outside of the urban growth area, land use categories, and for new housing – percentage of cost in land.	
1.4 Price of Housing	Price of new homes and resale homes, apartment rents and vacancy rates. Shift in demographics, interest rates and other variables.	
1.5 Land Absorption/Residential and Commercial	Number of new units by category: single-family vs. multi-family, square footage of new commercial, vacancy rates, employees per acre, and tenant activity.	
1.6 Residential Development	Number of new units by category: single-family vs. multi-family	
1.7 Industrial Development	Transition or development of marginal or tertiary industrial	

	land to prime industrial land and employees per acre.	
1.8 Density	Net average residential density by category: single-family vs. multi-family, difference between maximum density allowed in zoning versus actual density as approved and built.	
1.9 Geographic Distribution of Growth	Ratio of development inside the Urban Growth Area versus development occurring in the rural area, percent of new growth in the transit corridor, activity centers (urban and rural), urban reserve areas, open space and other sub-areas as defined.	
1.10 Quality of Life (Air and Water Quality and Wildlife Habitat Areas)	Airshed consumed by mobile and static sources, surface and groundwater quality indicators, and loss of wildlife habitat areas.	
Review of Growth Area Assumptions		
2.1 Conversion of Vacant Land	Development occurring on parcels defined as vacant.	
2.2 Conversion of Underutilized Land	Development occurring on underutilized parcels, defined as parcels that are 3 times allowable lot size based on the existing zoning and greater than 2.5 acres.	
2.3 Redevelopment Activity	New development in already built out areas (downtown Vancouver, transit corridors, etc.) Once a redevelopment factor is established, it will be used in redefining the amount of land needed in the urban growth area.	
2.4 Mixed-Use Activity	Development in the new mixed use zones, percentage of commercial versus residential in development and the location of the mixed use activity. Once a mixed use ratio is developed , it will be used to redefine the amount of land needed in the urban growth area.	
2.5 Infill	Development characterized by infill , its density and acreage.	
2.6 Development on Critical Lands	Development by critical category (1 or 2), density and size of parcels being developed.	
2.7 Vacancy Rates	Residential, commercial and industrial vacancy rates over time.	
2.8 Land Absorption	See 1.5	
2.9 Density	See 1.7	

2.10 Infrastructure	Required area of infrastructure as percentage of new development, by land use type, r.o.w., drainage, and other easements, and parks.	
2.11 Land Absorption (Industrial/Commercial)	See 1.5 and 1.6	
2.12 Change in Designation (Rezone)	Tracking conversion from one land use type to another (industrial to residential, residential to commercial, etc.)	
Other Indicators		
3.1 Transit Mode Split	Transit ridership, frequency, other transportation and transit performance standards.	
3.2 Additional Indicators		As periodic review takes place and the model is refined, additional indicators can be added to the performance measures.*

*The county included School District Enrollment and Capacity, Timber Harvest by Ownership, and Forest Land Conversion.

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The following is a list of some of the major events that have occurred in Clark County from 1995 to 1999.

1995 HIGHLIGHTS

Economy – Shin-Etsu Chemical (SEH) began a $710-million expansion of its silicon wafer plant in Vancouver. Expansion efforts would employ 300 more workers. Construction began on an 8-million-square-foot laboratory for Sharp Laboratories of America, Inc. These are two major construction projects related to high-tech industries.

Historic Preservation - Historic preservation duties were assumed by Clark County from the Heritage Trust of Clark County. The Board of Commissioners appointed a 5-member Historic Preservation Commission.

Light Rail - Local voters overwhelmingly defeated a proposal to provide funding for light rail. The $237.5-million cost would link Clark County to Portland's expanding light rail system. A multi jurisdictional transit overlay district, targeted for 80% of all new growth in the Vancouver UGA , was later repealed. In addition, commercial zoning districts were rewritten in 1996.

1996 HIGHLIGHTS

'96 Flood- January's snowfall and February's rainfall brought about the worst flooding in the last 30 years.

Washington State University - The WSU campus in Vancouver opened with a fall semester enrollment of 1,089 students. WSU is the cornerstone of the third major urban node within the Vancouver UGA.

Economy - Clark County's timber-related industries continued to decline. Both Fort Vancouver Plywood Mill and Boise Cascade's paper mill closed down, leaving a total of 675 workers unemployed. Taiwan Semiconductor manufacturing Co. began construction on its new WaferTech plant with projections of 800 high-tech jobs.

1997 HIGHLIGHTS

Growth – Clark County retained its status as the fastest growing county in Washington.

Interstate 5 Bridge Repair - Projections of a region-wide traffic jam along the I-5 corridor as the Interstate Bridge underwent major repair never materialized.

New City - Voters in the Hazel Dell, Salmon Creek, Lake Shore, Felida and Mount Vista areas voted an overwhelming **'NO'** to the proposal for a new city north of Vancouver.

Annexations - In 1997, Vancouver annexed several large areas. On the east side, the Cascade Park Annexation added 11,258 acres and 58,171 residents. On the west side,

Vancouver Lake Park and Frenchman's Bar Park together added 320 acres with no increase in population.

Battle Ground Places Moratorium on Residential Development - In July, Battle Ground adopted a moratorium on residential development as the city searched for ways to provide water, sewer and other services.

Interim Zoning Imposed and Lifted - In February, county commissioners adopted an interim Urban Holding Zone for development impacting the 179th Street/ I-5 interchange and the 134th Street/Salmon Creek Area. Throughout the remaining year, staff, along with interested citizens and businesses, crafted the Salmon Creek/Fairgrounds Regional Road Plan. which covered an 8-square-mile area. Its adoption in September lifted the temporary holding zone. It also brought to a close many transportation issues such as arterial circulation and access management that dated back to the 1980s.

Critical Aquifer Recharge Areas Ordinance – In May, the Board of County Commissioners adopted the Critical Aquifer Recharge Areas Ordinance designed to regulate development within critical aquifer recharge areas in Clark County. BOCC adoption implies "as a result of county initiative".

Geologic Hazard Ordinance – In May, the Board of County Commissioners adopted the Geologic Hazard Ordinance to regulate development in areas identified as having a geologic hazard including erosion, steep slopes, potential for landslides and relative earthquake hazard. BOCC adoption implies "as a result of county initiative".

Habitat Conservation Ordinance – In May, the Board of County Commissioners adopted the New Conservation Ordinance and made minor amendments to the County Wetlands Protection Ordinance and Provisions for Special Uses. Adoption and amendments brought the county ordinance in compliance with GMA regarding fish and wildlife. BOCC adoption implies "as a result of county initiative".

Rural Centers - In response to a remand from Clark County Superior Court and the Western Washington Growth Management Hearings Board, the Board of County Commissioners appointed an 11-member citizen task force to develop recommendations regarding land use changes for rural centers.

Agri/Forest Zones - In response to a Superior Count decision, the Board of County Commissioners appointed a 13-member citizen task force to revisit the 37,000 acres zoned agri/forest to determine more appropriate land use designations for these properties; these properties were subsequently rezoned to R5, R10 and R20.

Family Wage and Transportation Concurrency Management - Clark County adopted an ordinance relating to threshold family wages using transportation currency as an incentive to attract larger employers in certain employment sectors who meet the threshold.

1998 HIGHLIGHTS

Legal Lots - Recognizing that growth and changes in zoning and platting requirements over time had resulted in a large number of parcels smaller than the current minimum lot size, the Board of County Commissioners adopted a Legal Lot Determination Ordinance. Parcels would be considered a lot of record if they were in compliance with applicable laws regarding zoning and platting at the time of their creation.

Historic Preservation - Clark County was awarded a grant from the state to conduct a historic resource survey and inventory to update and add to the county's existing 20-year-old inventory.

Steelhead listed as threatened - In March, the Lower Columbia River Evolutionarily Significant Unit (ESU) was listed as threatened by the federal government. In Washington, this ESU includes all naturally spawned populations of steelhead in stream and tributaries to the Columbia River between the Cowlitz and Wind rivers, and includes all of Clark County. An anticipated "4d Rule", developed by the National Marine Fisheries Service (NMFS), may significantly impact development activities due to new environmental regulations.

Rural Centers - In May, the Board of Commissioners adopted amendments to the 20-Year Comprehensive Growth Management Plan Map and zoning map for the rural centers of Amboy, Chelatchie Prairie, Dollars Corner, Meadow Glade, Hockinson, and Brush Prairie. Changes provide for a variety of rural densities (RC1, RC2.5, R5, R10 and R20) in the rural area, along with commercial and industrial opportunities.

Waiver to the Forest Practices mandatory moratorium – State legislation passed in 1998 imposed an automatic 6-year development moratorium on certain lands for which forest practice permits were issued, but gave local jurisdictions authority to adopt guidelines for lifting that moratorium. In December, the Board of County Commissioners passed an emergency ordinance exempting construction of single-family owner occupied residences from the moratorium.

1999 HIGHLIGHTS

NPDES Permit - Clark County received a National Pollutant Discharge Elimination System (NPDES) and State Waste Discharge Permit in July 1999. This permit requires the county to substantially reduce pollutants from storm water run-off before it enters the county's watersheds.

Endangered Species Act (ESA) – Over the last year and a half, five species of salmonids that are native to the waters of Clark County were listed as "threatened" under the ESA. The National Marine Fisheries Service and the United States Fish and Wildlife Service share responsibility for administering the ESA. It is intended that these federal regulations will be replaced by local initiatives when these jurisdictions are capable of providing adequate protection. The Clark County ESA Program and the ESA Citizen

Task Force were created to provide definition and help develop realistic solutions to these complicated issues.

Cluster Ordinance – In the fall of 1999, the Board of County Commissioners considered a proposal to allow cluster development in Clark County. The cluster land division proposal was initially developed by the Agri-Forest Task Force, a citizen group appointed by the Board of County Commissioners. The purpose of the ordinance is to provide for small-lot residential development in the rural residential 5-acre, 10-acre and 20-acre zoning districts while maintaining the rural character and conserving larger remainder parcels.

Industrial lands – In July 1999, a local engineering firm, OTAK, released the Regional Industrial Land Study. The study indicated that Clark County has one of three prime parcels of 100 acres or more and 58% of the prime buildable industrial acres in the Portland–Vancouver metropolitan region. The methodology utilized by OTAK is different from that used during the planning process.

Five-year Comprehensive Plan Review - In August 1999, The Board of County Commissioners initiated the first major review of the county's 20-year Comprehensive Plan since it was adopted in December 1994. The plan review considers facts outlined in this monitoring report that reflects how the plan has worked since adoption so that adjustments can be made where necessary to reflect current community needs.

INDICATOR: Population Growth

Background and Relevance

The Growth Management Act (GMA) requires participating counties to adopt a 20-year population projection from among a range of choices provided by the state Office of Financial Management (OFM) for planning purposes. This population projection is the basis upon which the Comprehensive Plan is built. In the planning process, Urban Growth Area (UGA) boundaries are required for municipal jurisdictions within counties required to plan under GMA. These boundaries are set by designating sufficient quantities of land to accommodate the adopted population forecast. Monitoring the actual location, rate and size of population growth will provide the information necessary to evaluate the initial planning assumptions.

Table 1.1.1 Historical and Projected Population in Clark County by UGA

UGA	1990	1994	1995	1998	1999	2000	1990 - 1994 Growth	1995 - 2000 Growth	1990 - 2000 Growth	1990-2000 Average Annual Growth Rate
Battle Ground	4,791	5,892	6,379	9,324	9,699	10,046	23.0%	57.5%	109.7%	11.0%
Camas	7,286	8,250	8,951	11,447	11,823	12,260	13.2%	37.0%	68.3%	6.8%
LaCenter	555	794	916	1,662	1,775	1,900	43.1%	107.5%	242.6%	24.3%
Ridgefield	1,878	2,092	2,187	2,459	2,492	2,602	11.4%	18.9%	38.5%	3.9%
Vancouver	173,908	203,864	210,445	235,298	242,031	244,912	17.2%	16.4%	40.8%	4.1%
Washougal	8,479	9,310	9,547	10,156	10,266	10,344	9.8%	8.3%	22.0%	2.2%
Yacolt	632	891	943	1,042	1,093	1,118	41.0%	18.6%	76.9%	7.7%
Total UGA	197,528	231,093	239,368	271,388	279,179	283,182	17.0%	18.3%	43.4%	4.3%
Rural Area	40,525	49,707	51,632	56,612	57,821	61,818	22.7%	19.7%	52.5%	5.3%
County Total	238,053	280,800	291,000	328,000	337,000	345,000	18.0%	18.6%	44.9%	4.5%

Notes: Information for UGA level data is based on residential housing units derived from the Assessor's database and average persons per household numbers based on census block data from the 1990 U.S. Census of Population and Housing. The UGA numbers are adjusted to match the total county estimate. County-wide information is based on Washington State Office of Financial Management (OFM) annual county estimates. OFM estimates are based on April 1 of each year.

Table 1.1.2 Historical and Projected Population in Clark County

	2000 Population	OFM Year 2000 Forecast (High)	Difference (2000 actual – 2000 forecast)	Percent Difference, 2000 actual & 2000 forecast	Comp Plan Year 2012 Forecast	Difference (2012 forecast - 2000 actual)	Percent Difference, 2012 forecast & 2000 actual
Clark County	345,000	329,783	15,217	4.6%	416,071	71,071	20.6%

Table 1.1.3 Historical Population, Clark County Cities

City	1990	1994	1995	1998	1999	2000	1990 - 1994 Growth	1995 - 2000 Growth	1990 - 2000 Growth	1990-2000 Average Annual Growth Rate
Battle Ground	3,758	4,720	5,015	8,460	9,075	9,605	25.60%	91.50%	155.60%	15.60%
Camas	6,798	7,430	8,015	10,300	10,870	11,350	9.30%	41.60%	67%	6.70%
LaCenter	483	759	865	1,355	1,545	1,655	57.10%	91.30%	242.70%	24.40%
Ridgefield	1,332	1,605	1,625	1,795	2,115	2,170	20.50%	33.50%	62.90%	6.30%
Vancouver*	46,380	59,225	65,360	132,000	135,100	137,500	27.70%	110.40%	196.50%	19.60%
Washougal	4,764	5,290	5,594	7,685	7,975	8,125	11.00%	45.20%	70.50%	7.10%
Yacolt	600	813	860	935	1,020	1,020	35.50%	18.60%	70.00%	7.00%

*Vancouver population increase between 1995 and 2000 is partially due to several large annexations.

Data Collection

The data above show actual and estimated population for both incorporated and Unincorporated Clark County. City totals reflect annexations that took place in the year in which they occurred. All OFM population figures are for April 1 of the estimate year.

Observations

- From 1995 to 2000, Clark County's population increased by 54,000, adding 10,186 people to the rural areas and 43,814 to the urban areas.
- This is an overall population increase of almost 18.6% over five years (April 1995 through April 2000), or around 3.7% annually.
- The largest real increase in population occurred within the Vancouver UGA which added 34,467 residents, a 16% increase.
- In percentage terms, the fastest growing areas between 1995 and 2000 were the north county UGAs of Battle Ground and La Center.
- 2000 population exceeds the 2000 forecast population by over 4.6%.
- The current 2012 population forecast amounts to adding 20.6% to current population over 12 years or around 1.72% per year; somewhat lower than the 3.7% average annual increase observed between 1995 and 2000.

INDICATOR: Components of Population Change

Background and Relevance

The two major components of population change are natural increase/decrease and in/out-migration. To manage growth and set appropriate policy, it is essential to know where changes in population originate.

Table 1.1.4 Components of Population Change

Population Increases	1994	1995	1996	1997	1998	1999
Births	4,183	4,165	4,922	4,567	4,898	5,207
Deaths	2,012	1,940	1,976	2,011	2,261	2,182
Natural Increase	2,171	2,225	2,946	2,556	2,637	3,025
Net Migration	9,129	7,975	9,554	10,744	8,563	5,975

Source: Washington State Office of Financial Management

Observations

- Since 1994, the percentage of in-migration has accounted for 77% of the county's population growth. Two-thirds of the growth in 1999 is attributed to in-migration.

- The natural increase of population has been fairly consistent.

Urban and Rural Population: Growth Rates and Urban/Rural Split

The adopted Comprehensive Plan assumptions for urban and rural population split are 19.1% for unincorporated rural area and 80.9% for the Urban Growth Area. The tables below show the UGA and rural population estimates for 1990, 1995, and 1999.

Table 1.1.5 UGA & Rural Population Estimates 1990, 1995, and 1999

	Population			% Change	%Change
UGA	1990	1995	1999	1995 to 1999	1990 to 1999
Battle Ground	4,719	6,379	9,898	55.2%	109.7%
Camas	7,286	8951	11,912	33.1%	63.5%
La Center	555	916	1,856	102.6%	234.4%
Ridgefield	1,878	2,187	2,510	14.8%	33.7%
Vancouver	173,908	210,445	239,169	13.6%	37.5%
Washougal	8,479	9,547	10,400	8.9%	22.7%
Yacolt	632	943	1,095	16.1%	73.3%
Rural County	40,525	51,632	60,160	16.5%	48.5%
Total County	237,982	291,000	337,000	15.8%	41.6%

Source: Washington State Office of Financial Mangagement

Table 1.1.6 Population by Rural and Urban Growth Area

Year	Urban Growth	% Urban	Rural Growth	% Rural	Total Growth	Average Growth
1990-95	41,911	79.10%	11,107	20.90%	53,018	10,604
1995-99	37,472	81.50%	8,528	18.50%	46,000	11,500
1990-99	79,383	80.20%	19,635	19.80%	99,018	11,002

Source: Washington State Office of Financial Management

Table 1.1.7 Share of Total Population, Urban and Rural

Year	Urban	% Urban	Rural	% Rural	Total
1990	197,457	83%	40,525	17%	237,982
1995	239,368	82%	51,632	18%	291,000
1998	271,388	83%	56,612	17%	328,000
1999	276,840	82%	60,160	18%	337,000
% chng 90-99	40%		48%		42%
Avg. Annual Growth	4.44%		5.33%		4.66%

Source: Washington State Office of Financial Management

Observation

- Based on state OFM population estimates, the 1995 split is 82% urban and 18% rural. The 1999 split remained unchanged from 1995.

- From 1995 to 2000 the rural area population has grown 1.4% faster than the urban area population.

INDICATOR: Population Distribution by Age and Gender

Background and Relevance

Population distribution by age and gender provides data necessary for planning a range of social services, from elderly care to the need for additional schools.

Table 1.1.8 1995

GROUP	TOTAL	MALE	FEMALE
85+	3,138	906	2,232
80-84	3,897	1,471	2,426
75-79	6,007	2,523	3,484
70-74	8,189	3,575	4,615
65-69	8,905	4,102	4,803
60-64	9,570	4,710	4,860
55-59	11,369	5,836	5,533
50-54	16,098	8,227	7,870
45-49	22,221	11,039	11,181
40-44	25,358	12,656	12,702
35-39	26,465	13,074	13,390
30-34	24,008	11,798	12,210
25-29	19,017	9,428	9,589
20-24	15,813	7,808	8,005
15-19	19,017	9,428	9,589
10-14	24,180	12,395	11,785
5-9	24,589	12,747	11,842
0-4	22,257	11,394	10,863
TOTAL	**291,000**	**143,890**	**147,110**

Source: Washington State Office of Financial Management

Table 1.1.9 1996

GROUP	TOTAL	MALE	FEMALE
85+	3,234	965	2,270
80-84	4,073	1,573	2,499
75-79	6,248	2,555	3,693
70-74	8,113	3,570	4,544
65-69	9,118	4,242	4,876
60-64	9,618	4,766	4,852
55-59	12,458	6,257	6,201
50-54	16,958	8,595	8,363
45-49	23,022	11,234	11,788
40-44	25,334	12,584	12,751
35-39	26,310	12,903	13,407
30-34	23,818	11,622	12,196
25-29	22,124	11,018	11,106
20-24	17,702	8,569	9,133
15-19	21,768	11,118	10,650
10-14	24,029	12,358	11,671
5-9	25,284	13,004	12,280
0-4	24,288	12,433	11,855
TOTAL	**303,500**	**149,366**	**154,134**

Source: Washington State Office of Financial Management

Table 1.1.10 1997

GROUP	TOTAL	MALE	FEMALE
85+	3,468	1,041	2,427
80-84	4,261	1,653	2,608
75-79	6,651	2,723	3,928
70-74	8,250	3,623	4,627
65-69	9,258	4,331	4,927
60-64	10,092	5,021	5,071
55-59	13,320	6,707	6,613
50-54	19,142	9,663	9,479
45-49	23,834	11,645	12,189
40-44	26,914	13,357	13,557
35-39	27,042	13,277	13,765
30-34	23,951	11,695	12,256
25-29	22,626	11,270	11,356
20-24	18,384	8,915	9,469
15-19	23,065	11,769	11,296
10-14	25,202	12,966	12,236
5-9	26,648	13,701	12,947
0-4	24,691	12,639	12,052
TOTAL	**316,801**	**155,996**	**160,805**

Source: Washington State Office of Financial Management

Table 1.1.11 1998

GROUP	TOTAL	MALE	FEMALE
85+	3,866	1,146	2,719
80-84	4,485	1,735	2,750
75-79	7,121	2,967	4,154
70-74	8,646	3,790	4,856
65-69	9,423	4,413	5,010
60-64	10,808	5,357	5,450
55-59	14,390	7,435	6,955
50-54	20,890	10,558	10,331
45-49	26,436	13,188	13,249
40-44	29,487	14,724	14,763
35-39	28,864	14,232	14,632
30-34	23,541	11,610	11,931
25-29	20,219	10,000	10,219
20-24	17,042	8,457	8,586
15-19	23,917	12,235	11,682
10-14	27,335	14,028	13,306
5-9	28,084	14,557	13,528
0-4	23,447	12,030	11,416
TOTAL	**328,000**	**162,462**	**165,538**

Source: Washington State of Financial Management

Table 1.1.12 **1999**

GROUP	TOTAL	MALE	FEMALE
85+	3,920	1,198	2,721
80-84	4,668	1,826	2,842
75-79	7,176	2,928	4,248
70-74	8,427	3,736	4,690
65-69	9,521	4,481	5,040
60-64	11,078	5,547	5,531
55-59	15,835	7,973	7,862
50-54	21,978	11,018	10,959
45-49	26,231	12,879	13,352
40-44	28,720	14,236	14,484
35-39	27,867	13,675	14,192
30-34	23,402	11,517	11,884
25-29	22,590	11,250	11,341
20-24	19,997	9,674	10,323
15-19	25,375	12,944	12,431
10-14	26,971	13,886	13,085
5-9	27,857	14,311	13,546
0-4	25,388	12,994	12,394
TOTAL	**337,000**	**166,075**	**170,925**

Source: Washington State Office of Financial Management

Data Collection

The Washington State Office of Financial Management provided the data.

Observations

- The 30-34 age group was the only one that showed a decline from 1994 to 1999.
- About 62% of the growth from 1995 to 1999 occurred in the 0-19 and 35-54 age groups, which indicates that most of the new residents of Clark County are families with school-age children.

INDICATOR: New businesses created

Background and Relevance

This measure captures the business climate since 1990.

Table 1.2.1 New Businesses created in Clark County

	1980	1985	1990	1991	1992	1993	1994	1995	1996	1997
Total number of businesses	3623	4289	5700	5929	6366	7145	7856	7768	8444	9208
Number of net new businesses	NA	666	1411	229	437	779	711	-88	676	764
Annual growth rate	NA	3.7%	6.6%	4.0%	7.4%	12.2%	10.0%	-1.1%	8.7%	9.0%

Source: Washington State Employment Security Department

Data Collection

The Washington State Employment Security Department provided the county data. Included are all firms regardless of size. Excluded from this analysis is the growth of private households as employer units. The table shows the net number of businesses created annually, taking into account business closures. The annual growth rate is a compounded figure based as a percentage of the previous year's total businesses.

Observation

- From 1994 to 1997, the average annual growth rate for new businesses was 5.7%.
- During the 1980s the average annual growth rate for new businesses was 5.7%.
- Since 1990, new business formation has grown at a rate of 8.8% annually.
- Since 1990, a total of 3,500 new businesses have been created, with 1,352 added since 1994.

INDICATOR: Clark County Employment Characteristics

Background and Relevance

The indicators of local economic conditions are the numbers of employees and unemployment. The resident labor force will change in response to population and to conditions in the local economy including job opportunities and wages.

Table 1.2.2 Characteristics of the Clark County Work Force

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Population	238,053	250,300	257,500	269,500	280,800	291,000	303,500	316,800	328,000	337,000
Total Labor Force	127,500	126,800	132,200	136,000	141,000	151,000	161,200	170,300	176,300	178,300
Employment	121,700	119,000	123,000	128,700	135,000	144,900	154,100	164,200	169,200	171,300
Unemployment	5,800	7,800	9,200	7,900	6,000	6,100	7,100	6,100	7,100	7,000
Employed labor force as a % of population.	51.1%	47.5%	47.8%	47.8%	48.1%	49.8%	50.8%	51.8%	51.6%	50.8%

Source: Washington State Employment Security Department

Table 1.2.3 Change in Clark County Work Force

	1995 – 1999 Number Increase	1995 – 1999 Percent Increase	Average Annual Increase
Population	46,000	15.8%	4.0%
Total Labor Force	27,300	18.1%	4.5%
Employment	26,400	18.2%	4.6%
Unemployment	900	14.8%	3.7%

Source: Clark County Long Range Planning

Table 1.2.4 Unemployment Rate

	1990*	1991	1992	1993	1994	1995	1996	1997	1998
Clark County	**4.5%**	6.2%	7.0%	5.8%	4.3%	4.0%	4.4%	3.6%	4.0%
Washington	**4.9%**	6.4%	7.6%	7.6%	6.4%	6.4%	6.5%	4.8%	4.8%

Source: Washington State Employment Security Department
***Bold text denotes 1990 Census Data**

Data Collection

Data for the total employed and unemployed labor force are from the Washington Department of Employment Security, July 1999, and provide the best data on employment in the local work force. Clark County and Washington state unemployment rates are obtained from the Washington State Employment Security Department. Major sector employment is addressed in the section on economic development.

Observations

- From 1995 to 1999 Clark County added 27,300 to its total labor force, an average annual increase of 4.5%, for the same time period population growth was 3.95%

- The employed labor force, as a percentage of population, took a significant drop between 1990 and 1991. This drop in employment coincides with the national recession, which began in 1990 and was felt by Clark County in 1991. By 1999 this percentage was almost back to the 1990 level.

INDICATOR: Sector Employment Growth

Background and Relevance

Employment levels by sector show the composition of the local workforce. Sector level analysis provides data that allow decision-makers to link employment needs with local land use policies that designate land available for commercial and industrial use.

Table 1.2.5 Non-Agricultural Wage and Salary Employees in Clark County

EMPLOYMENT SECTOR	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Manufacturing	17,100	16,000	16,700	18,300	19,000	20,100	20,200	20,500	20,000	18,800
Construction & Mining	6,500	6,500	6,400	6,600	7,700	7,900	8,900	10,000	10,200	10,300
Transportation & Utilities	3,800	3,600	3,800	4,000	4,300	4,800	5,300	5,600	6,300	6,700
Wholesale Trade	3,000	2,900	3,100	3,500	4,000	4,300	4,500	5,000	5,100	5,100
Retail Trade	15,300	15,400	16,000	16,400	17,800	18,600	19,700	20,300	20,800	22,000
FIRES *	3,900	4,100	4,100	4,500	4,700	4,600	4,700	4,900	5,300	4,700
Services	17,200	17,600	18,700	20,300	21,800	23,100	24,400	25,200	26,600	27,000
Government	14,100	14,500	15,000	15,600	16,200	16,800	9,300	17,900	18,500	19,200
Total Nonfarm Employment	80,900	80,600	83,800	89,200	95,500	100,200	97,000	109,400	112,800	113,800

Source: Washington State Employment Security Department
**FIRES represents the finance, insurance and real estate sector*

Table 1.2.6 Sector Employment Change

EMPLOYMENT SECTOR	1990-94		1995-99		1990-99 Change	1990-99 Change	1990-99 Average Annual Growth	1990-99 Average Annual Growth
	#	%	#	%	#	%	#	%
Manufacturing	1,900	11.1%	-200	-1.1%	1,700	9.9%	189	1.1%
Construction & Mining	1,200	18.5%	2,600	33.8%	3,800	58.5%	422	6.5%
Transportation & Utilities	500	13.2%	2,400	55.8%	2,900	76.3%	322	8.5%
Wholesale Trade	1,000	33.3%	1,100	27.5%	2,100	70.0%	233	7.8%
Retail Trade	2,500	16.3%	4,200	23.6%	6,700	43.8%	744	4.9%
FIRES	800	20.5%	0	0.0%	800	20.5%	89	2.3%
Services	4,600	26.7%	5,200	23.9%	9,800	57.0%	1089	6.3%
Government	2,100	14.9%	3,000	18.5%	5,100	36.2%	567	4.0%
Total Nonfarm Employment	14,600	18.0%	18,300	19.2%	32,900	40.7%	3656	4.5%

Source: Washington State Employment Security Department

Data Collection

Job totals represent non-agricultural wage and salary workers. The data are divided into 1990-1994 and 1995-1999 employment growth with 1990 providing the base for employment growth during the four years prior to the adoption of the Comprehensive Plan. The 1994 figures become the base for measuring growth since the implementation of the plan covering 1995 through 1999.

Observations

- Since 1990, 32,900 new jobs have been added to the Clark County work force, with 18,300 jobs added since the adoption of the Comprehensive Plan in late 1994.

- The 1994-1999 trend shows the largest sector growth has occurred in services, retail trade, and government, adding 5,200, 4,200 and 3,000 jobs respectively.

- With the exception of the FIRES and Manufacturing, which experienced a loss or no growth in Post-GMA employment, the remaining sectors showed higher Post-GMA employment gains.

INDICATOR: Manufacturing Sector Employment Growth

Background and Relevance

Manufacturing employment provides some of the higher wage jobs within Clark County. From a land use perspective, manufacturing employment is closely associated with more intensive uses requiring large facilities and larger parcels of land to attract new employers.

Table 1.2.7 Manufacturing Sector Employment in Clark County

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Manufacturing	17,100	16,000	16,700	18,300	19,000	20,100	20,200	20,500	20,000	18,800
Lumber & Wood Products	1,600	1,500	1,500	1,600	1,600	1,300	1,200	1,300	1,100	1,100
Metals & Metal Products	1,900	1,600	1,600	1,700	1,800	2,100	2,100	1,900	1,700	1,600
Machinery & Computers	2,200	2,400	2,800	3,700	3,800	4,100	4,500	4,700	4,300	3,500
Electronics & Instruments	3,500	2,900	3,100	3,200	3,400	3,900	4,200	4,600	5,000	4,900
Other Durable Goods	900	900	800	900	1,000	1,200	1,000	1,000	1,100	1,200
Durable Goods	10,100	9,300	9,800	11,100	11,600	12,600	13,000	13,500	13,200	12,300
Food Processing	1,200	1,200	1,300	1,300	1,300	1,200	1,200	1,100	1,100	1,100
Textiles & Apparel	1,000	1,000	1,000	1,100	1,100	1,100	1,000	1,100	1,000	800
Paper Products	3,300	3,100	3,100	3,200	3,200	3,100	2,800	2,700	2,700	2,600
Plastics	800	600	700	800	900	1,000	1,100	1,100	1,000	1,000
Other Nondurable Goods	800	900	900	900	1,000	1,000	1,100	1,100	1,100	1,100
Nondurable Goods	7,100	6,800	7,000	7,300	7,500	7,400	7,200	7,100	6,900	6,600

Source: Washington State Employment Security Department. Totals and subtotals may not add due to rounding.

Table 1.2.8 Manufacturing Sector Employment Change

	Number Change (1990-94)	Percent Change (1990-94)	Number Change (1994-99)	Percent Change (1994-99)	Number Change (1990-99)	Percent Change (1990-99)	Average Annual Growth	Average Annual Growth
Manufacturing	1,900	11.1%	-200	-1.1%	1,700	9.9%	189	1.1%
Lumber & Wood Products	0	0.0%	-500	-31.3%	-500	-31.3%	-56	-3.5%
Metals & Metal Products	-100	-5.3%	-200	-11.1%	-300	-15.8%	-33	-1.8%
Machinery & Computers	1,600	72.7%	-300	-7.9%	1,300	59.1%	144	6.6%
Electronics & Instruments	-100	-2.9%	1,500	44.1%	1,400	40.0%	156	4.4%
Other Durable Goods	100	11.1%	200	20.0%	300	33.3%	33	3.7%
Durable Goods	1,500	14.9%	700	6.0%	2,200	21.8%	244	2.4%
Food Processing	100	8.3%	-200	-15.4%	-100	-8.3%	-11	-0.9%
Textiles & Apparel	100	10.0%	-300	-27.3%	-200	-20.0%	-22	-2.2%
Paper Products	-100	-3.0%	-600	-18.8%	-700	-21.2%	-78	-2.4%
Plastics	100	12.5%	100	11.1%	200	25.0%	22	2.8%
Other Nondurable Goods	200	25.0%	100	10.0%	300	37.5%	33	4.2%
Nondurable Goods	400	5.6%	-900	-12.0%	-500	-7.0%	-56	-0.8%

Source: Washington State Employment Security Department

Observations

- At the subsector level, manufacturing employment has been cyclical, with a net gain of 1,700 jobs and a 10% growth rate over the last 9 years.

- There has been major growth in the machinery and computers, and electronics and instruments subsector, adding 2,700 new jobs. Several new high tech and manufacturing industries began operation after 1995, including Sharp Industries of America, Transition Technology International, Chen Instrument Design, Siemens Solar Industries, Bodycote IMT, Norwesco Inc., Landa Inc., Electric Lightwave, Nutrition Now, PureTec Manufacturing, WaferTech, Wacom Technology, and Furuno USA. Major expansions adding new jobs include SEH America and PureTec Manufacturing. The growth in these sub-sectors offset the loss of jobs at Hewlett Packard.

- There has been significant job loss in the lumber and wood products, metals and metal products, food processing, and paper product sub-sectors, losing a total of 1,600 jobs. While these job losses follow the national trend away from resource employment, at the local level two significant events occurred in 1996 affecting employment: the Boise Cascade layoff left 313 people unemployed and Fort Vancouver Plywood closed its doors, leaving 179 people out of work.

INDICATOR: Average Annual Wage Per Worker

Background and Relevance

This section compares the county's average wage per covered worker with that of the state. It also shows how the average annual wage has changed over time. It is important to note that this section does not include Clark County residents who are employed outside of the county.

The county's Comprehensive Plan contains an Economic Development Element that establishes several goals related to the recruitment and retention of high wage employers. The plan also gives particular emphasis to designating sufficient industrial land to encourage the generation of these jobs.

Table 1.2.9 Average Annual Wages Per Covered Worker in Clark County

	1990	1991	1992	1993	1994	1995	1996	1997	1998
Clark County	**$21,011**	$22,179	$23,257	$23,853	$24,559	$25,535	$27,004	$28,141	$29,322
Washington	**$22,635**	$23,936	$25,540	$25,747	$26,338	$27,422	$28,884	$30,480	N.Y.A
CC Annual Wage as a % of Washington Wage	**93%**	93%	91%	93%	93%	93%	93%	92%	N.Y.A

Source: Washington State Employment Security Department
***Bold denotes 1990 Census Data**

Data Collection

Average annual wage estimates were obtained from the Washington Department of Employment Security and include all non-agricultural wage and salary employees in Clark County. The average annual wage per worker is reported in current dollars per covered employee for each year. Covered workers are those covered under the Washington State Employment Security Act.

Observations

- Average annual wage in Clark County has grown nearly 15% since 1995.
- Despite the growth in non-farm employment, the average wage in Clark County has remained below the state average throughout the period.

INDICATOR: Wages by Sector Using 1997 Constant Dollars

Background and Relevance

Constant dollars are corrected for inflation to reflect the purchasing power of dollars earned in 1997. This information allows comparisons of how well average wages in the major employment sectors have fared since 1990.

Table 1.2.10 Non-Agricultural Wages in Clark County using 1997 Constant Dollars

Sector	1990 Wage	1994 Wage	1990 to 94 Growth	1995 Wage	1996 Wage	1997 Wage	1995 to 97 Growth	% Change 90 to 97
Construction & Mining	**$27,500**	$26,360	-4.2%	$26,777	$28,969	$31,518	19.6%	14.6%
FIRES	**$25,830**	$25,576	-1.0%	$26,360	$28,983	$29,124	13.9%	12.8%
Government	**$29,285**	$31,042	6.0%	$30,350	$31,951	$32,129	3.5%	9.7%
Manufacturing	**$33,028**	$33,341	1.0%	$34,420	$36,867	$38,465	15.4%	16.5%
Services	**$18,211**	$19,477	7.0%	$20,181	$22,676	$22,672	16.4%	24.5%
Transportation & Public Utility	**$27,597**	$32,063	16.2%	$33,321	$35,858	$37,202	16.0%	34.8%
Wholesale & Retail Trade	**$16,476**	$17,606	6.9%	$17,860	$18,880	$19,407	10.2%	17.8%

Source: Washington State Employment Security Department and Clark County Department of Long Range Planning
** FIRES represents the finance, insurance and real estate sector*
***Bold text denotes 1990 Census Data**

Data Collection

The Washington State Employment Security Department provided data on Clark County wages by sector and adjusted for inflation to reflect the value of 1997 dollars. The 1994 wage is used as the base to measure the 1995-1997 growth.

Observations

- All employment sectors show increases.
- The smallest growth in wages is seen in the government sector. The transportation and public utilities sector shows the largest growth in wages.
- Post 1994, wage growth reflects larger wage increases in all employment sectors except government, and transportation and utilities.

INDICATOR: Per Capita Personal Income

Background and Relevance

Per capita income is a measure of the total county income including wages, some benefits, investments, interest and transfer payments divided by the total county population. (Median Household Income is reported in the Price of Housing section, page 34)

Table 1.2.11 Clark County Per Capita Personal Income

	1990	1991	1992	1993	1994	1995	1996	1997	1998
Per Capita Income	**$18,631**	$18,829	$19,788	$20,663	$21,450	$22,579	$23,819	25,599	N.Y.A
Inflation-adjusted	**$22,599**	$21,917	$22,301	$22,684	$22,990	$23,586	$24,459	25,803	N.Y.A
as a percent of US	**97.3%**	96.0%	96.3%	97.4%	97.3%	97.9%	98.6%	101.2%	N.Y.A
as a percent of State	**95.0%**	92.3%	92.3%	93.8%	94.5%	95.4%	95.4%	96.8%	N.Y.A

Source: Washington State Employment Security Department
***Bold text denotes 1990 Census Data**

Data Collection

The Washington State Employment Security Department provided the per capita personal income data table used above.

Observations

- Per capita personal income increased by 13% between 1995 and 1997.
- The Clark County per capita personal income exceeded the national average for the first time in 1997. Per capita personal income falls short of the state income level, but is bridging the gap from a low of 7.7% in 1991 and 1992 to 3.2% in 1997.

INDICATOR: Price of Raw Land

Background and Relevance

The price of raw land is an important component in the development of residential, commercial and industrial property. The following table is based on sales information compiled over a four-year period.

Table 1.3.1 Price of Raw Land 1994 & 1998

Property Type	1994	1998	Annual Increase
Single Family Lots	$37,000/lot	$48,000/lot	6.5%
Single Family Land	$45,000/acre	$75,000/acre	13.5%
Multi-Family Land	$75,000/acre	$115,000/acre	11.5%
Commercial			
Small Prime Sites	$14/sf	$20/sf	9.5%
Large Tracts	$4.50/sf	$6.50/sf	9.5%
Industrial			
Small Parcels (1-3 acres)	$1.75/sf	$3.50/sf	19%
Large Parcels (7-20 acres)	$1.00/sf	$2.00/sf	19%

Source: From an analysis of Clark County land price completed for Clark County 1998 TIF update project by Palmer, Groth, & Pietka through Century West Engineering.

Table 1.3.2 Summary Table: Price of Raw Urban Land in Clark County 2000

	Avg Sale Price	Avg Parcel Size Acres	Avg Price per Acre	Avg Price per Square Foot
Single Family Residential	**$598,958**	**10.6**	**$56,445**	**$1.30**
Avg 0-4.99 acres	$181,742	2.3	$77,377	$1.78
Avg 5-9.99 acres	$456,135	6.5	$69,680	$1.60
Avg 10 + acres	$1,359,381	27.1	$50,244	$1.15
Multi Family Residential	**$298,866**	**2.2**	**$134,820**	**$3.10**
Avg 0-4.99 acres	$197,561	1.1	$172,151	$3.95
Avg 5-9.99 acres	$666,804	5.6	$119,242	$2.74
Avg 10 + acres	$1,050,545	11.4	$91,992	$2.11
Commercial	**$588,076**	**1.6**	**$344,354**	**$7.91**
Industrial	**$299,041**	**4.5**	**$65,803**	**$1.51**

Source: Sample of 57 recent single family land transactions, 40 multi-family land transactions, 33 commercial transactions and 19 industrial transactions compiled by Riley and Marks, Inc.

Data Collection

The Table 1.3.1 and 1.3.2 both present information on the price of raw land in Clark County, each one using a slightly different methodology. The data analysis presented in table 1.3.1 reflects a four-year change from the middle of 1994 to the middle of 1998. For single-family lot sales, the focus was in the Orchards area, east of I-205. The Ashley Heights subdivision was also studied to determine the consistency of property value increases for single-family lots. The basic lot was defined as having 6,000 square feet, with no special amenities. Residential land was not as straight-forward because of the many factors influencing value, including location, zoning, "offsites," and approvals.

1.3 PRICE OF RAW LAND

Multiple-family residential land has many of the complexities of single-family land but is also influenced by impact fees that were implemented and changed during the study period. Commercial land was divided into two categories. The first included small, prime commercial pads. The second category included large acreage tracts suitable for shopping-center- type developments.

Table 1.3.2 presents cost of raw land information from a sample of recent sales in urbanized Clark County. The information presented in this table is consistent with that provided in Table 1.3.1 for residential uses. Raw commercial and industrial land prices as reflected in the recent sales table are somewhat different than that reported in Table 1.3.1.

Observations

- Single-family lots and commercial land values increased in range on the low end from 6.5% to 9.5%.

- Commercial land was divided into small prime sites and large tracts; both property types showed an annual increase of 9.5%.

- Industrial land, which was also divided into two categories, increased by 19% in both the small-and large-parcel categories.

The following table is a summary of raw land prices by square footage and lot size, for single-family, multi-family, commercial and industrial based on sales information for 1998.

Table 1.3.3 Price or Urban and Rural Land

SFR (lots)	3,000-6,000 sq. ft.	$45,000
	7,000-10,000 sq. ft.	$60,000
	10,000-20,000 sq. ft.	$75,000
SFR (land)	1 to 5 acres	$80,000/acre
	5 to 20 acres	$70,000/acre
	More than 20 acres	$60,000/acre
Multifamily Land	Less than 5 acres	$120,000
	5 or more acres	$120,000
	More than 10 acres	$120,000
Apartment-Office Land	Less than 5 acres	$5.00/sq. ft.
	More than 5 acres	$3.00/sq. ft.
Commercial Land	Less than 2 acres	$8.00/sq.ft.
	2 to 5 acres	$5.00/sq. ft.
	More than 5 acres	$3.00/sq. ft.
Commercial Land (CH)	Less than 2 acres	$15.00/sq. ft.
	2 to 5 acres	$8.00/sq.ft
	2 to 5 acres	$5.00/sq. ft.
Industrial Land	Less than 3 acres	$3.50/sq. ft.
	3 to10 acres	$2.50/sq. ft.
	More than 10 acres	$2.00/sq. ft.

Residential Homesites	Urban Reserve	$30,000/acre
	5 – acre home-sites	$20,000/acre
	10 –acre home-sites	$13,000/acre
	Larger ag homesites	$7,000/acre
Commercial Land	Low- Intensity	$3.00/ sq. ft.
	High – Intensity	$6.00/ sq. ft.
	High – Intensity (Pads)	$12.00/sq. ft.
Industrial Land	Less than 4 acres	$2.00/sq. ft.
	4 to 10 acres	$1.50/sq. ft.
	More than 10 acres	$1.00/sq. ft.
Agricultural	All	$2,000/acre
Forest	All	$3,000/acre
	All	$2,000/acre
Urban Holding	All	$15,000/acre

Source: From an analysis of Clark County land price completed for Clark County 1998 TIF update project by Palmer, Groth, & Pietka through Century West Engineering.

INDICATOR: Component Costs of New Housing

Background and Relevance

Examining the individual factors of housing costs can provide an indication of how they may influence housing affordability. Housing costs are usually determined by a basic set of components, although the precise allocation of these costs will vary according to design, quality of construction, location, and other considerations.

Table 1.4.1 Estimated Component Cost for a Prototype 1,500 S.F. Home in Clark County

Component	1995/96 Cost	1997/98 Cost	$ Cost Change
Construction-labor and materials	$68,000	$70,000	$2,000
Developer overhead/profit	$18,000	$17,600	($400)
Land	$13,000	$22,700	$9,700
Infrastructure	$11,000	$12,200	$1,200
Planning permits and fees	$8,700	$6,500	($2,200)
Financing	$6,700	$6,000	($700)
Consultant fees	$6,600	$8,200	$1,600
Totals	$132,000	$143,200	$11,200

Source: Clark County Department of Community Services, Housing Data Report 1996, 1997.

Table 1.4.2 Estimated Component Percentage for a Prototype 1,500 S.F. Home in Clark County

Component	1995/96 % of Cost	1997/98 % of cost	% Change
Construction-labor and materials	52%	49%	-3%
Developer overhead/profit	13%	12%	-1%
Land	10%	16%	6%
Infrastructure	8%	9%	1%
Planning permits and fees	7%	5%	-2%
Financing	5%	4%	-1%
Consultant fees	5%	6%	1%
Totals	100%	100% *	N/A

Source: Clark County Department of Community Services
** Percent total does not add to 100% due to rounding.*

Table 1.4.3 Fee Comparison (Clark County Development Fees)

	1995	1997	1998	1999
Plan check Fee	$238.35	$238.35	$240.69	$289.82
Permit Fee	*$581.51*	$581.51	$585.11	$649.70
Tif –Ever	$1291.00	$1291.00	$1291.00	$(same as 98)
Pif - #5	$574.00	$894.00	$894.00/567.00	
Sif – Ever	$931.00	$931.00	$931.00/2150.00	
Total	$3615.86	$3935.86	$5727.80*	$5841.52*

*Impact fees depend on if plat has re-calced. Plats vested for 5 yrs from preliminary date.
Note: Fees vary by district, size of home and sq. footage. The table represented above is based on 2000 sq. ft. house w/400' garage in Hampton Court with an average lot size of 5400 sq. ft.

Data Collection

The previous data is taken from the 1996 and 1997 Update on Housing Affordability published by the Clark County Department of Community Services. The tables show an estimate of the dollar and percentage component costs experienced in the Vancouver area using a prototype of a 1,500-square-foot home on a 6,000-square-foot lot. The percent and dollar amount allocated to the land costs reflect the value of raw land without the normal site improvements such as paved streets, curbs and sidewalks. Permit and development fees vary based on location and type of home under construction. They may include building and planning permits, water quality permits, transportation review and impact fees incurred by the developer.

For additional information on building permit and associated impact fees, see table 1.4.3. The table as presented is based on 2000-square-foot house with 400-foot garage in Hampton Court with an average lot size of 5400-square-foot.

Observations

- Labor and materials represent the largest single component of housing costs. In 1997/98 this component was 49% of the total cost, down 3% from the 1995/96 period. Local and regional markets, particularly lumber prices, primarily influence labor and material costs.

- The cost component with the largest percentage increase between 95/96 and 97/98 is land at 6%.

- Financing costs represent the interest paid by developers; by 1997/98 it represented 4% of the total cost, down 1% from the previous period.

- In 1995/96 the cost of raw land and infrastructure (the two largest cost components) accounted for 25% of the total cost. For the following two years, the percentage had increased to 29%.

1.4 PRICE OF HOUSING

INDICATOR: Price and Size Characteristics of New and Existing Home Sales

Background and Relevance

The Comprehensive Plan promotes housing choice and affordability, and designates residential land in sufficient amounts to meet projected population growth. Monitoring the price and characteristics of housing provides a means of evaluating how they may affect policy objectives.

Looking at factors that influence the price of housing answers the basic questions residents have concerning housing affordability in Clark County. The size of a structure is the single element most closely associated with the cost of housing. The second largest cost is the building site, which reflects its size and location, recognizing there are external factors influencing prices. Tracking the price of housing, square footage and lot size in both rural and urban settings are an important consideration in a wide range of economic, land use, public service, and social policy issues. The following tables look at these factors for both new and existing single-family structures in both an urban and rural setting from 1995 to 1999.

Table 1.4.3 Price and Size Characteristics for Urban and Rural Residences

	Median Price of Existing Homes				Median Price of New Homes		
	UGA	Rural	% Difference		UGA	Rural	% Difference
1995	$119,000	$183,625	54.3%		$129,500	$187,950	45.1%
1996	$125,000	$185,975	48.8%		$129,930	$220,500	69.7%
1997	$130,000	$210,650	62.0%		$132,899	$257,725	93.9%
1998	$135,500	$209,600	54.7%		$138,899	$168,259	21.1%
1999	$138,732	$225,000	62.2%		$155,457	$169,776	9.2%
% Price Change 95 to 99	16.6%	22.5%			20.0%	-9.7%	

Source: Clark County Department of Assessment and GIS

	Median Size of Existing Homes				Median Size of New Homes		
	UGA	Rural	% Difference		UGA	Rural	% Difference
1995	1,521	1,951	28.3%		1,728	2,089	20.9%
1996	1,525	1,945	27.5%		1,729	2,239	29.5%
1997	1,529	1,963	28.4%		1,710	2,311	35.1%
1998	1,554	1,905	22.6%		1,716	2,214	29.0%
1999	1,544	2,038	32.0%		1,886	2,426	28.6%
% Price Change 95 to 99	1.5%	4.5%			9.1%	16.1%	

Source: Clark County Department of Assessment and GIS

Median Lot Size of Existing Homes			Median Lot Size of New Homes		
	UGA	Rural		UGA	Rural
1995	8,678	2.52		7,097	3.39
1996	8,517	2.45		7,443	2.51
1997	8,511	2.5		6,411	2.29
1998	8,347	2.51		6,121	1.84
1999	8,277	2.5		6,183	0.4*
% Lot size Change 95 to 99	-4.6%	-0.8%		-12.9%	-88.2%

Source: Clark County Department of Assessment and GIS

* This low figure for 1999 is based on several rural Planned Unit Development's with preliminary approval prior to 1994.

Data Collection

Sales of homes for the years 1995 through 1999 were taken from the assessor's records and are used in conjunction with the year built and sales history. Existing sales are compared with sales of new homes for each of these years, recognizing that the new sales in one year may become part of the existing home sales in the following years. Sales prices are based on improved lots with a single-family residence and do not include sales of unimproved lots.

Observations

- The median housing prices for new homes in the urban areas and existing homes in both urban and rural areas have increased from 1995 through 1999, with the rural area consistently more expensive than the median priced home in the urban area.

- The median size of both existing and new homes in the rural area is consistently larger than its urban counterpart. The size difference of existing homes in the urban and rural settings range from 22% to 32%. The size difference of new homes ranged from a low of 21% in 1995 to a high of 35% in 1997.

- The decline in median lot size to less than half an acre for new homes in the rural areas can be attributed to several Planned Unit Developments that were approved prior to adoption of the comprehensive plan. (This impacts the calculated percentage change)

- The median lot size for new and existing homes in both urban and rural areas has decreased since 1995.

- The median lot size for existing homes in the urban area remains above 8,000-square-feet for all five years, though it has declined by 4.6% from 1995. The median lot size for new homes has fluctuated but is down from the 1995 figure.

1.4 PRICE OF HOUSING

INDICATOR: Cost Per Square Foot of Housing

Background

The cost per square foot is a standard measure for housing costs and provides a consistent method of comparison. This cost includes the value of the land.

Table 1.4.4 Median Cost Per Sq. Ft. of Existing Homes

	1995	1996	1997	1998	1999	% Price Change 95 to 99
UGA	$81.22	$84.72	$88.96	$91.37	$93.70	15.4%
Rural	$96.14	$99.07	$105.55	$110.54	$109.84	14.3%
% Difference	18.3%	16.9%	18.6%	20.9%	17.2%	

Source: Clark County Department of Assessment and GIS

Table 1.4.5 Median Cost Per Sq. Ft. of New Homes

	1995	1996	1997	1998	1999	% Price Change 95 to 99
UGA	$78.99	$81.29	$84.94	$87.57	$89.38	13.2%
Rural	$94.26	$97.49	$105.15	$78.46	$75.70	12.7%
% Difference	19.3%	19.9%	23.7%	-10.4%	-15.3%	

Source: Clark County Department of Assessment and GIS

Data Collection

The data used to calculate the median cost based on the per square foot of housing in urban and rural areas were taken from the tables in the previous section using assessor's records. The price per square foot of housing is calculated by dividing the square feet of housing including land by the recorded sales price.

Observations

- The cost per square foot of existing homes has grown at a slightly faster rate in the urban area than in the rural area.

- The price per square foot of new homes in the rural settings has decreased significantly since 1995. This may be attributable to the Planned Unit Developments that were approved prior to adoption of the comprehensive plan in 1995.

INDICATOR: Clark County Household Income in Current Dollars

Background and Relevance

Income determines the ability of a household to meet its basic needs. In the context of this report, tracking median income is important to determine housing affordability.

Table 1.4.6 Median Household Income from 1990-1999

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Median HH Income for Clark County	$32,498	$34,324	$34,909	$36,846	$38,694	$39,794	$42,365	$44,326	$45,448	$47,768
Median HH Income for Washington State	$31,798	$33,686	$34,980	$36,344	$37,166	$38,089	$39,899	$41,999	$44,134	$47,897
Clark County as a % of Washington Median HH Income	102%	102%	100%	101%	104%	105%	106%	106%	103%	99.7%

Source: Office of Financial Management

Data Collection

The median household income is the mid point of all household incomes, where half are above the mid point and the other half are below. Current dollars are unadjusted for inflation. The estimates are derived from several data sources including federal census money income, county level per capita income data, payroll data and state total personal income data compiled by the federal census, Bureau of Economic Analysis, and the state Employment Security Department.

Observations

- The increase in median household income between 1995 and 1999 for both Clark County and Washington State are 20% and 26%, respectively.

- Clark County median household income has exceeded the state average eight out of the last ten years.

INDICATOR: Housing Prices for Clark County

Background and Relevance

Affordable housing prices are of particular interest because they indicate the opportunity that individuals and families have for home ownership. Increases in housing prices, along with any changes in lending practices, affect the ability of the median income household to purchase a home.

Table 1.4.7 Housing Prices for Clark County

Year	Average List Price	Average Selling Price	Percent of Listing Price Received	Average Market Time Houses Sold (Days)*	Average Listing Price Houses Not Sold
1994	135,888	133,567	98	81	171,421
1995	143,950	140,944	98	87	176,609
1996	150,338	147,499	98	77	143,474
1997	160,656	157,970	98	73	178,242
1998	165,015	162,315	98	73	207,848
1999	171,110	168,180	98	79	206,041

Source: Clark County Department of Assessment and GIS, 2000 Population and Economic Handbook

After 180 days on the market

Data Collection

Data was collected through the Multiple Listing Service of Clark County.

Observations

- Since 1994, the average selling price has increased by 26%, which is equivalent to a $34,613 increase.
- The percent of listing price received has remained constant at 98%.

INDICATOR: Housing Affordability

The Washington Center for Real Estate Research at Washington State University in Pullman publishes quarterly information on housing affordability for the median income family and for first-time home buyers. This section presents the 1994 to 1999 index.

Data Collection Methods & Assumptions

Housing Affordability Index (HAI):
Assumptions: Median Price Home
20% down payment
30-year mortgage at prevailing interest rates
25% of annual income to mortgage payments
Calculation: (.25*(annual income/12)) / estimated monthly payment

First-Time Buyer's Affordability Index:
Assumptions: 85% of Median Price Home
10% down payment
30-year mortgage at prevailing interest rates + mortgage insurance
25% of annual income to mortgage payments
Calculation: Same as above

Interpretation

100 is the baseline score. When the HAI is equal to 100, then the median-income household can exactly afford monthly payments based on the assumptions presented above. At 120 the index indicates the same household has 20% more income than is needed, while at 80 it indicates a 20% shortfall.

Table 1.4.8 Clark County Results

Quarter	HAI	First time HAI
1994:Q2	136.7	85.8
1994:Q3	132.7	83.8
1994:Q4	131	82.8
1995:Q1	125.3	78.6
1995:Q2	127.6	79.4
1995:Q3	129.2	79.7
1995:Q4	134.2	82.2
1996:Q1	137.8	84.4
1996:Q2	127.3	78.7
1996:Q3	121.3	75.3
1996:Q4	124.1	77.4
1997:Q1	123.6	77.1
1997:Q2	121.5	75.8
1997:Q3	126.7	78.1
1997:Q4	132.4	81.4
1998:Q1	137.2	84.3
1998:Q2	135.9	83.1
1998:Q3	139.4	85.1
1998:Q4	145.8	88.7
1999:Q1	149.8	91.2
1999:Q2	143.7	87.7
1999:Q3	137.5	84.1
1999:Q4	137.8	84.4
2000:Q1	133.4	81.9

Source: WCRER, WSU Pullman

1.4 PRICE OF HOUSING

Observation

- In general housing affordability has increased, although first time home buyers are still below the "affordability threshold" defined by this measure.

INDICATOR: Sales of Existing and New Single-Family Residences by Zip Code

Background and Relevance

Comparing the average price change in single-family sales provides insight into housing trends and the affordability of Clark County neighborhoods by Zip code. Looking at the geographic distribution of average home sales can help the community understand issues of affordability and can be a useful tool in public policy discussions as it relates to land use. Potential homebuyers can use this information as a gauge of areas that may be affordable to them. Companies looking for new locations to expand take into consideration housing costs and look at areas where their potential employees can afford to live.

Table 1.4.8 1994-1998 Existing Single Family Sales by Zip Code

Zip Code	General Area	1994 Average Sale Price	1995 Average Sale Price	1996 Average Sale Price	1997 Average Sale Price	1998 Average Sale Price	94-98 $Change in Average Sale Price	94-98 %Change in Average Sale Price
98601	Amboy	$135,639	$113,763	$151,777	$171,115	$132,417	($3,222)	-2.38%
98602	Battle Ground	$160,503	$162,221	$170,027	$188,621	$180,999	$20,496	12.77%
98606	Brush Prairie	$193,039	$192,902	$213,676	$215,079	$234,161	$41,122	21.30%
97607	Camas	$155,516	$161,599	$172,355	$179,562	$195,674	$40,158	25.82%
98629	La Center	$179,622	$153,831	$155,045	$173,484	$196,680	$17,058	9.50%
98642	Ridgefield	$176,355	$168,681	$179,601	$229,404	$229,177	$52,822	29.95%
98660	DT Lincoln	$83,218	$90,796	$100,221	$108,786	$108,654	$25,436	30.57%
98661	Vancouver	$104,063	$111,271	$118,641	$124,323	$130,657	$26,594	25.56%
98662	Orchards	$112,095	$125,071	$129,122	$138,069	$141,047	$28,952	25.83%
98663	West Vancouver	$89,753	$103,076	$106,763	$110,836	$113,050	$23,297	25.96%
98664	Heights	$113,362	$124,714	$134,023	$141,435	$144,230	$30,868	27.23%
98665	Hazel Dell	$129,371	$140,466	$139,835	$149,944	$160,751	$31,380	24.26%
98671	Washougal	$128,694	$129,082	$146,668	$148,551	$148,084	$19,390	15.07%
98674	Woodland	$125,500	$187,644	$163,568	$178,616	$220,253	$94,753	75.50%
98675	Yacolt	$110,250	$135,870	$130,696	$160,633	$177,338	$67,088	60.85%
98682	Evergreen	$108,153	$120,685	$124,222	$130,370	$140,231	$32,078	29.66%
98683	Cascade Park 2	N/A	N/A	$155,820	$185,999	$176,008	$20,188	12.96%
98684	Cascade Park 1	$139,950	$138,396	$134,289	$141,361	$148,424	$8,474	6.06%
98685	Salmon Creek/ Felida	$148,546	$154,239	$169,180	$174,841	$179,440	$30,894	20.80%
98686	99th St.-199th St. East I-5	$156,242	$173,682	$170,811	$189,958	$185,399	$29,157	18.66%

Source: Real Estats, December Reports for 1994-1998

Table 1.4.9 1994-1998 New Single-Family Sales by Zip Code

Zip	General Area	1994 Average Sale	1995 Average Sale	1996 Average Sale	1997 Average Sale	1998 Average Sale	94-98 $ Change in Average Sale	94-98 % Change in Average Sale
98601	Amboy	$168,450	$157,000	$160,000	$203,631	$209,768	$41,318	24.5%
98602	Battle Ground	$124,875	$132,338	$126,768	$141,492	$151,235	$26,360	21.1%
98606	Brush Prairie	$216,503	$228,994	$247,289	$330,186	$418,264	$201,761	93.2%
97607	Camas	$146,615	$157,948	$196,044	$212,611	$210,923	$64,308	43.9%
98629	La Center	$155,422	$149,180	$123,585	$162,789	$180,781	$25,359	16.3%
98642	Ridgefield	$183,353	$218,947	$225,960	$284,007	$263,215	$79,862	43.6%
98660	DT Lincoln	$96,206	$94,960	$112,250	$104,129	$120,681	$24,475	25.4%
98661	Vancouver	$125,111	$136,318	$140,127	$133,112	$158,029	$32,918	26.3%
98662	Orchards	$128,909	$129,999	$122,305	$142,951	$148,704	$19,795	15.4%
98663	West Vancouver	$125,583	$115,129	$112,210	$129,518	$126,824	$1,241	1.0%
98664	Heights	$160,521	$168,718	$174,437	$146,721	$170,390	$9,869	6.1%
98665	Hazel Dell	$149,951	$166,949	$133,311	$167,173	$167,526	$17,575	11.7%
98671	Washougal	$123,689	$155,788	$150,868	$145,287	$162,742	$39,053	31.6%
98674	Woodland	N/A	$155,000	$214,000	N/A	$331,000	$176,000	113.5%
98675	Yacolt	$126,697	$116,480	$171,725	$139,191	$135,032	$8,335	6.6%
98682	Evergreen	$106,416	$113,680	$124,552	$129,396	$135,526	$29,110	27.4%
98683	Cascade Park 2	N/A	N/A	$153,944	$147,954	$165,881	$11,937	7.8%
98684	Cascade Park 1	$154,007	$167,492	$157,443	$133,160	$118,721	($35,286)	-22.9%
98685	Salmon Creek/ Felida	$166,825	$199,506	$201,608	$214,753	$227,236	$60,411	36.2%
98686	99th St.-199th St. East of I-5	$202,701	$229,047	$185,141	$168,903	$173,328	($29,373)	-14.5%

Source: Real Estats, December Reports for 1994-1998

Data Collection

Data on the average sale by zip code comes from the December report of Real Estats for the years 1994 through 1998. New single-family sales include homes built during the current and previous year as identified by the year built in the Clark County assessor's records. Existing single-family sales include homes that are three years old and older.

Observations

- Over the last four years, the average selling price of an existing home in Clark County increased by more than 25.7%, averaging 6.4% each year. The average selling price of a new home increased more than 25.8%, or an average of 6.5% each year.

- The percentage change of the average-priced new and existing home tells a similar story, with existing homes ranging from a decrease of 2.4% to an increase of 75.5% and new homes ranging from a decrease of 22.9% to an increase of 113.5%.

- Older neighborhoods in Vancouver, such as Lincoln and other West Vancouver neighborhoods, consistently provide some of the more affordable existing housing in urban Clark County.

- Using a standard of 3:1 times the average annual household income of $45,448, by 1998 only the Lincoln neighborhood area and Evergreen areas were affordable for the average priced existing home within the urban setting. For the average priced new home, only Lincoln, West Vancouver, Evergreen, and some areas of Cascade Park were affordable.

- There was very little opportunity for home ownership in a more rural setting for households achieving the median income. By 1998, only Amboy offered existing housing and Yacolt offered new housing in the rural setting with an average sales price that could be purchased by the median income household. Rural housing opportunities are generally well beyond the median income household's ability to purchase.

INDICATOR: Average Mortgage Interest Rates

Background and Relevance

The mortgage interest rate is one of the principal factors that influence housing cost. The current mortgage interest rate available at any given time may vary based on the percentage of down payment, credit history of the purchaser and other considerations. The impact of mortgage interest rates on housing affordability is illustrated by comparing the fixed monthly payment at the varying interest rates using a fixed mortgage amount.

Table 1.4.10 Annual Average Interest Rates

Calendar Year	1980	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Mortgage Interest Rate	13.76	10.13	9.25	8.4	7.33	8.36	7.96	7.81	7.6	6.95	7.43
Mortgage Payment *	$1,166	$887	$823	$762	$688	$759	$731	$721	$706	$662	$694

Source: State of Washington 1997 Data Book and Office of the Forecast Council

**Based on a $100,000 loan*

Data Collection

The 1980 through 1996 mortgage interest rates are from the State of Washington 1997 Data Book published by the Office of Financial Management. This data book is published every two years. The mortgage interest rates for 1997 and 1998 were provided by the Office of the Forecast Council and provides OFM with the interest rates. The Federal Home Loan Mortgage Corporation (FHLMC) collects the annual mortgage interest rate. Rates represent a national average from a survey of mortgage lenders for 30-year mortgage rates based on an 80% loan. The mortgage payment calculation is based on a $100,000 loan using the average annual interest rate for any given year.

Observations

- Since 1995, the interest rate has fluctuated between approximately 7 and 8 percent.

- The mortgage payment on a $100,000 loan has dropped $193 from 1990 to 1999. In comparing a single percentage point change in the interest rate using the difference between 7.5% and 8.5%, the monthly payment is $699.21 and $768.91 respectively. Each percentage point increase in the interest rate adds $69.70 to the monthly payment on a $100,000 loan.

INDICATOR: Average Rental Rates

Background and Relevance

The general guideline for the maximum expenditure a household of four should pay per month for rental housing is 30% or less of household income, including $80 per month for utilities. Rental housing is an essential component of the local housing market. It provides housing opportunities for households who choose not to own homes, as well as opportunities for households that cannot afford to own homes.

Table 1.4.11 Recommended Maximum Expenditures per household for 1999

Household with Four Members	% of County Median Income	Maximum Household Annual Income *	Maximum Affordable Monthly Rent **
Extremely Low Income	0% to 30%	$14,306	$278
Very Low Income	31% to 50%	$23,884	$517
Low Income	51% to 80%	$38,214	$875
Moderate Income	81% to 100%	$47,768	$1,114
Middle Income	101% to 120%	$57,322	$1,353

Source: Department of Community Services and Long Range Planning
** 1998 Median Household Income for 1999 is $47,768.*
*** Monthly rent minus $80 for utilities.*

Table 1.4.12 Average Rents based on Bedroom and Bath Count from 1995 and 1996

Style	1995			1996		
	Blt before 1980	Built 1980-90	Blt after 1990	Blt before 1980	Built 1980-90	Blt after 1991
1BR/1BA	$425	$485	$541	$435	$522	$564
2BR/1BA	$495	$523	$533	$524	$542	$550
2BR/2BA	$640	$613	$644	$746	$633	$678
3BR/2BA	$629	$740	$744	$630	$762	$733

Source: "The McGregor Millette Report," Fall/Winter, 1995 and 1996.

Table 1.4.13 Average Rents based on Bedroom and Bath Count, 1997 and 1998

Style	1997			1998		
	Blt Before 1980	Built 1980-90	Built after 1991	Blt Before 1980	Built 1980-90	Built after 1991
1BR/1BA	$460	$537	$585	$473	$533	$592
2BR/1BA	$542	$565	$574	$551	$573	$572
2BR/2BA	$768	$656	$701	$775	$659	$718
3BR/2BA	$675	$817	$847	$605	$813	$850

Source: "The McGregor Millette Report," Fall/Winter, 1997 and 1998.

Table 1.4.14 Average Rents based on Bedroom and Bath Count, 1999

Style	1999		
	Blt Before 1980	Built 1980-90	Built after 1991
1BR/1BA	$471	$540	$610
2BR/1BA	$558	$587	$586
2BR/2BA	$734	$654	$721
3BR/2BA	$715	$786	$878

Source: "The McGregor Millette Report," Fall/Winter,1999.

Data Collection

Countywide monthly rental information is not readily available. Rental data within the Hazel Dell area in Vancouver has been compiled in a report published semi-annually by McGregor Millette in Portland, Oregon. There are several variations of bedroom and bath count within the rental market. The room count selected represents the more typical rental units within the Vancouver area. The household categories and percentage of county median income are measures of affordability used by the Department of Housing and Urban Development and tend to be the standard used for many housing policies. The OFM median household income figure of $47,768 is used since it is data collected from Clark County. The HUD income figure was not used because it is an average for the entire Portland/Vancouver area, and overstates actual Clark County median income.

Observations

- The rental market price tends to have more fluctuation than the home ownership housing market. Between 1995 and 1999, there were some rent decreases for units built between 1980 and 1990.

- Between 1995 and 1999, rents have fluctuated from a decrease of almost 4% to an increase of slightly more than 18%.

- Using HUD measures for affordable rental housing, households falling in extremely low and very low-income brackets must look for assistance to meet their housing needs in the rental market. In 1999, households at 80% of median household income were able to meet their housing needs with most rental units available.

INDICATOR: Change in Gross Vacant and Underutilized Residential Land Supply

Background and Relevance

This section provides information on the change in land supply for the land use types of residential, commercial and industrial. The emphasis is to determine how much land has been absorbed. This was done by looking at the *gross* acreage absorbed based on land use designations within the urban growth area and the 2000 vacant lands analysis. The data are presented in gross numbers because the indicator is not intended to measure whether the supply of available land is sufficient to accommodate anticipated growth. Therefore, no net supply of available land is presented in this section. See Appendix A for net available lands by urban growth area using the assumptions and deductions that were applied to the vacant and buildable lands in 1995 (for more information, see the 20 Year Comprehensive Growth Management Plan, *Vacant Land Analysis*, December 1994).

Other information includes the rate of land and housing units being absorbed and the examination of the 60/40 target for single-family/multi-family share of total housing. The 60/40 target is the ratio identified as optimum for urban area in the Comprehensive Plan.

This analysis is important because the County Plan Amendment Ordinance requires that at least 75% of the available residential and commercial and 50% of the industrial land supply within the UGAs must be developed before a proposal to expand a boundary can be considered.

The information for residential land development is presented in three tables below. One for lands designated as vacant, one for lands designated as underutilized and one showing the total change. The change in available lands can not necessarily all be attributed to development. There are several potential sources of change in land supply:

- Development
- Change in vacant and buildable lands model criteria and definitions
- Changes to critical lands, including both updated information on critical areas, and redefinition of what is critical

Table 1.5.1 Gross Residential Vacant

Gross Residential Vacant	1995	2000	change	percent change
Battle Ground	1274	547.4	-726.6	-57%
Camas	1871	444.1	-1426.9	-76%
La Center	209	106.2	-102.8	-49%
Ridgefield	716	294.5	-421.5	-59%
Vancouver	6208	2826.7	-3381.3	-54%
Washougal	935	447.3	-487.7	-52%
Yacolt	96	0.1	-95.9	-100%
Totals	11309	4666.3	-6642.7	-59%

Source: Clark County Department of Assessment and GIS

Table 1.5.2 Gross Residential Underutilized

Gross Residential Underutilized	1995	2000	change	percent change
Battle Ground	548	540.1	-7.9	-1%
Camas	442	346.7	-95.3	-22%
La Center	280	43.5	-236.5	-84%
Ridgefield	414	378.2	-35.8	-9%
Vancouver	2642	3896.2	1254.2	47%
Washougal	478	377.3	-100.7	-21%
Yacolt	8	0.1	-7.9	-99%
Totals	4812	5582.1	770.1	16%

Source: Clark County Department of Assessment and GIS

Table 1.5.3 Gross Residential Lands Summary Table

	Vacant & Underutilized 1995 (acres)	Vacant & Underutilized 2000 (acres)	Change (acres)	1995-2000 Percent Change	Avg. Annual Change
Battle Ground	1822	1087.5	-734.5	-40.3%	-8.1%
Camas*	2313	790.8	-1522.2	-65.8%	-13.2%
La Center	757	149.7	-607.3	-80.2%	-16.0%
Ridgefield	1130	672.7	-457.3	-40.5%	-8.1%
Vancouver	8850	6722.9	-2127.1	-24.0%	-4.8%
Washougal	1425	824.6	-600.4	-42.1%	-8.4%
Yacolt	104	0.2	-103.8	-99.8%	-20.0%
Totals	**16401**	**10248.4**	**-6152.6**	**-37.5%**	**-7.5%**

Source: Clark County Department of Assessment and GIS

** Note: This includes about 600 acres (an area known as the Camas Meadows) which was zoned single family residential in 1995. In 1996, the area was annexed within the city limits of Camas and designated as industrial.*

Note: These numbers reflect updated definitions of vacant and buildable lands reported in Appendix

Data Collection

The acreage totals in the previous tables were developed using the county Geographic Information System (GIS) vacant and buildable lands model. Data from the comprehensive plan maps adopted by each urban growth area during the GMA process in 1995 were compared with their 2000 comprehensive plan maps. The evaluation uses modeling assumptions established for the process and allows for a meaningful data comparison.

Observations

- In 1995, there were about 16,401 gross vacant and underutilized residential acres in the urban areas compared with 10,248 acres in 2000. Since 1995, about 6,153 acres have been absorbed, or about 1,230 gross acres per year.

- Between 1995 and 2000, 24% of total identified vacant residential lands within the Vancouver urban growth area were absorbed. This is an average annual absorption of about 425 acres.

- Camas, La Center and Yacolt show more than 60% absorption of developed vacant and underutilized residential land since 1995. For the Camas UGA, it is important to

note that in 1994 the Camas Meadows area was designated as residential. This area of approximately 600 acres was annexed to the city in 1996 and the designation changed to industrial.

INDICATOR: Change in Commercial and Industrial Vacant and Buildable Land Supply

Background and Relevance

The county's Comprehensive Plan designates areas of buildable commercial and industrial lands in amounts needed to meet 20-year employment targets. Measuring how quickly these land supplies are developed is an important indicator of economic conditions at the local level. The County Procedures Ordinance requires that at least 75% of the available commercial land and 50% of the industrial land supply within the UGAs be developed before proposals to expand UGA boundaries can be considered.

Four tables follow. The first three present information on change in commercial land supply and on commercial development that has occurred. The comparison of results from 1995 and the present shows the total change in lands, but does not explain the components of change. There are several potential sources of change to the commercial land inventory:

- Development on vacant or underutilized lands
- Change in land use designation of lands (either addition or subtraction from inventory)
- Change in definition of vacant or underutilized status
- Change in definition of critical lands

Finally the fourth table presented below gives information on the change in industrial land inventory from 1995 to 2000.

Appendix A gives a more detailed breakdown of the information presented here.

Table 1.5.4 Gross Commercial Vacant Land

Gross Commercial Vacant	1995	2000	change	percent change
Battle Ground	76	93.7	17.7	23%
Camas	32	31	-1	-3%
La Center	8	21	13	163%
Ridgefield	76	164.8	88.8	117%
Vancouver	2069	1326.7	-742.3	-36%
Washougal	84	38.8	-45.2	-54%
Yacolt	23	0	-23	-100%
Totals	**2368**	**1676**	**-692**	**-29%**

Source: Clark County Department of Assessment and GIS

Table 1.5.5 Gross Commercial Underutilized Land

Gross Commercial Underutilized	1995	2000	change	percent change
Battle Ground	2	54.8	52.8	2640%
Camas	3	20.2	17.2	573%
La Center	0	10	10	na
Ridgefield	1	138.6	137.6	181%
Vancouver	260	303.8	43.8	17%
Washougal	5	12.5	7.5	150%
Yacolt	0	0	0	na
Totals	271	539.9	268.9	99%

Source: Clark County Department of Assessment and GIS

Table 1.5.6 Gross Vacant and Underutilized Commercial Land 1995-2000

Total Commercial Vacant and Underutilized	1995	2000	change	percent change	Avg. Annual Change
Battle Ground	78	148.5	70.5	90%	18%
Camas	35	51.2	16.2	46%	9%
La Center	8	31	23	288%	58%
Ridgefield	77	303.4	226.4	294%	59%
Vancouver	2329	1630.5	-698.5	-30%	-6%
Washougal	89	51.3	-37.7	-42%	-8%
Yacolt	23	0	-23.00001	-100%	-20%
Total	**2639**	**2215.9**	**-423.1**	**-16%**	**-3%**

Source: Clark County Department of Assessment and GIS

Table 1.5.7 Gross Vacant and Underutilized Industrial Land 1995-2000

	1995 Vacant & Underutilized	2000 Vacant & Underutilized	Change (acres)	Percent Change	Avg. Annual Change
Battle Ground	329	233.6	-95.4	-29.0%	-5.8%
Camas*	1,058	1,123.1	65.1	6.2%	1.2%
La Center**	352	0.0	-352	-100.0%	-20.0%
Ridgefield	781	428.0	-353	-45.2%	-9.0%
Vancouver	5,562	5,315.4	-246.6	-4.4%	-0.9%
Washougal	349	362.7	13.7	3.9%	0.8%
Yacolt	10	9.5	-0.5	-5.0%	-1.0%
Totals	8,441	7,472.3	-968.7	-11.5%	-2.3%

Source: Clark County Department of Assessment and GIS

*This includes addition of 600 acres for Camas Meadows.

** The data for La Center are from the 1994 planning area, which includes urban reserve area.

Data Collection

Data on vacant and underutilized land was collected using GIS. A more detailed explanation of the methods used in collecting the data is available in Appendix A.

Observations

- As indicated above, comparison for commercial development is difficult for a variety of reasons. Due to changes that have been made to the Comprehensive Plan in the form of plan amendments and related changes, comparing the original adopted plan map with the most current comprehensive plan in the 2000 vacant lands analysis presented some challenges. This is most evident in Battle Ground, Camas, La Center and Ridgefield urban growth areas.

- In the Vancouver UGA the results show that there are 1,631 acres of vacant commercial lands in 2000 compared with 2,329 in 1995 (30% change).

- In the Vancouver UGA 5,315 of industrial lands are Vacant or Underutilized in 2000 versus 5,562 in 1995 (4.4 % change).

- Overall change is about 1000 acres or 11.5% of total identified in 1995.

Gross Land: Residential, Commercial and Industrial

The following two tables are provided as a summary of the gross vacant residential, commercial, and industrial lands.

Table 1.5.8 Gross Land Availability Summary Table by UGA, 2000

	Residential Acres	Commercial Acres	Industrial Acres
Battle Ground	1,088	149	234
Camas	791	51	1123
La Center	150	31	0
Ridgefield	673	303	428
Vancouver	6,723	1,631	5315
Washougal	825	51	363
Yacolt	0	0	10
Sum*	10,250	2,216	7,473

Table 1.5.9 Gross Land Availability Summary Table by UGA, 1994

	Residential Acres	Commercial Acres	Industrial Acres
Battle Ground	1,822	81	329
Camas	2,313	35	1,058
La Center	757	8	352
Ridgefield	1,130	77	781
Vancouver	8,850	2,329	5,562
Washougal	1,425	89	349
Yacolt	104	23	10
Sum	16,401	2,642	8,441

Source: 1994 Clark County 20 year Comprehensive Growth Management Plan Vacant Lands Analysis

*Totals may be off due to rounding.

Table 1.5.10 Capacity of Estimated Buildable Lots in Rural Areas

Comprehensive Plan	Description	Resclass	Acres	Existing Lots	Potential Lots	Total Vacant Buildable Lots
16	Urban Reserve - Vacant	3	1,661.30	399	12	411
16	Urban Reserve - Underutilized	4	131.09	1,235	8	8
18	Rural 5 - Vacant	3	23,972.75	4,539	827	5,366
18	Rural 5 - Underutilized	4	9,095.82	10,594	1,088	1,088
19	Forest Tier 1 - Vacant	3	19,587.38	587	39	626
19	Forest Tier 1 - Underutilized	4	686.56	180	4	4
20	Forest Tier 2 - Vacant	3	17,492.94	1,285	27	1,312
20	Forest Tier 2 - Underutilized	4	793.72	1,038	11	11
21	Agriculture - Vacant	3	16,526.47	1,312	121	1,433
21	Agriculture - Underutilized	4	7,099.46	1,503	208	208
23	Agri-Wildlife - Vacant	3	1,679.21	56	1	57
49	Rural-10 - Vacant	3	9,479.72	1,064	202	1,266
49	Rural-10 -Underutilized	4	3,411.41	1,326	195	195
50	Rural-20 - Vacant	3	3,647.69	315	23	338
50	Rural 20 - Underutilized	4	825.92	364	25	25
			Total	25,797	2,791	12,348
			Built Lots	16,240		
			Vacant	9,557		
91	Rural Centers- Vacant	3		253	463	716
91	Rural Centers- Underutilized	4		498	513	513
			Total Rural Lots	26,548	3,767	13,577

Source: Clark County Department of Assessment and GIS

Data Collection

The vacant and buildable lands identification model, developed in a geographic information system by Clark County Assessment and GIS staff for plan monitoring, does not include rural areas (outside of UGAs). In order to assess development potential in the rural areas, a separate but parallel model process was developed.

Information on the number of available vacant and underutilized acres, existing, and potential lots by comprehensive plan designations is provided. Information for the rural centers is also included. It is important to note that the above data exclude lots of less than 1 acre as well as exempt parcels such as school sites, parks and public lands.

Observations

- There are 26,548 total rural lots of which 9,557 are vacant. There are 2,791 potential new lots based on zoning.

- Rural centers have 253 vacant lots with rural center potential at 463 lots.

- Given the underlying zoning, the total vacant and development potential in the rural areas is approximately 13,577 lots. Assuming 2.6 persons per household, overall additional rural capacity is approximately 35,300 persons at built out.

INDICATOR: Single-Family and Multi-Family Housing Split

Background and Relevance

The Clark County Comprehensive Plan has a countywide goal of achieving a 60/40 split for new single-family and multi-family residential development in the UGAs. To increase the range and affordability of housing, the 20-year plan has a countywide general goal for new single-family residential construction in the urban growth area of 60% of the total housing units; new multi-family units would account for the remaining 40%.

Table 1.6.1 Single-Family and Multi-Family Units Built by UGA: 1995-1999

		1995	% 1995	1996	% 1996	1997	% 1997	1998	% 1998	1999	% 1999	95 to 99	% 95 to 99
Battle Ground	SF	168	85%	337	99%	345	80%	221	98%	91	97%	1162	88%
	MF	28	15%	58	1%	2	20%	64	2%	3	3%	155	12%
	Total	196	100%	395	100%	433	100%	285	100%	94	100%	1,317	100%
Camas	SF	272	100%	306	100%	344	94%	249	100%	105	96%	1,276	91%
	MF	67	20%	9	3%	22	6%	31	12%	4	4%	133	9%
	Total	339	100%	315	100%	366	100%	249	112%	109	100%	1,409	100%
La Center	SF	68	96%	60	95%	86	78%	50	63%	25	100%	289	95%
	MF	6	8%	8	13%	0	0%	2	4%	0	0%	16	5%
	Total	74	100%	63	100%	86	100%	52	100%	25	100%	305	100%
Ridgefield	SF	31	100%	25	100%	30	100%	17	100%	10	71%	113	97%
	MF	0	0%	0	0%	0	0%	0	0%	4	29%	4	3%
	Total	31	100%	25	100%	30	100%	17	100%	14	100%	117	100%
Vancouver	SF	1,917	73%	2,119	70%	2,160	94%	2,249	65%	1300	76%	9,745	74%
	MF	722	27%	889	30%	148	6%	1,204	35%	405	24%	3,368	26%
	Total	2,639	100%	3,008	100%	2,308	100%	3,453	100%	1705	100%	13,113	100%
Washougal	SF	43	36%	98	90%	67	83%	83	98%	40	87%	331	75%
	MF	75	64%	11	10%	14	17%	2	2%	6	13%	108	25%
	Total	118	100%	109	100%	81	100%	85	100%	46	100%	439	100%
Yacolt	SF	9	100%	11	85%	10	100%	17	100%	3	100%	50	96%
	MF	0	0%	2	15%	0	0%	0	0%	0		2	4%
	Total	9	100%	13	100%	10	100%	17	100%	3	100%	52	100%
Rural	SF	536	100%	546	100%	528	98%	623	100%	315	100%	2,548	99.7%
	MF	0	0%	0	0%	8	2%	0	0%	0		8	0%
	Total	536	100%	546	100%	536	100%	623	100%	315	100%	2,556	100%
Sum	SF	3,044	77%	3,502	78%	3,570	95%	3,509	73%	1889	82%	15,514	80%
	MF	898	23%	977	22%	194	5%	1,303	27%	422	18%	3,794	20%
	Total	3,942	100%	4,479	100%	3,764	100%	4,812	100%	2311	100%	19,308	100%

Source: Clark County Department of GIS

Data Collection

Data provided by the county assessor's office were used to determine year built information and the number of units per multi-family parcel. Property tax codes were used to identify single-family and multi-family parcels. Year built information was used from the assessor's database as well as the number of units per multi-family. The

following Property Type Identification (PT1) codes were used to identify single family and multi-family parcels:

Single Family PT1 Codes

10 HOUSING UNITS, SINGLE FAMILY
11 Single family unit not sharing structure with other uses.
12 Single family unit sharing a common wall, individual lot ownership
13 Single family unit sharing structure or premises with other major use.
14 Single family unit subsidiary to a "more important" use.
15 Non-residential structure used as a single family dwelling.
16 Mobile home converted to permanent structure.
18 Single family cooperative housing unit.
19 Single family housing not elsewhere classified.

MultiFamily PT1 Codes

17 Single family condominium unit.
20 HOUSING UNITS, TWO FAMILY
21 Two family units side by side (one level).
22 Two family units partly or entirely over and under(townhouse).
23 Two family units sharing structure or premises with other major use
24 Two family units subsidiary to some "more important" use in same structure
25 None-residential structure used as two family housing unit
27 Two family units converted from single family housing unit.
29 Two family units not elsewhere classified.

30 HOUSING UNITS, MULTI-FAMILY
31 Multi-family units side by side.
32 Multi-family units above one another.(most apartment houses).
33 Multi-family units sharing premises with other major use.
34 Multi-family units subsidiary to some "more important" use
35 Non-residential structure used as a multi-family dwelling.
37 Multi-family units converted from single family housing unit.
38 Apartment – furnished (Personal property only)
39 Multi-family units not elsewhere classified.
71 One or more mobile homes not affixed to the land.
72 Mobil home residential court
76 Mobil home parks
77 Mobil home condominium park

It is important to note that the assessor's cycle runs from December 16 to December 15 of the following year.

Observations

- Clark County added 19,308 housing units from 1995 to 1999.
- During the same period, 80% of the new housing units constructed in Clark County were single-family and 20% were multi-family units.
- In the Vancouver UGA, the single-family/multi-family split from 1995 through 1999 was 74% / 26%. The split in 1999 was 76% single-family and 24% multi-family compared to 73% / 27% in 1995.

Table 1.6.2 Urban and Rural – Single Family/Multi-Family Split 1995-99

	January 1, 1995	Percent of Total	Growth 1995 to 1999	Percent of Growth	Growth Rate	December 31, 1999	Percent of Total
Single Family*	79,813		15,514		19.4%	95,327	
Urban	62,346	78.1%	12,966	83.6%	20.8%	75,312	79.6%
Rural	17,467	21.9%	2,548	16.4%	14.6%	20,015	20.4%
Multi-Family*	26,889		3,794		14.1%	30,683	
Urban	26,831	99.8%	3,786	99.8%	14.1%	30,617	99.8%
Rural	58	0.2%	8	0.2%	13.8%	66	0.2%
Total Housing*	106,702		19,308		18.1%	126,010	
Urban	89,177	83.6%	16,752	86.8%	18.8%	105,929	84.5%
Rural	17,525	16.4%	2,556	13.2%	14.6%	20,081	15.5%
Population^	284,442		52,638		18.5%	337,080	
Urban	232,888	81.9%	44,752	85.0%	19.2%	277,640	82.9%
Rural	51,554	18.1%	7,886	15.0%	15.3%	59,440	17.1%

Source: Clark County Department of Assessment and GIS
Notes: Single family and multi-family units are derived from Clark County Assessor records based on residential property types. Population estimates are based on housing unit counts and an average persons per household by sub area from the 1990 U.S. Census of Population and Housing.

* Housing Units; ^ Persons

Observations

- From 1995 through 1999, 15,514 single-family residential units were developed countywide, both inside UGAs and in the rural areas. 12,966 were inside the UGA and 2,548 were outside.
- From 1995 through 1999, 83.6% of single-family units developed were inside the UGAs and 16.4% were in the rural area.
- Between 1995 and 1999 total single family residential dwelling units increased by 20.8% within the urban growth areas and by 14.6% in the rural area.

- From 1995 through 1999, the number of multi-family units developed countywide was 3,794. Of those units 3,786 were inside the UGAs and 8 were in the rural area.

- From 1995 through 1999, the county population grew by 52,638 residents. Of that number 44,752 were inside the UGAs; 7,886 were in the rural area.

- The population split between those inside UGAs and those in the rural area in 1995 was 82 % and 18 % respectively. In 1999, the split was 83% urban and 17% rural.

- The rate of population growth from 1995 to 1999 inside UGAs was 19.2%. The rate of population growth in the rural area was 15.3%.

Table 1.6.3 New Building Construction Permits Activity : 1995- 1999

Incorporated	1995	%1995	1996	%1996	1997	%1997	1998	%1998	1999	%1999	95 to 99	%95 to 99
Battle Ground												
SF	169	98%	325	98%	349	95%	204	99%	126	100%	1173	98%
MF	4	2%	6	2%	18	5%	2	1%	0	0%	30	2%
Total	173	100%	331	100%	367	100%	206	100%	126	100%	1203	100%
Camas												
SF	275	91%	306	92%	343	91%	236	96%	205	78%	1365	90%
MF	27	9%	27	8%	34	9%	10	4%	58	22%	156	10%
Total	302	100%	333	100%	377	100%	246	100%	263	100%	1521	100%
La Center												
SF	29	83%	76	100%	93	98%	47	92%	23	100%	268	96%
MF	6	17%	0	0%	2	2%	4	8%	0	0%	12	4%
Total	35	100%	76	100%	95	100%	51	100%	23	100%	280	100%
Ridgefield												
SF	23	66%	15	100%	20	91%	21	88%	9	100%	88	84%
MF	12	34%	0	0%	2	9%	3	13%	0	0%	17	16%
Total	35	100%	15	100%	22	100%	24	100%	9	100%	105	100%
Vancouver												
SF	139	25%	556	59%	746	56%	230	30%	182	29%	1853	44%
MF	424	75%	392	41%	584	44%	537	70%	441	71%	2378	56%
Total	563	100%	948	100%	1330	100%	767	100%	623	100%	4231	100%
Washougal												
SF	17	52%	59	84%	66	78%	92	96%	135	94%	369	86%
MF	16	48%	11	16%	19	22%	4	4%	9	6%	59	14%
Total	33	100%	70	100%	85	100%	96	100%	144	100%	428	100%
Yacolt												
SF	8	100%	12	86%	9	100%	14	100%	7	100%	50	96%
MF	0	0%	2	14%	0	0%	0	0%	0	0%	2	4%
Total	8	100%	14	100%	9	100%	14	100%	7	100%	52	100%
Incorporated Total												
SF	660	57%	1349	75%	1626	71%	844	60%	687	57%	5166	66%
MF	489	43%	438	25%	659	29%	560	40%	508	43%	2654	34%
Total	1149	100%	1787	100%	2285	100%	1404	100%	1195	100%	7820	100%
Unincorporated												
SF	2206	89%	2911	79%	2056	91%	2216	88%	1837	95%	11226	87%
MF	266	11%	756	21%	207	9%	289	12%	101	5%	1619	13%
Total	2472	100%	3667	100%	2263	100%	2505	100%	1938	100%	12845	100%
Clark County												
SF	2866	79%	4260	78%	3682	81%	3060	78%	2524	81%	16392	79%
MF	755	21%	1194	22%	866	19%	849	22%	609	19%	4273	21%
Total	3621	100%	5454	100%	4548	100%	3909	100%	3133	100%	20665	100%

Source: Building Departments of Clark County and Municipalities.
Single Family Includes mobile homes; Multi-family includes duplexes.

Data Collection

Table 1.6.3 shows the building permit activity on an annual basis by city and unincorporated areas of the County. Data was compiled by the Department of

Assessment and GIS as provided by Building Departments of Clark County and the local municipalities. Building permits provide insight into the level of new construction activity. Due to construction lag time, this data does not reflect actual units constructed in a given year.

Observations

- From 1995 to 1999 a total of 2,654 multi-family and 5,166 single family permits were scheduled for construction within the city limits. The unincorporated areas account for 1,619 multi-family and 11,226 single family permits. This represents 79% single family and 21% multi family countywide.

- Vancouver, Ridgefield and Washougal were the only cities to have a ratio of less than 90% of single family permits issued. In 1996 and 1997 Vancouver led the area in both single family and multi-family permits issued. By comparison multi-family building permit activity in Vancouver is greater than elsewhere in the county.

1.7 INDUSTRIAL DEVELOPMENT

INDICATOR: Industrial Development Prepared by CREDC

Background and Relevance

Growth Management Act planning for Clark County industrial lands was conducted in cooperation with the Columbia River Economic Development Council (CREDC). Based on analysis and recommendations from the CREDC Industrial Land Needs Committee, the adopted comprehensive plan reflected a need for an estimated 100 acres per year or 150 acres including an adopted 50% market factor. Applied to a 20-year cycle, the need for 150 acres per year translates into a 3,000-acre target during the planning period for the conversion of land to prime and "industrial not vacant," meaning lands to create industry and jobs. The CREDC Industrial Land Task Force recently completed a study on industrial land absorption. The committee updated the industrial land inventory and provided information on absorption.

Data Collection

Industrial land absorption is defined as the transition or development of marginal or tertiary industrial land to prime industrial land by sale or lease to an end user, or sale to developers for development as an industrial or business park.

The following tables show the result of acreage absorbed from the categories of prime, secondary and tertiary lands between December 1994 and December 1997.

Table 1.7.1 Prime, Secondary and Tertiary Lands Absorbed 1994 - 1997

	Prime	Secondary	Tertiary	Total Acreage	Acreage per Year
Battle Ground	0	0	0	0	0
Camas	60	27	253	340	113.6
Ridgefield	0	0	28	28	9.3
Vancouver	146	108	30	284	94.6
Washougal	4	4	0	8	2.6
Total	210	139	311	660	220
% of Total	31.8%	21.1%	47.1%	100%	

Source: Columbia River Economic Development Council, Industrial Land Task Force Report, June 1998

Observations

- Over the three-year period, it is estimated that 660 acres have been absorbed, for an average of 220 acres per year, as compared with the projected rate of 150 per year.
- This level of absorption, which includes Wafer Tech in Camas, is more than 50% above the initial comprehensive plan projection.
- At the current rate of growth the 3,000-acre target will be reached within 14 years.

- Camas had the largest total absorption of land, which was primarily tertiary. Tertiary type land was also absorbed at the highest percentage of 47.1%.

- The analysis also concludes that actual density is about 4.4 employees per gross acre absorbed, or 5.8 jobs per acre without Wafer Tech. This is below the 9 employees per gross acres assumed in the plan.

Table 1.7.2 Major Industrial Investments in Clark County (1995-1998)

Name of Project	Description	Year Completed	Amount Invested ($ million)	# of Jobs Added
AKEI	Expansion of Electronic Parts	1995	$1.0	30
AVX	Expansion of Electronic Parts	1995	$10.0	800
Bonar Plastics	Plastic Molding	1998	$3.0	600
Columbia Machine	Expansion of concrete block machinery firm	1995	$10.0	350
Eastridge Business Park	Business park expansion	1995	$15.0	NA
Electric Lightwave	Telecommunications	1998	$13.0	500
Frito Lay	Expansion of Food Processing Plant	1995	$14.0	NA
Furuno	Marine Electronics Plant	1997	$4.0	40
Heraeus Shin-Etsu America	Expansion of quartz glass crucible plant	1998	NA	NA
Hewlett-Packard	Expansion of factory and office space	1995	$50.0	NA
Hewlett-Packard	Expansion of electronic printer plant	1996	NA	200
Industrials Materials Technology	Metal treatment facility	1996	$20.0	NA
Insta-Fab Co.	Metals Plant	1999	$1.5	25
James River	Cogeneration plant	1995	$62.0	50
Landa Inc.	Pressure Washer Manufacturer	1998	$11.0	130
La Salle Bristol	Plastics Manufacturing Plant	1999	$2.5	75
Linear Technology	Semiconductor fabrication plant	1995	$110.0	50
Micropump	Manufacture & market high-tech pumps	1995	NA	33
New Edge Networks	Telecommunications	1999	$2.0	50
Norwesco	Plastic tank manufacturing	1998	$10.0	300
Nutrition Now	Health Supplement Manufacturer	1997	$1.5	30
Piller Plastics	Plastics Manufacturing Plant	1997	$1.8	50
S.E.H America	Expansion of Semiconductor Phase 1& 2	1999	$710.0	40
Sharp Microelectronics	Expansion	1996	$8.0	150
Siemens Solar Industries	Expansion crystal growing facility	1996	$3.0	NA
Silicon 2000	Silicon Wafer reclaim & manufacturing services	1997	$10.0	40
Silicon Forest Electronics	Electronics Plant	1999	$2.0	45
Tole Americana	Craft Supply wholesalers	1995	$2.0	300
Tualatin Valley Building Supply	Manufacture of Wall Panels	1999	$1.0	50
U.S Food Service	Warehouse/Distribution Facility	1999	$7.0	25
Wafer Tech	Semiconductor fabrication plant	1998	$1,200.0	210
Totals			$2,285.3	4173

Source: Columbia River Economic Development Council, updated as of September 1998.

Observation

- Over the three-year period, available data show that more than $2 billion of industrial investment, including $1.2 billion by Wafer Tech, has been made in the county.

INDICATOR: Density

Background and Relevance

The county's Comprehensive Plan assumed an average of 6 units per acre for new single-family development and 16 units for multi-family. The targeted single-family and multi-family residential assumption of 6 and 16 units per acre is for the 2012 planning period. These densities are calculated at the parcel level and so represent ***net*** residential densities.

Data Collection

Single-Family Density

Current information was collected from the Clark County Assessment database. The total number of single family and multi-family units may not add up exactly as elsewhere in this report because only those developments in lands zoned single family or multi-family were counted. Information was collected for new single-family developments based on property type codes and building permit year. The total number of single-family lots were counted along with the acreage for all development. The number of new units was divided by the total acres to derive an average residential density for single-family development. The information was limited to development inside Urban Growth Areas.

Table 1.8.1 Single Family Density by UGA 1995-1999

Urban Growth Boundary	Units	Acres	Units per Acre
LaCenter	290	79.11	3.7
Yacolt	50	14.71	3.4
Ridgefield	114	105.80	1.1
Battle Ground	1,163	243.16	4.8
Vancouver	9,796	1,838.45	5.3
Camas	1,290	306.64	4.2
Washougal	332	120.40	2.8
Total	**13,035**	**2708.27**	**4.8**

Source: Clark County Assessment Database, June 2000.

The following formula was used to determine average density:

Units / Acres = Density
13,035 / 2,708.27 = 4.8

Multi-Family Density

Current information was collected from the Clark County Assessment database. Property type codes and building permit information was used to determine new multi-family development from 1995 to present. Development outside urban growth areas was excluded. Mobile home parks, mobile home condominiums, and single-family type

condominium developments were included in the analysis. The number of new units was divided by the total acres to derive an average residential density for multi-family development.

Table 1.8.2 Multi-Family Density by UGA 1995-1999

Urban Growth Boundary	Units	Acres	Units per Acre
LaCenter	16	2.00	8.0
Ridgefield	4	0.61	6.5
Battle Ground	155	9.42	16.5
Vancouver	3,368	205.93	16.4
Camas	133	9.05	14.7
Washougal	108	6.32	17.1
Total	**3,784**	**233.33**	**16.2**

Source: Clark County Assessment Database, June 2000.

The following formula was used to determine average density:

Units / Acres = Density
3,784 / 233.33 = 16.2

Observations

- Over the past the average single-family residential density of development was 4.8 units per acre.
- Over the past five years the average multi-family residential density of development was 16.2 units per acre.

INDICATOR: Residential Development Near Urban Centers and Along Major Corridors in Vancouver UGA

Background and Relevance

The Growth Management Act encourages growth and development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. The county's Community Framework Plan and Comprehensive Plan further this objective by identifying the Washington State University campus, downtown Vancouver, and Vancouver Mall as major activity centers. Corridors connecting WSU, downtown and Vancouver Mall along with Mill Plain, east of I-205 and 164th Avenue from Mill Plain south to SR 14 are also areas where growth and development are encouraged. These centers and the corridors linking them were designated high-density zones to encourage development. The intent is to build upon existing transportation services and the individual character that make these areas community focal points.

Table 1.9.1 UGA/Center and Corridor Single-Family Permit Activity

	SF building permits issued in 1995	SF building permits issued in 1996	SF building permits issued in 1997
Urban Growth Area	1914	1294	906
Area near major urban centers and corridors (Downtown, WSU, Hwy 99, Van. Mall, Mill Plain/164th Ave)	693	430	327
Center and corridor permits as a percentage of total UGA permits	36.2%	33.2%	36.1%

Source: Clark County Department of GIS

Table 1.9.2 Single-Family Permit Activity by Corridor and Center

SF Permit Activity	1995	1996	1997
Downtown Center	2.7%	0.0%	7.4%
Vancouver Mall Center	9.1%	1.0%	11.4%
WSU Center	12.3%	13.2%	19.2%
Corridor 1 – WSU to Downtown	6.8%	12.0%	23.5%
Corridor 2 – Downtown to Vancouver Mall	6.3%	6.4%	4.0%
Corridor 3 – From I205 along Mill Plain and 164th Avenue	62.8%	67.4%	34.5%

Source: Clark County Department of GIS

Data Collection

The previous table was compiled by using county assessor data and Geographic Information System (GIS) calculations. The areas studied are lands within one mile of

major urban centers and corridors identified in the county's Community Framework Plan and Comprehensive Plan.

Observations

- Single-family permit activity in the major centers and along major corridors has remained fairly constant as a percent of the total permits.

- At a more detailed level, the pattern of permit activity for the last three years suggests that new single-family and multi-family permit activity has been greatest along the Mill Plain/164th corridor and smallest in the downtown center.

INDICATOR: Distance from Residential Development to Frequently Used Services and Amenities

Background and Relevance

The distance from residential development to frequently used services and amenities provides an indication of how well land uses are integrated. Parks, schools and shopping are three types of services and amenities used frequently by most local residents, and their proximity can be an important consideration in selecting a residential location. Areas where services and amenities are within walking distance tend to create more cohesive, livable neighborhoods and reduce the need for automobile use. The Land Use Element of the county's Comprehensive Plan encourages land use integration at both the regional and local level.

Table 1.9.3 Distance to Parks in the Vancouver UGA

	% of homes in UGA within ¼ mile of a public park			
	1995	1996	1997	1998
Existing Homes	39.9%	60.0%	58.8%	62.2%
New Homes	40.4%	63.6%	44.5%	60.0%

Table 1.9.4 Distance to Schools in the Vancouver UGA

	% of homes within ¼ mile of a public school			
	1995	1996	1997	1998
Existing Homes	27.2%	41.2%	40.7%	41.5%
New Homes	19.7%	18.2%	15.6%	45.1%

Table 1.9.5 Distance to Shopping in the Vancouver UGA

	% of homes within ¼ mile of an existing or potential shopping area			
	1995	1996	1997	1998
Existing Homes	33.4%	46.2%	45.3%	46.8%
New Homes	25.7%	34.5%	41.6%	38.9%

Source: Clark County Department of Assessment and GIS

Data Collection

The previous table was compiled using county assessor data and GIS calculations. The ¼-mile distance establishes a threshold, commonly accepted as an urban planning standard, for the maximum distance individuals will typically choose to walk to services. The perimeter boundary from residential properties was used as the starting point from which a ¼-mile distance was measured to each of the three uses. The nearest commercially zoned property was used for the distance to shopping and represents both existing built and vacant land uses.

Observations

- The data suggest that established neighborhoods tend to be in closer proximity to parks, schools and shopping.

- Data on new construction suggest that the share of new homes within the ¼-mile distance has increased for parks, schools, and shopping.

- For new homes, relative accessibility is highest for parks, then shopping, followed by schools, although for 1998 schools are more accessible than shopping.

INDICATOR: Interstate Travel Patterns

Background and Relevance

The amount of automobile traffic crossing the Columbia River on the I-5 and I-205 bridges provides a general indicator of the interdependency between Clark County and the larger Portland region. Bridge traffic occurs in both directions at all hours of the day, and for a variety of purposes, including work, shopping, entertainment, freight and other traffic passing through the region. Tracking bridge traffic volumes and how they change over time can reveal the general level of regional integration and how it changes as Clark County and the Portland region grows.

The county comprehensive plan contains policies to encourage the development of local opportunities to further economic development and independence within Clark County. Tracking southbound traffic during the morning peak period can shed light on the extent to which Clark County residents are commuting to Oregon work destinations. Providing employment opportunities locally can help reduce peak hour freeway congestion by limiting the need for interstate commuting.

Table 1.9.6 Columbia River Vehicular Bridge Crossing Per Capita and Workforce

Year	County Population	I-5 and I -205 average daily bridge crossings		
		All hours, both directions		
		Crossings	Crossings per Capita	Annual Growth Rate in Crossings
1983	202,165	128,480	0.64	NA
1984	203,757	135,999	0.67	5.9%
1985	206,744	144,869	0.70	6.5%
1986	210,423	156,766	0.75	8.2%
1987	213,961	165,665	0.77	5.7%
1988	219,050	172,379	0.79	4.1%
1989	226,188	175,875	0.78	2.0%
1990	238,053	182,483	0.77	3.8%
1991	250,300	190,627	0.76	4.5%
1992	257,500	200,558	0.78	5.2%
1993	269,500	204,036	0.76	1.7%
1994	280,800	214,550	0.76	5.2%
1995	291,000	222,692	0.77	3.8%
1996	303,500	231,851	0.76	4.1%
1997	316,800	243,809	0.77	5.2%
1998	328,000	252,084	0.77	3.4%
1999	337,000	256,300	0.76	1.7%

Source: The Regional Transportation Council

Table 1.9.7 Employment Commuters Between Clark County and Oregon: 1960, 1970, 1980, AND 1990

	1960	1970	1980	1990
All Workers	32,309	48,836	78,890	110,967
From Clark County to Oregon	5,822	12,183	21,960	36,676
Percent	18.0%	24.9%	27.8%	33.1%
From Oregon to Clark County	1,646	4,246	2,557	NA

Source: Clark County Department of Assessment and GIS 1998 Population and Economic Handbook

Table 1.9.8 Resident and Non-Resident Commuting Patterns for Clark County: 1990

	Clark	Multnomah	Washington	Clackamas	Cowlitz	Skamania	Other
Commuting to Clark County	69,855	5,410	1,889	1,764	960	547	1,014
Commuting from Clark County	69,855	29,958	2,540	2,801	1,527	175	1,652

Source: Clark County Department of Assessment and GIS 1998 Population and Economic Handbook

Data Collection

The Oregon Department of Transportation collects the bridge crossing traffic count. The Regional Transportation Council (RTC) performs further calculations and summarizes that data in a report on Historical Columbia River Bridge Crossing Data.

Observations

- While annual changes in bridge crossings tend to fluctuate, there has been steady growth since 1983. Since 1994, the average daily bridge crossings have increased 19%.

INDICATOR: Regional Park Acquisition

Background and Relevance

Parks and open space are an important measure of the quality of life experienced by residents who live in Clark County. This measure is reflected in the number of acres provided at both an urban and a regional level. A regional park is a geographic area with natural or manmade qualities that provide both passive and active opportunities for outdoor recreation, including picnicking, boating, fishing, swimming, camping and trail uses. They are intended to serve communities within an hour's driving time. Efforts are made to site regional parks close to population centers.

The following table identifies the goals and standards for regional park acquisition from the 1994 Clark County Parks, Recreation and Open Space Plan.

Table 1.9.9 Clark County Parks, Recreation and Open Space Plan

Regional Park Acquisition Goal	20 acres/1,000 population
Regional Park Acquisition Standard	10 acres/1,000 population
Regional Park Development Standard	18% of park site developed
Desired Minimum Regional Park size	200 acres

Source: 1994 Clark County Parks, Recreation and Open Space Plan

The following table details regional park acquisition since 1993 and compares it with the adopted standard.

Table 1.9.10 Clark County Regional Parks

	1993	1994	1995	1996	1997	1998	1999
Regional Park Acres	1,823	1,845	1,937	1,937	2,047	2,128	2,192
Regional Developed Acres	293	293	293	293	328	348	372
% Regional Developed Acres	16.10%	15.90%	15.10%	15.10%	16.00%	16.40%	16.97%
Population	269,500	280,800	291,000	303,500	316,800	328,000	337,000
Regional Park Acres Per 1,000 Population	6.76 ac	6.57 ac	6.66 ac	6.38 ac	6.46 ac	6.49 ac	6.50 ac

Source: Vancouver-Clark Parks and Recreation, OFM.

Data Collection

The 1994 Clark County Parks, Recreation and Open Space Plan provides the goals and standards for acquiring regional parks. Data on regional park acreage were provided by Vancouver/Clark Parks and Recreation Services, which is responsible for the acquisition, development and maintenance of urban park facilities within the Vancouver UGA and regional parks and recreational facilities in the unincorporated county.

Observations

- Clark County has added 369 acres of regional parks and 79 acres of developed park area since 1993. During this same time, the county population grew by 67,500 residents.

- With the rapid population growth, Clark County is not meeting its acquisition standard of 10 acres of regional parks per 1,000 residents, reaching its highest acquisition rate of 6.76 acres per 1,000 residents in 1993.

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INDICATOR: Air Quality

Background and Relevance

The Federal Clean Air Act Amendment of 1990 was passed in response to the many areas across the country in noncompliance with the National Ambient Air Quality Standards for ozone and/or carbon monoxide. The amendment requires an air pollution control agency to compile information on the sources of these pollutants. Recognizing a variety of sources present in an area, they are lumped into three broad categories: point, area and mobile sources. Point sources include activities whose contribution to pollution can be monitored separately. Area sources represent a broad range of smaller activities whose cumulative impact can be identified by activity. Mobile sources represent vehicles.

The Clean Air Washington Act signed into law in 1991 declared air pollution as the state's most important environmental problem. The act established two objectives: 1) to prevent any deterioration of air quality in areas that have clean air and, 2) to return the quality of air in other areas to levels that protect human health and the environment. Both the federal and state clean air acts require monitoring of certain pollutants to achieve these goals.

Table 1.10.1 Annual Emission of Major Air Pollutants in Clark County (tons per year), 1994-98

	Carbon Monoxide (CO)					Volatile Organic Compounds (VOC)				
	1994*	1995	1996	1997	1998	1994	1995	1996	1997	1998
On-road vehicles	52,096	53,000	66,380	63,930	48,076	5,210	5,000	4,464	4,290	4,314
Non-road vehicles	18,488	15,971	17,788	18,359	18,958	2,825	2,375	2,511	2,452	2,443
Industry	24,849	20,355	20,315	20,558	19,643	917	1,097	893	1,246	1,260
Area Sources	17,328	17,032	16,234	15,693	18,780	7,222	7,421	7,319	7,220	7,860
Total	112,761	106,358	120,717	118,541	105,457	16,174	15,893	15,187	15,208	15,877

	Nitrogen Oxides (NOx)					Fine Particulate Matter (PM-10)				
	1994	1995	1996	1997	1998	1994	1995	1996	1997	1998
On-road vehicles	8,335	8,600	7,484	7,362	6,795	6,301	7,260	6,559	6,773	7,013
Non-road vehicles	2,795	2,118	2,297	2,182	2,246	315	233	225	212	251
Industry	2,335	2,382	2,010	1,920	1,730	868	1,038	1,104	1,029	1,022
Area Sources	1,013	1,010	471	463	514	2,557	2,539	2,348	2,281	2,669
Total	14,478	14,110	12,262	11,927	11,285	10,041	11,070	10,236	10,295	10,955

	Sulfur Dioxide (SO2)				
	1994	1995	1996	1997	1998
On-road vehicles	521	330	295	305	315
Non-road vehicles	235	178	217	207	196
Industry	2,797	2,739	2,353	2,436	2,518
Area Sources	35	35	37	38	43
Total	3,588	3,282	2,902	2,986	3,073

Source: Southwest Washington Air Pollution Control Authority (SWAPCA)

* The methodology to calculate carbon monoxide pollution was revised in 1995.

Data Collection

Standards for ambient concentrations of various pollutants that have been shown to be harmful are established at the federal and state level. They include fine particulate matter (PM-10), carbon monoxide (CO), nitrogen oxides (NOx), sulfur dioxide (SO2), and volatile organic compounds (VOC), ozone and lead. Locally, the Southwest Washington Air Pollution Control Authority (SWAPCA), a regional agency encompassing Clark, Cowlitz, Lewis, Skamania and Wahkiakum counties, monitors and enforces these standards. SWAPCA publishes an annual report that includes detailed information about the sources, components, impacts, and ongoing abatement efforts for local and regional air pollution.

Observations

- Air pollutants are emitted from a number of sources and are grouped into four major source categories — on-road vehicles, non-road vehicles, industry and area sources. Of these categories, emissions from on-road vehicles are the largest contributor of carbon monoxide, nitrogen oxides and fine particulate matter. The leading cause of air pollutants within the three remaining categories fluctuates between non-road vehicles, industry and area sources from year to year.

- Volatile organic compounds, nitrogen oxides and sulfur dioxide have decreased with some year-to-year fluctuations. Sources for these pollutants tend to remain in the same order of magnitude for each of these years. Fine particulate matter shows considerable variation in particulate emissions, with a slight overall total increase and vehicles emissions remaining the major source of pollution.

- Monitoring both air pollutants and their causes helps tailor policies and programs to the specific source and helps reduce its contributions to the specific air pollutant being monitored. Since the largest contribution to air pollutants is the result of human activities, any increase in population will undoubtedly play a significant role in the results obtained from future monitoring activities.

INDICATOR: Vehicle Registration

Background and Relevance

Motor vehicles are identified as the largest producer of air pollution in southwest Washington. The increase in vehicle registration is closely associated with population growth.

Table 1.10.2 Vehicle Registration in Clark County

	1990	1994	1995	1996	1997	1998	1999
Vehicles	163,628	269,280	272,125	284,268	294,817	302,754	286,111
Population	238,053	280,800	291,000	303,500	316,800	328,000	337,000
Vehicles per capita	0.69	0.96	0.94	0.94	0.93	0.92	0.85

Source: Washington State Department of Licensing

Data Collection

The Department of Licensing provided Vehicle registration.

Observations

- From 1990 to 1994, the number of vehicles registered increased by an average of 3,432 vehicles per year.
- From 1994 to 1998, vehicle registration increased by12 % while population increased by 17 %.

INDICATOR: Surface Water Quality

Background and Relevance

Clark County is fortunate to have an attractive natural environment complete with abundant rivers, streams, creeks, lakes and wetlands. These surface waters play an important role in the growing economy and quality of life enjoyed by county residents by providing irrigation, drinking water, and other beneficial uses including recreational opportunities and habitat for fish and wildlife. Water quality standards established by the state are based on the assumption that each body of surface water must support certain beneficial uses. These uses may include providing a domestic and industrial water supply, fish rearing, spawning and harvesting, wildlife habitat, and recreational uses.

The needs of a growing population, increased use of pesticides, increased industrial waste and the accompanying demand for water use has led to environmental stresses. This situation tests the ability of the county and other water purveyors to sustain high quality water supplies.

Water quality is affected by both point and nonpoint sources of pollution. Point sources are specific activities or other land uses whose water quality impacts are sufficiently large or unique to be individually identified and measured at the source, such as a factory outfall pipe. State and federal agencies typically regulate impacts from individual point sources as part of the discharge permit associated with development approval of the source activity.

Nonpoint sources are the cumulative impacts originating from a wide range of smaller, nonspecific locations and activities. Nonpoint source pollutants are often the result of adjacent land uses including farming, private sewage treatment, lawn care, and impervious surface runoff. Nonpoint source regulation is typically administered locally through land use, storm water, and other related controls. For Clark County and most other areas throughout the state, impacts of nonpoint source pollution present a greater threat to water quality than point source pollution.

Data Collection

In 1993, The Washington State Department of Ecology (DOE), in cooperation with local jurisdictions and other government and private agencies, began monitoring point and nonpoint pollutants to ground and surface waters on a watershed basis. Every two years, under Section 303(d) of the 1972 Federal Clean Water Act, the state is required to identify bodies of water that do not meet state surface water quality standards and need additional work beyond existing controls to achieve state standards. These waters are reported on the 303(d) list.

Water bodies not appearing on the list are either in compliance with state standards at the time of monitoring, were not monitored for the time period indicated, or exceed standards but have a state recognized monitoring or restoration program in place.

The methodology used in monitoring surface water bodies has inherent limitations. Data are provided from a number of sources that do not necessarily represent any uniformity in monitoring methods. Surface water monitoring is also subject to available funding, which may result in sporadic, non-uniform data collection. Under these circumstances it is often impossible to successfully correlate water quality data from one testing period to the next. The time of year and atmospheric conditions occurring during the testing period can also influence test results.

Presently there is no uniform or comprehensive monitoring system for all water bodies originating in or flowing through the county. To improve monitoring efforts, Clark County is aggressively pursuing a program that will enhance its ability to study surface water quality in the future using a uniform data collection process.

Table 1.10.3 Clark County Surface Waters on the Department of Ecology Section 303(d) List in Nonconformance with State Standards

Watershed	Water Body	1992	1994	1996	1998
N Fork Lewis River	N Fork Lewis River				
	Cedar Creek				
	Pup Creek				
	Canyon Creek	pH			
	Siouxon Creek	pH			
E Fork Lewis River	E Fork below Moulton			F.C., pH, Temp.	F.C., Temp
	E Fork above Moulton			F.C.	F.C.
	E. Fork		F.C., Temp.		
	Jenny Creek				
	McCormick Creek		F.C., Temp.	F.C., Temp.	F.C., Temp
	Lockwood Creek		F.C.	F.C.	F.C., Temp
	Riley Creek				
	Mason Creek			F.C.	
	Rock Creek (north)			F.C.	F.C.
	Rock Creek (south)			F.C.	
	Rock Creek		F.C.		
	Yacolt Creek			F.C.	F.C.
	Allen Canyon Creek				
	Gee Creek				
Lake River	Lake River below Salmon Creek				F.C., Temp.
	Lake River above Salmon Creek				
	Lake River		F.C., Temp.		
	Flume Creek				
	Whipple Creek				
	Packard Creek				
	Salmon Creek	F.C., D.O., pH, Temp., Turbidity, Ammonia-N, Siltation	F.C., Temp.	F.C., Temp., Turb.	F.C., Temp., Turb.
	Cougar (Canyon) Creek		F.C., D.O.	F.C., D.O.	D.O.
	Mill Creek		F.C.	F.C.	F.C.
	Curtin Creek			F.C.	F.C.

Clark County Surface Waters on the Department of Ecology Section 303(d) List in Nonconformance with State standards (Continued)

Watershed	Water Body	1992	1994	1996	1998
	Weaver (Woodin) Creek	F.C., D.O., Temp, Chlorine	F.C.	F.C., Chlorine	F.C.
	Morgan Creek				
	Mud Creek				
Lake River	Muddy River	Temp.	Temp.	Temp.	
	Burnt Bridge Creek		F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp.
	Cold Creek				
	Vancouver Lake				
Vancouver (Columbia) Slope	Biddle Lake				
	Fisher Creek				
Lacamas Creek	Lacamas Lake				
	Lacamas Creek		F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp.
	Clearwater Creek	Temp.	Temp.	Temp.	
Lacamas Creek	Fifth Plain Creek		D.O., pH	F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp
	Shanghai Creek		D.O., pH	F.C., D.O., pH, Temp.	PH, Temp.
	Matney Creek		D.O., pH	F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp.
	China Ditch		D.O.	F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp.
Washougal River	Washougal River				
	Little Washougal River				
	Cougar Creek				
	Winkler Creek				
	Boulder Creek				
	Jones Creek				
Gibbons Creek	Gibbons Creek		F.C.	F.C.	F.C.
	Campen Creek				

Source: Washington State Department of Ecology

Observations

- Care should be taken in drawing conclusions from the table. The data represented in the 303(d) lists illustrate a snapshot in time for any given testing site and may not be representative of a continuous condition. The data indicate that at the time of monitoring, many Clark County bodies of water do not meet state water quality standards for certain parameters.

- According to the data, fecal coliform is the most consistent violator of state water quality standards, with temperature running a close second. The data also suggest an increase in the number of exceedence problems with dissolved oxygen. More sporadic indications of exceedence can be identified for ammonia-N, pH, turbidity and chlorine.

- The 303 (d) report does not take into account a variety of parameters such as chemicals used in herbicides, pesticides and fertilizers, various nutrients, and total suspended solids which can impact the beneficial uses of surface water.

- Not listed are bodies of water for which a restoration plan is in place and the effectiveness of such a plan is unspecified. Those bodies of water tend to have the worst water quality, and their absence skews the information that can be inferred from the listings.

Farming practices and private sewage systems are the greatest contributors to surface water quality degradation. As Clark County develops and farming plays a smaller role in rural activities, we are likely to see a change in the causes of degradation, but not in the type.

- Other factors that contribute to the degradation of water quality include de-vegetation of the upland forests and grasslands, construction projects, reduction in natural wetlands, and stream and riparian zone alternation.

- Improving water quality is a countywide concern, with non-point sources being the greatest contributor to water pollution. There are control measures that can assist individual land management activities in helping minimize non-point source pollution. These include land use regulations, developer incentives, public education, minimizing impervious surfaces, storm water management and using best management practices for all activities.

- The above chart suggests that surface water quality problems are worsening.

Section 2.1 Conversion of Vacant Land

Please refer to section 1.5

Section 2.2 Conversion of Underutilized Land

Please refer to section 1.5

INDICATOR: Redevelopment Activity

Background and Relevance

Beyond the demolition statistics that are available, we have been unable to distinguish between redevelopment and new development. The future measure of redevelopment activity may be better served by documenting the change in available underutilized lands.

Table 2.3.1 Demolition Activity

Jurisdiction	1995	1996	1997	1998	1999
Unincorporated Clark County	23	24	22	26	44
Cities and Towns	41	30	51	193	58
Clark County Totals	64	54	73	219	102

Source: Clark County Department of Assessment and GIS, 2000 Population and Economic Handbook
Single Family includes mobile homes; Multi-family includes duplexes.

Data Collection

Data was gathered through the Building Department of Clark County and municipalities and is published in the 2000 Population and Economic Handbook.

Observation

- Demolitions are occurring at a faster rate in the cities and towns than in the unincorporated areas.

INDICATOR: Mixed-Use Activity

Background and Relevance

Mixed-use activity is used to determine the ratio of commercial and residential development that has occurred in areas designated as mixed-use by the Comprehensive Plan.

Table 2.4.1 Mixed-Use Activity

Year	Type	Number of Parcels	Percent by Parcels	Number of Acres	Percent by Acres
1995	Residential	3	60%	.48	17%
	Commercial	2	40%	2.51	83%
1996	Residential	12	85%	1.89	67%
	Commercial	2	15%	.9	33%
1997	Residential	18	85%	3.03	33%
	Commercial	3	15%	6.08	67%
1998	Residential	235	99%	30.45	74%
	Commercial	3	1%	10.68	26%
1999	Residential	8	62%	1.18	7%
	Commercial	5	38%	14.56	92%
Total	Residential	276	95%	37.03	51%
	Commercial	15	5%	34.73	49%

Source: Clark County Department of Assessment and GIS

Data Collection

The Clark County Department of Assessment and GIS provided data based on areas designated as mixed-use on the Comprehensive Plan Map.

Observations

- Since 1995, the total number of residential parcels developed in areas designated as mixed use has outpaced the number of commercial parcels.
- Data seem to indicate that larger parcels are being used primarily for commercial development.

INDICATOR: Infill

Background and Relevance

The Clark County 20-Year Growth Management Plan defines infill as "development on vacant parcels in urban or urbanizing areas that were passed over by previous developments." This definition characterizes most development within the UGAs. So while infill development is one of the key indicators to be tracked, it must first be more clearly defined.

This section presents some examples of subdivisions that might be characterized as infill development, although no data on their density or acreage is given. The second section quantifies the potential for infill development under a specific set of assumptions and criteria. The assumptions and criteria have been developed by Clark County Community Services as part of their mission to identify opportunities for low income housing in the urban areas.

It is expected that this definition will be refined and tested jointly by Community Services, in their effort to put together better development-potential information, and by Community Development, which must track this trend in order to meet the mandate laid out in the Review and Evaluation requirements of RCW 36.70A.215. Aiding in both efforts is the new permit tracking system being implemented in Community Development, which will allow for more detailed tracking of development trends application by application.

Section One: Examples of infill developments

Infill developments such as Lamar Court, Kupfer Subdivision, Columbia Place, and Green Gables have been approved and constructed. There are other infill subdivisions pending, such as Pheasant Woods, Cherry Hollow, Rossi Meadows, Cinnamon Crest, Esther's Place, Lindsay's Place, Covington Crosssing and Orchards Terrace.

Section Two: Infill development potential

The data on residential infill potential in the Vancouver Urban Growth Area come from a study completed by Clark County Department of Community Services. For more information refer to the Clark County Infill Report published in November 1999 by the Clark County Department of Community Services and Corrections.

The identified infill potential is calculated on lands that were previously *excluded* from the vacant and buildable lands model, prior to the change in definition of underutilized from greater than 2.5 acres to greater than 1 acre. The data as presented currently exclude subdivisions so that further examination can be made to account for covenants and other potential subdivision or other development restrictions. It is important to note that the current vacant lands model defines underutilized (residential) land as land greater than 1 acre.

- Results of Clark County Department of Community Services and Corrections Infill Report indicate a significant potential for residential infill development within the Vancouver UGA, from a low of 6,913 potential units to a high of 10,658 potential units.

INDICATOR: Development on Critical Lands

Background and Relevance

This section examines development occurring on critical lands. The assumption in the GMA plan is to exclude parcels with type 1 critical lands (floodways, high quality wetlands with 75-foot buffer, slopes over 40%); that is no development will occur in critical type 1 areas. Critical type 2 lands (defined as more than 50% covered with any combination of flood fringe, hydric soils with a 75-foot buffer, USGS stream coverage with 75-foot buffer or slopes 25 to 40%) are assumed to develop at a reduced density--four units per acre rather than the six (single family) or sixteen (multifamily) assumed for unconstrained lands.

Table 2.6.1 Development on critical type I and II

	1994			1995			1996		
	Critical Type			Critical Type			Critical Type		
UGA	1	2	Total	1	2	Total	1	2	Total
Battle Ground	0.39	5.95	6.34	0.7	3.21	3.91		13.27	13.27
Camas	0.9	4.53	5.43		7.44	7.44	2.85	6.28	9.13
La Center		0.77	0.77		1.64	1.64		4.24	4.24
Ridgefield		0.8	0.8		0.74	0.74		0.59	0.59
Vancouver	1.03	7.74	8.77	2.3	36.26	38.56	1.23	17.79	19.02
Washougal		3.6	3.6		1.95	1.95		3.77	3.77
Yacolt								0.42	0.42
Total	2.32	23.39	25.71	3	51.24	54.24	4.08	46.36	50.44

Source: Clark County Department of Assessment and GIS

	1997			1998			1999		
	Critical Type			Critical Type			Critical Type		
UGA	1	2	Total	1	2	Total	1	2	Total
Battle Ground		16.6	16.6	0.4	11.23	11.63		7.33	7.33
Camas	0.25	7.43	7.68		6.71	6.71		8.97	8.97
La Center		1.23	1.23		0.51	0.51		0.24	0.24
Ridgefield		0.28	0.28		0.13	0.13		5.13	5.13
Vancouver	10.24	7.64	17.88	1.54	8.43	9.97		0.77	0.77
Washougal		1.87	1.87		1.53	1.53			
Yacolt			0						
Total	10.49	35.05	45.54	1.94	28.54	30.48		22.44	22.44
Grand Total 1994-1999							**21.83**	**207.02**	**228.85**

Source: Clark County Department of Assessment and GIS

Data Collection

All vacant lands with Critical 1 or 2 parcels for the 1995 Vacant Lands Model were identified. The above selection process was used to identify parcels in the 1999 Vacant Lands Model. A query for parcels whose vacant lands model status changed from "vacant with critical" to "residential built" and summarized the above selection by Year Built, Critical Type and Acres.

Observations

- The results show that residential development is occurring on vacant critical lands, particularly on type 2 parcels, which account for nearly 90% of all development on critically constrained parcels.

- Development has occurred on approximately 675 parcels classified as critical, from 1995 to 1999.

INDICATOR: Vacancy Rates

Background and Relevance

Rental housing is a key component of the regional housing market. Vacancy rates provide some information on how this market is functioning--whether it is constrained or in over-supply.

Table 2.7.1 Rental Vacancy Rates: Portland-Vancouver OR-WA PMSA 1990-99

Year	1st Quarter as of April 1	2nd Quarter as of July 1	3rd Quarter as of October 1	4th Quarter as of January 1
1990	4.50%	5.00%	4.50%	4.50%
1991	5.00%	5.50%	5.00%	4.80%
1992	5.00%	5.30%	5.00%	4.00%
1993	4.50%	4.80%	3.80%	3.50%
1994	4.10%	4.50%	4.30%	4.00%
1995	4.30%	4.50%	5.00%	3.80%
1996	3.80%	3.50%	3.80%	5.00%
1997	5.00%	5.30%	5.30%	5.50%
1998	6.00%	5.30%	5.50%	6.50%
1999	6.00%	7.00%	6.00%	NA

Source: U.S Department of Housing and Urban Development, Region X Quarterly Reports. Http://www.hud.gov/local/sea/seaem.html

Data Collection

The Clark County Department of Assessment and GIS gathered the data.

Observations

- The vacancy rate ranges between 3.5% and 7.0%
- There is a fair amount of fluctuation between years, a 1.7% increase between the 2nd quarter of 1998 and 1999.
- There is also fluctuation between quarters. In 1995 there was a 1.2% decrease in vacancies between the 3rd and 4th quarters followed by a 1.2% increase in vacancies between the 3rd and 4th quarters of 1996.

Section 2.8 LAND ABSORPTION

Please refer to section 1.5

Section 2.9 DENSITY

Please refer to section 1.7

INDICATOR: Infrastructure

Background and Relevance

The purpose of this indicator as specified in the plan is to verify the initial assumptions used in calculating the supply and demand for vacant buildable land. The 1994 net carrying capacity analysis assumed that parcels from 20,000 square foot to 1 acre would have 25% devoted to infrastructure, 1 to 2.5 acres 30% for infrastructure, and 2.5 to 5 acres 40% for infrastructure. For underutilized land, no allocation was made for parcels less than 2.5 acres. For underutilized parcels over 2.5 acres, a 40% allocation was made for infrastructure.

Data Collection

The sample was drawn from recently developed subdivisions.

Infrastructure was calculated by subtracting the final developed parcels from the total subdivision area. Identification of infrastructure was done by deleting parks and gardens, streets, highways and bridges, and utilities from the assessor's parcel coverage.

Observation

- The data indicate that the average percentage dedicated to infrastructure is 27.5%, well within the assumptions outlined in the adopted comprehensive plan, which allocated 40% for infrastructure.

Table 2.10.1

Subdivision Name	Zoning	Subdivision Acres	Percent Infrastructure
Bradleys Place	R1-7.5	3.1	12.2%
Oak Run	R-22	3.5	26.7%
Cascade Meadows 2	R-22	4.1	16.2%
Gregory Place	R1-7.5	4.3	22.9%
Pleasant Valley	R1-10	4.5	23.4%
Mariahs Place	R1-6	4.9	22.2%
Cougar Crest-3 Phase II	R1-7.5	5.1	21.6%
Sunset view Estates	R1-10	5.4	16.3%
Ashly Heights – 6	R1-10	6.0	22.2%
Miller Crest Phase 2	R-12	6.0	23.9%
Adrianna's Place	R1-6	6.9	18.9%
Rivercrest Estates Phase 5	R1-10	7.6	26.4%
Ashly Heights Phase 4	R1-10	9.0	24.5%
Heritage Hills	R1-6	9.0	24.1%
Beverly Park	ML	9.0	43.8%
Wanke Meadows	R1-10	9.0	23.2%
Drasler Place	R1-6	9.1	31.2%
Buckman Garden North	R1-10	9.2	22.2%
Cedar View	R1-6	9.3	28.2%
Ridgeway Park	R1-7.5	9.6	24.0%
Vista Manor	R1-10	9.9	25.5%
Summers Walk at Fishers Landing Ph A-1	R1-6	10.0	52.0%
Felida Highlands	R1-10	11.4	26.2%
Stag Leap Canyon	R1-6	11.7	31.7%
Pebble Creek Farms IV - 3	R1-6	11.9	22.1%
Mt. View Estates Phase II	R1-6	12.6	49.8%
Clearmeadodws at Fishers Landing PH B-	R1-6	12.9	29.2%
Flaherty Woods 2	R1-7.5	13.6	25.1%
Cedarbrook	R1-5	15.1	19.8%
Hawks View PUD	R1-10	15.2	31.6%
Forest Crest 4, Phase II	R1-6	15.3	38.2%
Quail Park Phase 3	R1-7.5	15.6	21.0%
Summerfield Phase I	R1-6	15.8	29.2%
Pebble Creek Farms III - Phase I	R1-6	15.8	23.5%
East Lake Villiage Phase I	R1-6	16.0	30.2%
Stein Estates Phase 2	ML	16.1	33.7%
Hoffman Heights Phase I	R1-6	16.8	37.1%
Felida Knolls	R1-10	17.0	16.6%
The Village at Cedar Ridge Phase I	R1-5	17.2	40.3%
Westmoor Phase3	R1-7.5	17.3	23.3%
Kristine Pointe	R1-6	17.9	25.2%
Sterling Meadows	R1-5	19.2	55.0%
University Park	R-30	20.0	16.0%
Country Lane I	R1-6	20.4	28.5%
Northfield at Fishers Landing	R-12	20.6	33.6%
Fairway Village Unit 11	R1-6	20.8	52.1%
Pheasant Run 2 Phase I	R1-6	21.9	24.7%
Knollridge North – 2	R1-6	29.2	25.9%
Winchester Hills I	UR-20	30.9	17.1%
Ridge Creek	R1-6	31.4	15.7%
		Mean	**27.5%**
		Minimum	**12.2%**
		Maximum	**55.0%**
Source: Clark County Community Development		**Median**	**24.9%**

Section 2.11 LAND ABSORPTION

Please refer to sections 1.5 and 1.6

INDICATOR: Change in Land Use Designation

Background and Relevance

Changes in land use designation provide some sense of conversion from one land use to another. Since the adoption of the 20-Year Comprehensive Growth Management Plan some land use changes have been adopted. These revisions have resulted from a) correction of obvious mapping errors, b) requests by individual property owners and c) changes driven by the Western Washington Growth Management Hearings Board and by court order. The table below provides a detailed summary of the changes.

Table 2.12.1 Changes in Land Use Designation

Ordinance	UGA	Reason	CP	Zone	CP	Zone	Acres
1995-04-16 (A01)	Vancouver	To correct errors. (Truman N. A.)	UMR	R-18	ULR	R1-6	15
1995-04-16 (A02)	Vancouver	To correct errors.	ML	ML	CC	C-3	5
1995-04-16 (B01)	Rural	To correct errors. The final maps incorrectly identified this area as Rural Estate when the map used during deliberations indicated the area as Agriculture. (Para B1 & C4)	RE	RE-5	AG	AG-20	640
1995-04-16 (B02)	Rural	To correct errors. This area was designated Rural Estate on the adopted map. The published map incorrectly indicated this area as Forest Tier 1. (Para B2 & C5)	F-1	F-80	RE	RE-5	22
1995-04-16 (B03)	Rural	To correct errors. Inadvertently left undesignated. (Para B3 & C6)	n/a	n/a	AW	AG-WL	20
1995-04-16 (B04)	Rural	To correct errors. Inadvertently left undesignated. Along northern Ridgefield UGB (Para B4 & C7)	n/a	n/a	RE	RE-5	80
1995-04-16 (B05)	Rural	To correct errors. Inadvertently left undesignated. (Para B5 & C8)	n/a	n/a	RE	RE-5	40
1995-04-16 (B06)	Rural	To correct errors. Inadvertently left undesignated. (Para B6 & C9)	n/a	n/a	RE	RE-5	5
1995-04-16 (C01)	Rural	To correct errors. Property was zoned Airport (A) before and is currently utilized as an airport.	AG, AF	AG-20, AF-20	A	A	30
1995-04-16 (C02)	Rural	To correct errors. Property was zoned Airport (A) before and is currently utilized as an airport.	RE	RE-5	A	A	20
1995-04-16 (C03)	Rural	To correct errors. (Pits near Fisher Swale)	Mineral	(S)	UR	UR-20 (S)	190
1995-04-16 (D01)	Vancouver	To correct errors. The zoning map incorrectly showed this area as being inside the City of Vancouver (Vanalco).	n/a	n/a	MH	MH	100
1995-04-16 (D02)	Vancouver	To correct errors. The zoning designation of Office Campus was inconsistent with the plan designation of Community Commercial. The zoning was changed to Limited Commercial (CL).	CC	OC	CC	CL	1
1995-04-16 (D03)	Vancouver	To correct errors. (NE corner of Andresen & 63rd Street)	PF		NC	C-2	6
1995-04-16 (D04)	Vancouver	To correct errors. (School site on NE 129th Street, west of I-5)	PF		ULR	R1-6	8
1995-04-16 (D05)	Vancouver	To correct errors. The zoning adopted for this parcel was C-3. In order to recognize the current uses a zoning district of CL was adopted (This is consistent with prior zoning).	CC	C-3	GC	CL	5
1995-04-16 (D06)	Vancouver	To correct errors. Previous zoning was R-18. Change was not intended and the zoning was changed to OR-22.	UMR	R-18	UMR	OR-22	4

2.12 CHANGE IN DESIGNATION

Ordinance	UGA	Reason	CP	Zone	CP	Zone	Acres
1995-04-16 (D07)	Vancouver	To correct errors. During deliberations the Board adopted larger lot sizes for some areas along Fisher Swale. Staff misinterpreted the request. This amendment reflects the Board's intent.	ULR	R1-20	ULR	R1-10	80
1995-04-16 (D08)	Vancouver	To correct errors. The zoning map adopted a non-existent zoning district for this area (T2R3E WM Sections 30 & 31).	Mineral	(S)	UR	UR-20 (S)	800
1995-04-16 (D09)	Vancouver	To correct errors, and in response to an appeal of the plan, and to recognize the commercial use of a portion of the site.	Mineral	(S)	NC	C-2	1
1995-04-16 (D10)	Vancouver	To correct errors. (Fairgrounds)	PF		GC	CH	215
1995-05-49 (A1)	Rural	To correct errors and clarify maps. (Para A1 & B1)	AG, UR	AG-20	UR, CR	UR-20, CR-1	1
1995-05-49 (A2)	Rural	To correct errors and clarify maps. (Para A2 & B2)	UR	UR-10	CR	CR-1	2
1995-05-49 (A3)	Rural	To correct errors and clarify maps. (Para A3 & B3)	P/OS	P/OS	AF	AF-20	40
1995-05-49 (A4)	Rural	To correct errors. This area was designated on the Comprehensive Plan as Rural Estate. This recognizes non-conforming uses and the prior zoning. Southeast corner of NE 152nd Ave and 119th street. (Para A4 & B4)	RE	RE-5	AG	AG-20	60
1995-05-49 (C1)	Vancouver	To correct errors. (Para C1 & D1)	ML	ML	MX	CL, R-30	10
1995-05-49 (C2)	Vancouver	To correct errors. The site was developed under the previous ML zoning. To recognize the current use and allow expansion a plan designation was changed to Light Industrial with ML zoning. (Para C2 & D2)	ULR	R1-6	ML	ML	5
1995-05-49 (C3)	Vancouver	To correct errors. (SE 192nd Ave at SE 34th St) (Para C3 & D4)	ULR	R1-6	ULR	R1-6	8
1995-05-49 (C3)	Vancouver	To correct errors. (SE 192nd Ave at SE 34th St) (Para C3 & D4)	UMR	R-18	UMR	R-18	5
1995-05-49 (C3)	Vancouver	To correct errors. (SE 192nd Ave at SE 34th St) (Para C3 & D4)	UMR	R-22	UMR	R-22	3
1995-05-49 (C3)	Vancouver	To correct errors. (SE 192nd Ave at SE 34th St) (Para C3 & D4)	CC	C-3	CC	C-3	3
1995-05-49 (C3)	Vancouver	To correct errors. (SE 192nd Ave at SE 34th St) (Para C3 & D4)	ML	ML	ML	ML	10
1995-05-49 (D3)	Vancouver	To correct errors. (Para D3)	ULR	R1-6	NC	C-2	1
1995-08-16 (A1)	Rural	To correct errors and recognize existing mining operations.	Mineral	(S)	RE	R-5 (S)	8
1995-08-16 (B1)	Vancouver	To correct errors.	ULR	R1-6	UMR	R-18	12
1995-08-16 (B2)	Vancouver	To correct errors and recognize existing uses and to retain zoning adopted by rezone.	CC	CL	GC	CH	5
1995-08-16 (B3)	Vancouver	To correct errors.	PF		ULR	R1-10	5
1995-08-16 (B4)	Vancouver	To correct errors.	UMR	R-18, R-22	ULR	R1-6	50
1995-08-16 (B5)	Vancouver	To correct errors.	UMR	R-18, R-22	ULR	R1-6	1
1995-08-41	Vancouver	Required by WWGMHB (South Vista)	UHR	R-30	UMR	R-22	20
1995-08-41	Vancouver	Required by WWGMHB (South Vista)	UHR	R-30	ULR	R1-5, R1-7.5	30

Ordinance	UGA	Reason	CP	Zone	CP	Zone	Acres
1995-08-41	Vancouver	Required by WWGMHB (South Vista)	UMR	R-18	ULR	R1-5, R1-10	15
1995-08-41	Vancouver	Required by WWGMHB (South Vista)	ULR	R1-6	UMR	R-22	30
1995-08-41	Vancouver	Required by WWGMHB (South Vista)	MX	R1-6	GC	CH	5
1995-08-41	Vancouver	Required by WWGMHB (South Vista)	UHR	R-30	CC	C-3	1
1995-10-01 (1A)	Vancouver	To correct errors.	PF	R1-20	ULR	R1-10	5
1995-10-01 (1B)	Vancouver	To correct errors.	UMR	R-18	ML	ML	4
1995-10-01 (1C)	Vancouver	To correct errors.	UMR	R-22	UMR	OR-22	5
1995-10-01 (1D)	Vancouver	To correct errors.	UHR	R-43	UHR	OR-43	1
1995-10-01 (1E)	Rural	To correct errors and clarify maps	P/OS	P/OS	F-2	F-40	15
1995-10-01 (1F)	Battle Ground	To correct errors and clarify maps	ULR	R1-15	A	A	55
1995-10-01 (2)	Woodland	Adopting an urban boundary, designations, & zoning for Woodland	ULR	R1-10	UH	UH-10	90
1995-12-04 (A)	Rural	To correct errors and clarify maps	RE	RE	CR	CR-1	1
1995-12-04 (B)	Washougal	To correct errors.	ULR	R1-10, R1-15	ULR	R1-10	7
1995-12-04 (C)	Washougal	To correct errors.	UH	R1-10	UH	R1-15	26
1995-12-04 (D)	Washougal	To correct errors.	UH	R-16	UH	R1-10	1
1995-12-04 (E)	Washougal	To correct errors.	ULR, UMR	R1-10, R-16	UMR	R-16	10
1996-05-01 (1a)	Ridgefield	Required by WWGMHB. Adopted min. residential densities. Excluded resource lands from UGA.			AG	AG-20	517
1996-05-01 (1b)	Camas	Required by WWGMHB. (Camas Meadows)	ULR, CT		*Incorp.*	*Incorp.*	612
1996-05-01 (1b)	Camas	Required by WWGMHB. (20th)	ULR, CT		UR	UR-10	246
1996-05-01 (1b)	Camas	Required by WWGMHB. (20th)	ULR, CT		UR	UR-20	80
1996-05-01 (1b)	Camas	Required by WWGMHB. (Winchester Hills, Sun Country Homes)	CT		UR	UR-20	51
1996-05-01 (1b)	Camas	Required by WWGMHB. (Fisher Quarry, Brady Road)	ULR		UR	UR-10	96
1996-05-01 (1c1)	Rural	Required by WWGMHB.	UR	UR-10	AF	AF-20	240
1996-05-01 (1c2)	Vancouver	Required by WWGMHB (Bushlach)	UH	C-2, UH-10 (S)	NC	C-2 (S)	8
1996-05-01 (1c3)	Vancouver	Required by WWGMHB (117th at 72nd) (49 total ac)	ML, ULR	ML, R1-7.5	ML	ML	49
1996-05-01 (1c3)	Vancouver	Required by WWGMHB (117th at 72nd) (49 total ac)	ULR	R1-7.5	ML	ML	
1996-05-01 (1c4)	Vancouver	Required by WWGMHB (28th at 138th)	ULR, NC	R1-5, C-2	NC, CC	C-2, C-3	10
1996-05-01 (1c5)	Vancouver	Required by WWGMHB (Minnehaha)	ML, ULR	ML, R1-5	ML	ML	3

2.12 CHANGE IN DESIGNATION

Ordinance	UGA	Reason	CP	Zone	CP	Zone	Acres
1996-05-01 (1d)	Rural	Required by WWGMHB.	RE	R-5	AG	AG-20	40
1996-05-01 (1e)	Rural	Required by WWGMHB.(Tukes Mt./State Land)	F-2	F-40	AF	AF-20	120
1996-05-01 (1f)	Rural	Required by WWGMHB.	UR	UR-10	AF	AF-20	80
1996-05-37	Ridgefield	To remove Urban Holding (Ridgefield Junction).	UH	UH-20	ML	ML	105
1996-12-64 (1)	Vancouver	Annual Review 1996 (Strong)	ULR	R1-6	ML	ML	1
1996-12-64 (2)	Vancouver	Annual Review 1996 (Callaham)	UMR	R-22	GC	CH	10
1996-12-64 (3)	Vancouver	Annual Review 1996 (Sonney)	CC	C-3	GC	CH	2
1996-12-64 (3a)	Rural	Annual Review 1996	F-1	F-80	MH	MH	6
1996-12-64 (3b)	Rural	Annual Review 1996	P/OS	P/OS	RE	RE	8
1996-12-64 (3c)	Vancouver	Annual Review 1996	UR	UR-10	ML	ML	10
1996-12-64 (3d)	Vancouver	Annual Review 1996	PF	A	MX	ML	2
1996-12-64 (3e)	Rural	Annual Review 1996	MH	MH	UR	UR-10	12
1996-12-64 (3f)	Rural	Annual Review 1996	RE	RE-5	CR	CR2	2
1996-12-64 (3g)	Vancouver	Annual Review 1996	ULR	R1-5	NC	C-2	2
1996-12-64 (5.1)	Rural	Annual Review 1996 (Turecki)	AF	AF-20	RE	RE-5	25
1997-05-31 (3.4)	Rural	Required by WWGMHB.	UR	UR-20	AG, UR	AG-20	765
1997-05-31 (3.5)	Rural	Required by WWGMHB.	UR	UR-10	AG, UR	AG-20	1,404
1997-09-18	Ridgefield	Required by WWGMHB. (Ridgefield De-annexation).	*Incorp.*	*Incorp*	RE	R-5	240
1997-09-26	Rural	Required by WWGMHB.	UR	UR-10	AG, UR	AG-20	176
1997-11-09 (2)	Vancouver	Annual Review 1997	MX	ML, C-3	GC	CH	7
1997-11-09 (3.1)	Rural	Annual Review 1997	RE	RE-5	CR	CR2	4
1997-11-09 (3.2)	Vancouver	Annual Review 1997	OC	OC	ML	ML	60
1997-11-09 (3.3)	Rural	Annual Review 1997	P/OS	P/OS	RE	R-5	20
1997-11-09 (3.4)	Yacolt	Annual Review 1997	AF	AF-20	*Incorp.*	*Incorp*	3
1997-11-09 (3.5)	Rural	Annual Review 1997	F-2	FR-40	RE	R-5	29
1998-01-03	Vancouver	To remove Contingency designations. (1075 total ac)	X	CH	GC	CH	1,075
1998-01-03	Vancouver	To remove Contingency designations. (1075 total ac)	X	CL	CC	CL	
1998-01-03	Vancouver	To remove Contingency designations. (1075 total ac)	X	ML	ML	ML	
1998-01-03	Vancouver	To remove Contingency designations. (1075 total ac)	X	P/OS	P/OS	P/OS	
1998-01-03	Vancouver	To remove Contingency designations. (1075 total ac)	X	R1-10	ULR	R1-10	
1998-01-03	Vancouver	To remove Contingency designations. (1075 total ac)	X	OC	OP	OC	
1998-01-03	Vancouver	To remove Urban Holding designations.	UH	UH-10	ULR	R1-10	269
1998-01-03	Vancouver	To remove Urban Holding designations.	UH	UH-10	ULR	R1-7.5	40
1998-06-20	Rural	Required by WWGMHB. Creating Meadowglade rural center	RE	RE-5	MH	MH	4

Ordinance	UGA	Reason	CP	Zone	CP	Zone	Acres
1998-06-20	Rural	Required by WWGMHB. Creating Meadowglade rural center	RE	RE-5	R-5	R-5	193
1998-06-20	Rural	Required by WWGMHB. Creating Meadowglade rural center	RE	RE-5	RC-1	RC-1	747
1998-06-20	Rural	Required by WWGMHB. Creating Meadowglade rural center	RE	RE-5	RC-2.5	RC-2.5	230
1998-06-20	Rural	Required by WWGMHB. Creating Meadowglade rural center	RE	RE-5	CR-2	CR-2	13
1998-06-20	Rural	Required by WWGMHB. Creating Hockinson rural center	RE	RE-5	R-5	R-5	18
1998-06-20	Rural	Required by WWGMHB. Creating Hockinson rural center	RE	RE-5	RC-1	RC-1	101
1998-06-20	Rural	Required by WWGMHB. Creating Hockinson rural center	RE	RE-5	RC-2.5	RC-2.5	132
1998-06-20	Rural	Required by WWGMHB. Creating Hockinson rural center	RE	RE-5	CR-2	CR-2	27
1998-06-20	Rural	Required by WWGMHB. Creating Dollars Corner rural center	RE	RE-5	RC-1	RC-1	217
1998-06-20	Rural	Required by WWGMHB. Creating Dollars Corner rural center	RE	RE-5	CR-2	CR-2	85
1998-06-20	Rural	Required by WWGMHB. Creating Chelatchie Prairie rural center	RE	RE-5	MH	MH	163
1998-06-20	Rural	Required by WWGMHB. Creating Chelatchie Prairie rural center	RE	RE-5	RC-2.5	RC-2.5	204
1998-06-20	Rural	Required by WWGMHB. Creating Chelatchie Prairie rural center	RE	RE-5	CR-2	CR-2	9
1998-06-20	Rural	Required by WWGMHB. Creating Brush Prairie rural center	RE	RE-5	MH	MH	33
1998-06-20	Rural	Required by WWGMHB. Creating Brush Prairie rural center	RE	RE-5	R-5	R-5	5
1998-06-20	Rural	Required by WWGMHB. Creating Brush Prairie rural center	RE	RE-5	RC-1	RC-1	160
1998-06-20	Rural	Required by WWGMHB. Creating Brush Prairie rural center	RE	RE-5	RC-2.5	RC-2.5	59
1998-06-20	Rural	Required by WWGMHB. Creating Brush Prairie rural center	RE	RE-5	CR-2	CR-2	46
1998-06-20	Rural	Required by WWGMHB. Creating Amboy rural center	RE	RE-5	P/OS	P/OS	13
1998-06-20	Rural	Required by WWGMHB. Creating Amboy rural center	RE	RE-5	R-5	R-5	185
1998-06-20	Rural	Required by WWGMHB. Creating Amboy rural center	RE	RE-5	RC-1	RC-1	18
1998-06-20	Rural	Required by WWGMHB. Creating Amboy rural center	RE	RE-5	RC-2.5	RC-2.5	150
1998-06-20	Rural	Required by WWGMHB. Creating Amboy rural center	RE	RE-5	CR-2	CR-2	22
1998-07-19	Rural	Required by WWGMHB & Superior Court. Repealing Agri-Forest.	AF	AF-20	RE	R-5	6,425
1998-07-19	Rural	Required by WWGMHB & Superior Court. Repealing Agri-Forest.	AF	AF-20	RE	R-10	21,144
1998-07-19	Rural	Required by WWGMHB & Superior Court. Repealing Agri-Forest.	AF	AF-20	RE	R-20	7,508
1998-07-19	Rural	Required by WWGMHB & Superior Court. Repealing Agri-Forest.	AF	AF-20	AG	AG-20	15
1998-07-19	Rural	Required by WWGMHB & Superior Court. Repealing Agri-Forest.	AF	AF-20	F-2	FR-40	174
1998-07-19	Rural	Required by WWGMHB & Superior Court. Incorrectly changed	A	A	RE	R-5	60
1998-07-19	Rural	Required by WWGMHB & Superior Court. Incorrectly changed	A	A	RE	R-5	45
1998-09-02	Rural	To correct errors and clarify maps	RC	RC-1	CR	CR2	2
1998-09-12	Rural	To correct errors and clarify maps	RE	R-5	A	A	45
1998-09-12	Rural	To correct errors and clarify maps	RE	R-5	A	A	60
1998-12-28 (2.1)	Vancouver	Annual Review 1998 (Erickson)	UMR	R-18	GC	CL	6
1998-12-28 (2.3)	Rural	Annual Review 1998 (Tiger Lily)	AG	AG-20	RE	RE-5	95
1998-12-28 (2.4)	Vancouver	Annual Review 1998 (Washington Mutual)	ULR	R1-7.5	GC	CL	1
1998-12-28 (2.5)	Vancouver	Annual Review 1998 (Campbell)	UHR	R-43	GC	CH	6

2.12 CHANGE IN DESIGNATION

Ordinance	UGA	Reason	CP	Zone	CP	Zone	Acres
1998-12-28 (3.1)	Vancouver	Annual Review 1998 (WSU)	ULR	R1-10	PF	U	3
1998-12-28 (3.2)	Vancouver	Annual Review 1998 (Pacific Rock)	ML	ML	MH	MH	7
1998-12-28 (6.1)	Vancouver	Annual Review 1998 (Germann)	ULR	R1-6	CC	C-3	10
1999-12-21 (2.4)	UGA	Annual Review 1999 (Waldow)	RC	RC2.5	MH	MH	28
1999-12-21 (2.1)	Vancouver	Annual Review 1999 (Ross, Vanderhoef, Terry)	ULR	R1-6	ML	C-3	4
1999-12-21 (2.2)	Vancouver	Annual Review 1999 (MJB&G)	ML	ML	CC	C-3	1
1999-12-21 (2.3)	Vancouver	Annual Review 1999 (Defrees)	AG	AG-20	UR	UR-10	29
1999-12-21 (2.5)	Vancouver	Annual Review 1999 (Barney)	RE	R-5	RC	CR-1	2
1999-12-21 (2.6)	Vancouver	Annual Review 1999 (Craft)	ULR	R 1-7.5	CC	C-3	1
1999-12-21 (2.7)	Vancouver	Annual Review 1999 (Grems)	ULR	R 1-6	M	C-2	4
1999-12-21 (2.8)	Vancouver	Annual Review 1999 (Rock Lake)	ULR	R 1-6	CC	C-3	5
1999-12-21 (3.1)	Battle Ground	To correct errors and clarify maps	AG	AG-20	UR	UR-10	40
1999-12-21 (3.2)	Vancouver	To correct errors and clarify maps	RE	RE-5			9
1999-12-21 (3.3)	Vancouver	To correct errors and clarify maps	RC	CR-2	RC	CR-1	2
1999-12-21 (3.4)	Vancouver	To correct errors and clarify maps	ULR	R1-6	ML	ML	4
1999-12-21 (3.5)	Vancouver	To correct errors and clarify maps	ULR	R-12, R-18	ML	ML	2
1999-12-21 (3.6)	Vancouver	To correct errors and clarify maps	ML	ML	CC	C3	2

Source: Clark County Department of Community Development, Long Range Planning Division

Affected Acreage Totals	47,839
Acreage Within Clark County	420,288
Percentage of Total	11.38%

Observations

- Since plan adoption, approximately 47,839 acres have been changed. This represents about 11% of the total acreage within Clark County (420,288).
- Approximately 33 cases were a result of correcting mapping errors, which are a normal post-plan function, while 23 cases were individual applications and 9 changes were driven by the Western Washington Growth Management Hearings Board.
- More than 36,000 acres were affected as a result of the Agri-Forest rezoning and as a result of changes made in the rural centers.
- It is important to note that changes that involve lifting of urban holding zones and the removal of contingency designation did not affect the base zone. Approximately 1,524 acres of the 47,839 total did not change from one zone to another.

INDICATOR: Transit Ridership

Background and Relevance

Bus transit ridership is an alternative to automobile use and offers several potential benefits for both bus riders and automobile users. Even at modest levels of ridership, transit use eases road congestion, reduces gasoline consumption and air pollution, and provides mobility for those without access to cars. Transit also provides an alternative means of travel during periods when automobile usage is less desirable, such as during the September 1997 repairs of the I-5 bridge, or simply for individuals who may not be able or do not wish to use their vehicles on a given day. For these reasons, the county Comprehensive Plan encourages the development of alternative transportation modes. Tracking transit ridership over time provides an indication of how extensively this particular alternative is being used.

Table 3.1.1 C-TRAN Bus Ridership

Year	Countywide Population	C-TRAN Total Passenger Trips	Total Hours of Service	Total Annual Passenger Trips Per Capita
1990	238,053	2,840,724	177,634	11.9
1991	250,300	3,203,888	195,941	12.8
1992	257,600	3,216,304	201,448	12.5
1993	269,500	3,420,373	209,574	12.7
1994	280,800	3,737,922	223,629	13.3
1995	291,000	4,325,296	250,605	14.9
1996	303,500	5,097,066	316,161	16.8
1997	316,800	5,871,276	346,841	18.5
1998	328,000	6,257,390	385,390	19.1
1999	337,000	6,416,928	391,927	19.0

Source: C-Tran

Data Collection

Transit ridership figures were provided by C-Tran. They include paratransit and vanpool trips as well as the more common fixed route service. The total hours of service include non-passenger-related hours. Approximately 90-95% of the total hours of service is used for providing transit service to the public.

Observations

- Total passenger trips have increased by more than 125% since 1990.
- C-TRAN attributes per capita ridership gains in large part to the addition of new routes and increased service. From 1990 to 1999, C-TRAN service as measured in total service hours of operation increased by 121%.

INDICATOR: School District Enrollment and Capacity

Background and Relevance

The quality of schools is closely associated with the quality of life in Clark County. Public education in the county is provided by nine school districts. Monitoring how enrollment and capacity changes over time provides an indication of how school facilities are keeping up with the pace of growth. The use of portable facilities provides an indicator of how school districts are meeting classroom needs that cannot be accommodated in permanent structures.

Washington law provides state funding to local schools for non-capital expenses in accordance with school enrollment. This ensures that funding is available to hire new teachers as local enrollment increases so that the student/teacher ratio can remain relatively consistent. Funding for building facilities and capital expenses is provided by the state of Washington through its construction fund and through the passage of local bond levies. Any shortfall in the funding of capital facilities must be provided by individual local school districts, typically through the use of portable classrooms.

The SPI number is an official Washington State Superintendent of Public Instruction calculation that represents the number of students that should be accommodated in the existing permanent school structures within each district. The SPI number is a main driver for the allocation of state funding, which also looks at headcount, the wealth of a school district and matching funds approved through local school bonds and levies. Portable classroom space is not included in the SPI capacity estimates.

Table 3.2.1 School Capacities, Enrollment and Use of Portable Classrooms

School District	SPI Capacity					October 1st Headcount Enrollment					Number of Portable Classrooms				
	1995	1996	1997	1998	1999	1995	1996	1997	1998	1999	1995	1996	1997	1998	1999
Vancouver	18,785	20,149	21,519	21,519	27,983	19,644	20,400	21,016	21,197	21,346	79	85	89	86	78
Evergreen	18,273	18,273	18,273	18,273	19,579	17,884	18,852	19,733	20,252	21,171	274	294	322	342	324
Battle Ground	8,327	10,516	10,516	10,516	10,570	10,343	10,812	10,904	11,462	11,525	57	65	64	69	83
Camas	3,792	4,694	4,694	4,694	5,215	2,974	3,105	3,251	3,488	3,616	6	6	10	14	14
Washougal	2,429	2,429	2,429	2,429	2,667	2,563	2,667	2,609	2,569	2,551	36	38	40	42	41
Ridgefield	2,037	2,037	2,037	2,037	2,115	1,612	1,706	1,794	1,810	1,789	7	7	9	13	12
Hockinson	1,480	1,480	1,456	1,456	1,440	1,252	1,269	1,290	1,250	1,320	4	6	5	5	8
LaCenter	1,275	1,275	1,275	1,275	1,234	1,223	1,316	1,321	1,401	1,425	12	12	14	16	18
Green Mountain	154	154	154	154	125	97	102	122	122	126	2	2	2	2	2

Source: Clark County School Districts

Data Collection

Each school district was asked to report its October 1 headcount enrollment, SPI capacity, and number of portable classrooms used during each school year.

Observations

- Between 1995 and 1999, the Evergreen School District ranked first in student headcount growth at 3,287 and third in percentage increase at 18%. Vancouver ranked second in student headcount growth at 1,702 and ranked seventh in percentage increase at 8.7%. Some of the largest percentage increases in student headcount were experienced by two of the more rural school districts, with Green Mountain ranking first and La Center ranking fourth.

- Four of the nine school districts have more students enrolled than their permanent buildings were designed for, but all school districts use portable classrooms to meet their classroom needs. With the exception of Green Mountain and Vancouver, all other school districts increased the use of portable classrooms from 1995 to 1999. Evergreen and Vancouver are also the largest users of portable classrooms at 324 and 78 respectively.

- Monitoring SPI capacities, headcount enrollment, and the use of portable classrooms provides an indication of how overall school facility needs are being met. When funding from state and local sources for capital improvements is not provided, local school districts meet their classroom needs through the use of portable structures. While the use of these structures can provide an adequate classroom setting, their use in addressing increasing enrollments may present long-term difficulties, particularly when it is not feasible to expand non-classroom facilities such as auditoriums, cafeterias, gyms, or libraries that also represent a portion of student needs.

Indicator: Timber harvest by ownership

Background

The following data look at timber harvest under two main categories of ownership – public and private. This division allows for a comparison of their contribution to harvest activity and highlights the importance of forest land within the county. The Washington Department of Natural Resources defines forest ownership as follows:

Forest Industry - Companies and individuals operating wood-using plants with no acreage limitations.
Private Large - Non-industrial companies and individuals not operating wood-using plants but with holdings of 1,000 or more acres.
Private Small - Non-industrial companies and individuals not operating wood-using plants and having holdings of less than 1,000 acres.
State - Designation used to report harvest from DNR managed trust lands and is reported by the Forest Resources Division.
Other Non-federal - Includes public land owned by cities, counties, public utility districts, and state agencies other than the DNR.
BIA (Bureau of Indian Affairs) or Native American - Designation used to report timber harvests from several Indian tribes located in Washington State.
Forest Service - Represents the federal harvest from National Forest Lands managed by the U.S. Department of Agriculture Forest Service.
Other Federal - Represents various other federal agencies (military and U.S. Wildlife Service) selling timber for industrial wood use.

Table 3.2.2 Clark County Timber Harvest by Ownership from 1990-1998, in Thousand Board Feet, Scribner Log Scale

	Forest Industry	Private Large	Private Small	Total Private	State	Other Non-Federal	Forest Service	Other Federal	Total Govern	Total All Ownership
1990	75,717	7,752	32,956	116,425	10,838				10,838	127,263
1991	44,689	5,208	31,844	81,741	6,872				6,872	88,613
1992	77,858	1,866	36,309	116,033	4,845				4,845	120,878
1993	56,420	6,427	30,531	93,378	3,018			165	3,183	96,561
1994	42,584	3,600	36,320	82,504	12,762				12,762	95,266
1995	30,713	3,448	43,846	78,007	12,690				12,690	90,697
1996	35,058	5,919	34,094	75,071	9,897	70			9,967	85,038
1997	34,151	3,494	20,066	57,711	21,917				21,917	79,628
1998	35,588	2,589	14,902	53,079	23,213				23,213	76,292
Ownership Totals	432,778	40,303	280,868	753,949	106,052	70		165	106,287	860,236

Source: Washington State Department of Natural Resources

Table 3.2.3 Forest Excise Tax Distributed to Clark County

Year	Forest Excise Revenue to Clark County	Total Revenue to Clark County	Forest Excise % of Total Revenue
1991	$1,274,058	$92,627,599	1.4%
1992	$1,120,246	$107,538,353	1.0%
1993	$1,613,111	$118,836,785	1.4%
1994	$1,980,702	$138,229,720	1.4%
1995	$1,859,481	$133,637,663	1.4%
1996	$1,513,381	$169,972,500	0.9%
1997	$1,600,654	$158,053,283	1.0%
1998	$1,326,579	$181,973,143	0.7%

Sources: Forest Excise Tax Revenue to Clark County: State of Washington Data Book.
Total Revenue to Clark County: Washington State Auditor's WWW page

Data Collection

Timber harvest data is collected by the Washington State Department of Natural Resources and reported in thousand board feet using the Scribner Log Scale. Data covering privately owned lands is supplied by the Department of Revenue, using forest excise tax returns. Currently, there is no Native American ownership reporting timber harvests within the county.

Observations

- Of the total harvest reported for 1990-1998, forest industry ownership accounts for 50%, large private ownership accounts for 5%, and small private ownership accounts for 33%. State ownership makes up the remaining 12%.

INDICATOR: Forest Land Conversion

Background and Relevance

Clark County has two forest resource land use designations: Forest I and Forest II. These have been applied to lands which have physical characteristics associated with long-term production of commercially significant forest products or other natural resources.

Conversion is defined as land that is clear of timber and converted to a use other than forestry. Forest conversion applications are applied only to privately owned land. A cursory study of the forest conversion applications reveals that lands are converting to a variety of uses including residential development, remodeling activities on existing dwellings, site preparation for new structures, and conversion to pasture land.

All forest applications are good for two years; applications do not necessarily mean timber harvesting or use conversion has actually taken place.

Table 3.2.4 Annual Forest Conversion Applications in Clark County

YEAR	Total Applications for Conversion	Total Acreage
1993	166	1,798
1994	81	833
1995	41	337
1996	35	414
1997	38	490
1998	19	147

Source: Washington State Department of Natural Resources

Data Collection

Data on forest applications were provided by the Washington State Department of Natural Resources (DNR) and reflect active applications and acreage involved in the forest practices applications from 1993 through 1998. Data for 1990 through 1992 was entered into a different data system and for a variety of reasons, including the reliability of the information, data for these years was not available. An application for a forest conversion does not necessarily mean that the conversion took place. Currently, there is no monitoring process in place to track activities on these parcels.

Observations

- Between 1993 and 1994, applications for forest conversions dropped by more than half.
- Since the adoption of the Comprehensive Plan, applications have fluctuated but remain significantly below Pre-GMA totals, reaching its lowest total of 19 in 1998.

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 3.1 times annual income for purchasing a home. This is the standard used by the federal and state governments and the majority of lending institutions.

Buildable Land – All vacant, partially used, and underutilized parcels that are (a) designated for commercial, industrial, or residential use; (b) not intended for public use; (c) not constrained by critical areas in a way that limits development potential and makes new construction on a parcel unfeasible.

Build Out – Having no remaining land; fully developed to the maximum permitted by adopted plans and zoning.

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, 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 (floods, fire, geological, wetlands, etc.), has access to services (water, sewer, storm drainage, and transportation), and will not disrupt or adversely affect natural resource areas.

Gross Acreage – Calculations based on the overall acreage of an area including streets, roads, easements, rights-of-way, parks and open space.

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

Prime Industrial –Vacant and within 500 ft. of sewer buffer, at least 10 acres and less than 10% critical lands.

Secondary Industrial – Vacant, at least 5 acres and between 10% and 50% critical lands.

Tertiary Industrial –Vacant, at least 5 acres and up to 100% critical lands.

Underutilized Land – All parcels of land zoned for more intensive use than that which currently occupies the property. For instance, a single-family home on multi-family zoned land will generally be considered underutilized. This classification also includes re-developable land, i.e., land on which development has already occurred but on which, due to present or expected market forces, there exists the strong likelihood that existing development will be converted to more intensive uses during the planning period.

Undertutilized (Commercial) – A parcel is considered underutilized if the land to structure value is greater than a 4:1 ratio and less than 10% critical lands.

Underutilized (Residential) – Parcels designated as residential that are:
a) between 1 and 2.5 acres with assessed value less than $325,000.
b) between 2.5 and 7 acres with assessed value less than $520,000 or
c) greater than 7 acres with assessed value less than $975,000.

Urban Growth Area – An area 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 the state Office of Financial Management. Counties and cities must 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 urban growth areas must be rural in character.

Vacant Buildable (Commercial) – Any commercial designated parcels having no structure with an assessed value less than $67,500 and less than 10% critical lands.

Vacant Buildable (Residential) – Parcels zoned residential having no structure with an assessed value of less than $13,000.

Vacant Industrial – Parcels having no structure with an assessed value less than $67,500.

The Vacant and Buildable Lands Model

This appendix describes the process that classifies parcels as either vacant or underutilized under various categories, and gives the gross and net results for each UGA by residential, commercial and industrial land use types. In addition it presents information on the assumptions that are applied as part of the planning process, but that are not analyzed here as part of the monitoring document.

Introduction

In 1992, Clark County began the Vacant Lands analysis to determine the potential capacity of urban growth areas to accommodate projected growth for the next 20 years. County staff met with interested parties from the development and environmental community to collectively examine criteria to be used to compute the supply of land available for development within each urban growth boundary. From the process, a methodology was developed using the Clark County Assessors database and Geographic Information Systems (GIS) as the primary data sources. This process was revisited in the spring of 2000 by a Board-of-Clark-County-Commissioners-appointed technical advisory committee which reviewed the definitions of for each classification of land and the assumptions that would be applied to them.

The definitions, criteria and assumptions used for the current land inventory information presented in this report are presented below. Attached to this appendix is a text matrix that describes and compares the definitions, criteria and assumptions applied in 1994/5 and those used for the current analysis.

The Vacant Buildable Lands Model consists of three parts--residential, commercial, and industrial.

Residential Model

The residential model classifies residentially designated parcels as follows:

- Residential Vacant
  - Building value less than 13,000
  - Less than 50% critical lands (critical lands described below)
  - Not tax exempt
  - Not an easement or right of way
  - Not a state assessed or institutional parcel
- Underutilized
  - Between 1 & 2.5 acres with assessed value less than $325,000
  - Between 2.5 & 7 acres with assessed value less than $520,000
  - Greater than 7 acres with assessed value less than $975,000

- Easements
- Mansions and Condos
  - Between 1 & 2.5 acres with assessed value equal to/greater than $325,000
  - Between 2.5 & 7 acres with assessed value equal to/greater than $520,000
  - Greater than 7 acres with assessed value equal to or greater than $975,000
- Residential Exempt
- Critical Lands Exclusions (not included in inventory)
  - 100 year floodplain or flood fringe
  - high quality wetlands with 300 foot buffer
  - slopes greater than 25 percent
  - active or historically unstable slopes
  - 200 foot shoreline buffers
  - hydric soils with 50 foot buffer
  - Habitat areas with 100 foot buffer
  - species area with 300 foot buffer
  - stream buffers by DNR class:
    - Class 1 & 2: 250 feet
    - Class 3: 200 feet
    - Class 4 & 5: 150 feet

Commercial Model

The commercial model classifies commercially designated parcels as follows:

- Commercial Vacant land
  - Building value less than $67,500
  - Less than 10% critical lands (see critical definition above)
- Commercial Vacant with Critical Lands
  - Building value less than $67,500
  - Between 10% and 50% critical lands (see critical definition above)
- Commercial Underutilized Lands
  - Land value four time greater than building value
  - Less than 10% critical lands (see critical definition above)
- Commercial Underutilized Lands with critical lands

- Land value four time greater than building value
- Between 10% and 50% critical lands (see critical definition above)

- Commercial with Critical Lands Exclusion (not included in inventory)
  - Greater than 50% Critical Lands

Industrial Model

The Industrial model classifies industrially designated parcels as follows:

- Prime Industrial Land
  - Building value less than $67,500
  - Within 500' of existing sewer line
  - At least 10 acre parcel size
  - less than 10% critical lands (see critical definition above)

- Secondary Industrial Lands
  - Building value less than $67,500
  - At least 5 acres
  - Between 10% and 50% critical lands (see critical definition above)

- Tertiary Industrial Lands
  - Building value less than $67,500
  - At least 5 acres
  - up to 100% critical land (see critical definition above)

Planning Assumptions

In addition to the model definitions, criteria and assumptions presented above certain planning assumptions to account for infrastructure and market factors are applied to the calculated gross inventory in order to arrive at a net available land supply. Some factors are applied to the land supply while others are applied to the demand side in the planning process. Those factors applied to the supply side are included in the results tables that follow. The demand side factors—market factors and commercial and industrial infrastructure-- will be applied in the planning process. These assumptions are outlined below:

Residential Model Planning Assumptions:

- 38% deduction from gross inventory (**supply**) to account for both on and off-site infrastructure needs.
- 10% deduction applied to gross vacant land **supply**, a never-to-convert factor.
- 30% deduction applied to gross underutilized land **supply**, a never-to-convert factor.
- *25% market factor applied to calculated need (demand)*, based on population estimate, single-family/multi-family housing type split, and anticipated density.

Commercial and Industrial Land Planning Assumptions

- *25% infrastructure factor applied to calculated need (**demand**) for both commercial and industrial lands.*
- *25% market factor applied to calculated need (**demand**) for commercial land.*
- *50% market factor applied to calculated need (**demand**) for industrial land.*

On the following page is the Clark County Assessor database update cycle. Following that are the gross and net results for residential, commercial and industrial lands for each UGA. Finally is the text matrix comparing the 1994 definitions, assumptions and criteria with that applied in the current analysis.

For more information on the model inputs, structure and outputs, please contact Clark County Community Development Long Range Planning or The Clark County Department of Assessment and GIS.

Assessor's Permit Cycle

Permit Type

Subdivision or Long Plat

New Structure or Short Plat

Important Dates

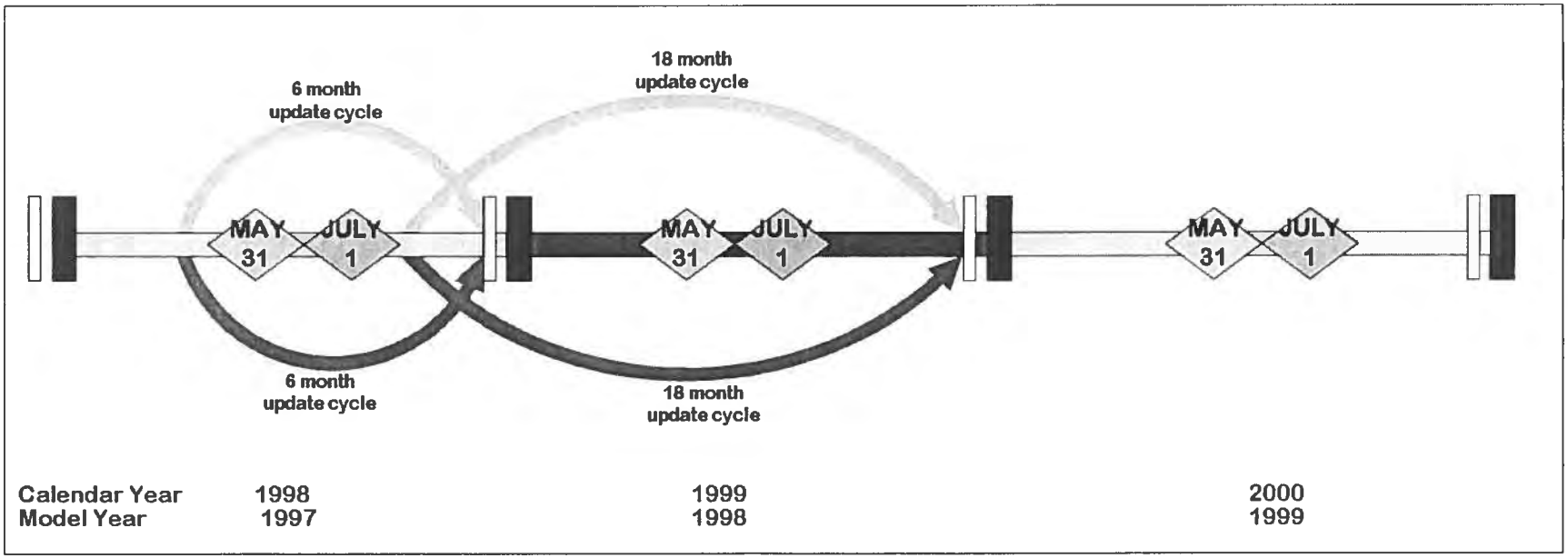
November, Assessor's Rollover

December 15th, Vacant Lands Model Run

January 1st, new calendar year

May 31st, Permit cutoff date for Subdivisions and Long plats

July 1st, Permit cutoff date for New Structures and Short plats



Battleground UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	46.6	0.5	47.1	280	3
	20,000 sqft to 1 acre	5	3.5	8.5		
	1 acre to 2.5 acres	17.5	4.5	22.0		
	2.5 acres to 5 acres	43.7	29.3	73.0		
	5 or more acres	192	204.8	396.8		
	subtotal	**304.8**	**242.6**	**547.4**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	3.1	2.2	5.3		
	1 acre to 2.5 acres	10.9	2.8	13.6		
	2.5 acres to 5 acres	27.1	18.2	45.3		
	5 or more acres	119.0	127.0	246.0		
	subtotal	**160.1**	**150.1**	**310.2**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	2.8	2.0	4.7		
	1 acre to 2.5 acres	9.8	2.5	12.3		
	2.5 acres to 5 acres	24.4	16.3	40.7		
	5 or more acres	107.1	114.3	221.4		
	subtotal	**144.1**	**135.1**	**279.2**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	47.5	117.7	165.2		
	2.5 to 5 acres	51.5	121.4	172.9		
	5 or more acres	116.4	85.6	202.0		
	subtotal	**215.4**	**324.7**	**540.1**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	29.5	73.0	102.4		
	2.5 to 5 acres	31.9	75.3	107.2		
	5 or more acres	72.2	53.1	125.2		
	subtotal	**133.5**	**201.3**	**334.9**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	20.6	51.1	71.7		
	2.5 to 5 acres	22.4	52.7	75.0		
	5 or more acres	50.5	37.2	87.7		
	subtotal	**93.5**	**140.9**	**234.4**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	304.8	242.6	**547.4**
Gross Underutilized	215.4	324.7	**540.1**
Gross Total	520.2	567.3	**1087.5**

	city acres	county acres	sum acres
Net Vacant	190.7	135.6	**326.3**
Net Underutilized	93.5	140.9	**234.4**
Net Total	284.2	276.5	**560.7**

Camas UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	151.9	7.1	159.0	688	31
	20,000 sqft to 1 acre	29.9	1.7	31.6		
	1 acre to 2.5 acres	37.6	3.6	41.2		
	2.5 acres to 5 acres	76.7	0	76.7		
	5 or more acres	102.3	33.3	135.6		
	subtotal	**398.4**	**45.7**	**444.1**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	18.5	1.1	19.6		
	1 acre to 2.5 acres	23.3	2.2	25.5		
	2.5 acres to 5 acres	47.6	0.0	47.6		
	5 or more acres	63.4	20.6	84.1		
	subtotal	**152.8**	**23.9**	**176.8**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	16.7	0.9	17.6		
	1 acre to 2.5 acres	21.0	2.0	23.0		
	2.5 acres to 5 acres	42.8	0.0	42.8		
	5 or more acres	57.1	18.6	75.7		
	subtotal	**137.5**	**21.5**	**159.1**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	95.6	8.2	103.8		
	2.5 to 5 acres	45.7	2.6	48.3		
	5 or more acres	184.1	10.5	194.6		
	subtotal	**325.4**	**21.3**	**346.7**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	59.3	5.1	64.4		
	2.5 to 5 acres	28.3	1.6	29.9		
	5 or more acres	114.1	6.5	120.7		
	subtotal	**201.7**	**13.2**	**215.0**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	41.5	3.6	45.0		
	2.5 to 5 acres	19.8	1.1	21.0		
	5 or more acres	79.9	4.6	84.5		
	subtotal	**141.2**	**9.2**	**150.5**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	398.4	45.7	**444.1**
Gross Underutilized	325.4	21.3	**346.7**
Gross Total	723.8	67.0	**790.8**

	city acres	county acres	sum acres
Net Vacant	289.4	28.6	**318.1**
Net Underutilized	141.2	9.2	**150.5**
Net Total	430.7	37.9	**468.6**

Note: Camas converted approximately 600 acres from residential to industrial in 1995, after the vacant lands analysis was completed.

La Center UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	29.1	0	29.1	134	0
	20,000 sqft to 1 acre	2.2	0	2.2		
	1 acre to 2.5 acres	1.1	3.3	4.4		
	2.5 acres to 5 acres	11.2	6.4	17.6		
	5 or more acres	46.9	6	52.9		
	subtotal	**90.5**	**15.7**	**106.2**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	1.4	0.0	1.4		
	1 acre to 2.5 acres	0.7	2.0	2.7		
	2.5 acres to 5 acres	6.9	4.0	10.9		
	5 or more acres	29.1	3.7	32.8		
	subtotal	**38.1**	**9.7**	**47.8**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	1.2	0.0	1.2		
	1 acre to 2.5 acres	0.6	1.8	2.5		
	2.5 acres to 5 acres	6.2	3.6	9.8		
	5 or more acres	26.2	3.3	29.5		
	subtotal	**34.3**	**8.8**	**43.0**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	7.8	16	23.8		
	2.5 to 5 acres	0	7	7.0		
	5 or more acres	5.7	7	12.7		
	subtotal	**13.5**	**30.0**	**43.5**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	4.8	9.9	14.8		
	2.5 to 5 acres	0.0	4.3	4.3		
	5 or more acres	3.5	4.3	7.9		
	subtotal	**8.4**	**18.6**	**27.0**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	3.4	6.9	10.3		
	2.5 to 5 acres	0.0	3.0	3.0		
	5 or more acres	2.5	3.0	5.5		
	subtotal	**5.9**	**13.0**	**18.9**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	90.5	15.7	**106.2**
Gross Underutilized	13.5	30.0	**43.5**
Gross Total	104.0	45.7	**149.7**

	city acres	county acres	sum acres
Net Vacant	63.4	8.8	**72.1**
Net Underutilized	5.9	13.0	**18.9**
Net Total	69.2	21.8	**91.0**

Ridgefield UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	12	0.6	12.6	56	2
	20,000 sqft to 1 acre	10.3	0	10.3		
	1 acre to 2.5 acres	19.3	0	19.3		
	2.5 acres to 5 acres	95	4.6	99.6		
	5 or more acres	146.3	6.4	152.7		
	subtotal	**282.9**	**11.6**	**294.5**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	6.4	0.0	6.4		
	1 acre to 2.5 acres	12.0	0.0	12.0		
	2.5 acres to 5 acres	58.9	2.9	61.8		
	5 or more acres	90.7	4.0	94.7		
	subtotal	**168.0**	**6.8**	**174.8**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	5.7	0.0	5.7		
	1 acre to 2.5 acres	10.8	0.0	10.8		
	2.5 acres to 5 acres	53.0	2.6	55.6		
	5 or more acres	81.6	3.6	85.2		
	subtotal	**151.2**	**6.1**	**157.3**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	79.2	4.5	83.7		
	2.5 to 5 acres	115.8	15.2	131.0		
	5 or more acres	115.6	47.9	163.5		
	subtotal	**310.6**	**67.6**	**378.2**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	49.1	2.8	51.9		
	2.5 to 5 acres	71.8	9.4	81.2		
	5 or more acres	71.7	29.7	101.4		
	subtotal	**192.6**	**41.9**	**234.5**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	34.4	2.0	36.3		
	2.5 to 5 acres	50.3	6.6	56.9		
	5 or more acres	50.2	20.8	71.0		
	subtotal	**134.8**	**29.3**	**164.1**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	282.9	11.6	**294.5**
Gross Underutilized	310.6	67.6	**378.2**
Gross Total	593.5	79.2	**672.7**

	city acres	county acres	sum acres
Net Vacant	163.2	6.7	**169.9**
Net Underutilized	134.8	29.3	**164.1**
Net Total	298.0	36.1	**334.0**

Vancouver UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	276.6	441.4	718.0	1450	2368
	20,000 sqft to 1 acre	118.6	141.2	259.8		
	1 acre to 2.5 acres	165	300.4	465.4		
	2.5 acres to 5 acres	201	393.7	594.7		
	5 or more acres	235.5	553.3	788.8		
	subtotal	**996.7**	**1830.0**	**2826.7**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	73.5	87.5	161.1		
	1 acre to 2.5 acres	102.3	186.2	288.5		
	2.5 acres to 5 acres	124.6	244.1	368.7		
	5 or more acres	146.0	343.0	489.1		
	subtotal	**446.5**	**860.9**	**1307.4**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	66.2	78.8	145.0		
	1 acre to 2.5 acres	92.1	167.6	259.7		
	2.5 acres to 5 acres	112.2	219.7	331.8		
	5 or more acres	131.4	308.7	440.2		
	subtotal	**401.8**	**774.8**	**1176.7**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	488.7	1638.5	2127.2		
	2.5 to 5 acres	174	749	923.0		
	5 or more acres	169.5	676.5	846.0		
	subtotal	**832.2**	**3064.0**	**3896.2**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	303.0	1015.9	808.3		
	2.5 to 5 acres	107.9	464.4	350.7		
	5 or more acres	105.1	419.4	321.5		
	subtotal	**516.0**	**1899.7**	**2415.6**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	212.1	711.1	923.2		
	2.5 to 5 acres	75.5	325.1	400.6		
	5 or more acres	73.6	293.6	367.2		
	subtotal	**361.2**	**1329.8**	**1691.0**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	996.7	1830.0	**2826.7**
Gross Underutilized	832.2	3064.0	**3896.2**
Gross Total	1828.9	4894.0	**6722.9**

	city acres	county acres	sum acres
Net Vacant	678.4	1216.2	**1894.7**
Net Underutilized	361.2	1329.8	**1691.0**
Net Total	1039.6	2546.0	**3585.6**

Washougal UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	60.1	2.8	62.9	283	10
	20,000 sqft to 1 acre	16.7	1.2	17.9		
	1 acre to 2.5 acres	31.3	4.9	36.2		
	2.5 acres to 5 acres	46.8	5.8	52.6		
	5 or more acres	261.4	16.3	277.7		
	subtotal	**416.3**	**31.0**	**447.3**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	10.4	0.7	11.1		
	1 acre to 2.5 acres	19.4	3.0	22.4		
	2.5 acres to 5 acres	29.0	3.6	32.6		
	5 or more acres	162.1	10.1	172.2		
	subtotal	**220.8**	**17.5**	**238.3**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	9.3	0.7	10.0		
	1 acre to 2.5 acres	17.5	2.7	20.2		
	2.5 acres to 5 acres	26.1	3.2	29.4		
	5 or more acres	145.9	9.1	155.0		
	subtotal	**198.8**	**15.7**	**214.5**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	62.6	58.4	121.0		
	2.5 to 5 acres	43.1	62.3	105.4		
	5 or more acres	109.2	41.7	150.9		
	subtotal	**214.9**	**162.4**	**377.3**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	38.8	36.2	46.0		
	2.5 to 5 acres	26.7	38.6	40.1		
	5 or more acres	67.7	25.9	57.3		
	subtotal	**133.2**	**100.7**	**233.9**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	27.2	25.3	52.5		
	2.5 to 5 acres	18.7	27.0	45.7		
	5 or more acres	47.4	18.1	65.5		
	subtotal	**93.3**	**70.5**	**163.7**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	416.3	31.0	**447.3**
Gross Underutilized	214.9	162.4	**377.3**
Gross Total	631.2	193.4	**824.6**

	city acres	county acres	sum acres
Net Vacant	258.9	18.5	**277.4**
Net Underutilized	93.3	70.5	**163.7**
Net Total	352.1	89.0	**441.1**

Yacolt UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	0.1	0	0.1	1	0
	20,000 sqft to 1 acre	0	0	0.0		
	1 acre to 2.5 acres	0	0	0.0		
	2.5 acres to 5 acres	0	0	0.0		
	5 or more acres	0	0	0.0		
	subtotal	**0.1**	**0.0**	**0.1**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	0.0	0.0	0.0		
	1 acre to 2.5 acres	0.0	0.0	0.0		
	2.5 acres to 5 acres	0.0	0.0	0.0		
	5 or more acres	0.0	0.0	0.0		
	subtotal	**0.0**	**0.0**	**0.0**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	0.0	0.0	0.0		
	1 acre to 2.5 acres	0.0	0.0	0.0		
	2.5 acres to 5 acres	0.0	0.0	0.0		
	5 or more acres	0.0	0.0	0.0		
	subtotal	**0.0**	**0.0**	**0.0**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	0.1	0	0.1		
	2.5 to 5 acres	0	0	0.0		
	5 or more acres	0	0	0.0		
	subtotal	**0.1**	**0.0**	**0.1**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	0.1	0.0	0.1		
	2.5 to 5 acres	0.0	0.0	0.0		
	5 or more acres	0.0	0.0	0.0		
	subtotal	**0.1**	**0.0**	**0.1**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	0.0	0.0	0.0		
	2.5 to 5 acres	0.0	0.0	0.0		
	5 or more acres	0.0	0.0	0.0		
	subtotal	**0.0**	**0.0**	**0.0**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	0.1	0.0	**0.1**
Gross Underutilized	0.1	0.0	**0.1**
Gross Total	0.2	0.0	**0.2**

	city acres	county acres	sum acres
Net Vacant	0.1	0.0	**0.1**
Net Underutilized	0.0	0.0	**0.0**
Net Total	0.1	0.0	**0.1**

Battle Ground 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	25.1	0	0	25.1
5-10	14.7	0	0	14.7
10+	134.5	134.5	0	0
Total	174.3	134.5	0	39.8

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	4.8	0	0	4.8
5-10	5.1	0	0	5.1
10+	49.4	0	0	49.3
Total	59.3	0	0	59.2

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	29.9	0	0	29.9
5-10	19.8	0	0	19.8
10+	183.9	134.5	0	49.3
Total	233.6	134.5	0	99

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

Camas 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	97.5	0	0	95.7
5-10	109.8	0	0	109.8
10+	915.8	413.5	129.4	372.8
Total	1123.1	413.5	129.4	578.3

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	0	0	0	0
Total	0	0	0	0

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	97.5	0	0	95.7
5-10	109.8	0	0	109.8
10+	915.8	413.5	129.4	372.8
Total	1123.1	413.5	129.4	578.3

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

La Center 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	0	0	0	0
Total	0	0	0	0

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	0	0	0	0
Total	0	0	0	0

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	0	0	0	0
Total	0	0	0	0

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

Ridgefield 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	26.3	0	0	26.3
5-10	38.2	0	0	38.2
10+	363.5	114.5	50.4	198.6
Total	428	114.5	50.4	263.1

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	0	0	0	0
Total	0	0	0	0

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	26.3	0	0	26.3
5-10	38.2	0	0	38.2
10+	363.5	114.5	50.4	198.6
Total	428	114.5	50.4	263.1

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

Vancouver 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	419.6	0	0.9	418.7
5-10	280.5	0	8.2	272.3
10+	2025.1	637.9	601.3	785.9
Total	2725.2	637.9	610.4	1476.9

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	587.4	0	0	587.4
5-10	488.4	16.8	8	463.5
10+	1514.4	454.4	69.9	990.1
Total	2590.2	471.2	77.9	2041

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	1007	0	0.9	1006.1
5-10	768.9	16.8	16.2	735.8
10+	3539.5	1092.3	671.2	1776
Total	5315.4	1109.1	688.3	3517.9

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

Washougal 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	68.5	0	25.6	42.9
5-10	39.9	0	20	19.8
10+	153.3	117	13.2	23.1
Total	261.7	117	58.8	85.8

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	101	98.2	0	2.9
Total	101	98.2	0	2.9

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	68.5	0	25.6	42.9
5-10	39.9	0	20	19.8
10+	254.3	215.2	13.2	26
Total	362.7	215.2	58.8	88.7

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

Yacolt 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	0	0	0	0
Total	0	0	0	0

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	9.5	0	0	9.5
Total	9.5	0	0	9.5

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	9.5	0	0	9.5
Total	9.5	0	0	9.5

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

Battle Ground Commercial Vacant and Underutilized Lands 2000

City	Commercial					Mixed Use					Office/Business Park					Total				
	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	10.4	0.1	5	0	15.5	0	0	0	0	0	4.1	0	0.3	0	4.4	14.5	0.1	5.3	0	19.9
Vacant w/crit	9.9	9.1	1.9	10.9	31.8	0	0	0	0	0	0.1	10.5	0	17.3	27.9	10	19.6	1.9	28.2	59.7
Underutilized	5	0	0	0	5	0	0	0	0	0	5.4	0	0	0	5.4	10.4	0	0	0	10.4
Underutilized w/ crit.	0.3	2.9	0	0	3.2	0	0	0	0	0	0.4	0	0	10.9	11.3	0.7	2.9	0	10.9	14.5
Sum	25.6	12.1	6.9	10.9	55.5	0	0	0	0	0	10	10.5	0.3	28.2	49	35.6	22.6	7.2	39.1	104.5
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	0	0	0	0	0	0	0	0	0	0	3.1	2.8	0	0	5.9	3.1	2.8	0	0	5.9
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	2.1	6.1	0	0	8.2	2.1	6.1	0	0	8.2
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	29.9	0	0	0	29.9	29.9
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	5.2	8.9	0	29.9	44	5.2	8.9	0	29.9	44
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	10.4	0.1	5	0	15.5	0	0	0	0	0	7.2	2.8	0.3	0	10.3	17.6	2.9	5.3	0	25.8
Vacant w/crit	9.9	9.1	1.9	10.9	31.8	0	0	0	0	0	2.2	16.6	0	17.3	36.1	12.1	25.7	1.9	28.2	67.9
Underutilized	5	0	0	0	5	0	0	0	0	0	5.4	0	0	29.9	35.3	10.4	0	0	29.9	40.3
Underutilized w/ crit.	0.3	2.9	0	0	3.2	0	0	0	0	0	0.4	0	0	10.9	11.3	0.7	2.9	0	10.9	14.5
Sum	**25.6**	**12.1**	**6.9**	**10.9**	**55.5**	**0**	**0**	**0**	**0**	**0**	**15.2**	**19.4**	**0.3**	**58.1**	**93**	**40.8**	**31.5**	**7.2**	**69**	**148.5**

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% and 50% coverage

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% critical lands.

4) Underutilized with Critical: Commercial comp plan designation and land value is 4X greater than building value and Critical lands btwn 10% and 50% coverage

Camas Commercial Vacant and Underutilized Lands 2000

	Commercial					Mixed Use					Office/Business Park					Total				
City	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	23.4	3.2	0	0	26.6	0	0	0	0	0	0	0	0	0	0	23.4	3.2	0	0	26.6
Vacant w/crit.	1.5	2.9	0	0	4.4	0	0	0	0	0	0	0	0	0	0	1.5	2.9	0	0	4.4
Underutilized	7.3	4.1	8.6	0	20	0	0	0	0	0	0	0	0	0	0	7.3	4.1	8.6	0	20
Underutilized w/ crit.	0.2	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0.2
Sum	32.4	10.2	8.6	0	51.2	0	0	0	0	0	0	0	0	0	0	32.4	10.2	8.6	0	51.2
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	23.4	3.2	0	0	26.6	0	0	0	0	0	0	0	0	0	0	23.4	3.2	0	0	26.6
Vacant w/crit.	1.5	2.9	0	0	4.4	0	0	0	0	0	0	0	0	0	0	1.5	2.9	0	0	4.4
Underutilized	7.3	4.1	8.6	0	20	0	0	0	0	0	0	0	0	0	0	7.3	4.1	8.6	0	20
Underutilized w/ crit.	0.2	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0.2
Sum	32.4	10.2	8.6	0	51.2	0	0	0	0	0	0	0	0	0	0	32.4	10.2	8.6	0	51.2

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% and 50% coverage

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% critical.

4) Underutilized with Critical: Commercial comp plan designation and land value is 4X greater than building value and Critical lands btwn 10% and 50% coverage

La Center Commercial Vacant and Underutilized Lands 2000

	Commercial					Mixed Use					Office/Business Park					Total				
City	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	7.7	0	0	0	7.7	11.8	0	0	0	11.8	0	0	0	0	0	19.5	0	0	0	19.5
Vacant w/crit	0	0	0	0	0	1.5	0	0	0	1.5	0	0	0	0	0	1.5	0	0	0	1.5
Underutilized	1	0	0	0	1	5.6	2.9	0	0	8.5	0	0	0	0	0	6.6	2.9	0	0	9.5
Underutilized w/ crit.	0.1	0	0	0	0.1	0.4	0	0	0	0.4	0	0	0	0	0	0.5	0	0	0	0.5
Sum	8.8	0	0	0	8 8	19.3	2 9	0	0	22.2	0	0	0	0	0	28.1	2.9	0	0	31
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	7.7	0	0	0	7.7	11.8	0	0	0	11.8	0	0	0	0	0	19.5	0	0	0	19.5
Vacant w/crit	0	0	0	0	0	1.5	0	0	0	1.5	0	0	0	0	0	1.5	0	0	0	1.5
Underutilized	1	0	0	0	1	5.6	2.9	0	0	8.5	0	0	0	0	0	6.6	2.9	0	0	9.5
Underutilized w/ crit.	0 1	0	0	0	0.1	0.4	0	0	0	0.4	0	0	0	0	0	0.5	0	0	0	0.5
Sum	**8.8**	**0**	**0**	**0**	**8.8**	**19.3**	**2.9**	**0**	**0**	**22.2**	**0**	**0**	**0**	**0**	**0**	**28.1**	**2.9**	**0**	**0**	**31**

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% and 50% coverage

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% critical lands.

4) Underutilized with Critical: Commercial comp plan designation and land value is 4X greater than building value and Critical lands btwn 10% and 50% coverage

Ridgefield Commercial Vacant and Underutilized Lands 2000

	Commercial					Mixed Use					Office/Business Park					Total				
City	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	6	0	2.9	0	8.9	0	0	0	0	0	4.9	0	0	0	4.9	10.9	0	2.9	0	13.8
Vacant w/crit	7.1	0	0	0	7.1	0	0	0	0	0	0.9	3.8	6	133.2	143.9	8	3.8	6	133.2	151
Underutilized	3.5	0	4.8	2	10.3	0	0	0	0	0	2.1	0	6.6	92.6	101.3	5.6	0	11.4	94.6	111.6
Underutilized w/ crit.	0	0	0	9.9	9.9	0	0	0	0	0	1.4	3.1	0	12.6	17.1	1.4	3.1	0	22.5	27
Sum	16.6	0	7.7	11.9	36.2	0	0	0	0	0	9.3	6.9	12.6	238.4	267.2	25.9	6.9	20.3	250.3	303.4
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	6	0	2.9	0	8.9	0	0	0	0	0	4.9	0	0	0	4.9	10.9	0	2.9	0	13.8
Vacant w/crit	7.1	0	0	0	7.1	0	0	0	0	0	0.9	3.8	6	133.2	143.9	8	3.8	6	133.2	151
Underutilized	3.5	0	4.8	2	10.3	0	0	0	0	0	2.1	0	6.6	92.6	101.3	5.6	0	11.4	94.6	111.6
Underutilized w/ crit.	0	0	0	9.9	9.9	0	0	0	0	0	1.4	3.1	0	12.6	17.1	1.4	3.1	0	22.5	27
Sum	16.6	0	7.7	11.9	36.2	0	0	0	0	0	9.3	6.9	12.6	238.4	267.2	25.9	6.9	20.3	250.3	303.4

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% and 50% coverage

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% critical lands.

4) Underutilized with Critical: Commercial comp plan designation and land value is 4X greater than building value and Critical lands btwn 10% and 50% coverage

Vancouver Commercial Vacant and Underutilized Lands 2000

	Commercial					Mixed Use					Office/Business Park					Total				
City	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	226.9	60.2	62.2	29.8	379.1	19.6	0	0	0	19.6	22.1	9.8	7.8	0	39.7	268.6	70	70	29.8	438.4
Vacant w/crit	16.5	13.1	12.5	4.8	46.9	3	0	0	0	3	0	0	0	0	0	19.5	13.1	12.5	4.8	49.9
Underutilized	19.7	1.6	0	0	21.3	0	0	0	0	0	0	0	0	0	0	19.7	1.6	0	0	21.3
Underutilized w/ crit.	1.9	0	0	0	1.9	0	0	0	0	0	0	0	0	0	0	1.9	0	0	0	1.9
Sum	265	74.9	74.7	34.6	449.2	22.6	0	0	0	22.6	22.1	9.8	7.8	0	39.7	309.7	84.7	82.5	34.6	511.5
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	193.1	80.7	61.1	13.2	348.1	77.5	62.6	46.4	18.5	205	7.5	6	0	0	13.5	278.1	149.3	107.5	31.7	566.6
Vacant w/crit	52.8	42.5	27.9	29.3	152.5	13.4	17.3	9.7	11.9	52.3	2.9	3.4	0	60.7	67	69.1	63.2	37.6	101.9	271.8
Underutilized	42.2	24.5	2.3	8	77	43.5	13.7	14.9	0	72.1	6.8	9.1	5.1	37.9	58.9	92.5	47.3	22.3	45.9	208
Underutilized w/ crit.	9.5	4.9	0	0.1	14.5	4.3	7.9	0	0	12.2	0	0	16.4	29.5	45.9	13.8	12.8	16.4	29.6	72.6
Sum	297.6	152.6	91.3	50.6	592.1	138.7	101.5	71	30.4	341.6	17.2	18.5	21.5	128.1	185.3	453.5	272.6	183.8	209.1	1119
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	420	140.9	123.3	43	727.2	97.1	62.6	46.4	18.5	224.6	29.6	15.8	7.8	0	53.2	546.7	219.3	177.5	61.5	1005
Vacant w/crit	69.3	55.6	40.4	34.1	199.4	16.4	17.3	9.7	11.9	55.3	2.9	3.4	0	60.7	67	88.6	76.3	50.1	106.7	321.7
Underutilized	61.9	26.1	2.3	8	98.3	43.5	13.7	14.9	0	72.1	6.8	9.1	5.1	37.9	58.9	112.2	48.9	22.3	45.9	229.3
Underutilized w/ crit.	11.4	4.9	0	0.1	16.4	4.3	7.9	0	0	12.2	0	0	16.4	29.5	45.9	15.7	12.8	16.4	29.6	74.5
Sum	**562.6**	**227.5**	**166**	**85.2**	**1041**	**161.3**	**101.5**	**71**	**30.4**	**364.2**	**39.3**	**28.3**	**29.3**	**128.1**	**225**	**763.2**	**357.3**	**266.3**	**243.7**	**1630.5**

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% and 50% coverage

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% critical lands.

4) Underutilized with Critical: Commercial comp plan designation and land value is 4X greater than building value and Critical lands btwn 10% and 50% coverage

Washougal Commercial Vacant and Underutilized Lands 2000

	Commercial					Mixed Use					Office/Business Park					Total				
City	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	38.4	0	0.4	0	38.8	0	0	0	0	0	0	0	0	0	0	38.4	0	0.4	0	38.8
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	8.3	4.1	0	0	12.4	0	0	0	0	0	0	0	0	0	0	8.3	4.1	0	0	12.4
Underutilized w/ crit.	0.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0.1
Sum	46.8	4.1	0.4	0	51.3	0	0	0	0	0	0	0	0	0	0	46.8	4.1	0.4	0	51.3
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	38.4	0	0.4	0	38.8	0	0	0	0	0	0	0	0	0	0	38.4	0	0.4	0	38.8
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	8.3	4.1	0	0	12.4	0	0	0	0	0	0	0	0	0	0	8.3	4.1	0	0	12.4
Underutilized w/ crit.	0.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0.1
Sum	**46.8**	**4.1**	**0.4**	**0**	**51.3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46.8**	**4.1**	**0.4**	**0**	**51.3**

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% and 50% coverage

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% critical lands.

4) Underutilized with Critical: Commercial comp plan designation and land value is 4X greater than building value and Critical lands btwn 10% and 50% coverage

Yacolt Commercial Vacant and Underutilized Lands 2000

	Commercial					Mixed Use					Office/Business Park			
City	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0	0
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% a

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% cr

TAC CONSENSUS MATRIX

ISSUE	consensus	DISCUSSION
INFLATION METHODOLOGY - 30% residential/ 35% industrial & commercial	yes	Used by the assessor. All 1994 dollar amounts to be adjusted for inflation at the rates indicated.
VACANT LAND >$10,000 + inflation	yes	There was nothing in the discussion which revealed the need to change these assumptions, except to adjust them for inflation.
Includes Tax Exempt	yes	
Includes easement or ROW	yes	
Includes states assessed institutional parcels	yes	
CRITICAL (I & II combined) for both vacant and underutilized	yes	The change recommended is to treat both kinds of critical lands as one, using the same assumption: if more than 50% critical, lot is not in the buildable inventory considered if less than 50% critical lot is vacant or underutilized. The critical definitions, below, absorb the new code changes since 1994, because the intent is to demonstrate the impact on land availability due to regulations relating to critical lands.
100 year flood plan	yes	
high quality wetlands (75 buffer or 300) foot buffer	yes	
Slopes greater than 40%	yes	
flood fringe	yes	
hydric soils with 50% buffer	yes	
slopes 25% to 40%	yes	
USGC with 50 foot buffer	yes	
NWI wetlands	yes	
active or historic unstable slopes	yes	
critical aquifer recharge areas	yes	
Priority habitat area with 100' buffer	yes	
Priority Species area with 300' buffer	yes	

DNR Streams with variable buffer	yes	
(a) 1 & 2 = 250' buffer	yes	
(b) 3 = 200' buffer	yes	
(c) 4 & 5 = 150' buffer	yes	
VACANT LAND INFRASTRUCTURE DEDUCTIONS - 20,000SF to 1A: 25%	NO	Disagreement as discussed in the introduction. On site infrastructure : staff: *27.5% (uniform for all size lots)* RGF: *30%* Friends: *20%+*
- 1A TO 2.5A: 30%	NO	
- < 2.5A: 40%	NO	
~~ERROR FACTOR DEDUCTION = 5%~~	Yes	take it out from the calculations, because errors have been minimized and they could go both ways.
NON-CONVERSION DEDUCTION = 10%	yes	keep it, in absence of data to disprove it.
UNDERUTILIZED DEFINITIONS		
a) ~~3 times allowable lot size OR area greater than~~ *1 to* 2.5 acres with assessed value less than $250,000 adjusted for inflation (afi)	yes	Change to: 1 to 2.5 acres with assessed value less than $250,000 (adjusted for inflation). The reason for removing 3 times, was that in practical terms that was almost an acre, and lots smaller than an acre were unlikely to convert (covered by non-conversion deductions)
b) 2.5 + acres with value > $400,000 or building value greater than $400,000 and <7 Acres (afi)	yes	same, no basis provided for changing this definition
c) 7 or <Acres with assessed value > $750,000 or building value >$750,000 (afi)	yes	same
Underutilized infrastructure deduction + 40%	NO	no agreement, as discussed above
+ 30% deduction for non-conversion	yes	same, in absence of data to disprove it.
~~+ 5% error factor~~	yes	take out, same as above
+ CRITICAL ~~TYPE II~~ greater than 50% parcel coverage with assessed value >$10,000 (afi)	yes	All critical to be treated the same

+ ~~Type II~~ infrastructure deductions - 20,000 SF to 1A = deduct 25%	NO	No agreement on infrastructure deductions - same as vacant
+ ~~Type II~~ 1A to 2.5A deduct 30%	NO	
~~+ Type II~~ < 2.5 A deduct 40%	NO	
~~PENDING PLATS DEDUCTION yes or no~~	Yes	Take out.

What remains unclear is whether or not TAC needs to say something about

INDUSTRIAL assumptions	yes	adjust the vacant and underutilized values for inflation + consider using valuation definitions if there are residential buildings[1]
COMMERCIAL assumptions	yes	adjust the vacant and underutilized values for inflation +consider using valuation definitions if there are residential buildings
Multi-family/ Residential Split assumptions	YES	Report to the commissioners about disparity between policy and results because 60/40 split not achieved
DEMAND assumptions / numbers per household	YES	Alert commissioners - in addition to the problem of 6/16 units per acre there are evolving per household trends. Small increase in numbers per household has large acre impacts.
OTHER	yes	Provide end of 2001 projection based on trending for the analysis so there is a reasonable estimate of what may be left by that date. Indicate whether 1999 is a partial or full year.

[1] Currently residential building present on commercial or industrial lots define the property as underutilized, regardless of value of the building. Recommendation is to consider the value of the residential building in making the determination.

Exhibit F

ORDINANCE NO. 2001-12-01

AN EMERGENCY ORDINANCE RELATING TO LAND USE; DECLARING A MORATORIUM ON THE FILING OF CERTAIN DEVELOPMENT APPLICATIONS WITHIN AN AREA DESCRIBED AS THE SALMON CREEK MORATORIUM AREA.

WHEREAS, Salmon Creek Avenue (West Central) is one of 34 designated corridors identified under the County's Transportation Concurrency Management System, Chapter 12.41, CCC; and

WHEREAS, the operating level on said corridor has fallen below the level of service designated travel speed for such corridor; and

WHEREAS, major capital improvements will be necessary to remedy such operating level deficiency, which improvements are not currently scheduled; and

WHEREAS, the Board is concerned that continued receipt of development applications impacting such corridor fails to adequately reflect the de facto concurrency moratorium now in effect for the corridor, will result in unproductive and unnecessary controversy, will encourage inefficient land development, and will divert limited staff resources; and

WHEREAS, the Salmon Creek Moratorium Area adopted herein consists of properties whose further development would almost certainly result in further deterioration of the corridor's operating level of service; and

WHEREAS, the Board concludes that imposition of the present moratorium is in the best public interest and will facilitate early and

comprehensive exploration of solutions to the present transportation concurrency failure; now, therefore,

IT IS HEREBY ORDERED, RESOLVED AND DECREED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, AS FOLLOWS:

Section 1. Moratorium. Except as provided for in Section 3, a moratorium is hereby imposed upon the filing of applications for subdivisions, short subdivisions, site plans, and conditional use permits within the moratorium area.

Section 2. Moratorium Area. The Salmon Creek Moratorium Area is shown on the map attached hereto as "Exhibit A."

Section 3. Exceptions. This moratorium shall not apply to the following:

a. Land use applications not seeking subdivision, short subdivision, site plan, or conditional use permit approval.

b. Applications which have become vested prior to the effective date of this Ordinance, including the contingent vesting provisions of CCC 18.600.055.

c. Applications which involve no net increase in traffic generation from or to a site.

d. Applications whose traffic generation falls within reserved capacity under CCC 12.41.110, .120 or .130.

e. Applications which fall within an exception provided for in CCC 12.41.090.

Section 4. No other effect. Nothing in this ordinance shall affect application of Chapter 12.41 CCC for developments outside of the Salmon Creek Moratorium Area which have traffic impacts within such area.

Section 5. Public Hearing. Pursuant to RCW 35.63.200, a public hearing on this emergency ordinance shall be scheduled for January 29, 2002.

Section 6. Staff Direction. The Director of Public Works, in consultation with the Director of Community Development, shall prepare a Comprehensive Work Program to deal with the subject concurrency failure for consideration at said public hearing.

Section 7. Expiration. This Ordinance shall expire 60 days from its effective date unless the Board, by subsequent ordinance, extends or repeals this emergency ordinance.

Section 8. Effective Date. This emergency ordinance shall become effective immediately upon the date and time of its adoption.

ADOPTED at 3:54 p.m. this 4th day of December, 2001.

Attest:

Tamin Richards
Clerk to the Board

BOARD OF COMMISSIONERS
FOR CLARK COUNTY, WASHINGTON

By: Betty Sue Morris
Betty Sue Morris, Chair 3:54 p.m.

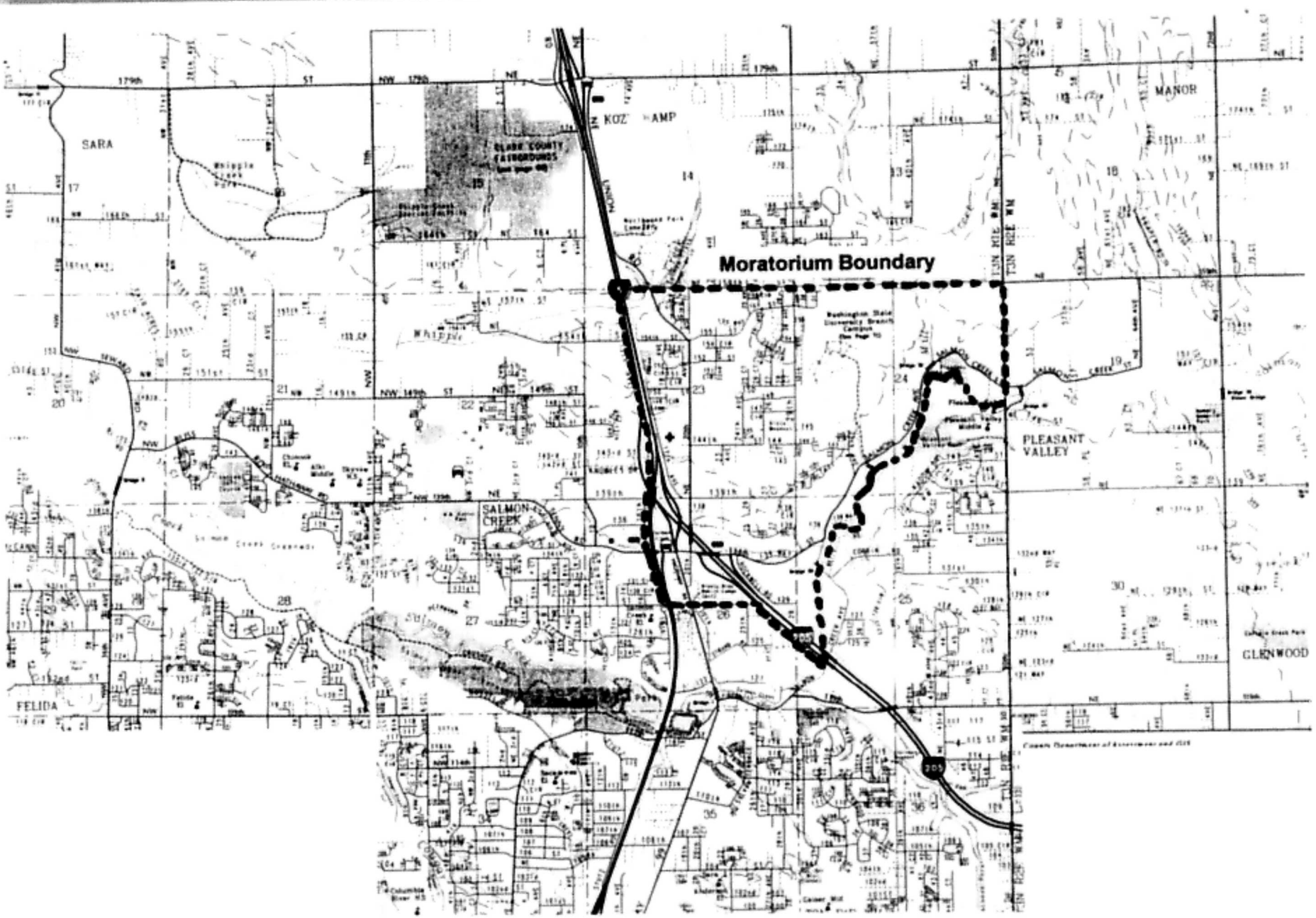
Approved as to form only:
ARTHUR D. CURTIS
Prosecuting Attorney

Richard Lowry, WSBA #4894

By: _____
Judie Stanton, Commissioner

By: _____
Craig Pridemore, Commissioner

(Ordinanc/Streets/Salmon Crk Moratorium)



Salmon Creek Moratorium Area – Boundary Option 3

APPENDIX A

CLARK COUNTY
STAFF REPORT

DEPARTMENT/DIVISION: Public Works / Design and Engineering Division / Transportation

DATE: December 4, 2001

REQUEST: Consider the Establishment of the Salmon Creek Moratorium Area - **REVISED**

BACKGROUND: Staff identified that the Salmon Creek Avenue (West Central) concurrency corridor had reached a state of failure in an October 31, 2001 work session with the BOCC. In a November 28, 2001 BOCC work session, staff noted that there was no simple solution to this failure and that time would be needed to develop a comprehensive strategy to address the failure. The BOCC indicated a willingness to consider a development moratorium in order to render certainty to potential development applicants and to allow staff time to work with the community on a solution with a clear timeline and work plan.

The BOCC expressed an interest to enact the moratorium as an emergency action at the Board's regularly scheduled public meeting on December 4, 2001. A public hearing would then be scheduled in late January 2002 (within the legal limit of 60 days for the emergency action). Alternatively and given the existence of the "de facto" moratorium currently in place, staff could schedule and advertise for a public hearing at a later date and the BOCC could consider the nature and extent of the moratorium at that time.

Staff have developed a concept for the moratorium as described below. The key elements of the moratorium concept are as follows:

- The proposed boundaries of the moratorium area or "area of applicability" are shown in Exhibit A of the draft ordinance. The boundaries have been established such that all development within the moratorium area would have a very high degree of certainty of resulting in at least one new peak hour vehicle trip that would impact the failing concurrency corridor. As a result, all developments within the moratorium area would be subject to the de facto moratorium.

- The moratorium would apply to any development application within the area of applicability that would normally require a transportation concurrency approval.

- The moratorium would not apply to development applications exempted under CCC 12.41.090 (e.g. K-12 public schools, police/fire stations, and public transit facilities).

- The moratorium would not apply to developments that already have trips reserved from a prior development approval or developer agreement. This provision would also apply in cases of redevelopment activity that would not result in an increase in site trip generation.

- The moratorium would not apply to applications outside the geographic area of applicability, however, those applications would still be subject to normal concurrency provisions.

ACTION REQUESTED: Consider the establishment of the Salmon Creek Moratorium Area

COMMUNITY OUTREACH: None

BUDGET IMPLICATIONS: There would be an unspecified impact on cash flow for the Development Services Division of Community Development. It is unknown if future budgetary actions would be needed to maintain stability of development review services.

POLICY IMPLICATIONS: There are significant policy implications associated with establishing the proposed moratorium area including the fiscal impacts to the County, the obligation to undertake a work plan, and others.

An additional policy implication relates to the differing treatment of development applications inside of the moratorium area versus outside of the moratorium area. Within the moratorium area, development applications would not even be accepted, such that prospective developers would have no opportunity to propose mitigation to offset the impacts of development. However, outside of the moratorium area, developers would be able to submit applications and would be evaluated for concurrency. These developers would be subject to the de facto moratorium, but would have some opportunity to propose mitigation.

DISTRIBUTION: Please notify the Department of Public Works and the Department of Community Development of the BOCC actions.

Steven C. Schulte

Steven C. Schulte, P.E.
Transportation Program Manager

APPROVED: _____
CLARK COUNTY, WASHINGTON
BOARD OF COMMISSIONERS

Peter Capell

Peter Capell, P.E.
Director/County Engineer

_____

PW 01-207

CLARK COUNTY
STAFF REPORT

DEPARTMENT/DIVISION: Public Works / Design and Engineering Division / Transportation

DATE: January 23, 2002

REQUEST: Consider Adoption of an Ordinance that would Continue the Salmon Creek Moratorium.

BACKGROUND: On December 4, 2001, the Board of County Commissioners (BOCC) enacted a 60-day moratorium on new development in an area east of Interstate-5 in Salmon Creek. This action was taken in response to an extended concurrency failure of the Salmon Creek Avenue corridor. The emergency ordinance that was adopted in December required that a public hearing be held on January 29, 2002 to allow the BOCC to consider if the development moratorium should be extended for an additional period of time.

Staff is recommending that the development moratorium be extended an additional 10 months in order to provide the County with an opportunity to implement a work plan aimed at resolving the moratorium. Authority to enact a 12 month moratorium (when supported by a work plan) is provided for in RCW 35.63.200. The moratorium could be extended for additional six month periods if warranted and if subsequent public hearings are held.

A draft Ordinance that would extend the Salmon Creek Moratorium is attached to this staff report. The map establishing the boundaries of the moratorium area is shown as Exhibit A of the ordinance. The supportive work plan and schedule for implementation of the work plan is shown as Exhibit B. Note that the boundaries, exemptions, and other provisions contained in the draft Ordinance that would extend the moratorium are identical to those contained in the already enacted December 4th Ordinance.

ACTION REQUESTED: Consider the Adoption of an Ordinance that would Continue the Salmon Creek Moratorium.

COMMUNITY OUTREACH: None.

BUDGET IMPLICATIONS: There would be an unspecified impact on cash flow for the Development Services Division of Community Development. It is unknown if future budgetary actions would be needed to maintain the fiscal stability of these development review services.

POLICY IMPLICATIONS: There are significant policy implications associated with continuing the development moratorium including the fiscal impacts to the County, the obligations associated with undertaking and implementing the supportive work plan, and others.

An additional policy implication relates to the differing treatment of development applications for properties located inside of the moratorium area versus those located outside of the moratorium area. Within the moratorium area, development applications would not even be accepted, such that prospective developers would have no opportunity to propose mitigation to offset the impacts of development. However, outside of the moratorium area, developers would be able to submit applications and would be evaluated for concurrency. These developers would be subject to the de facto moratorium, but would have some opportunity to propose mitigation and obtain development approval.

DISTRIBUTION: Please notify the Department of Public Works and the Department of Community Development of the BOCC's action.

Steven C. Schulte

Steven C. Schulte, P.E.
Transportation Program Manager

APPROVED: _____
CLARK COUNTY, WASHINGTON
BOARD OF COMMISSIONERS

Peter Capell

Peter Capell, P.E.
Public Works Director / County Engineer

_____

PC/SS/lo

PW 02-011

Exhibit A

Salmon Creek Moratorium Area

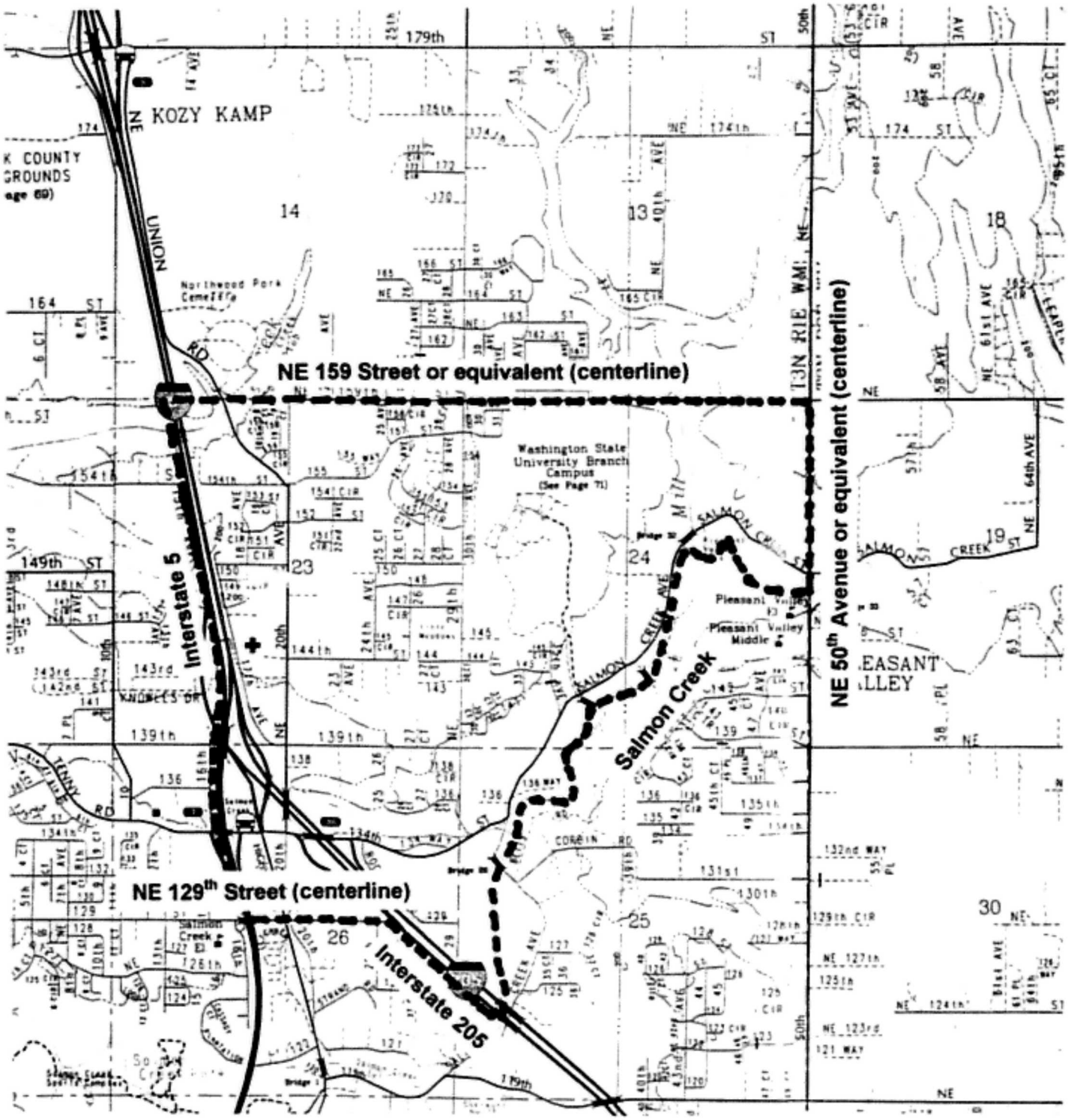


Exhibit B
Salmon Creek Moratorium
Supportive Work Plan

The work plan described below will be implemented over the next ten month period and is intended to establish for the Board of County Commissioners (BOCC) a specific approach for addressing the concurrency failure of the Salmon Creek Avenue corridor. Note that during the ten month period, the BOCC will periodically meet with staff in worksession, in order to provide staff with direction. The elements of the work plan are as follows:

Task 1 – Establish an Advisory Committee

As part of this task, an Advisory Committee will be identified to provide input and direction to staff on the public policy aspects of the work plan implementation. The committee will consist of both internal and external stakeholders and will represent the full range of interests that are impacted by the moratorium and the failing concurrency corridor. The committee will meet approximately every 6 weeks during the course of the work plan implementation.

Task 2 – Problem Definition

This task will evaluate and specifically define the reason for the failing concurrency corridor. Possible reasons that will be investigated in depth are as follows:

- Lack of capital funding to add east-west capacity improvements immediately
- Excessive and/or unbalanced growth in the Salmon Creek area
- Level-of-service standard (22 mph) was improperly calculated
- Unexpected traffic levels in Salmon Creek from outside area growth

Based on the results of these evaluations, the reasons for the early failure of the Salmon Creek Avenue corridor will be determined. It may be determined that there are multiple reasons underlying the failing corridor requiring that multiple remedies be considered.

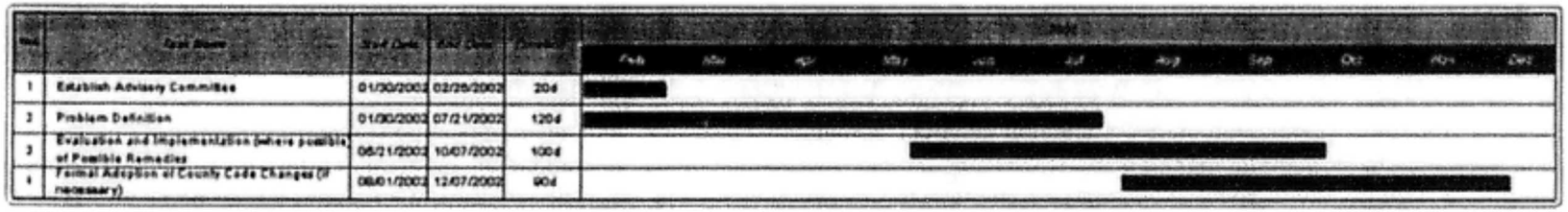
Task 3 – Evaluation and Implementation (where possible) of Possible Remedies

Task 3 will identify, evaluate, and implement (where possible) remedies that could resolve the situation with the failing concurrency corridor. These remedies will vary depending upon problems defined in Task 2. For example, if the problem has been identified as an improperly calculated level-of-service standard, a possible remedy could include recalculating the travel speed standard. However, if the problems are determined to be strictly funding limitations, then the remedies could focus on local funding approaches, private/public partnerships, etc..

Task 4 – Formal Adoption of County Code Changes (if necessary)

In this task, the Planning Commission and the Board of County Commissioners will formally address any County code changes or Comprehensive Plan changes (including the Arterial Atlas and the Transportation Capital Facilities Plan) required as a part of the recommended actions.

Exhibit B
Salmon Creek Moratorium
Work Plan Schedule



NOTICE OF PUBLIC HEARING

Salmon Creek Moratorium Area

The Clark County Board of Commissioners (BOCC) will hold a public hearing on Tuesday, the **29th day of January, 2002 at 10:00 a.m.** in the Commissioners' Hearing Room, 2nd Floor, Franklin Building, 1013 Franklin Street, Vancouver, Washington to consider the continuation of a development moratorium for a portion of the Salmon Creek area of Clark County. The moratorium was initially declared by the BOCC for a 60 day period beginning December 4, 2001. The action that could be taken by the BOCC at the public hearing could extend the moratorium for up to a total of 12 months.

The reason for the development moratorium is the transportation concurrency failure of the Salmon Creek Avenue corridor. This failure has effectively resulted in a "de facto" moratorium on development in the subject area because low cost mitigation is generally not available to proposed developments to offset their transportation impacts on the corridor. The boundaries of the Salmon Creek Moratorium Area are as follows: Interstate-5 on the west, NE 159th Street or the equivalent on the north, NE 50th Avenue on the east, and NE 129th Street, Interstate-205, and Salmon Creek on the south.

More information concerning this matter may be obtained by contacting Evan Dust at the Clark County Department of Community Development, 1408 Franklin, Vancouver, Washington, telephone (360) 397-2375 extension 4913.

Any person wishing to give testimony in this matter should appear at the time, date and place above stated.

BOARD OF COUNTY COMMISSIONERS

Clerk of the Board

Approved as to Form Only
ARTHUR D. CURTIS
Prosecuting Attorney

By
Deputy Prosecuting Attorney

PUBLISH: Jan 14, 2002

Persons requiring auxiliary aids or special arrangements in order to participate in this hearing should call 397-2232, Commissioners Office, or TTY/TDD 397-6032, Human Resources Dept., at least two days prior to the scheduled meeting.

ORDINANCE NO. 2002-12-02

AN ORDINANCE RELATING TO LAND USE; EXTENDING THE SALMON CREEK TRANSPORTATION MORATORIUM.

WHEREAS, by Ordinance No. 2001-12-01, the Board adopted an emergency moratorium on certain development applications within an area called the "Salmon Creek Moratorium Area;" and

WHEREAS, by Ordinance No. 2002-02-05, the Board confirmed such moratorium following a duly advertised public hearing and, by emergency action, enlarged the moratorium area (the "Expanded Moratorium Area"); and

WHEREAS, the Expanded Moratorium Area was confirmed following a duly advertised hearing by Ordinance No. 2002-03-11; and

WHEREAS, the moratorium is scheduled to expire on December 3, 2002; and

WHEREAS, following a duly advertised public hearing, the Board concluded that it would be in the best public interest to extend the moratorium; now, therefore

BE IT ORDERED AND RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, as follows:

Section 1. Moratorium Extension. The moratorium adopted by Ordinance No. 2002-02-05, as modified by Ordinance No. 2002-03-11, is hereby extended through April 1, 2003.

Section 2. Pre-applications Exempted. Notwithstanding Section 1, the moratorium shall not apply to pre-applications submitted on or after February 12, 2003.

Section 2. Effective Date. This Ordinance shall become effective immediately upon its execution.

ADOPTED this 3 day of December, 2002.

Attest:

Louise Richards
Clerk of the Board

BOARD OF COUNTY COMMISSIONERS
FOR CLARK COUNTY, WASHINGTON

By: Judie Stanton
Judie Stanton, Chair

By: _____
Craig Pridemore, Commissioner

By: _____
Betty Sue Morris, Commissioner

APPROVED AS TO FORM ONLY:

Deputy Prosecuting Attorney

Possible Timeline for LOS Standard Reduction

Salmon Creek Moratorium

December 2002 – Complete negotiations of Developer Agreements

Early January 2003 – BOCC Public Hearing on Developer Agreements

Mid January 2003 – BOCC Worksession on future travel speed projections for the failing Concurrency corridor

Late January 2003 – Prepare Staff Report for Planning Commission (PC) for the lowered LOS standard proposal

February 20, 2003 – PC Public Hearing

Early to Mid March 2003 – BOCC Public Hearing

CLARK COUNTY
STAFF REPORT

DEPARTMENT/DIVISION: Public Works / Transportation

DATE: November 26, 2002

REQUEST: Consider Extending the Salmon Creek Moratorium

BACKGROUND: The Salmon Creek development moratorium is scheduled to expire on December 3, 2002. The Board of County Commissioners (BOCC) previously enacted the moratorium in response to an extended Concurrency failure of the Salmon Creek Avenue corridor. The moratorium precludes any development proposal (located within the moratorium boundaries) from making an application for development.

At present, the capital roadway improvement projects and level-of-service standard changes that are being considered for the Salmon Creek area have not yet been formally considered or finalized. As a result, if the moratorium was allowed to lapse, most developers would still not be able to receive development approvals because the underlying Concurrency failure would still exist. In essence, the "de facto" moratorium would come back into effect.

ACTION REQUESTED: Consider extending the Salmon Creek Development Moratorium (see attachment).

COMMUNITY OUTREACH: None.

BUDGET IMPLICATIONS: There would continue to be an unspecified impact on cash flow for the Department of Community Development with continuation of the moratorium.

POLICY IMPLICATIONS: There are significant policy implications associated with continuing the moratorium for an extended period of time. However, state law does provide that the moratorium can be extended for an additional six month period if the County is actively moving toward resolution of the underlying cause of the moratorium.

DISTRIBUTION: Please notify the Department of Public Works and the Department of Community Development of the BOCC actions.

Steven C. Schulte, P.E.
Transportation Program Manager

APPROVED: _____
CLARK COUNTY, WASHINGTON
BOARD OF COMMISSIONERS

Peter Capell, P.E.
Director/County Engineer

_____

SS/PC

Attachment: Ordinance

PW 02-213

4027596
Page: 1 of 5
08/02/2005 12:18F
BOARD OF COMMISSIONERS MOR 0.00 Clark County, WA

RETURN ADDRESS

Clark County
Commissioners

Please Print neatly or Type information
DOCUMENT TITLE(S)

2005-01-21 Salmon Creek Moratorium Jul. 26

REFERENCE NUMBER(S) OF RELATED DOCUMENT(S)

Additional Reference #'s on page _____

GRANTOR(S)

Clark County

Additional Grantors on page # _____

GRANTEE(S)

Public

Additional Grantees on page # _____

LEGAL DESCRIPTION (abbreviated form: i.e. lot,block,plat or section, township, range, quarter/quarter)

Emergency Ordinance Relating to Land Use; declaring a Moratorium in Salmon Creek Area. Additional Legal is on page # _____

ASSESSOR'S PROPERTY TAX PARCEL/ACCOUNT NUMBER

Additional Parcel #'s on page _____

The Auditor/Recorder will rely on the information provided on this form. The staff will not read the document to verify the accuracy or completeness of the indexing information provided herein.

4027596
Page: 2 of 5
08/02/2005 12:18F
BOARD OF COMMISSIONERS MOR 0.00 Clark County, WA

ORDINANCE NO. 2005 - 2005-07-21

AN EMERGENCY ORDINANCE RELATING TO LAND USE; DECLARING A MORATORIUM ON THE FILING OF CERTAIN DEVELOPMENT APPLICATIONS WITHIN AN AREA DESCRIBED AS THE SALMON CREEK MORATORIUM AREA.

WHEREAS, Salmon Creek Avenue (West Central) is one of 34 designated corridors identified under the County's Transportation Concurrency Management System, Chapter 40.350.020, CCC; and

WHEREAS, the operating level on said corridor has fallen below the level of service designated travel speed for such corridor; and

WHEREAS, major capital improvements will be necessary to remedy such operating level deficiency, which improvements are not currently scheduled; and

WHEREAS, the Board is concerned that continued receipt of development applications impacting such corridor fails to adequately reflect the de facto concurrency moratorium now in effect for the corridor, will result in unproductive and unnecessary controversy, will encourage inefficient land development, and will divert limited staff resources; and

WHEREAS, the Salmon Creek Moratorium Area adopted herein consists of properties whose further development would almost certainly result in further deterioration of the corridor's operating level of service; and

WHEREAS, the Board concludes that imposition of the present moratorium is in the best public interest and will facilitate early and comprehensive exploration of solutions to the present transportation concurrency failure; now, therefore,

IT IS HEREBY ORDERED, RESOLVED AND DECREED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, AS FOLLOWS:

Section 1. Moratorium. Except as provided for in Section 3, a moratorium is hereby imposed upon the filing of applications and pre-applications for subdivisions, short subdivisions, site plans, and conditional use permits within the moratorium area.

Section 2. Moratorium Area. The Salmon Creek Moratorium Area is shown on the map attached hereto as "Exhibit A."

Section 3. Exceptions. This moratorium shall not apply to the following:

a. Land use applications not seeking subdivision, short subdivision, site plan, or conditional use permit approval.

b. Applications which have become vested prior to the effective date of this Ordinance, including the contingent vesting provisions of CCC 40.510.

c. Applications which involved no net increase in traffic generation from or to a site.

d. Applications whose traffic generation falls within reserved capacity under CCC 40.350.020.

e. Applications which fall within an exception provided for in CCC 40.350.020.

Section 4. No other effect. Nothing in this ordinance shall affect application of Chapter 40.350.020 CCC for developments outside of the Salmon Creek Moratorium Area which have traffic impacts within such area.

Section 5. Public Hearing. Pursuant to RCW 35.63.200, a public hearing on this emergency ordinance shall be scheduled within 60 days of the adoption of this ordinance.

Section 6. Staff Direction. The Director of Public Works, in consultation with the Director of Community Development, shall prepare a Comprehensive Work Program to deal with the subject concurrency failure for consideration at said public hearing.

Section 7. Expiration. This Ordinance shall expire 60 days from its effective date unless the Board, by subsequent ordinance, extends or repeals this emergency ordinance.

Section 8. Effective Date. This emergency ordinance shall become effective immediately upon the date and time of its adoption.

ADOPTED at 10:20 a.m. this 26 day of July, 2005.

Attest:

Clerk to the Board

BOARD OF COMMISSIONERS
FOR CLARK COUNTY, WASHINGTON

By: Betty Sue Morris, Chair

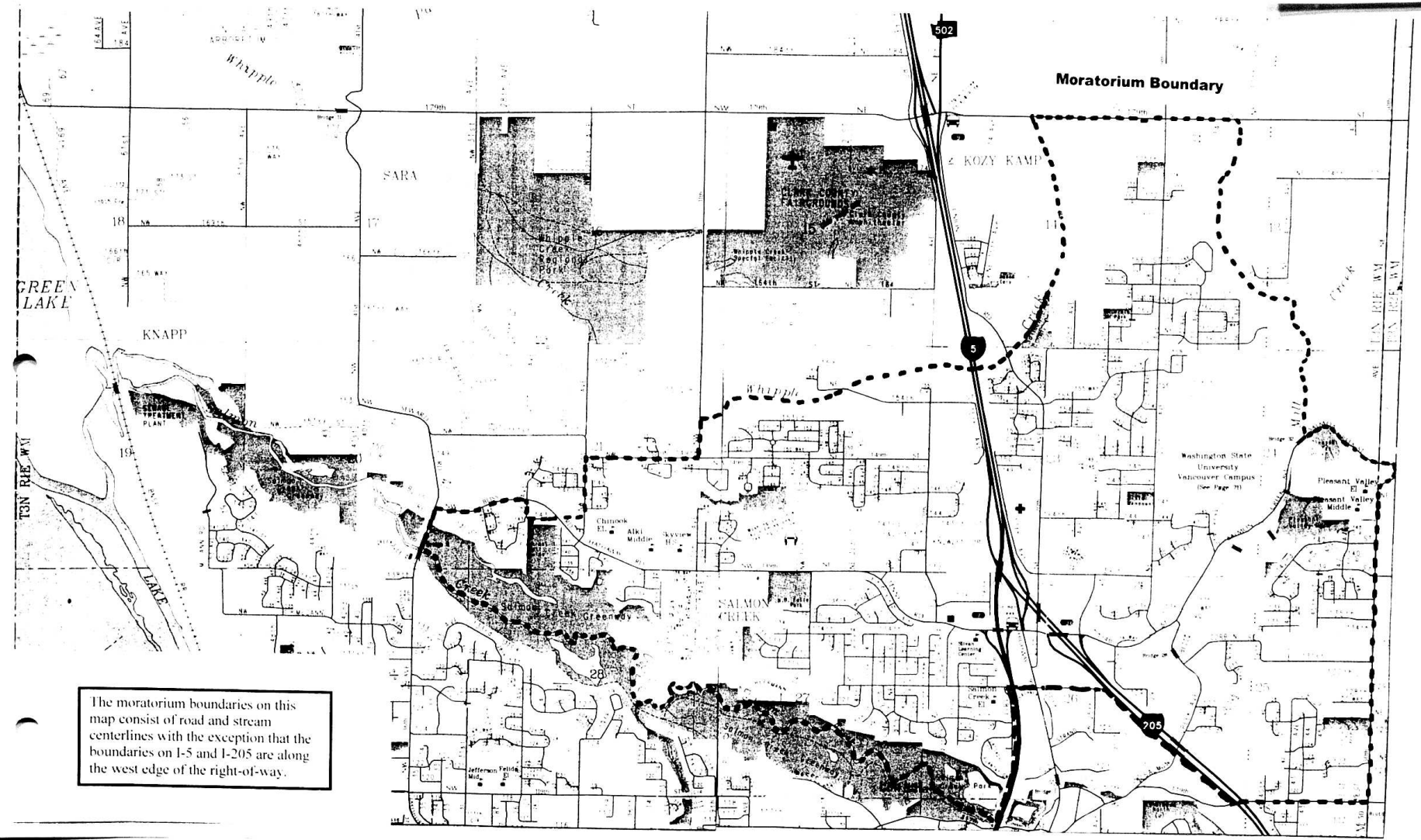
Marc Boldt, Commissioner

Steven J. Stuart, Commissioner

Approved as to form only:
ARTHUR D. CURTIS
Prosecuting Attorney

E. Bronson Potter
Senior Deputy Prosecuting Attorney

Exhibit A – Salmon Creek Moratorium Area



The moratorium boundaries on this map consist of road and stream centerlines with the exception that the boundaries on I-5 and I-205 are along the west edge of the right-of-way.

VERY POOR COPY
WILL NOT DUPLICATE

Exhibit A – Salmon Creek Moratorium Area

The moratorium boundaries on this map consist of road and stream centerlines with the exception that the boundaries on I-5 and I-205 are along the west edge of the right-of-way.

4027596
Page: 5 of 5
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BOARD OF COMMISSIONERS MOR 0.00 Clark County, WA

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WILL NOT DUPLICATE

CLARK COUNTY
STAFF REPORT

DEPARTMENT/DIVISION: Public Works / Transportation

DATE: July 21, 2005

REQUEST: Consider the Enaction of a Salmon Creek Development Moratorium

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BACKGROUND: In mid-February 2005, the operating level for the Salmon Creek Avenue (West Central) concurrency corridor dropped below 13 mph. The adopted travel speed standard for the corridor is 13 mph. As a result, the corridor is considered to be in concurrency failure. Because the remedy for the failing condition is the construction of high-cost interchange improvements for I-5 and I-205, individual developers have been unable to mitigate their impacts in order to receive a concurrency approval. As a result, the Salmon Creek area surrounding the corridor is considered to be in a "de-facto development moratorium".

One option available to the Board of County Commissioners (BOCC) is to enact a legislative moratorium as an emergency action. The attached resolution would provide for this emergency action. A public hearing would then be scheduled within 60 days to receive public testimony and formally consider adoption of the moratorium. The action would formally establish a development moratorium, would provide for the establishment of a specific geographic area for the moratorium, and would provide specific rules for administering the moratorium.

Staff have developed a concept for the moratorium as described below. The key elements of the concept are as follows:

- The proposed boundaries of the moratorium area or "area of applicability" are shown in Exhibit A of the draft ordinance. The boundaries are identical to the moratorium boundaries that were in effect during the previous concurrency related moratorium in Salmon Creek. The proposed boundaries have been established such that all development within the moratorium area would have a high likelihood of adding at least one vehicle trip to the failing concurrency corridor.

- The moratorium would apply to any development application within the area of applicability that would normally require a transportation concurrency approval.

- The moratorium would not apply to development applications exempted under the county's concurrency ordinance (e.g. K-12 public schools, police/fire stations, and public transit facilities).

- The moratorium would not apply to developments that already have trips reserved from a prior development approval or developer agreement. This provision would also apply in cases of redevelopment activity that would not result in an increase in site trip generation.

- The moratorium would not apply to development applications for property located outside of the geographic area of applicability, however, those applications would still be subject to normal concurrency provisions.

- Pre-application conference requests for development proposals within the moratorium area would not be accepted.

PW 05-115

ACTION REQUESTED: Consider the Enaction of a Salmon Creek Development Moratorium.

COMMUNITY OUTREACH: None

BUDGET IMPLICATIONS: There would be an unspecified fiscal impact on the Department of Community Development due to the reduced number of pre-applicantion conferences and development applications. It is unknown if future budgetary actions would be needed to maintain the stability of the department.

POLICY IMPLICATIONS: There would be some policy implications associated with establishing the development moratorium including the obligation to undertake a work plan, the differing treatment between development proposals for properties located within the moratorium area versus those located outside of the moratorium area, and the issues and treatment associated with those Salmon Creek development applications that have been previously placed on hold (rather than approved or denied).

In addition, within the moratorium area, development applications would not even be accepted, such that prospective developers would have no opportunity to propose mitigation to offset the impacts of their development. However, outside of the moratorium area, developers would be able to submit applications and would be evaluated for concurrency. These developers would be subject to the de facto moratorium, but would have some opportunity to propose mitigation.

DISTRIBUTION: Please notify the Department of Public Works and the Department of Community Development of the BOCC actions.

Steven C. Schulte
Steven C. Schulte, P.E.
Transportation Program Manager

APPROVED: July 26, 2005
CLARK COUNTY, WASHINGTON
BOARD OF COMMISSIONERS

Steven C. Schulte
Peter Capell, P.E. for pete Capell
Public Works Director/County Engineer

_____

proud past, promising future
CLARK COUNTY
WASHINGTON

July 22, 2005

Clark County Board of Commissioners
Public Service Center
1300 Franklin St.
Vancouver, WA

Dear Commissioners Morris and Stuart:

I have had an opportunity to meet with Steve Schulte of the Public Works department to explore issues surrounding the defacto concurrency moratorium currently affecting the Salmon Creek Avenue transportation corridor.

Based on the briefing Mr. Schulte provided, I am prepared to support an emergency ordinance to declare a moratorium on the filing of applications and pre-applications for subdivisions, short subdivisions, site plans, and conditional use permits in that area.

As I will be out of the office during the week of July 25, I would like this letter to be entered into the record if this matter comes before the Board during my absence. I understand that we will need to have a public hearing within 60 days if the Board does adopt an emergency ordinance for this purpose.

Thank you for considering my views at this time. I look forward to a more complete discussion after I return.

Sincerely,

Marc Boldt, Commissioner

MB/mk

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CLARK COUNTY
WASHINGTON
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DEPARTMENT OF
COMMUNITY DEVELOPMENT
OFFICE OF THE DIRECTOR

MEMORANDUM

TO: Board of County Commissioners

FROM: Richard Carson, Director

CC: Bill Barron, Pete Capell, Rich Lowry, Mary Keltz
DATE: July 25, 2005

SUBJECT: Preliminary Plan Review Process
Salmon Creek Defacto Moratorium Area

The Salmon Creek Corridor (SCC), along 134th Street, is currently in failure, creating a defacto moratorium. Proposed developments that will send trips into this corridor are subject to this limitation. The BOCC has directed staff to accept preliminary plan review applications for this corridor, thus creating a waiting line for concurrency approval.

Attached is a list of applications that were submitted during this hold period. The list separates applications based upon the county's stage of review.

- Stage I lists development applications that are awaiting a completeness check before they are routed to staff for review. These developments may send trips into the SCC, but this cannot be verified until staff conducts a more thorough review.
- Stage II lists proposed developments that are complete, but awaiting the more thorough review to determine if it will send trip into the SCC.
- Stage III lists proposed developments that are complete, are definitely affected by the SCC defacto moratorium, and are scheduled for a decision.

You will note that last development listed, Northern Star Professional Center, was the first and only application denied under the SCC limitation. This application was denied "without prejudices," thus allowing them to resubmit another application without having to wait the standard 1 year. Although this was the first application in line under the defacto moratorium, it is presently not in line due to the denial.

I would like to make a clarification about vesting and the moratorium. An application that is found to be fully complete would vest to the development regulations in place at this time. However, impact fees are not considered "development regulations" for the purposes of vesting. So even if an application got to the hearings examiner and was essentially put on hold, then the applicant is still subject to paying new and different impact fees in the future. The county's current practice is to put the impact fee rates on the cover of "approved" plats and guarantee them for three (3) years. However, that does not apply to an application that is not approved, which is the case here.

Attachment

Projects Potentially Affected by the Defacto Moratorium

STAGE III Projects under review that ARE affected by the defacto moratorium				
Project Name	**Case Number**	**Status**	**Description**	**Approx. Location**
Highland Park Estates Subdivision	PLD2005-00028	On Hold	29 lots	4100 NE 131st St.
Erickson Farms PUD	PLD2005-00037;	On Hold	126 lots, 67 multi-family units, 5 comm. bldgs.	NW Lakeshore Ave. and NW 104th St.
Salmon Creek Commons PUD Post Decision Review– Phase B Townhomes	PST2005-00002 PLD2005-00068	On Hold	Modify approved res. care facility to 67 townhouse lots	2305 NE 129th St.
134th Restaurant	PSR2005-00009	On Hold	7,825 sf retaurant	Just north of 13101 NE 27th Ave.
134th Retail Building	PSR2005-00008	On Hold	15,067 sf retail	13101 NE 27th Av
Salmon Creek Village	PLD2005-00027	On Hold	15 lots	1415 NE 129th St.
Northern Star Professional Center	PSR2005-00005	**Denied**	Change 24,734 sf of office space to medical office	14201 NE 20th Ave.

STAGE II Projects under review that MAY be affected by the defacto moratorium (review not complete yet)				
Project Name	**Case Number**	**Status**	**Description**	**Approx. Location**
Emerald Crest	PLD2005-00057	Under review	13 lots	1910 NE 88th St
Sunset Estates	PLD2005-00053	Under review	8 lots	NW 43rd Ave. and NW 137th St..
73rd Street Development (aka Kimberly Center) Site Plan	PSR2005-00034	Under review	23,460 sf office	201 NE 73rd St.
Moongate Subdivision	PLD2005-00055	Under review	23 lots	4806 NW 122nd St.

STAGE I Projects not yet fully complete that MAY be affected by the defacto moratorium				
Project Name	**Case Number**	**Status**	**Description**	**Approx. Location**
Brumel Estates	PLD2005-00035	Not Fully Complete	4 lots	2501 NE 119th St.
Woodbrook Subdivision	PLD2005-00047	Not Fully Complete	8 duplex lots	NE 116th St and NE 19th Ave.
Whipple Creek Estates	PLD2005-00069	Not Fully Complete	19 lots	504 NE 149th St.
Regency Estates	PLD2005-00071	Not Fully Complete	46 lots	17419 NE 29th Ave.
Chinook Place Subdivision	PLD2005-00074	Not Fully Complete	19 lots	2604 NW Bliss Rd

VERY POOR COPY
WILL NOT DUPLICATE

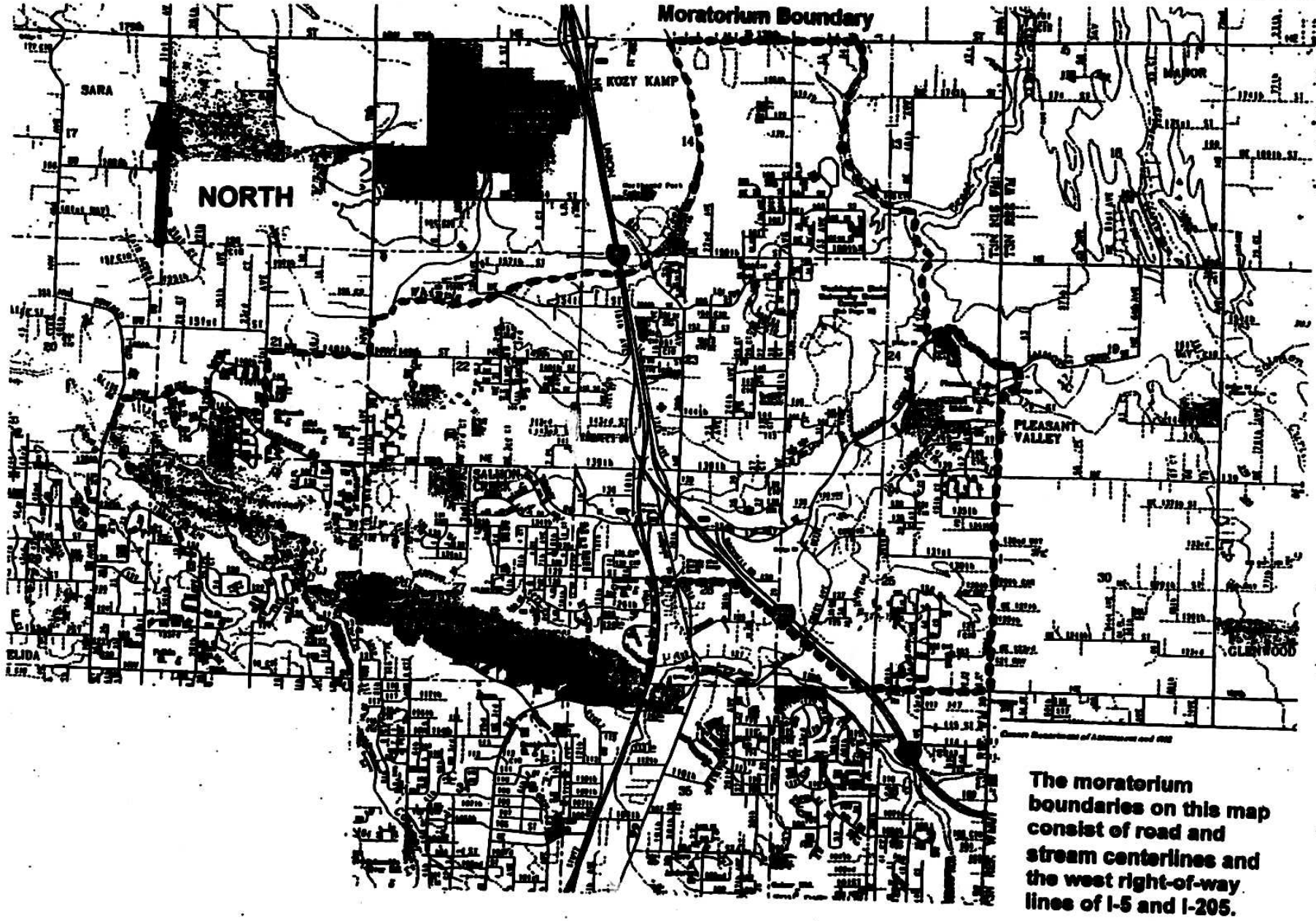

EXHIBIT A -- **Salmon Creek Moratorium Area**

CLARK COUNTY

PLAN MONITORING REPORT

(1995-1999)

July 2000

Board of Commissioners

Craig Pridemore, Chair
Judie Stanton
Betty Sue Morris

County Administrator

Bill Barron

Department of Community Development

Richard Carson, Director
Patrick Lee, Long Range Planning Manager
Oliver Orjiako, Senior Planner
Phil Wuest - Planner III
Jose Alvarez - Planner I

Community Development would like to thank:

Department of Assessment and GIS
Ken Pearrow
Dan Bauer

Department of Community Services
Marlia Jenkins
David Jay-Bonn

Dedicated to Jeanette Johnson who collated much of the information contained herein. Jeanette died of a rare cancer on August 19, 1999.

CLARK COUNTY
WASHINGTON

Executive Summary

In December 1994, Clark County adopted a comprehensive land use plan pursuant to the State of Washington Growth Management Act (GMA) of 1990. The Clark County 20-Year Comprehensive Growth Management Plan identifies key indicators to be compiled and summarized on an annual basis. The Department of Community Development has completed the first analysis of available data, focusing on 1995 through 1999.

This report documents the growth patterns during the first five years of planning under the 1994 State of Washington Growth Management Act (GMA). It focuses on population and employment growth rates, price of housing, land absorption, patterns of development, and other land use related issues.

The purpose of the report is to present the monitoring data called for in the adopted comprehensive plan and to provide summary observations.

Not included in this report is discussion of potential implications of the identified trends or of future policy alternatives. It is expected that this report will generate significant discussion on these topics; Community Development staff hope that it provides a valuable starting point for discussion.

Major findings and observations:

Population Overview

The report begins with a review of actual population growth compared with the 1994 forecast.

- Clark County's April 1, 2000 population is estimated at 345,000 by the state Office of Financial Management.

- From 1995 to 2000, Clark County's population increased by 54,000; adding 10,186 (19% of growth) people to the rural areas and 43,814 (81% of growth) to the urban areas.

- This is an overall increase of 18.6% over five years (April 1995 through April 2000), or around 3.7% annually.

- Between 1995 and 2000 population within the UGAs grew by 18.3% and in the rural area by 19.7%.

- The largest real increase in population occurred within the Vancouver UGA which added 34,467 residents; a 16% increase.

- The current 2000 population is 4.6% higher than the year 2000 forecast.

- The current 2012 population forecast amounts to adding 20.6% to current population over 12 years.

- The 2000 urban/rural population ratio is 82% urban and 18% rural. The comprehensive plan goal is 81% urban and 19% rural. In 1990 the ratio was 86% / 14% and in 1995 it was 82% / 18%.

Residential Development

- From 1995 through 1999, 15,514 single-family residential units were added countywide. 12,966 (83.6%) were inside urban growth areas (UGA) and 2,548 (16.4%) were outside.

- Between 1995 and 1999 total single-family residential dwelling units increased by 20.8% within the urban growth areas and by 14.6% in the rural area.

- From 1995 through 1999 the number of multi-family units developed countywide was 3,794. Of those units 3,786 were inside the UGA and 8 were in the rural areas.

Employment, Wages and Per Capita Income

The 1994 Comprehensive Plan indicates that by the year 2012 Clark County and its cities would grow in population to an estimated 416,071, and in jobs to an estimated 138,500.

- From 1995 to 1999 Clark County has increased employment by 26,400, an average annual increase of 3.9%.

- Employment as a percentage of the population shows a small average annual gain between 1995 and 1999.

- The 1994-1999 trend shows that the largest sector growth has occurred in services, retail trade, and government, adding 5,200, 4,200 and 3,000 jobs respectively.

- The unemployment rate for Clark County has remained well below the state average.

- Despite the growth in non-farm employment, the average wage in Clark County has remained below the state average.

- Clark County per capita personal income exceeded the national average in 1997. Per capita personal income still falls short of the state income level but is bridging the gap from a low of 7.7% below the state average in 1991and 1992 to 3.2% in 1997.

Housing Overview

- Over the last four years, the average selling price of an existing home in Clark County increased by more than 25.7%, or an average of 6.4% each year. The average selling price of a new home tells a similar story with an increase of more than 25.8% or an average of 6.5% each year.

- In 1999, the average sale price of a home in Clark County was $168,080. In 1994, the average price was less than $134,000.

- Existing and new homes in the rural area are consistently more expensive than homes in the urban area, ranging from 40% to 90% more expensive between 1995 and 1998.

- Existing and new homes in the rural area are consistently larger than homes in the urban area, ranging from 17% to 32% larger, on average, from 1995 through 1998.

- In the first five years of the plan, a total of 19,308 dwelling units were added. During that period about 80% of the new housing units in Clark County were single-family homes. Multi-family units account for 20% of new dwelling unit capacity.

Note: The Clark County Comprehensive Plan assumed that 60% of new residential development would be single-family with 40% multi-family.

Land Absorption

This report compares the vacant lands analysis that was done in late 1994 and the beginning of 1995, as part of the adoption of the 1994 Comprehensive Plan, with the 2000 available vacant residential, commercial, and industrial lands.

- In 1995, there were about 16,401 gross acres of vacant and underutilized (see glossary and appendices for definition and description of these categories) residential lands in the UGA compared to 10,248 gross acres in 2000 within the county UGAs. Since 1995, about 6,153 acres or 38%, of available residential acres have been absorbed by development.

- In the Vancouver UGA, approximately 24% of total available vacant and under-utilized residential lands were absorbed between 1995 to 2000; approximately 425 acres per year.

- In the Vancouver UGA, 1,631 acres of vacant commercial lands are identified in 2000, compared with 2,329 in 1995. 30% of available commercial lands were developed.

- The Vancouver UGA also has 5,315 acres of vacant industrial lands identified in 2000 versus 5,562 in 1995, a 4% change.

- Camas, La Center and Yacolt absorbed more than 60% of their available vacant and underutilized residential land since 1995. For the Camas UGA, it is important to note that in 1995 the Camas Meadows area was designated as residential. This area of approximately 600 acres was annexed to the city in 1996 and the designation changed to industrial. This change in underlying land use designation should be considered when viewing land absorption rates by type for Camas.

- Washougal and Battle Ground have absorbed 42% and 40% of vacant and underutilized residential land respectively, since 1995.

Note: Clark County code requires that 75% of available residential land be absorbed within a UGA before expansion of the growth boundary can be considered.

Buildable lots in rural area

The vacant and buildable lands identification model, developed in a geographic information system by Clark County Assessment and GIS staff for plan monitoring, does not include rural areas (outside of UGAs). In order to assess development potential in the rural areas, a separate but parallel model process was developed.

- There are about 10,047 vacant parcels (excluding lots less than an acre, tax exempt and state assessed parcel) in the rural area.

- Given the underlying zoning, total additional development potential in the rural areas is estimated to be 13,577 lots. At 2.6 persons per household, additional rural capacity is approximately 35,300 persons.

Urban versus Rural Development

Where are we today (1999) and where were we in 1994?

- In 1995, the urban versus rural population split was 82% urban and 18% rural.
- In 1999, the urban versus rural population split was 83% urban and 17% rural.

Development in the rural area remains strong. It is driven, in part, by the fact that Clark County has a majority of the vacant rural residential lots in the Portland metropolitan area. In the three-county area in Oregon (Clackamas, Multnomah, and Washington) there are currently 12,731 vacant lots of 5 acres or less. In Clark County there are 13,577 lots of 5 acres or less.

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INTRODUCTION

The Clark County 20-Year Comprehensive Growth Management Plan adopted in December 1994 is now in its fifth year of implementation. The plan was subsequently revised in December 1997 due to more than 60 remands and court orders.

The plan, adopted in 1994 and covering a 20-year period, sets goals and policies as to where and how growth and land use change should be encouraged.

The plan also requires the monitoring of more than twenty indicators, some of which are directly tied to comprehensive plan goals, such as population growth. The key indicators were chosen to track underlying assumptions used in the vacant lands analysis and net land carrying capacity which was completed for each UGA within Clark County in 1994.

This is the first plan monitoring report produced by Clark County. It will be updated in 2000 and published again in 2001 after census data is available. Information for the indicators comes from a variety of sources including the U.S Census, state Office of Financial Management, state Employment Security Department, county departments, and other agencies.

In 1994, an analysis was completed of the lands designated for residential, commercial and industrial uses as part of the supporting documentation to the comprehensive plan. This vacant lands analysis was used to determine the supply of vacant and underutilized acreage for residential, commercial and industrial designated lands within the urban growth area boundaries of Clark County. In estimating the supply of land available for development, the first step involved taking available *gross* vacant and underutilized land and applying all the land utilization assumptions to arrive at net acreage. (Specific assumptions are detailed in Appendix A).

The emphasis of this report is on gross land absorption. This was done by looking at the gross acreage absorbed based on land use designations within the urban growth area and the 2000 vacant lands analysis. While preliminary net available lands are presented in Appendix A, it is gross land absorption that reveals how and where development has occurred.

PURPOSE OF REPORT

This monitoring report marks a milestone for growth management planning in Clark County. It provides both a baseline for key indicators selected to measure change over time and a tool to measure the movement toward or away from the goals and assumptions of the Comprehensive Plan.

This report is prepared by Clark County, and reflects an emphasis on countywide data and the policies contained in its Comprehensive Plan. The county also recognizes that this report will be used by its cities and other interested groups, and where possible,

incorporates information for each urban growth area or other geographic areas as appropriate.

The report does not contain policy recommendations or specific benchmarks. Instead, the report is intended to be part of the information used by decision-makers as they consider updates and revisions to their Comprehensive Plans or any future course of action taken by the community.

This edition of the Plan Monitoring Report is not intended to fulfill the specific Review and Evaluation requirements of RCW 36.70A.215. Due to the relatively recent enactment of this state legislation, its specific timetables, and requirements for the adoption of countywide planning policies, Clark County, in cooperation with its cities, will address those issues outside of this edition of the Plan Monitoring Report. Future editions will incorporate a detailed monitoring of density indicators as required by RCW 36.70A.215.

COMPREHENSIVE PLAN OBJECTIVES

The adopted Comprehensive Plan assumptions for urban and rural population splits are as follows:

- *"The 2012 populations projections... are actual goals, not merely future estimates or guidelines, which must be reflected in the respective plans of the jurisdictions."*[1]

- *"Approximately **90 percent** of the population growth over the next 20 years is expected to occur in designated urban growth areas, with the remainder to occur in unincorporated rural and natural resource areas."*[2]

- *Table 2.2 shows the Projected 2012 Population for the entire county as 416,071. The unincorporated rural area is shown as 79,689 which is 19.1% of the county total. The remaining city population totals come to 80.7%.*[3]

- *"The population projection for the area outside of the urban growth areas is based in part on an allocation received from the Washington State Office of Financial Management. This additional population, approximately 134,000 people over the next 20 years, has been sub-allocated to the urban areas and the rural areas. The allocation for the rural area is approximately 15,000 people over the next 20 years, which would account for approximately **12 percent** of the total county population."*[4]

[1] *Clark County 20-Year Comprehensive Growth Management Plan*, Revised December 1997, p. 2-3.
[2] *Clark County 20-Year Comprehensive Growth Management Plan*, Revised December 1997, p. 2-4.
[3] *Clark County 20-Year Comprehensive Growth Management Plan*, Rev. December 1997, Table 2.2, p. 2-4
[4] *Clark County 20-Year Comprehensive Growth Management Plan*, Revised December 1997, p. 4-10

KEY INDICATORS

The Comprehensive Plan directs the county to review urban growth area assumptions and the related goals of the plan that affect the quality of life in the community. This is done by monitoring actual development trends with the key indicators. Where possible, the data are presented from 1995 through 1999, although additional information is given in some tables.

The primary sources of data are: Census, State Office of Financial Management forecast of population as of April of each year, the Clark County Assessor database and Clark County Community Development building permits issued.

The following table is a list of the key indicators identified in the Comprehensive Plan. A detailed discussion of indicators such as density, infill development and critical lands will be included in future reports as part of the Review and Evaluation Requirements of RCW 36.70A.215.

Key Indicators	**Measures to be Monitored**	**Additional Measures**
1.1 Population	Trends in population growth including age-cohort, in-migration/out-migration and other demographic indicators.	
1.2 Employment	Average annual wage rate by general sector, and percentage of Clark County receiving employment assistance.	
1.3 Price of Raw Land	Price of undeveloped land per acre, existing parcels and newly created parcels (if possible), land inside versus land outside of the urban growth area, land use categories, and for new housing – percentage of cost in land.	
1.4 Price of Housing	Price of new homes and resale homes, apartment rents and vacancy rates. Shift in demographics, interest rates and other variables.	
1.5 Land Absorption/Residential and Commercial	Number of new units by category: single-family vs. multi-family, square footage of new commercial, vacancy rates, employees per acre, and tenant activity.	
1.6 Residential Development	Number of new units by category: single-family vs. multi-family	
1.7 Industrial Development	Transition or development of marginal or tertiary industrial	

	land to prime industrial land and employees per acre.	
1.8 Density	Net average residential density by category: single-family vs. multi-family, difference between maximum density allowed in zoning versus actual density as approved and built.	
1.9 Geographic Distribution of Growth	Ratio of development inside the Urban Growth Area versus development occurring in the rural area, percent of new growth in the transit corridor, activity centers (urban and rural), urban reserve areas, open space and other sub-areas as defined.	
1.10 Quality of Life (Air and Water Quality and Wildlife Habitat Areas)	Airshed consumed by mobile and static sources, surface and groundwater quality indicators, and loss of wildlife habitat areas.	
Review of Growth Area Assumptions		
2.1 Conversion of Vacant Land	Development occurring on parcels defined as vacant.	
2.2 Conversion of Underutilized Land	Development occurring on underutilized parcels, defined as parcels that are 3 times allowable lot size based on the existing zoning and greater than 2.5 acres.	
2.3 Redevelopment Activity	New development in already built out areas (downtown Vancouver, transit corridors, etc.) Once a redevelopment factor is established, it will be used in redefining the amount of land needed in the urban growth area.	
2.4 Mixed-Use Activity	Development in the new mixed use zones, percentage of commercial versus residential in development and the location of the mixed use activity. Once a mixed use ratio is developed , it will be used to redefine the amount of land needed in the urban growth area.	
2.5 Infill	Development characterized by infill , its density and acreage.	
2.6 Development on Critical Lands	Development by critical category (1 or 2), density and size of parcels being developed.	
2.7 Vacancy Rates	Residential, commercial and industrial vacancy rates over time.	
2.8 Land Absorption	See 1.5	
2.9 Density	See 1.7	

2.10 Infrastructure	Required area of infrastructure as percentage of new development, by land use type, r.o.w., drainage, and other easements, and parks.	
2.11 Land Absorption (Industrial/Commercial)	See 1.5 and 1.6	
2.12 Change in Designation (Rezone)	Tracking conversion from one land use type to another (industrial to residential, residential to commercial, etc.)	
Other Indicators		
3.1 Transit Mode Split	Transit ridership, frequency, other transportation and transit performance standards.	
3.2 Additional Indicators		As periodic review takes place and the model is refined, additional indicators can be added to the performance measures.*

*The county included School District Enrollment and Capacity, Timber Harvest by Ownership, and Forest Land Conversion.

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The following is a list of some of the major events that have occurred in Clark County from 1995 to 1999.

1995 HIGHLIGHTS

Economy – Shin-Etsu Chemical (SEH) began a $710-million expansion of its silicon wafer plant in Vancouver. Expansion efforts would employ 300 more workers. Construction began on an 8-million-square-foot laboratory for Sharp Laboratories of America, Inc. These are two major construction projects related to high-tech industries.

Historic Preservation - Historic preservation duties were assumed by Clark County from the Heritage Trust of Clark County. The Board of Commissioners appointed a 5-member Historic Preservation Commission.

Light Rail - Local voters overwhelmingly defeated a proposal to provide funding for light rail. The $237.5-million cost would link Clark County to Portland's expanding light rail system. A multi jurisdictional transit overlay district, targeted for 80% of all new growth in the Vancouver UGA , was later repealed. In addition, commercial zoning districts were rewritten in 1996.

1996 HIGHLIGHTS

'96 Flood- January's snowfall and February's rainfall brought about the worst flooding in the last 30 years.

Washington State University - The WSU campus in Vancouver opened with a fall semester enrollment of 1,089 students. WSU is the cornerstone of the third major urban node within the Vancouver UGA.

Economy - Clark County's timber-related industries continued to decline. Both Fort Vancouver Plywood Mill and Boise Cascade's paper mill closed down, leaving a total of 675 workers unemployed. Taiwan Semiconductor manufacturing Co. began construction on its new WaferTech plant with projections of 800 high-tech jobs.

1997 HIGHLIGHTS

Growth – Clark County retained its status as the fastest growing county in Washington.

Interstate 5 Bridge Repair - Projections of a region-wide traffic jam along the I-5 corridor as the Interstate Bridge underwent major repair never materialized.

New City - Voters in the Hazel Dell, Salmon Creek, Lake Shore, Felida and Mount Vista areas voted an overwhelming **'NO'** to the proposal for a new city north of Vancouver.

Annexations - In 1997, Vancouver annexed several large areas. On the east side, the Cascade Park Annexation added 11,258 acres and 58,171 residents. On the west side,

Vancouver Lake Park and Frenchman's Bar Park together added 320 acres with no increase in population.

Battle Ground Places Moratorium on Residential Development - In July, Battle Ground adopted a moratorium on residential development as the city searched for ways to provide water, sewer and other services.

Interim Zoning Imposed and Lifted - In February, county commissioners adopted an interim Urban Holding Zone for development impacting the 179th Street/ I-5 interchange and the 134th Street/Salmon Creek Area. Throughout the remaining year, staff, along with interested citizens and businesses, crafted the Salmon Creek/Fairgrounds Regional Road Plan. which covered an 8-square-mile area. Its adoption in September lifted the temporary holding zone. It also brought to a close many transportation issues such as arterial circulation and access management that dated back to the 1980s.

Critical Aquifer Recharge Areas Ordinance – In May, the Board of County Commissioners adopted the Critical Aquifer Recharge Areas Ordinance designed to regulate development within critical aquifer recharge areas in Clark County. BOCC adoption implies "as a result of county initiative".

Geologic Hazard Ordinance – In May, the Board of County Commissioners adopted the Geologic Hazard Ordinance to regulate development in areas identified as having a geologic hazard including erosion, steep slopes, potential for landslides and relative earthquake hazard. BOCC adoption implies "as a result of county initiative".

Habitat Conservation Ordinance – In May, the Board of County Commissioners adopted the New Conservation Ordinance and made minor amendments to the County Wetlands Protection Ordinance and Provisions for Special Uses. Adoption and amendments brought the county ordinance in compliance with GMA regarding fish and wildlife. BOCC adoption implies "as a result of county initiative".

Rural Centers - In response to a remand from Clark County Superior Court and the Western Washington Growth Management Hearings Board, the Board of County Commissioners appointed an 11-member citizen task force to develop recommendations regarding land use changes for rural centers.

Agri/Forest Zones - In response to a Superior Count decision, the Board of County Commissioners appointed a 13-member citizen task force to revisit the 37,000 acres zoned agri/forest to determine more appropriate land use designations for these properties; these properties were subsequently rezoned to R5, R10 and R20.

Family Wage and Transportation Concurrency Management - Clark County adopted an ordinance relating to threshold family wages using transportation currency as an incentive to attract larger employers in certain employment sectors who meet the threshold.

1998 HIGHLIGHTS

Legal Lots - Recognizing that growth and changes in zoning and platting requirements over time had resulted in a large number of parcels smaller than the current minimum lot size, the Board of County Commissioners adopted a Legal Lot Determination Ordinance. Parcels would be considered a lot of record if they were in compliance with applicable laws regarding zoning and platting at the time of their creation.

Historic Preservation - Clark County was awarded a grant from the state to conduct a historic resource survey and inventory to update and add to the county's existing 20-year-old inventory.

Steelhead listed as threatened - In March, the Lower Columbia River Evolutionarily Significant Unit (ESU) was listed as threatened by the federal government. In Washington, this ESU includes all naturally spawned populations of steelhead in stream and tributaries to the Columbia River between the Cowlitz and Wind rivers, and includes all of Clark County. An anticipated "4d Rule", developed by the National Marine Fisheries Service (NMFS), may significantly impact development activities due to new environmental regulations.

Rural Centers - In May, the Board of Commissioners adopted amendments to the 20-Year Comprehensive Growth Management Plan Map and zoning map for the rural centers of Amboy, Chelatchie Prairie, Dollars Corner, Meadow Glade, Hockinson, and Brush Prairie. Changes provide for a variety of rural densities (RC1, RC2.5, R5, R10 and R20) in the rural area, along with commercial and industrial opportunities.

Waiver to the Forest Practices mandatory moratorium – State legislation passed in 1998 imposed an automatic 6-year development moratorium on certain lands for which forest practice permits were issued, but gave local jurisdictions authority to adopt guidelines for lifting that moratorium. In December, the Board of County Commissioners passed an emergency ordinance exempting construction of single-family owner occupied residences from the moratorium.

1999 HIGHLIGHTS

NPDES Permit - Clark County received a National Pollutant Discharge Elimination System (NPDES) and State Waste Discharge Permit in July 1999. This permit requires the county to substantially reduce pollutants from storm water run-off before it enters the county's watersheds.

Endangered Species Act (ESA) – Over the last year and a half, five species of salmonids that are native to the waters of Clark County were listed as "threatened" under the ESA. The National Marine Fisheries Service and the United States Fish and Wildlife Service share responsibility for administering the ESA. It is intended that these federal regulations will be replaced by local initiatives when these jurisdictions are capable of providing adequate protection. The Clark County ESA Program and the ESA Citizen

Task Force were created to provide definition and help develop realistic solutions to these complicated issues.

Cluster Ordinance – In the fall of 1999, the Board of County Commissioners considered a proposal to allow cluster development in Clark County. The cluster land division proposal was initially developed by the Agri-Forest Task Force, a citizen group appointed by the Board of County Commissioners. The purpose of the ordinance is to provide for small-lot residential development in the rural residential 5-acre, 10-acre and 20-acre zoning districts while maintaining the rural character and conserving larger remainder parcels.

Industrial lands – In July 1999, a local engineering firm, OTAK, released the Regional Industrial Land Study. The study indicated that Clark County has one of three prime parcels of 100 acres or more and 58% of the prime buildable industrial acres in the Portland–Vancouver metropolitan region. The methodology utilized by OTAK is different from that used during the planning process.

Five-year Comprehensive Plan Review - In August 1999, The Board of County Commissioners initiated the first major review of the county's 20-year Comprehensive Plan since it was adopted in December 1994. The plan review considers facts outlined in this monitoring report that reflects how the plan has worked since adoption so that adjustments can be made where necessary to reflect current community needs.

INDICATOR: Population Growth

Background and Relevance

The Growth Management Act (GMA) requires participating counties to adopt a 20-year population projection from among a range of choices provided by the state Office of Financial Management (OFM) for planning purposes. This population projection is the basis upon which the Comprehensive Plan is built. In the planning process, Urban Growth Area (UGA) boundaries are required for municipal jurisdictions within counties required to plan under GMA. These boundaries are set by designating sufficient quantities of land to accommodate the adopted population forecast. Monitoring the actual location, rate and size of population growth will provide the information necessary to evaluate the initial planning assumptions.

Table 1.1.1 Historical and Projected Population in Clark County by UGA

UGA	1990	1994	1995	1998	1999	2000	1990 - 1994 Growth	1995 - 2000 Growth	1990 - 2000 Growth	1990-2000 Average Annual Growth Rate
Battle Ground	4,791	5,892	6,379	9,324	9,699	10,046	23.0%	57.5%	109.7%	11.0%
Camas	7,286	8,250	8,951	11,447	11,823	12,260	13.2%	37.0%	68.3%	6.8%
LaCenter	555	794	916	1,662	1,775	1,900	43.1%	107.5%	242.6%	24.3%
Ridgefield	1,878	2,092	2,187	2,459	2,492	2,602	11.4%	18.9%	38.5%	3.9%
Vancouver	173,908	203,864	210,445	235,298	242,031	244,912	17.2%	16.4%	40.8%	4.1%
Washougal	8,479	9,310	9,547	10,156	10,266	10,344	9.8%	8.3%	22.0%	2.2%
Yacolt	632	891	943	1,042	1,093	1,118	41.0%	18.6%	76.9%	7.7%
Total UGA	197,528	231,093	239,368	271,388	279,179	283,182	17.0%	18.3%	43.4%	4.3%
Rural Area	40,525	49,707	51,632	56,612	57,821	61,818	22.7%	19.7%	52.5%	5.3%
County Total	238,053	280,800	291,000	328,000	337,000	345,000	18.0%	18.6%	44.9%	4.5%

Notes: Information for UGA level data is based on residential housing units derived from the Assessor's database and average persons per household numbers based on census block data from the 1990 U.S. Census of Population and Housing. The UGA numbers are adjusted to match the total county estimate. County-wide information is based on Washington State Office of Financial Management (OFM) annual county estimates. OFM estimates are based on April 1 of each year.

Table 1.1.2 Historical and Projected Population in Clark County

	2000 Population	OFM Year 2000 Forecast (High)	Difference (2000 actual – 2000 forecast)	Percent Difference, 2000 actual & 2000 forecast	Comp Plan Year 2012 Forecast	Difference (2012 forecast - 2000 actual)	Percent Difference, 2012 forecast & 2000 actual
Clark County	345,000	329,783	15,217	4.6%	416,071	71,071	20.6%

Table 1.1.3 Historical Population, Clark County Cities

City	1990	1994	1995	1998	1999	2000	1990 - 1994 Growth	1995 - 2000 Growth	1990 - 2000 Growth	1990-2000 Average Annual Growth Rate
Battle Ground	3,758	4,720	5,015	8,460	9,075	9,605	25.60%	91.50%	155.60%	15.60%
Camas	6,798	7,430	8,015	10,300	10,870	11,350	9.30%	41.60%	67%	6.70%
LaCenter	483	759	865	1,355	1,545	1,655	57.10%	91.30%	242.70%	24.40%
Ridgefield	1,332	1,605	1,625	1,795	2,115	2,170	20.50%	33.50%	62.90%	6.30%
Vancouver*	46,380	59,225	65,360	132,000	135,100	137,500	27.70%	110.40%	196.50%	19.60%
Washougal	4,764	5,290	5,594	7,685	7,975	8,125	11.00%	45.20%	70.50%	7.10%
Yacolt	600	813	860	935	1,020	1,020	35.50%	18.60%	70.00%	7.00%

*Vancouver population increase between 1995 and 2000 is partially due to several large annexations.

Data Collection

The data above show actual and estimated population for both incorporated and Unincorporated Clark County. City totals reflect annexations that took place in the year in which they occurred. All OFM population figures are for April 1 of the estimate year.

Observations

- From 1995 to 2000, Clark County's population increased by 54,000, adding 10,186 people to the rural areas and 43,814 to the urban areas.
- This is an overall population increase of almost 18.6% over five years (April 1995 through April 2000), or around 3.7% annually.
- The largest real increase in population occurred within the Vancouver UGA which added 34,467 residents, a 16% increase.
- In percentage terms, the fastest growing areas between 1995 and 2000 were the north county UGAs of Battle Ground and La Center.
- 2000 population exceeds the 2000 forecast population by over 4.6%.
- The current 2012 population forecast amounts to adding 20.6% to current population over 12 years or around 1.72% per year; somewhat lower than the 3.7% average annual increase observed between 1995 and 2000.

INDICATOR: Components of Population Change

Background and Relevance

The two major components of population change are natural increase/decrease and in/out-migration. To manage growth and set appropriate policy, it is essential to know where changes in population originate.

Table 1.1.4 Components of Population Change

Population Increases	1994	1995	1996	1997	1998	1999
Births	4,183	4,165	4,922	4,567	4,898	5,207
Deaths	2,012	1,940	1,976	2,011	2,261	2,182
Natural Increase	2,171	2,225	2,946	2,556	2,637	3,025
Net Migration	9,129	7,975	9,554	10,744	8,563	5,975

Source: Washington State Office of Financial Management

Observations

- Since 1994, the percentage of in-migration has accounted for 77% of the county's population growth. Two-thirds of the growth in 1999 is attributed to in-migration.

- The natural increase of population has been fairly consistent.

Urban and Rural Population: Growth Rates and Urban/Rural Split

The adopted Comprehensive Plan assumptions for urban and rural population split are 19.1% for unincorporated rural area and 80.9% for the Urban Growth Area. The tables below show the UGA and rural population estimates for 1990, 1995, and 1999.

Table 1.1.5 UGA & Rural Population Estimates 1990, 1995, and 1999

	Population			% Change	%Change
UGA	1990	1995	1999	1995 to 1999	1990 to 1999
Battle Ground	4,719	6,379	9,898	55.2%	109.7%
Camas	7,286	8951	11,912	33.1%	63.5%
La Center	555	916	1,856	102.6%	234.4%
Ridgefield	1,878	2,187	2,510	14.8%	33.7%
Vancouver	173,908	210,445	239,169	13.6%	37.5%
Washougal	8,479	9,547	10,400	8.9%	22.7%
Yacolt	632	943	1,095	16.1%	73.3%
Rural County	40,525	51,632	60,160	16.5%	48.5%
Total County	237,982	291,000	337,000	15.8%	41.6%

Source: Washington State Office of Financial Mangagement

Table 1.1.6 Population by Rural and Urban Growth Area

Year	Urban Growth	% Urban	Rural Growth	% Rural	Total Growth	Average Growth
1990-95	41,911	79.10%	11,107	20.90%	53,018	10,604
1995-99	37,472	81.50%	8,528	18.50%	46,000	11,500
1990-99	79,383	80.20%	19,635	19.80%	99,018	11,002

Source: Washington State Office of Financial Management

Table 1.1.7 Share of Total Population, Urban and Rural

Year	Urban	% Urban	Rural	% Rural	Total
1990	197,457	83%	40,525	17%	237,982
1995	239,368	82%	51,632	18%	291,000
1998	271,388	83%	56,612	17%	328,000
1999	276,840	82%	60,160	18%	337,000
% chng 90-99	40%		48%		42%
Avg. Annual Growth	4.44%		5.33%		4.66%

Source: Washington State Office of Financial Management

Observation

- Based on state OFM population estimates, the 1995 split is 82% urban and 18% rural. The 1999 split remained unchanged from 1995.

- From 1995 to 2000 the rural area population has grown 1.4% faster than the urban area population.

INDICATOR: Population Distribution by Age and Gender

Background and Relevance

Population distribution by age and gender provides data necessary for planning a range of social services, from elderly care to the need for additional schools.

Table 1.1.8 1995

GROUP	TOTAL	MALE	FEMALE
85+	3,138	906	2,232
80-84	3,897	1,471	2,426
75-79	6,007	2,523	3,484
70-74	8,189	3,575	4,615
65-69	8,905	4,102	4,803
60-64	9,570	4,710	4,860
55-59	11,369	5,836	5,533
50-54	16,098	8,227	7,870
45-49	22,221	11,039	11,181
40-44	25,358	12,656	12,702
35-39	26,465	13,074	13,390
30-34	24,008	11,798	12,210
25-29	19,017	9,428	9,589
20-24	15,813	7,808	8,005
15-19	19,017	9,428	9,589
10-14	24,180	12,395	11,785
5-9	24,589	12,747	11,842
0-4	22,257	11,394	10,863
TOTAL	**291,000**	**143,890**	**147,110**

Source: Washington State Office of Financial Management

Table 1.1.9 1996

GROUP	TOTAL	MALE	FEMALE
85+	3,234	965	2,270
80-84	4,073	1,573	2,499
75-79	6,248	2,555	3,693
70-74	8,113	3,570	4,544
65-69	9,118	4,242	4,876
60-64	9,618	4,766	4,852
55-59	12,458	6,257	6,201
50-54	16,958	8,595	8,363
45-49	23,022	11,234	11,788
40-44	25,334	12,584	12,751
35-39	26,310	12,903	13,407
30-34	23,818	11,622	12,196
25-29	22,124	11,018	11,106
20-24	17,702	8,569	9,133
15-19	21,768	11,118	10,650
10-14	24,029	12,358	11,671
5-9	25,284	13,004	12,280
0-4	24,288	12,433	11,855
TOTAL	**303,500**	**149,366**	**154,134**

Source: Washington State Office of Financial Management

Table 1.1.10 1997

GROUP	TOTAL	MALE	FEMALE
85+	3,468	1,041	2,427
80-84	4,261	1,653	2,608
75-79	6,651	2,723	3,928
70-74	8,250	3,623	4,627
65-69	9,258	4,331	4,927
60-64	10,092	5,021	5,071
55-59	13,320	6,707	6,613
50-54	19,142	9,663	9,479
45-49	23,834	11,645	12,189
40-44	26,914	13,357	13,557
35-39	27,042	13,277	13,765
30-34	23,951	11,695	12,256
25-29	22,626	11,270	11,356
20-24	18,384	8,915	9,469
15-19	23,065	11,769	11,296
10-14	25,202	12,966	12,236
5-9	26,648	13,701	12,947
0-4	24,691	12,639	12,052
TOTAL	**316,801**	**155,996**	**160,805**

Source: Washington State Office of Financial Management

Table 1.1.11 1998

GROUP	TOTAL	MALE	FEMALE
85+	3,866	1,146	2,719
80-84	4,485	1,735	2,750
75-79	7,121	2,967	4,154
70-74	8,646	3,790	4,856
65-69	9,423	4,413	5,010
60-64	10,808	5,357	5,450
55-59	14,390	7,435	6,955
50-54	20,890	10,558	10,331
45-49	26,436	13,188	13,249
40-44	29,487	14,724	14,763
35-39	28,864	14,232	14,632
30-34	23,541	11,610	11,931
25-29	20,219	10,000	10,219
20-24	17,042	8,457	8,586
15-19	23,917	12,235	11,682
10-14	27,335	14,028	13,306
5-9	28,084	14,557	13,528
0-4	23,447	12,030	11,416
TOTAL	**328,000**	**162,462**	**165,538**

Source: Washington State of Financial Management

Table 1.1.12 **1999**

GROUP	TOTAL	MALE	FEMALE
85+	3,920	1,198	2,721
80-84	4,668	1,826	2,842
75-79	7,176	2,928	4,248
70-74	8,427	3,736	4,690
65-69	9,521	4,481	5,040
60-64	11,078	5,547	5,531
55-59	15,835	7,973	7,862
50-54	21,978	11,018	10,959
45-49	26,231	12,879	13,352
40-44	28,720	14,236	14,484
35-39	27,867	13,675	14,192
30-34	23,402	11,517	11,884
25-29	22,590	11,250	11,341
20-24	19,997	9,674	10,323
15-19	25,375	12,944	12,431
10-14	26,971	13,886	13,085
5-9	27,857	14,311	13,546
0-4	25,388	12,994	12,394
TOTAL	**337,000**	**166,075**	**170,925**

Source: Washington State Office of Financial Management

Data Collection

The Washington State Office of Financial Management provided the data.

Observations

- The 30-34 age group was the only one that showed a decline from 1994 to 1999.
- About 62% of the growth from 1995 to 1999 occurred in the 0-19 and 35-54 age groups, which indicates that most of the new residents of Clark County are families with school-age children.

INDICATOR: New businesses created

Background and Relevance

This measure captures the business climate since 1990.

Table 1.2.1 New Businesses created in Clark County

	1980	1985	1990	1991	1992	1993	1994	1995	1996	1997
Total number of businesses	3623	4289	5700	5929	6366	7145	7856	7768	8444	9208
Number of net new businesses	NA	666	1411	229	437	779	711	-88	676	764
Annual growth rate	NA	3.7%	6.6%	4.0%	7.4%	12.2%	10.0%	-1.1%	8.7%	9.0%

Source: Washington State Employment Security Department

Data Collection

The Washington State Employment Security Department provided the county data. Included are all firms regardless of size. Excluded from this analysis is the growth of private households as employer units. The table shows the net number of businesses created annually, taking into account business closures. The annual growth rate is a compounded figure based as a percentage of the previous year's total businesses.

Observation

- From 1994 to 1997, the average annual growth rate for new businesses was 5.7%.
- During the 1980s the average annual growth rate for new businesses was 5.7%.
- Since 1990, new business formation has grown at a rate of 8.8% annually.
- Since 1990, a total of 3,500 new businesses have been created, with 1,352 added since 1994.

INDICATOR: Clark County Employment Characteristics

Background and Relevance

The indicators of local economic conditions are the numbers of employees and unemployment. The resident labor force will change in response to population and to conditions in the local economy including job opportunities and wages.

Table 1.2.2 Characteristics of the Clark County Work Force

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Population	238,053	250,300	257,500	269,500	280,800	291,000	303,500	316,800	328,000	337,000
Total Labor Force	127,500	126,800	132,200	136,000	141,000	151,000	161,200	170,300	176,300	178,300
Employment	121,700	119,000	123,000	128,700	135,000	144,900	154,100	164,200	169,200	171,300
Unemployment	5,800	7,800	9,200	7,900	6,000	6,100	7,100	6,100	7,100	7,000
Employed labor force as a % of population.	51.1%	47.5%	47.8%	47.8%	48.1%	49.8%	50.8%	51.8%	51.6%	50.8%

Source: Washington State Employment Security Department

Table 1.2.3 Change in Clark County Work Force

	1995 – 1999 Number Increase	1995 – 1999 Percent Increase	Average Annual Increase
Population	46,000	15.8%	4.0%
Total Labor Force	27,300	18.1%	4.5%
Employment	26,400	18.2%	4.6%
Unemployment	900	14.8%	3.7%

Source: Clark County Long Range Planning

Table 1.2.4 Unemployment Rate

	1990*	1991	1992	1993	1994	1995	1996	1997	1998
Clark County	**4.5%**	6.2%	7.0%	5.8%	4.3%	4.0%	4.4%	3.6%	4.0%
Washington	**4.9%**	6.4%	7.6%	7.6%	6.4%	6.4%	6.5%	4.8%	4.8%

Source: Washington State Employment Security Department
***Bold text denotes 1990 Census Data**

Data Collection

Data for the total employed and unemployed labor force are from the Washington Department of Employment Security, July 1999, and provide the best data on employment in the local work force. Clark County and Washington state unemployment rates are obtained from the Washington State Employment Security Department. Major sector employment is addressed in the section on economic development.

Observations

- From 1995 to 1999 Clark County added 27,300 to its total labor force, an average annual increase of 4.5%, for the same time period population growth was 3.95%

- The employed labor force, as a percentage of population, took a significant drop between 1990 and 1991. This drop in employment coincides with the national recession, which began in 1990 and was felt by Clark County in 1991. By 1999 this percentage was almost back to the 1990 level.

INDICATOR: Sector Employment Growth

Background and Relevance

Employment levels by sector show the composition of the local workforce. Sector level analysis provides data that allow decision-makers to link employment needs with local land use policies that designate land available for commercial and industrial use.

Table 1.2.5 Non-Agricultural Wage and Salary Employees in Clark County

EMPLOYMENT SECTOR	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Manufacturing	17,100	16,000	16,700	18,300	19,000	20,100	20,200	20,500	20,000	18,800
Construction & Mining	6,500	6,500	6,400	6,600	7,700	7,900	8,900	10,000	10,200	10,300
Transportation & Utilities	3,800	3,600	3,800	4,000	4,300	4,800	5,300	5,600	6,300	6,700
Wholesale Trade	3,000	2,900	3,100	3,500	4,000	4,300	4,500	5,000	5,100	5,100
Retail Trade	15,300	15,400	16,000	16,400	17,800	18,600	19,700	20,300	20,800	22,000
FIRES *	3,900	4,100	4,100	4,500	4,700	4,600	4,700	4,900	5,300	4,700
Services	17,200	17,600	18,700	20,300	21,800	23,100	24,400	25,200	26,600	27,000
Government	14,100	14,500	15,000	15,600	16,200	16,800	9,300	17,900	18,500	19,200
Total Nonfarm Employment	80,900	80,600	83,800	89,200	95,500	100,200	97,000	109,400	112,800	113,800

Source: Washington State Employment Security Department
**FIRES represents the finance, insurance and real estate sector*

Table 1.2.6 Sector Employment Change

EMPLOYMENT SECTOR	1990-94		1995-99		1990-99 Change	1990-99 Change	1990-99 Average Annual Growth	1990-99 Average Annual Growth
	#	%	#	%	#	%	#	%
Manufacturing	1,900	11.1%	-200	-1.1%	1,700	9.9%	189	1.1%
Construction & Mining	1,200	18.5%	2,600	33.8%	3,800	58.5%	422	6.5%
Transportation & Utilities	500	13.2%	2,400	55.8%	2,900	76.3%	322	8.5%
Wholesale Trade	1,000	33.3%	1,100	27.5%	2,100	70.0%	233	7.8%
Retail Trade	2,500	16.3%	4,200	23.6%	6,700	43.8%	744	4.9%
FIRES	800	20.5%	0	0.0%	800	20.5%	89	2.3%
Services	4,600	26.7%	5,200	23.9%	9,800	57.0%	1089	6.3%
Government	2,100	14.9%	3,000	18.5%	5,100	36.2%	567	4.0%
Total Nonfarm Employment	14,600	18.0%	18,300	19.2%	32,900	40.7%	3656	4.5%

Source: Washington State Employment Security Department

Data Collection

Job totals represent non-agricultural wage and salary workers. The data are divided into 1990-1994 and 1995-1999 employment growth with 1990 providing the base for employment growth during the four years prior to the adoption of the Comprehensive Plan. The 1994 figures become the base for measuring growth since the implementation of the plan covering 1995 through 1999.

Observations

- Since 1990, 32,900 new jobs have been added to the Clark County work force, with 18,300 jobs added since the adoption of the Comprehensive Plan in late 1994.

- The 1994-1999 trend shows the largest sector growth has occurred in services, retail trade, and government, adding 5,200, 4,200 and 3,000 jobs respectively.

- With the exception of the FIRES and Manufacturing, which experienced a loss or no growth in Post-GMA employment, the remaining sectors showed higher Post-GMA employment gains.

INDICATOR: Manufacturing Sector Employment Growth

Background and Relevance

Manufacturing employment provides some of the higher wage jobs within Clark County. From a land use perspective, manufacturing employment is closely associated with more intensive uses requiring large facilities and larger parcels of land to attract new employers.

Table 1.2.7 Manufacturing Sector Employment in Clark County

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Manufacturing	17,100	16,000	16,700	18,300	19,000	20,100	20,200	20,500	20,000	18,800
Lumber & Wood Products	1,600	1,500	1,500	1,600	1,600	1,300	1,200	1,300	1,100	1,100
Metals & Metal Products	1,900	1,600	1,600	1,700	1,800	2,100	2,100	1,900	1,700	1,600
Machinery & Computers	2,200	2,400	2,800	3,700	3,800	4,100	4,500	4,700	4,300	3,500
Electronics & Instruments	3,500	2,900	3,100	3,200	3,400	3,900	4,200	4,600	5,000	4,900
Other Durable Goods	900	900	800	900	1,000	1,200	1,000	1,000	1,100	1,200
Durable Goods	10,100	9,300	9,800	11,100	11,600	12,600	13,000	13,500	13,200	12,300
Food Processing	1,200	1,200	1,300	1,300	1,300	1,200	1,200	1,100	1,100	1,100
Textiles & Apparel	1,000	1,000	1,000	1,100	1,100	1,100	1,000	1,100	1,000	800
Paper Products	3,300	3,100	3,100	3,200	3,200	3,100	2,800	2,700	2,700	2,600
Plastics	800	600	700	800	900	1,000	1,100	1,100	1,000	1,000
Other Nondurable Goods	800	900	900	900	1,000	1,000	1,100	1,100	1,100	1,100
Nondurable Goods	7,100	6,800	7,000	7,300	7,500	7,400	7,200	7,100	6,900	6,600

Source: Washington State Employment Security Department. Totals and subtotals may not add due to rounding.

Table 1.2.8 Manufacturing Sector Employment Change

	Number Change (1990-94)	Percent Change (1990-94)	Number Change (1994-99)	Percent Change (1994-99)	Number Change (1990-99)	Percent Change (1990-99)	Average Annual Growth	Average Annual Growth
Manufacturing	1,900	11.1%	-200	-1.1%	1,700	9.9%	189	1.1%
Lumber & Wood Products	0	0.0%	-500	-31.3%	-500	-31.3%	-56	-3.5%
Metals & Metal Products	-100	-5.3%	-200	-11.1%	-300	-15.8%	-33	-1.8%
Machinery & Computers	1,600	72.7%	-300	-7.9%	1,300	59.1%	144	6.6%
Electronics & Instruments	-100	-2.9%	1,500	44.1%	1,400	40.0%	156	4.4%
Other Durable Goods	100	11.1%	200	20.0%	300	33.3%	33	3.7%
Durable Goods	1,500	14.9%	700	6.0%	2,200	21.8%	244	2.4%
Food Processing	100	8.3%	-200	-15.4%	-100	-8.3%	-11	-0.9%
Textiles & Apparel	100	10.0%	-300	-27.3%	-200	-20.0%	-22	-2.2%
Paper Products	-100	-3.0%	-600	-18.8%	-700	-21.2%	-78	-2.4%
Plastics	100	12.5%	100	11.1%	200	25.0%	22	2.8%
Other Nondurable Goods	200	25.0%	100	10.0%	300	37.5%	33	4.2%
Nondurable Goods	400	5.6%	-900	-12.0%	-500	-7.0%	-56	-0.8%

Source: Washington State Employment Security Department

Observations

- At the subsector level, manufacturing employment has been cyclical, with a net gain of 1,700 jobs and a 10% growth rate over the last 9 years.

- There has been major growth in the machinery and computers, and electronics and instruments subsector, adding 2,700 new jobs. Several new high tech and manufacturing industries began operation after 1995, including Sharp Industries of America, Transition Technology International, Chen Instrument Design, Siemens Solar Industries, Bodycote IMT, Norwesco Inc., Landa Inc., Electric Lightwave, Nutrition Now, PureTec Manufacturing, WaferTech, Wacom Technology, and Furuno USA. Major expansions adding new jobs include SEH America and PureTec Manufacturing. The growth in these sub-sectors offset the loss of jobs at Hewlett Packard.

- There has been significant job loss in the lumber and wood products, metals and metal products, food processing, and paper product sub-sectors, losing a total of 1,600 jobs. While these job losses follow the national trend away from resource employment, at the local level two significant events occurred in 1996 affecting employment: the Boise Cascade layoff left 313 people unemployed and Fort Vancouver Plywood closed its doors, leaving 179 people out of work.

INDICATOR: Average Annual Wage Per Worker

Background and Relevance

This section compares the county's average wage per covered worker with that of the state. It also shows how the average annual wage has changed over time. It is important to note that this section does not include Clark County residents who are employed outside of the county.

The county's Comprehensive Plan contains an Economic Development Element that establishes several goals related to the recruitment and retention of high wage employers. The plan also gives particular emphasis to designating sufficient industrial land to encourage the generation of these jobs.

Table 1.2.9 Average Annual Wages Per Covered Worker in Clark County

	1990	1991	1992	1993	1994	1995	1996	1997	1998
Clark County	**$21,011**	$22,179	$23,257	$23,853	$24,559	$25,535	$27,004	$28,141	$29,322
Washington	**$22,635**	$23,936	$25,540	$25,747	$26,338	$27,422	$28,884	$30,480	N.Y.A
CC Annual Wage as a % of Washington Wage	**93%**	93%	91%	93%	93%	93%	93%	92%	N.Y.A

Source: Washington State Employment Security Department
***Bold denotes 1990 Census Data**

Data Collection

Average annual wage estimates were obtained from the Washington Department of Employment Security and include all non-agricultural wage and salary employees in Clark County. The average annual wage per worker is reported in current dollars per covered employee for each year. Covered workers are those covered under the Washington State Employment Security Act.

Observations

- Average annual wage in Clark County has grown nearly 15% since 1995.
- Despite the growth in non-farm employment, the average wage in Clark County has remained below the state average throughout the period.

INDICATOR: Wages by Sector Using 1997 Constant Dollars

Background and Relevance

Constant dollars are corrected for inflation to reflect the purchasing power of dollars earned in 1997. This information allows comparisons of how well average wages in the major employment sectors have fared since 1990.

Table 1.2.10 Non-Agricultural Wages in Clark County using 1997 Constant Dollars

Sector	1990 Wage	1994 Wage	1990 to 94 Growth	1995 Wage	1996 Wage	1997 Wage	1995 to 97 Growth	% Change 90 to 97
Construction & Mining	**$27,500**	$26,360	-4.2%	$26,777	$28,969	$31,518	19.6%	14.6%
FIRES	**$25,830**	$25,576	-1.0%	$26,360	$28,983	$29,124	13.9%	12.8%
Government	**$29,285**	$31,042	6.0%	$30,350	$31,951	$32,129	3.5%	9.7%
Manufacturing	**$33,028**	$33,341	1.0%	$34,420	$36,867	$38,465	15.4%	16.5%
Services	**$18,211**	$19,477	7.0%	$20,181	$22,676	$22,672	16.4%	24.5%
Transportation & Public Utility	**$27,597**	$32,063	16.2%	$33,321	$35,858	$37,202	16.0%	34.8%
Wholesale & Retail Trade	**$16,476**	$17,606	6.9%	$17,860	$18,880	$19,407	10.2%	17.8%

Source: Washington State Employment Security Department and Clark County Department of Long Range Planning
** FIRES represents the finance, insurance and real estate sector*
***Bold text denotes 1990 Census Data**

Data Collection

The Washington State Employment Security Department provided data on Clark County wages by sector and adjusted for inflation to reflect the value of 1997 dollars. The 1994 wage is used as the base to measure the 1995-1997 growth.

Observations

- All employment sectors show increases.
- The smallest growth in wages is seen in the government sector. The transportation and public utilities sector shows the largest growth in wages.
- Post 1994, wage growth reflects larger wage increases in all employment sectors except government, and transportation and utilities.

INDICATOR: Per Capita Personal Income

Background and Relevance

Per capita income is a measure of the total county income including wages, some benefits, investments, interest and transfer payments divided by the total county population. (Median Household Income is reported in the Price of Housing section, page 34)

Table 1.2.11 Clark County Per Capita Personal Income

	1990	1991	1992	1993	1994	1995	1996	1997	1998
Per Capita Income	**$18,631**	$18,829	$19,788	$20,663	$21,450	$22,579	$23,819	25,599	N.Y.A
Inflation-adjusted	**$22,599**	$21,917	$22,301	$22,684	$22,990	$23,586	$24,459	25,803	N.Y.A
as a percent of US	**97.3%**	96.0%	96.3%	97.4%	97.3%	97.9%	98.6%	101.2%	N.Y.A
as a percent of State	**95.0%**	92.3%	92.3%	93.8%	94.5%	95.4%	95.4%	96.8%	N.Y.A

Source: Washington State Employment Security Department
***Bold text denotes 1990 Census Data**

Data Collection

The Washington State Employment Security Department provided the per capita personal income data table used above.

Observations

- Per capita personal income increased by 13% between 1995 and 1997.
- The Clark County per capita personal income exceeded the national average for the first time in 1997. Per capita personal income falls short of the state income level, but is bridging the gap from a low of 7.7% in 1991 and 1992 to 3.2% in 1997.

INDICATOR: Price of Raw Land

Background and Relevance

The price of raw land is an important component in the development of residential, commercial and industrial property. The following table is based on sales information compiled over a four-year period.

Table 1.3.1 Price of Raw Land 1994 & 1998

Property Type	1994	1998	Annual Increase
Single Family Lots	$37,000/lot	$48,000/lot	6.5%
Single Family Land	$45,000/acre	$75,000/acre	13.5%
Multi-Family Land	$75,000/acre	$115,000/acre	11.5%
Commercial			
Small Prime Sites	$14/sf	$20/sf	9.5%
Large Tracts	$4.50/sf	$6.50/sf	9.5%
Industrial			
Small Parcels (1-3 acres)	$1.75/sf	$3.50/sf	19%
Large Parcels (7-20 acres)	$1.00/sf	$2.00/sf	19%

Source: From an analysis of Clark County land price completed for Clark County 1998 TIF update project by Palmer, Groth, & Pietka through Century West Engineering.

Table 1.3.2 Summary Table: Price of Raw Urban Land in Clark County 2000

	Avg Sale Price	Avg Parcel Size Acres	Avg Price per Acre	Avg Price per Square Foot
Single Family Residential	**$598,958**	**10.6**	**$56,445**	**$1.30**
Avg 0-4.99 acres	$181,742	2.3	$77,377	$1.78
Avg 5-9.99 acres	$456,135	6.5	$69,680	$1.60
Avg 10 + acres	$1,359,381	27.1	$50,244	$1.15
Multi Family Residential	**$298,866**	**2.2**	**$134,820**	**$3.10**
Avg 0-4.99 acres	$197,561	1.1	$172,151	$3.95
Avg 5-9.99 acres	$666,804	5.6	$119,242	$2.74
Avg 10 + acres	$1,050,545	11.4	$91,992	$2.11
Commercial	**$588,076**	**1.6**	**$344,354**	**$7.91**
Industrial	**$299,041**	**4.5**	**$65,803**	**$1.51**

Source: Sample of 57 recent single family land transactions, 40 multi-family land transactions, 33 commercial transactions and 19 industrial transactions compiled by Riley and Marks, Inc.

Data Collection

The Table 1.3.1 and 1.3.2 both present information on the price of raw land in Clark County, each one using a slightly different methodology. The data analysis presented in table 1.3.1 reflects a four-year change from the middle of 1994 to the middle of 1998. For single-family lot sales, the focus was in the Orchards area, east of I-205. The Ashley Heights subdivision was also studied to determine the consistency of property value increases for single-family lots. The basic lot was defined as having 6,000 square feet, with no special amenities. Residential land was not as straight-forward because of the many factors influencing value, including location, zoning, "offsites," and approvals.

1.3 PRICE OF RAW LAND

Multiple-family residential land has many of the complexities of single-family land but is also influenced by impact fees that were implemented and changed during the study period. Commercial land was divided into two categories. The first included small, prime commercial pads. The second category included large acreage tracts suitable for shopping-center- type developments.

Table 1.3.2 presents cost of raw land information from a sample of recent sales in urbanized Clark County. The information presented in this table is consistent with that provided in Table 1.3.1 for residential uses. Raw commercial and industrial land prices as reflected in the recent sales table are somewhat different than that reported in Table 1.3.1.

Observations

- Single-family lots and commercial land values increased in range on the low end from 6.5% to 9.5%.

- Commercial land was divided into small prime sites and large tracts; both property types showed an annual increase of 9.5%.

- Industrial land, which was also divided into two categories, increased by 19% in both the small-and large-parcel categories.

The following table is a summary of raw land prices by square footage and lot size, for single-family, multi-family, commercial and industrial based on sales information for 1998.

Table 1.3.3 Price or Urban and Rural Land

SFR (lots)	3,000-6,000 sq. ft.	$45,000
	7,000-10,000 sq. ft.	$60,000
	10,000-20,000 sq. ft.	$75,000
SFR (land)	1 to 5 acres	$80,000/acre
	5 to 20 acres	$70,000/acre
	More than 20 acres	$60,000/acre
Multifamily Land	Less than 5 acres	$120,000
	5 or more acres	$120,000
	More than 10 acres	$120,000
Apartment-Office Land	Less than 5 acres	$5.00/sq. ft.
	More than 5 acres	$3.00/sq. ft.
Commercial Land	Less than 2 acres	$8.00/sq.ft.
	2 to 5 acres	$5.00/sq. ft.
	More than 5 acres	$3.00/sq. ft.
Commercial Land (CH)	Less than 2 acres	$15.00/sq. ft.
	2 to 5 acres	$8.00/sq.ft
	2 to 5 acres	$5.00/sq. ft.
Industrial Land	Less than 3 acres	$3.50/sq. ft.
	3 to10 acres	$2.50/sq. ft.
	More than 10 acres	$2.00/sq. ft.

Residential Homesites	Urban Reserve	$30,000/acre
	5 – acre home-sites	$20,000/acre
	10 –acre home-sites	$13,000/acre
	Larger ag homesites	$7,000/acre
Commercial Land	Low- Intensity	$3.00/ sq. ft.
	High – Intensity	$6.00/ sq. ft.
	High – Intensity (Pads)	$12.00/sq. ft.
Industrial Land	Less than 4 acres	$2.00/sq. ft.
	4 to 10 acres	$1.50/sq. ft.
	More than 10 acres	$1.00/sq. ft.
Agricultural	All	$2,000/acre
Forest	All	$3,000/acre
	All	$2,000/acre
Urban Holding	All	$15,000/acre

Source: From an analysis of Clark County land price completed for Clark County 1998 TIF update project by Palmer, Groth, & Pietka through Century West Engineering.

INDICATOR: Component Costs of New Housing

Background and Relevance

Examining the individual factors of housing costs can provide an indication of how they may influence housing affordability. Housing costs are usually determined by a basic set of components, although the precise allocation of these costs will vary according to design, quality of construction, location, and other considerations.

Table 1.4.1 Estimated Component Cost for a Prototype 1,500 S.F. Home in Clark County

Component	1995/96 Cost	1997/98 Cost	$ Cost Change
Construction-labor and materials	$68,000	$70,000	$2,000
Developer overhead/profit	$18,000	$17,600	($400)
Land	$13,000	$22,700	$9,700
Infrastructure	$11,000	$12,200	$1,200
Planning permits and fees	$8,700	$6,500	($2,200)
Financing	$6,700	$6,000	($700)
Consultant fees	$6,600	$8,200	$1,600
Totals	$132,000	$143,200	$11,200

Source: Clark County Department of Community Services, Housing Data Report 1996, 1997.

Table 1.4.2 Estimated Component Percentage for a Prototype 1,500 S.F. Home in Clark County

Component	1995/96 % of Cost	1997/98 % of cost	% Change
Construction-labor and materials	52%	49%	-3%
Developer overhead/profit	13%	12%	-1%
Land	10%	16%	6%
Infrastructure	8%	9%	1%
Planning permits and fees	7%	5%	-2%
Financing	5%	4%	-1%
Consultant fees	5%	6%	1%
Totals	100%	100% *	N/A

Source: Clark County Department of Community Services
** Percent total does not add to 100% due to rounding.*

Table 1.4.3 Fee Comparison (Clark County Development Fees)

	1995	1997	1998	1999
Plan check Fee	$238.35	$238.35	$240.69	$289.82
Permit Fee	*$581.51*	$581.51	$585.11	$649.70
Tif –Ever	$1291.00	$1291.00	$1291.00	$(same as 98)
Pif - #5	$574.00	$894.00	$894.00/567.00	
Sif – Ever	$931.00	$931.00	$931.00/2150.00	
Total	$3615.86	$3935.86	$5727.80*	$5841.52*

*Impact fees depend on if plat has re-calced. Plats vested for 5 yrs from preliminary date.
Note: Fees vary by district, size of home and sq. footage. The table represented above is based on 2000 sq. ft. house w/400' garage in Hampton Court with an average lot size of 5400 sq. ft.

Data Collection

The previous data is taken from the 1996 and 1997 Update on Housing Affordability published by the Clark County Department of Community Services. The tables show an estimate of the dollar and percentage component costs experienced in the Vancouver area using a prototype of a 1,500-square-foot home on a 6,000-square-foot lot. The percent and dollar amount allocated to the land costs reflect the value of raw land without the normal site improvements such as paved streets, curbs and sidewalks. Permit and development fees vary based on location and type of home under construction. They may include building and planning permits, water quality permits, transportation review and impact fees incurred by the developer.

For additional information on building permit and associated impact fees, see table 1.4.3. The table as presented is based on 2000-square-foot house with 400-foot garage in Hampton Court with an average lot size of 5400-square-foot.

Observations

- Labor and materials represent the largest single component of housing costs. In 1997/98 this component was 49% of the total cost, down 3% from the 1995/96 period. Local and regional markets, particularly lumber prices, primarily influence labor and material costs.

- The cost component with the largest percentage increase between 95/96 and 97/98 is land at 6%.

- Financing costs represent the interest paid by developers; by 1997/98 it represented 4% of the total cost, down 1% from the previous period.

- In 1995/96 the cost of raw land and infrastructure (the two largest cost components) accounted for 25% of the total cost. For the following two years, the percentage had increased to 29%.

1.4 PRICE OF HOUSING

INDICATOR: Price and Size Characteristics of New and Existing Home Sales

Background and Relevance

The Comprehensive Plan promotes housing choice and affordability, and designates residential land in sufficient amounts to meet projected population growth. Monitoring the price and characteristics of housing provides a means of evaluating how they may affect policy objectives.

Looking at factors that influence the price of housing answers the basic questions residents have concerning housing affordability in Clark County. The size of a structure is the single element most closely associated with the cost of housing. The second largest cost is the building site, which reflects its size and location, recognizing there are external factors influencing prices. Tracking the price of housing, square footage and lot size in both rural and urban settings are an important consideration in a wide range of economic, land use, public service, and social policy issues. The following tables look at these factors for both new and existing single-family structures in both an urban and rural setting from 1995 to 1999.

Table 1.4.3 Price and Size Characteristics for Urban and Rural Residences

	Median Price of Existing Homes				Median Price of New Homes		
	UGA	Rural	% Difference		UGA	Rural	% Difference
1995	$119,000	$183,625	54.3%		$129,500	$187,950	45.1%
1996	$125,000	$185,975	48.8%		$129,930	$220,500	69.7%
1997	$130,000	$210,650	62.0%		$132,899	$257,725	93.9%
1998	$135,500	$209,600	54.7%		$138,899	$168,259	21.1%
1999	$138,732	$225,000	62.2%		$155,457	$169,776	9.2%
% Price Change 95 to 99	16.6%	22.5%			20.0%	-9.7%	

Source: Clark County Department of Assessment and GIS

	Median Size of Existing Homes				Median Size of New Homes		
	UGA	Rural	% Difference		UGA	Rural	% Difference
1995	1,521	1,951	28.3%		1,728	2,089	20.9%
1996	1,525	1,945	27.5%		1,729	2,239	29.5%
1997	1,529	1,963	28.4%		1,710	2,311	35.1%
1998	1,554	1,905	22.6%		1,716	2,214	29.0%
1999	1,544	2,038	32.0%		1,886	2,426	28.6%
% Price Change 95 to 99	1.5%	4.5%			9.1%	16.1%	

Source: Clark County Department of Assessment and GIS

Median Lot Size of Existing Homes			Median Lot Size of New Homes		
	UGA	Rural		UGA	Rural
1995	8,678	2.52		7,097	3.39
1996	8,517	2.45		7,443	2.51
1997	8,511	2.5		6,411	2.29
1998	8,347	2.51		6,121	1.84
1999	8,277	2.5		6,183	0.4*
% Lot size Change 95 to 99	-4.6%	-0.8%		-12.9%	-88.2%

Source: Clark County Department of Assessment and GIS

* This low figure for 1999 is based on several rural Planned Unit Development's with preliminary approval prior to 1994.

Data Collection

Sales of homes for the years 1995 through 1999 were taken from the assessor's records and are used in conjunction with the year built and sales history. Existing sales are compared with sales of new homes for each of these years, recognizing that the new sales in one year may become part of the existing home sales in the following years. Sales prices are based on improved lots with a single-family residence and do not include sales of unimproved lots.

Observations

- The median housing prices for new homes in the urban areas and existing homes in both urban and rural areas have increased from 1995 through 1999, with the rural area consistently more expensive than the median priced home in the urban area.

- The median size of both existing and new homes in the rural area is consistently larger than its urban counterpart. The size difference of existing homes in the urban and rural settings range from 22% to 32%. The size difference of new homes ranged from a low of 21% in 1995 to a high of 35% in 1997.

- The decline in median lot size to less than half an acre for new homes in the rural areas can be attributed to several Planned Unit Developments that were approved prior to adoption of the comprehensive plan. (This impacts the calculated percentage change)

- The median lot size for new and existing homes in both urban and rural areas has decreased since 1995.

- The median lot size for existing homes in the urban area remains above 8,000-square-feet for all five years, though it has declined by 4.6% from 1995. The median lot size for new homes has fluctuated but is down from the 1995 figure.

1.4 PRICE OF HOUSING

INDICATOR: Cost Per Square Foot of Housing

Background

The cost per square foot is a standard measure for housing costs and provides a consistent method of comparison. This cost includes the value of the land.

Table 1.4.4 Median Cost Per Sq. Ft. of Existing Homes

	1995	1996	1997	1998	1999	% Price Change 95 to 99
UGA	$81.22	$84.72	$88.96	$91.37	$93.70	15.4%
Rural	$96.14	$99.07	$105.55	$110.54	$109.84	14.3%
% Difference	18.3%	16.9%	18.6%	20.9%	17.2%	

Source: Clark County Department of Assessment and GIS

Table 1.4.5 Median Cost Per Sq. Ft. of New Homes

	1995	1996	1997	1998	1999	% Price Change 95 to 99
UGA	$78.99	$81.29	$84.94	$87.57	$89.38	13.2%
Rural	$94.26	$97.49	$105.15	$78.46	$75.70	12.7%
% Difference	19.3%	19.9%	23.7%	-10.4%	-15.3%	

Source: Clark County Department of Assessment and GIS

Data Collection

The data used to calculate the median cost based on the per square foot of housing in urban and rural areas were taken from the tables in the previous section using assessor's records. The price per square foot of housing is calculated by dividing the square feet of housing including land by the recorded sales price.

Observations

- The cost per square foot of existing homes has grown at a slightly faster rate in the urban area than in the rural area.

- The price per square foot of new homes in the rural settings has decreased significantly since 1995. This may be attributable to the Planned Unit Developments that were approved prior to adoption of the comprehensive plan in 1995.

INDICATOR: Clark County Household Income in Current Dollars

Background and Relevance

Income determines the ability of a household to meet its basic needs. In the context of this report, tracking median income is important to determine housing affordability.

Table 1.4.6 Median Household Income from 1990-1999

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Median HH Income for Clark County	$32,498	$34,324	$34,909	$36,846	$38,694	$39,794	$42,365	$44,326	$45,448	$47,768
Median HH Income for Washington State	$31,798	$33,686	$34,980	$36,344	$37,166	$38,089	$39,899	$41,999	$44,134	$47,897
Clark County as a % of Washington Median HH Income	102%	102%	100%	101%	104%	105%	106%	106%	103%	99.7%

Source: Office of Financial Management

Data Collection

The median household income is the mid point of all household incomes, where half are above the mid point and the other half are below. Current dollars are unadjusted for inflation. The estimates are derived from several data sources including federal census money income, county level per capita income data, payroll data and state total personal income data compiled by the federal census, Bureau of Economic Analysis, and the state Employment Security Department.

Observations

- The increase in median household income between 1995 and 1999 for both Clark County and Washington State are 20% and 26%, respectively.

- Clark County median household income has exceeded the state average eight out of the last ten years.

INDICATOR: Housing Prices for Clark County

Background and Relevance

Affordable housing prices are of particular interest because they indicate the opportunity that individuals and families have for home ownership. Increases in housing prices, along with any changes in lending practices, affect the ability of the median income household to purchase a home.

Table 1.4.7 Housing Prices for Clark County

Year	Average List Price	Average Selling Price	Percent of Listing Price Received	Average Market Time Houses Sold (Days)*	Average Listing Price Houses Not Sold
1994	135,888	133,567	98	81	171,421
1995	143,950	140,944	98	87	176,609
1996	150,338	147,499	98	77	143,474
1997	160,656	157,970	98	73	178,242
1998	165,015	162,315	98	73	207,848
1999	171,110	168,180	98	79	206,041

Source: Clark County Department of Assessment and GIS, 2000 Population and Economic Handbook

After 180 days on the market

Data Collection

Data was collected through the Multiple Listing Service of Clark County.

Observations

- Since 1994, the average selling price has increased by 26%, which is equivalent to a $34,613 increase.
- The percent of listing price received has remained constant at 98%.

INDICATOR: Housing Affordability

The Washington Center for Real Estate Research at Washington State University in Pullman publishes quarterly information on housing affordability for the median income family and for first-time home buyers. This section presents the 1994 to 1999 index.

Data Collection Methods & Assumptions

Housing Affordability Index (HAI):
Assumptions: Median Price Home
20% down payment
30-year mortgage at prevailing interest rates
25% of annual income to mortgage payments
Calculation: (.25*(annual income/12)) / estimated monthly payment

First-Time Buyer's Affordability Index:
Assumptions: 85% of Median Price Home
10% down payment
30-year mortgage at prevailing interest rates + mortgage insurance
25% of annual income to mortgage payments
Calculation: Same as above

Interpretation

100 is the baseline score. When the HAI is equal to 100, then the median-income household can exactly afford monthly payments based on the assumptions presented above. At 120 the index indicates the same household has 20% more income than is needed, while at 80 it indicates a 20% shortfall.

Table 1.4.8 Clark County Results

Quarter	HAI	First time HAI
1994:Q2	136.7	85.8
1994:Q3	132.7	83.8
1994:Q4	131	82.8
1995:Q1	125.3	78.6
1995:Q2	127.6	79.4
1995:Q3	129.2	79.7
1995:Q4	134.2	82.2
1996:Q1	137.8	84.4
1996:Q2	127.3	78.7
1996:Q3	121.3	75.3
1996:Q4	124.1	77.4
1997:Q1	123.6	77.1
1997:Q2	121.5	75.8
1997:Q3	126.7	78.1
1997:Q4	132.4	81.4
1998:Q1	137.2	84.3
1998:Q2	135.9	83.1
1998:Q3	139.4	85.1
1998:Q4	145.8	88.7
1999:Q1	149.8	91.2
1999:Q2	143.7	87.7
1999:Q3	137.5	84.1
1999:Q4	137.8	84.4
2000:Q1	133.4	81.9

Source: WCRER, WSU Pullman

1.4 PRICE OF HOUSING

Observation

- In general housing affordability has increased, although first time home buyers are still below the "affordability threshold" defined by this measure.

INDICATOR: Sales of Existing and New Single-Family Residences by Zip Code

Background and Relevance

Comparing the average price change in single-family sales provides insight into housing trends and the affordability of Clark County neighborhoods by Zip code. Looking at the geographic distribution of average home sales can help the community understand issues of affordability and can be a useful tool in public policy discussions as it relates to land use. Potential homebuyers can use this information as a gauge of areas that may be affordable to them. Companies looking for new locations to expand take into consideration housing costs and look at areas where their potential employees can afford to live.

Table 1.4.8 1994-1998 Existing Single Family Sales by Zip Code

Zip Code	General Area	1994 Average Sale Price	1995 Average Sale Price	1996 Average Sale Price	1997 Average Sale Price	1998 Average Sale Price	94-98 $Change in Average Sale Price	94-98 %Change in Average Sale Price
98601	Amboy	$135,639	$113,763	$151,777	$171,115	$132,417	($3,222)	-2.38%
98602	Battle Ground	$160,503	$162,221	$170,027	$188,621	$180,999	$20,496	12.77%
98606	Brush Prairie	$193,039	$192,902	$213,676	$215,079	$234,161	$41,122	21.30%
97607	Camas	$155,516	$161,599	$172,355	$179,562	$195,674	$40,158	25.82%
98629	La Center	$179,622	$153,831	$155,045	$173,484	$196,680	$17,058	9.50%
98642	Ridgefield	$176,355	$168,681	$179,601	$229,404	$229,177	$52,822	29.95%
98660	DT Lincoln	$83,218	$90,796	$100,221	$108,786	$108,654	$25,436	30.57%
98661	Vancouver	$104,063	$111,271	$118,641	$124,323	$130,657	$26,594	25.56%
98662	Orchards	$112,095	$125,071	$129,122	$138,069	$141,047	$28,952	25.83%
98663	West Vancouver	$89,753	$103,076	$106,763	$110,836	$113,050	$23,297	25.96%
98664	Heights	$113,362	$124,714	$134,023	$141,435	$144,230	$30,868	27.23%
98665	Hazel Dell	$129,371	$140,466	$139,835	$149,944	$160,751	$31,380	24.26%
98671	Washougal	$128,694	$129,082	$146,668	$148,551	$148,084	$19,390	15.07%
98674	Woodland	$125,500	$187,644	$163,568	$178,616	$220,253	$94,753	75.50%
98675	Yacolt	$110,250	$135,870	$130,696	$160,633	$177,338	$67,088	60.85%
98682	Evergreen	$108,153	$120,685	$124,222	$130,370	$140,231	$32,078	29.66%
98683	Cascade Park 2	N/A	N/A	$155,820	$185,999	$176,008	$20,188	12.96%
98684	Cascade Park 1	$139,950	$138,396	$134,289	$141,361	$148,424	$8,474	6.06%
98685	Salmon Creek/ Felida	$148,546	$154,239	$169,180	$174,841	$179,440	$30,894	20.80%
98686	99th St.-199th St. East I-5	$156,242	$173,682	$170,811	$189,958	$185,399	$29,157	18.66%

Source: Real Estats, December Reports for 1994-1998

Table 1.4.9 1994-1998 New Single-Family Sales by Zip Code

Zip	General Area	1994 Average Sale	1995 Average Sale	1996 Average Sale	1997 Average Sale	1998 Average Sale	94-98 $ Change in Average Sale	94-98 % Change in Average Sale
98601	Amboy	$168,450	$157,000	$160,000	$203,631	$209,768	$41,318	24.5%
98602	Battle Ground	$124,875	$132,338	$126,768	$141,492	$151,235	$26,360	21.1%
98606	Brush Prairie	$216,503	$228,994	$247,289	$330,186	$418,264	$201,761	93.2%
97607	Camas	$146,615	$157,948	$196,044	$212,611	$210,923	$64,308	43.9%
98629	La Center	$155,422	$149,180	$123,585	$162,789	$180,781	$25,359	16.3%
98642	Ridgefield	$183,353	$218,947	$225,960	$284,007	$263,215	$79,862	43.6%
98660	DT Lincoln	$96,206	$94,960	$112,250	$104,129	$120,681	$24,475	25.4%
98661	Vancouver	$125,111	$136,318	$140,127	$133,112	$158,029	$32,918	26.3%
98662	Orchards	$128,909	$129,999	$122,305	$142,951	$148,704	$19,795	15.4%
98663	West Vancouver	$125,583	$115,129	$112,210	$129,518	$126,824	$1,241	1.0%
98664	Heights	$160,521	$168,718	$174,437	$146,721	$170,390	$9,869	6.1%
98665	Hazel Dell	$149,951	$166,949	$133,311	$167,173	$167,526	$17,575	11.7%
98671	Washougal	$123,689	$155,788	$150,868	$145,287	$162,742	$39,053	31.6%
98674	Woodland	N/A	$155,000	$214,000	N/A	$331,000	$176,000	113.5%
98675	Yacolt	$126,697	$116,480	$171,725	$139,191	$135,032	$8,335	6.6%
98682	Evergreen	$106,416	$113,680	$124,552	$129,396	$135,526	$29,110	27.4%
98683	Cascade Park 2	N/A	N/A	$153,944	$147,954	$165,881	$11,937	7.8%
98684	Cascade Park 1	$154,007	$167,492	$157,443	$133,160	$118,721	($35,286)	-22.9%
98685	Salmon Creek/ Felida	$166,825	$199,506	$201,608	$214,753	$227,236	$60,411	36.2%
98686	99th St.-199th St. East of I-5	$202,701	$229,047	$185,141	$168,903	$173,328	($29,373)	-14.5%

Source: Real Estats, December Reports for 1994-1998

Data Collection

Data on the average sale by zip code comes from the December report of Real Estats for the years 1994 through 1998. New single-family sales include homes built during the current and previous year as identified by the year built in the Clark County assessor's records. Existing single-family sales include homes that are three years old and older.

Observations

- Over the last four years, the average selling price of an existing home in Clark County increased by more than 25.7%, averaging 6.4% each year. The average selling price of a new home increased more than 25.8%, or an average of 6.5% each year.

- The percentage change of the average-priced new and existing home tells a similar story, with existing homes ranging from a decrease of 2.4% to an increase of 75.5% and new homes ranging from a decrease of 22.9% to an increase of 113.5%.

- Older neighborhoods in Vancouver, such as Lincoln and other West Vancouver neighborhoods, consistently provide some of the more affordable existing housing in urban Clark County.

- Using a standard of 3:1 times the average annual household income of $45,448, by 1998 only the Lincoln neighborhood area and Evergreen areas were affordable for the average priced existing home within the urban setting. For the average priced new home, only Lincoln, West Vancouver, Evergreen, and some areas of Cascade Park were affordable.

- There was very little opportunity for home ownership in a more rural setting for households achieving the median income. By 1998, only Amboy offered existing housing and Yacolt offered new housing in the rural setting with an average sales price that could be purchased by the median income household. Rural housing opportunities are generally well beyond the median income household's ability to purchase.

INDICATOR: Average Mortgage Interest Rates

Background and Relevance

The mortgage interest rate is one of the principal factors that influence housing cost. The current mortgage interest rate available at any given time may vary based on the percentage of down payment, credit history of the purchaser and other considerations. The impact of mortgage interest rates on housing affordability is illustrated by comparing the fixed monthly payment at the varying interest rates using a fixed mortgage amount.

Table 1.4.10 Annual Average Interest Rates

Calendar Year	1980	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Mortgage Interest Rate	13.76	10.13	9.25	8.4	7.33	8.36	7.96	7.81	7.6	6.95	7.43
Mortgage Payment *	$1,166	$887	$823	$762	$688	$759	$731	$721	$706	$662	$694

Source: State of Washington 1997 Data Book and Office of the Forecast Council

**Based on a $100,000 loan*

Data Collection

The 1980 through 1996 mortgage interest rates are from the State of Washington 1997 Data Book published by the Office of Financial Management. This data book is published every two years. The mortgage interest rates for 1997 and 1998 were provided by the Office of the Forecast Council and provides OFM with the interest rates. The Federal Home Loan Mortgage Corporation (FHLMC) collects the annual mortgage interest rate. Rates represent a national average from a survey of mortgage lenders for 30-year mortgage rates based on an 80% loan. The mortgage payment calculation is based on a $100,000 loan using the average annual interest rate for any given year.

Observations

- Since 1995, the interest rate has fluctuated between approximately 7 and 8 percent.

- The mortgage payment on a $100,000 loan has dropped $193 from 1990 to 1999. In comparing a single percentage point change in the interest rate using the difference between 7.5% and 8.5%, the monthly payment is $699.21 and $768.91 respectively. Each percentage point increase in the interest rate adds $69.70 to the monthly payment on a $100,000 loan.

INDICATOR: Average Rental Rates

Background and Relevance

The general guideline for the maximum expenditure a household of four should pay per month for rental housing is 30% or less of household income, including $80 per month for utilities. Rental housing is an essential component of the local housing market. It provides housing opportunities for households who choose not to own homes, as well as opportunities for households that cannot afford to own homes.

Table 1.4.11 Recommended Maximum Expenditures per household for 1999

Household with Four Members	% of County Median Income	Maximum Household Annual Income *	Maximum Affordable Monthly Rent **
Extremely Low Income	0% to 30%	$14,306	$278
Very Low Income	31% to 50%	$23,884	$517
Low Income	51% to 80%	$38,214	$875
Moderate Income	81% to 100%	$47,768	$1,114
Middle Income	101% to 120%	$57,322	$1,353

Source: Department of Community Services and Long Range Planning
** 1998 Median Household Income for 1999 is $47,768.*
*** Monthly rent minus $80 for utilities.*

Table 1.4.12 Average Rents based on Bedroom and Bath Count from 1995 and 1996

Style	1995			1996		
	Blt before 1980	Built 1980-90	Blt after 1990	Blt before 1980	Built 1980-90	Blt after 1991
1BR/1BA	$425	$485	$541	$435	$522	$564
2BR/1BA	$495	$523	$533	$524	$542	$550
2BR/2BA	$640	$613	$644	$746	$633	$678
3BR/2BA	$629	$740	$744	$630	$762	$733

Source: "The McGregor Millette Report," Fall/Winter, 1995 and 1996.

Table 1.4.13 Average Rents based on Bedroom and Bath Count, 1997 and 1998

Style	1997			1998		
	Blt Before 1980	Built 1980-90	Built after 1991	Blt Before 1980	Built 1980-90	Built after 1991
1BR/1BA	$460	$537	$585	$473	$533	$592
2BR/1BA	$542	$565	$574	$551	$573	$572
2BR/2BA	$768	$656	$701	$775	$659	$718
3BR/2BA	$675	$817	$847	$605	$813	$850

Source: "The McGregor Millette Report," Fall/Winter, 1997 and 1998.

Table 1.4.14 Average Rents based on Bedroom and Bath Count, 1999

Style	1999		
	Blt Before 1980	Built 1980-90	Built after 1991
1BR/1BA	$471	$540	$610
2BR/1BA	$558	$587	$586
2BR/2BA	$734	$654	$721
3BR/2BA	$715	$786	$878

Source: "The McGregor Millette Report," Fall/Winter,1999.

Data Collection

Countywide monthly rental information is not readily available. Rental data within the Hazel Dell area in Vancouver has been compiled in a report published semi-annually by McGregor Millette in Portland, Oregon. There are several variations of bedroom and bath count within the rental market. The room count selected represents the more typical rental units within the Vancouver area. The household categories and percentage of county median income are measures of affordability used by the Department of Housing and Urban Development and tend to be the standard used for many housing policies. The OFM median household income figure of $47,768 is used since it is data collected from Clark County. The HUD income figure was not used because it is an average for the entire Portland/Vancouver area, and overstates actual Clark County median income.

Observations

- The rental market price tends to have more fluctuation than the home ownership housing market. Between 1995 and 1999, there were some rent decreases for units built between 1980 and 1990.

- Between 1995 and 1999, rents have fluctuated from a decrease of almost 4% to an increase of slightly more than 18%.

- Using HUD measures for affordable rental housing, households falling in extremely low and very low-income brackets must look for assistance to meet their housing needs in the rental market. In 1999, households at 80% of median household income were able to meet their housing needs with most rental units available.

INDICATOR: Change in Gross Vacant and Underutilized Residential Land Supply

Background and Relevance

This section provides information on the change in land supply for the land use types of residential, commercial and industrial. The emphasis is to determine how much land has been absorbed. This was done by looking at the *gross* acreage absorbed based on land use designations within the urban growth area and the 2000 vacant lands analysis. The data are presented in gross numbers because the indicator is not intended to measure whether the supply of available land is sufficient to accommodate anticipated growth. Therefore, no net supply of available land is presented in this section. See Appendix A for net available lands by urban growth area using the assumptions and deductions that were applied to the vacant and buildable lands in 1995 (for more information, see the 20 Year Comprehensive Growth Management Plan, *Vacant Land Analysis*, December 1994).

Other information includes the rate of land and housing units being absorbed and the examination of the 60/40 target for single-family/multi-family share of total housing. The 60/40 target is the ratio identified as optimum for urban area in the Comprehensive Plan.

This analysis is important because the County Plan Amendment Ordinance requires that at least 75% of the available residential and commercial and 50% of the industrial land supply within the UGAs must be developed before a proposal to expand a boundary can be considered.

The information for residential land development is presented in three tables below. One for lands designated as vacant, one for lands designated as underutilized and one showing the total change. The change in available lands can not necessarily all be attributed to development. There are several potential sources of change in land supply:

- Development
- Change in vacant and buildable lands model criteria and definitions
- Changes to critical lands, including both updated information on critical areas, and redefinition of what is critical

Table 1.5.1 Gross Residential Vacant

Gross Residential Vacant	1995	2000	change	percent change
Battle Ground	1274	547.4	-726.6	-57%
Camas	1871	444.1	-1426.9	-76%
La Center	209	106.2	-102.8	-49%
Ridgefield	716	294.5	-421.5	-59%
Vancouver	6208	2826.7	-3381.3	-54%
Washougal	935	447.3	-487.7	-52%
Yacolt	96	0.1	-95.9	-100%
Totals	11309	4666.3	-6642.7	-59%

Source: Clark County Department of Assessment and GIS

Table 1.5.2 Gross Residential Underutilized

Gross Residential Underutilized	1995	2000	change	percent change
Battle Ground	548	540.1	-7.9	-1%
Camas	442	346.7	-95.3	-22%
La Center	280	43.5	-236.5	-84%
Ridgefield	414	378.2	-35.8	-9%
Vancouver	2642	3896.2	1254.2	47%
Washougal	478	377.3	-100.7	-21%
Yacolt	8	0.1	-7.9	-99%
Totals	4812	5582.1	770.1	16%

Source: Clark County Department of Assessment and GIS

Table 1.5.3 Gross Residential Lands Summary Table

	Vacant & Underutilized 1995 (acres)	Vacant & Underutilized 2000 (acres)	Change (acres)	1995-2000 Percent Change	Avg. Annual Change
Battle Ground	1822	1087.5	-734.5	-40.3%	-8.1%
Camas*	2313	790.8	-1522.2	-65.8%	-13.2%
La Center	757	149.7	-607.3	-80.2%	-16.0%
Ridgefield	1130	672.7	-457.3	-40.5%	-8.1%
Vancouver	8850	6722.9	-2127.1	-24.0%	-4.8%
Washougal	1425	824.6	-600.4	-42.1%	-8.4%
Yacolt	104	0.2	-103.8	-99.8%	-20.0%
Totals	**16401**	**10248.4**	**-6152.6**	**-37.5%**	**-7.5%**

Source: Clark County Department of Assessment and GIS

** Note: This includes about 600 acres (an area known as the Camas Meadows) which was zoned single family residential in 1995. In 1996, the area was annexed within the city limits of Camas and designated as industrial.*

Note: These numbers reflect updated definitions of vacant and buildable lands reported in Appendix

Data Collection

The acreage totals in the previous tables were developed using the county Geographic Information System (GIS) vacant and buildable lands model. Data from the comprehensive plan maps adopted by each urban growth area during the GMA process in 1995 were compared with their 2000 comprehensive plan maps. The evaluation uses modeling assumptions established for the process and allows for a meaningful data comparison.

Observations

- In 1995, there were about 16,401 gross vacant and underutilized residential acres in the urban areas compared with 10,248 acres in 2000. Since 1995, about 6,153 acres have been absorbed, or about 1,230 gross acres per year.

- Between 1995 and 2000, 24% of total identified vacant residential lands within the Vancouver urban growth area were absorbed. This is an average annual absorption of about 425 acres.

- Camas, La Center and Yacolt show more than 60% absorption of developed vacant and underutilized residential land since 1995. For the Camas UGA, it is important to

note that in 1994 the Camas Meadows area was designated as residential. This area of approximately 600 acres was annexed to the city in 1996 and the designation changed to industrial.

INDICATOR: Change in Commercial and Industrial Vacant and Buildable Land Supply

Background and Relevance

The county's Comprehensive Plan designates areas of buildable commercial and industrial lands in amounts needed to meet 20-year employment targets. Measuring how quickly these land supplies are developed is an important indicator of economic conditions at the local level. The County Procedures Ordinance requires that at least 75% of the available commercial land and 50% of the industrial land supply within the UGAs be developed before proposals to expand UGA boundaries can be considered.

Four tables follow. The first three present information on change in commercial land supply and on commercial development that has occurred. The comparison of results from 1995 and the present shows the total change in lands, but does not explain the components of change. There are several potential sources of change to the commercial land inventory:

- Development on vacant or underutilized lands
- Change in land use designation of lands (either addition or subtraction from inventory)
- Change in definition of vacant or underutilized status
- Change in definition of critical lands

Finally the fourth table presented below gives information on the change in industrial land inventory from 1995 to 2000.

Appendix A gives a more detailed breakdown of the information presented here.

Table 1.5.4 Gross Commercial Vacant Land

Gross Commercial Vacant	1995	2000	change	percent change
Battle Ground	76	93.7	17.7	23%
Camas	32	31	-1	-3%
La Center	8	21	13	163%
Ridgefield	76	164.8	88.8	117%
Vancouver	2069	1326.7	-742.3	-36%
Washougal	84	38.8	-45.2	-54%
Yacolt	23	0	-23	-100%
Totals	**2368**	**1676**	**-692**	**-29%**

Source: Clark County Department of Assessment and GIS

Table 1.5.5 Gross Commercial Underutilized Land

Gross Commercial Underutilized	1995	2000	change	percent change
Battle Ground	2	54.8	52.8	2640%
Camas	3	20.2	17.2	573%
La Center	0	10	10	na
Ridgefield	1	138.6	137.6	181%
Vancouver	260	303.8	43.8	17%
Washougal	5	12.5	7.5	150%
Yacolt	0	0	0	na
Totals	271	539.9	268.9	99%

Source: Clark County Department of Assessment and GIS

Table 1.5.6 Gross Vacant and Underutilized Commercial Land 1995-2000

Total Commercial Vacant and Underutilized	1995	2000	change	percent change	Avg. Annual Change
Battle Ground	78	148.5	70.5	90%	18%
Camas	35	51.2	16.2	46%	9%
La Center	8	31	23	288%	58%
Ridgefield	77	303.4	226.4	294%	59%
Vancouver	2329	1630.5	-698.5	-30%	-6%
Washougal	89	51.3	-37.7	-42%	-8%
Yacolt	23	0	-23.00001	-100%	-20%
Total	**2639**	**2215.9**	**-423.1**	**-16%**	**-3%**

Source: Clark County Department of Assessment and GIS

Table 1.5.7 Gross Vacant and Underutilized Industrial Land 1995-2000

	1995 Vacant & Underutilized	2000 Vacant & Underutilized	Change (acres)	Percent Change	Avg. Annual Change
Battle Ground	329	233.6	-95.4	-29.0%	-5.8%
Camas*	1,058	1,123.1	65.1	6.2%	1.2%
La Center**	352	0.0	-352	-100.0%	-20.0%
Ridgefield	781	428.0	-353	-45.2%	-9.0%
Vancouver	5,562	5,315.4	-246.6	-4.4%	-0.9%
Washougal	349	362.7	13.7	3.9%	0.8%
Yacolt	10	9.5	-0.5	-5.0%	-1.0%
Totals	8,441	7,472.3	-968.7	-11.5%	-2.3%

Source: Clark County Department of Assessment and GIS

*This includes addition of 600 acres for Camas Meadows.

** The data for La Center are from the 1994 planning area, which includes urban reserve area.

Data Collection

Data on vacant and underutilized land was collected using GIS. A more detailed explanation of the methods used in collecting the data is available in Appendix A.

Observations

- As indicated above, comparison for commercial development is difficult for a variety of reasons. Due to changes that have been made to the Comprehensive Plan in the form of plan amendments and related changes, comparing the original adopted plan map with the most current comprehensive plan in the 2000 vacant lands analysis presented some challenges. This is most evident in Battle Ground, Camas, La Center and Ridgefield urban growth areas.

- In the Vancouver UGA the results show that there are 1,631 acres of vacant commercial lands in 2000 compared with 2,329 in 1995 (30% change).

- In the Vancouver UGA 5,315 of industrial lands are Vacant or Underutilized in 2000 versus 5,562 in 1995 (4.4 % change).

- Overall change is about 1000 acres or 11.5% of total identified in 1995.

Gross Land: Residential, Commercial and Industrial

The following two tables are provided as a summary of the gross vacant residential, commercial, and industrial lands.

Table 1.5.8 Gross Land Availability Summary Table by UGA, 2000

	Residential Acres	Commercial Acres	Industrial Acres
Battle Ground	1,088	149	234
Camas	791	51	1123
La Center	150	31	0
Ridgefield	673	303	428
Vancouver	6,723	1,631	5315
Washougal	825	51	363
Yacolt	0	0	10
Sum*	10,250	2,216	7,473

Table 1.5.9 Gross Land Availability Summary Table by UGA, 1994

	Residential Acres	Commercial Acres	Industrial Acres
Battle Ground	1,822	81	329
Camas	2,313	35	1,058
La Center	757	8	352
Ridgefield	1,130	77	781
Vancouver	8,850	2,329	5,562
Washougal	1,425	89	349
Yacolt	104	23	10
Sum	16,401	2,642	8,441

Source: 1994 Clark County 20 year Comprehensive Growth Management Plan Vacant Lands Analysis

*Totals may be off due to rounding.

Table 1.5.10 Capacity of Estimated Buildable Lots in Rural Areas

Comprehensive Plan	Description	Resclass	Acres	Existing Lots	Potential Lots	Total Vacant Buildable Lots
16	Urban Reserve - Vacant	3	1,661.30	399	12	411
16	Urban Reserve - Underutilized	4	131.09	1,235	8	8
18	Rural 5 - Vacant	3	23,972.75	4,539	827	5,366
18	Rural 5 - Underutilized	4	9,095.82	10,594	1,088	1,088
19	Forest Tier 1 - Vacant	3	19,587.38	587	39	626
19	Forest Tier 1 - Underutilized	4	686.56	180	4	4
20	Forest Tier 2 - Vacant	3	17,492.94	1,285	27	1,312
20	Forest Tier 2 - Underutilized	4	793.72	1,038	11	11
21	Agriculture - Vacant	3	16,526.47	1,312	121	1,433
21	Agriculture - Underutilized	4	7,099.46	1,503	208	208
23	Agri-Wildlife - Vacant	3	1,679.21	56	1	57
49	Rural-10 - Vacant	3	9,479.72	1,064	202	1,266
49	Rural-10 -Underutilized	4	3,411.41	1,326	195	195
50	Rural-20 - Vacant	3	3,647.69	315	23	338
50	Rural 20 - Underutilized	4	825.92	364	25	25
			Total	25,797	2,791	12,348
			Built Lots	16,240		
			Vacant	9,557		
91	Rural Centers- Vacant	3		253	463	716
91	Rural Centers- Underutilized	4		498	513	513
			Total Rural Lots	26,548	3,767	13,577

Source: Clark County Department of Assessment and GIS

Data Collection

The vacant and buildable lands identification model, developed in a geographic information system by Clark County Assessment and GIS staff for plan monitoring, does not include rural areas (outside of UGAs). In order to assess development potential in the rural areas, a separate but parallel model process was developed.

Information on the number of available vacant and underutilized acres, existing, and potential lots by comprehensive plan designations is provided. Information for the rural centers is also included. It is important to note that the above data exclude lots of less than 1 acre as well as exempt parcels such as school sites, parks and public lands.

Observations

- There are 26,548 total rural lots of which 9,557 are vacant. There are 2,791 potential new lots based on zoning.

- Rural centers have 253 vacant lots with rural center potential at 463 lots.

- Given the underlying zoning, the total vacant and development potential in the rural areas is approximately 13,577 lots. Assuming 2.6 persons per household, overall additional rural capacity is approximately 35,300 persons at built out.

INDICATOR: Single-Family and Multi-Family Housing Split

Background and Relevance

The Clark County Comprehensive Plan has a countywide goal of achieving a 60/40 split for new single-family and multi-family residential development in the UGAs. To increase the range and affordability of housing, the 20-year plan has a countywide general goal for new single-family residential construction in the urban growth area of 60% of the total housing units; new multi-family units would account for the remaining 40%.

Table 1.6.1 Single-Family and Multi-Family Units Built by UGA: 1995-1999

		1995	% 1995	1996	% 1996	1997	% 1997	1998	% 1998	1999	% 1999	95 to 99	% 95 to 99
Battle Ground	SF	168	85%	337	99%	345	80%	221	98%	91	97%	1162	88%
	MF	28	15%	58	1%	2	20%	64	2%	3	3%	155	12%
	Total	196	100%	395	100%	433	100%	285	100%	94	100%	1,317	100%
Camas	SF	272	100%	306	100%	344	94%	249	100%	105	96%	1,276	91%
	MF	67	20%	9	3%	22	6%	31	12%	4	4%	133	9%
	Total	339	100%	315	100%	366	100%	249	112%	109	100%	1,409	100%
La Center	SF	68	96%	60	95%	86	78%	50	63%	25	100%	289	95%
	MF	6	8%	8	13%	0	0%	2	4%	0	0%	16	5%
	Total	74	100%	63	100%	86	100%	52	100%	25	100%	305	100%
Ridgefield	SF	31	100%	25	100%	30	100%	17	100%	10	71%	113	97%
	MF	0	0%	0	0%	0	0%	0	0%	4	29%	4	3%
	Total	31	100%	25	100%	30	100%	17	100%	14	100%	117	100%
Vancouver	SF	1,917	73%	2,119	70%	2,160	94%	2,249	65%	1300	76%	9,745	74%
	MF	722	27%	889	30%	148	6%	1,204	35%	405	24%	3,368	26%
	Total	2,639	100%	3,008	100%	2,308	100%	3,453	100%	1705	100%	13,113	100%
Washougal	SF	43	36%	98	90%	67	83%	83	98%	40	87%	331	75%
	MF	75	64%	11	10%	14	17%	2	2%	6	13%	108	25%
	Total	118	100%	109	100%	81	100%	85	100%	46	100%	439	100%
Yacolt	SF	9	100%	11	85%	10	100%	17	100%	3	100%	50	96%
	MF	0	0%	2	15%	0	0%	0	0%	0		2	4%
	Total	9	100%	13	100%	10	100%	17	100%	3	100%	52	100%
Rural	SF	536	100%	546	100%	528	98%	623	100%	315	100%	2,548	99.7%
	MF	0	0%	0	0%	8	2%	0	0%	0		8	0%
	Total	536	100%	546	100%	536	100%	623	100%	315	100%	2,556	100%
Sum	SF	3,044	77%	3,502	78%	3,570	95%	3,509	73%	1889	82%	15,514	80%
	MF	898	23%	977	22%	194	5%	1,303	27%	422	18%	3,794	20%
	Total	3,942	100%	4,479	100%	3,764	100%	4,812	100%	2311	100%	19,308	100%

Source: Clark County Department of GIS

Data Collection

Data provided by the county assessor's office were used to determine year built information and the number of units per multi-family parcel. Property tax codes were used to identify single-family and multi-family parcels. Year built information was used from the assessor's database as well as the number of units per multi-family. The

following Property Type Identification (PT1) codes were used to identify single family and multi-family parcels:

Single Family PT1 Codes

10 HOUSING UNITS, SINGLE FAMILY
11 Single family unit not sharing structure with other uses.
12 Single family unit sharing a common wall, individual lot ownership
13 Single family unit sharing structure or premises with other major use.
14 Single family unit subsidiary to a "more important" use.
15 Non-residential structure used as a single family dwelling.
16 Mobile home converted to permanent structure.
18 Single family cooperative housing unit.
19 Single family housing not elsewhere classified.

MultiFamily PT1 Codes

17 Single family condominium unit.
20 HOUSING UNITS, TWO FAMILY
21 Two family units side by side (one level).
22 Two family units partly or entirely over and under(townhouse).
23 Two family units sharing structure or premises with other major use
24 Two family units subsidiary to some "more important" use in same structure
25 None-residential structure used as two family housing unit
27 Two family units converted from single family housing unit.
29 Two family units not elsewhere classified.

30 HOUSING UNITS, MULTI-FAMILY
31 Multi-family units side by side.
32 Multi-family units above one another.(most apartment houses).
33 Multi-family units sharing premises with other major use.
34 Multi-family units subsidiary to some "more important" use
35 Non-residential structure used as a multi-family dwelling.
37 Multi-family units converted from single family housing unit.
38 Apartment – furnished (Personal property only)
39 Multi-family units not elsewhere classified.
71 One or more mobile homes not affixed to the land.
72 Mobil home residential court
76 Mobil home parks
77 Mobil home condominium park

It is important to note that the assessor's cycle runs from December 16 to December 15 of the following year.

Observations

- Clark County added 19,308 housing units from 1995 to 1999.
- During the same period, 80% of the new housing units constructed in Clark County were single-family and 20% were multi-family units.
- In the Vancouver UGA, the single-family/multi-family split from 1995 through 1999 was 74% / 26%. The split in 1999 was 76% single-family and 24% multi-family compared to 73% / 27% in 1995.

Table 1.6.2 Urban and Rural – Single Family/Multi-Family Split 1995-99

	January 1, 1995	Percent of Total	Growth 1995 to 1999	Percent of Growth	Growth Rate	December 31, 1999	Percent of Total
Single Family*	79,813		15,514		19.4%	95,327	
Urban	62,346	78.1%	12,966	83.6%	20.8%	75,312	79.6%
Rural	17,467	21.9%	2,548	16.4%	14.6%	20,015	20.4%
Multi-Family*	26,889		3,794		14.1%	30,683	
Urban	26,831	99.8%	3,786	99.8%	14.1%	30,617	99.8%
Rural	58	0.2%	8	0.2%	13.8%	66	0.2%
Total Housing*	106,702		19,308		18.1%	126,010	
Urban	89,177	83.6%	16,752	86.8%	18.8%	105,929	84.5%
Rural	17,525	16.4%	2,556	13.2%	14.6%	20,081	15.5%
Population^	284,442		52,638		18.5%	337,080	
Urban	232,888	81.9%	44,752	85.0%	19.2%	277,640	82.9%
Rural	51,554	18.1%	7,886	15.0%	15.3%	59,440	17.1%

Source: Clark County Department of Assessment and GIS
Notes: Single family and multi-family units are derived from Clark County Assessor records based on residential property types. Population estimates are based on housing unit counts and an average persons per household by sub area from the 1990 U.S. Census of Population and Housing.

* Housing Units; ^ Persons

Observations

- From 1995 through 1999, 15,514 single-family residential units were developed countywide, both inside UGAs and in the rural areas. 12,966 were inside the UGA and 2,548 were outside.
- From 1995 through 1999, 83.6% of single-family units developed were inside the UGAs and 16.4% were in the rural area.
- Between 1995 and 1999 total single family residential dwelling units increased by 20.8% within the urban growth areas and by 14.6% in the rural area.

- From 1995 through 1999, the number of multi-family units developed countywide was 3,794. Of those units 3,786 were inside the UGAs and 8 were in the rural area.

- From 1995 through 1999, the county population grew by 52,638 residents. Of that number 44,752 were inside the UGAs; 7,886 were in the rural area.

- The population split between those inside UGAs and those in the rural area in 1995 was 82 % and 18 % respectively. In 1999, the split was 83% urban and 17% rural.

- The rate of population growth from 1995 to 1999 inside UGAs was 19.2%. The rate of population growth in the rural area was 15.3%.

Table 1.6.3 New Building Construction Permits Activity : 1995- 1999

Incorporated	1995	%1995	1996	%1996	1997	%1997	1998	%1998	1999	%1999	95 to 99	%95 to 99
Battle Ground												
SF	169	98%	325	98%	349	95%	204	99%	126	100%	1173	98%
MF	4	2%	6	2%	18	5%	2	1%	0	0%	30	2%
Total	173	100%	331	100%	367	100%	206	100%	126	100%	1203	100%
Camas												
SF	275	91%	306	92%	343	91%	236	96%	205	78%	1365	90%
MF	27	9%	27	8%	34	9%	10	4%	58	22%	156	10%
Total	302	100%	333	100%	377	100%	246	100%	263	100%	1521	100%
La Center												
SF	29	83%	76	100%	93	98%	47	92%	23	100%	268	96%
MF	6	17%	0	0%	2	2%	4	8%	0	0%	12	4%
Total	35	100%	76	100%	95	100%	51	100%	23	100%	280	100%
Ridgefield												
SF	23	66%	15	100%	20	91%	21	88%	9	100%	88	84%
MF	12	34%	0	0%	2	9%	3	13%	0	0%	17	16%
Total	35	100%	15	100%	22	100%	24	100%	9	100%	105	100%
Vancouver												
SF	139	25%	556	59%	746	56%	230	30%	182	29%	1853	44%
MF	424	75%	392	41%	584	44%	537	70%	441	71%	2378	56%
Total	563	100%	948	100%	1330	100%	767	100%	623	100%	4231	100%
Washougal												
SF	17	52%	59	84%	66	78%	92	96%	135	94%	369	86%
MF	16	48%	11	16%	19	22%	4	4%	9	6%	59	14%
Total	33	100%	70	100%	85	100%	96	100%	144	100%	428	100%
Yacolt												
SF	8	100%	12	86%	9	100%	14	100%	7	100%	50	96%
MF	0	0%	2	14%	0	0%	0	0%	0	0%	2	4%
Total	8	100%	14	100%	9	100%	14	100%	7	100%	52	100%
Incorporated Total												
SF	660	57%	1349	75%	1626	71%	844	60%	687	57%	5166	66%
MF	489	43%	438	25%	659	29%	560	40%	508	43%	2654	34%
Total	1149	100%	1787	100%	2285	100%	1404	100%	1195	100%	7820	100%
Unincorporated												
SF	2206	89%	2911	79%	2056	91%	2216	88%	1837	95%	11226	87%
MF	266	11%	756	21%	207	9%	289	12%	101	5%	1619	13%
Total	2472	100%	3667	100%	2263	100%	2505	100%	1938	100%	12845	100%
Clark County												
SF	2866	79%	4260	78%	3682	81%	3060	78%	2524	81%	16392	79%
MF	755	21%	1194	22%	866	19%	849	22%	609	19%	4273	21%
Total	3621	100%	5454	100%	4548	100%	3909	100%	3133	100%	20665	100%

Source: Building Departments of Clark County and Municipalities.
Single Family Includes mobile homes; Multi-family includes duplexes.

Data Collection

Table 1.6.3 shows the building permit activity on an annual basis by city and unincorporated areas of the County. Data was compiled by the Department of

Assessment and GIS as provided by Building Departments of Clark County and the local municipalities. Building permits provide insight into the level of new construction activity. Due to construction lag time, this data does not reflect actual units constructed in a given year.

Observations

- From 1995 to 1999 a total of 2,654 multi-family and 5,166 single family permits were scheduled for construction within the city limits. The unincorporated areas account for 1,619 multi-family and 11,226 single family permits. This represents 79% single family and 21% multi family countywide.

- Vancouver, Ridgefield and Washougal were the only cities to have a ratio of less than 90% of single family permits issued. In 1996 and 1997 Vancouver led the area in both single family and multi-family permits issued. By comparison multi-family building permit activity in Vancouver is greater than elsewhere in the county.

1.7 INDUSTRIAL DEVELOPMENT

INDICATOR: Industrial Development Prepared by CREDC

Background and Relevance

Growth Management Act planning for Clark County industrial lands was conducted in cooperation with the Columbia River Economic Development Council (CREDC). Based on analysis and recommendations from the CREDC Industrial Land Needs Committee, the adopted comprehensive plan reflected a need for an estimated 100 acres per year or 150 acres including an adopted 50% market factor. Applied to a 20-year cycle, the need for 150 acres per year translates into a 3,000-acre target during the planning period for the conversion of land to prime and "industrial not vacant," meaning lands to create industry and jobs. The CREDC Industrial Land Task Force recently completed a study on industrial land absorption. The committee updated the industrial land inventory and provided information on absorption.

Data Collection

Industrial land absorption is defined as the transition or development of marginal or tertiary industrial land to prime industrial land by sale or lease to an end user, or sale to developers for development as an industrial or business park.

The following tables show the result of acreage absorbed from the categories of prime, secondary and tertiary lands between December 1994 and December 1997.

Table 1.7.1 Prime, Secondary and Tertiary Lands Absorbed 1994 - 1997

	Prime	Secondary	Tertiary	Total Acreage	Acreage per Year
Battle Ground	0	0	0	0	0
Camas	60	27	253	340	113.6
Ridgefield	0	0	28	28	9.3
Vancouver	146	108	30	284	94.6
Washougal	4	4	0	8	2.6
Total	210	139	311	660	220
% of Total	31.8%	21.1%	47.1%	100%	

Source: Columbia River Economic Development Council, Industrial Land Task Force Report, June 1998

Observations

- Over the three-year period, it is estimated that 660 acres have been absorbed, for an average of 220 acres per year, as compared with the projected rate of 150 per year.
- This level of absorption, which includes Wafer Tech in Camas, is more than 50% above the initial comprehensive plan projection.
- At the current rate of growth the 3,000-acre target will be reached within 14 years.

- Camas had the largest total absorption of land, which was primarily tertiary. Tertiary type land was also absorbed at the highest percentage of 47.1%.

- The analysis also concludes that actual density is about 4.4 employees per gross acre absorbed, or 5.8 jobs per acre without Wafer Tech. This is below the 9 employees per gross acres assumed in the plan.

Table 1.7.2 Major Industrial Investments in Clark County (1995-1998)

Name of Project	Description	Year Completed	Amount Invested ($ million)	# of Jobs Added
AKEI	Expansion of Electronic Parts	1995	$1.0	30
AVX	Expansion of Electronic Parts	1995	$10.0	800
Bonar Plastics	Plastic Molding	1998	$3.0	600
Columbia Machine	Expansion of concrete block machinery firm	1995	$10.0	350
Eastridge Business Park	Business park expansion	1995	$15.0	NA
Electric Lightwave	Telecommunications	1998	$13.0	500
Frito Lay	Expansion of Food Processing Plant	1995	$14.0	NA
Furuno	Marine Electronics Plant	1997	$4.0	40
Heraeus Shin-Etsu America	Expansion of quartz glass crucible plant	1998	NA	NA
Hewlett-Packard	Expansion of factory and office space	1995	$50.0	NA
Hewlett-Packard	Expansion of electronic printer plant	1996	NA	200
Industrials Materials Technology	Metal treatment facility	1996	$20.0	NA
Insta-Fab Co.	Metals Plant	1999	$1.5	25
James River	Cogeneration plant	1995	$62.0	50
Landa Inc.	Pressure Washer Manufacturer	1998	$11.0	130
La Salle Bristol	Plastics Manufacturing Plant	1999	$2.5	75
Linear Technology	Semiconductor fabrication plant	1995	$110.0	50
Micropump	Manufacture & market high-tech pumps	1995	NA	33
New Edge Networks	Telecommunications	1999	$2.0	50
Norwesco	Plastic tank manufacturing	1998	$10.0	300
Nutrition Now	Health Supplement Manufacturer	1997	$1.5	30
Piller Plastics	Plastics Manufacturing Plant	1997	$1.8	50
S.E.H America	Expansion of Semiconductor Phase 1& 2	1999	$710.0	40
Sharp Microelectronics	Expansion	1996	$8.0	150
Siemens Solar Industries	Expansion crystal growing facility	1996	$3.0	NA
Silicon 2000	Silicon Wafer reclaim & manufacturing services	1997	$10.0	40
Silicon Forest Electronics	Electronics Plant	1999	$2.0	45
Tole Americana	Craft Supply wholesalers	1995	$2.0	300
Tualatin Valley Building Supply	Manufacture of Wall Panels	1999	$1.0	50
U.S Food Service	Warehouse/Distribution Facility	1999	$7.0	25
Wafer Tech	Semiconductor fabrication plant	1998	$1,200.0	210
Totals			$2,285.3	4173

Source: Columbia River Economic Development Council, updated as of September 1998.

Observation

- Over the three-year period, available data show that more than $2 billion of industrial investment, including $1.2 billion by Wafer Tech, has been made in the county.

INDICATOR: Density

Background and Relevance

The county's Comprehensive Plan assumed an average of 6 units per acre for new single-family development and 16 units for multi-family. The targeted single-family and multi-family residential assumption of 6 and 16 units per acre is for the 2012 planning period. These densities are calculated at the parcel level and so represent ***net*** residential densities.

Data Collection

Single-Family Density

Current information was collected from the Clark County Assessment database. The total number of single family and multi-family units may not add up exactly as elsewhere in this report because only those developments in lands zoned single family or multi-family were counted. Information was collected for new single-family developments based on property type codes and building permit year. The total number of single-family lots were counted along with the acreage for all development. The number of new units was divided by the total acres to derive an average residential density for single-family development. The information was limited to development inside Urban Growth Areas.

Table 1.8.1 Single Family Density by UGA 1995-1999

Urban Growth Boundary	Units	Acres	Units per Acre
LaCenter	290	79.11	3.7
Yacolt	50	14.71	3.4
Ridgefield	114	105.80	1.1
Battle Ground	1,163	243.16	4.8
Vancouver	9,796	1,838.45	5.3
Camas	1,290	306.64	4.2
Washougal	332	120.40	2.8
Total	**13,035**	**2708.27**	**4.8**

Source: Clark County Assessment Database, June 2000.

The following formula was used to determine average density:

Units / Acres = Density
13,035 / 2,708.27 = 4.8

Multi-Family Density

Current information was collected from the Clark County Assessment database. Property type codes and building permit information was used to determine new multi-family development from 1995 to present. Development outside urban growth areas was excluded. Mobile home parks, mobile home condominiums, and single-family type

condominium developments were included in the analysis. The number of new units was divided by the total acres to derive an average residential density for multi-family development.

Table 1.8.2 Multi-Family Density by UGA 1995-1999

Urban Growth Boundary	Units	Acres	Units per Acre
LaCenter	16	2.00	8.0
Ridgefield	4	0.61	6.5
Battle Ground	155	9.42	16.5
Vancouver	3,368	205.93	16.4
Camas	133	9.05	14.7
Washougal	108	6.32	17.1
Total	**3,784**	**233.33**	**16.2**

Source: Clark County Assessment Database, June 2000.

The following formula was used to determine average density:

Units / Acres = Density
3,784 / 233.33 = 16.2

Observations

- Over the past the average single-family residential density of development was 4.8 units per acre.
- Over the past five years the average multi-family residential density of development was 16.2 units per acre.

INDICATOR: Residential Development Near Urban Centers and Along Major Corridors in Vancouver UGA

Background and Relevance

The Growth Management Act encourages growth and development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. The county's Community Framework Plan and Comprehensive Plan further this objective by identifying the Washington State University campus, downtown Vancouver, and Vancouver Mall as major activity centers. Corridors connecting WSU, downtown and Vancouver Mall along with Mill Plain, east of I-205 and 164th Avenue from Mill Plain south to SR 14 are also areas where growth and development are encouraged. These centers and the corridors linking them were designated high-density zones to encourage development. The intent is to build upon existing transportation services and the individual character that make these areas community focal points.

Table 1.9.1 UGA/Center and Corridor Single-Family Permit Activity

	SF building permits issued in 1995	SF building permits issued in 1996	SF building permits issued in 1997
Urban Growth Area	1914	1294	906
Area near major urban centers and corridors (Downtown, WSU, Hwy 99, Van. Mall, Mill Plain/164th Ave)	693	430	327
Center and corridor permits as a percentage of total UGA permits	36.2%	33.2%	36.1%

Source: Clark County Department of GIS

Table 1.9.2 Single-Family Permit Activity by Corridor and Center

SF Permit Activity	1995	1996	1997
Downtown Center	2.7%	0.0%	7.4%
Vancouver Mall Center	9.1%	1.0%	11.4%
WSU Center	12.3%	13.2%	19.2%
Corridor 1 – WSU to Downtown	6.8%	12.0%	23.5%
Corridor 2 – Downtown to Vancouver Mall	6.3%	6.4%	4.0%
Corridor 3 – From I205 along Mill Plain and 164th Avenue	62.8%	67.4%	34.5%

Source: Clark County Department of GIS

Data Collection

The previous table was compiled by using county assessor data and Geographic Information System (GIS) calculations. The areas studied are lands within one mile of

major urban centers and corridors identified in the county's Community Framework Plan and Comprehensive Plan.

Observations

- Single-family permit activity in the major centers and along major corridors has remained fairly constant as a percent of the total permits.

- At a more detailed level, the pattern of permit activity for the last three years suggests that new single-family and multi-family permit activity has been greatest along the Mill Plain/164th corridor and smallest in the downtown center.

INDICATOR: Distance from Residential Development to Frequently Used Services and Amenities

Background and Relevance

The distance from residential development to frequently used services and amenities provides an indication of how well land uses are integrated. Parks, schools and shopping are three types of services and amenities used frequently by most local residents, and their proximity can be an important consideration in selecting a residential location. Areas where services and amenities are within walking distance tend to create more cohesive, livable neighborhoods and reduce the need for automobile use. The Land Use Element of the county's Comprehensive Plan encourages land use integration at both the regional and local level.

Table 1.9.3 Distance to Parks in the Vancouver UGA

	% of homes in UGA within ¼ mile of a public park			
	1995	1996	1997	1998
Existing Homes	39.9%	60.0%	58.8%	62.2%
New Homes	40.4%	63.6%	44.5%	60.0%

Table 1.9.4 Distance to Schools in the Vancouver UGA

	% of homes within ¼ mile of a public school			
	1995	1996	1997	1998
Existing Homes	27.2%	41.2%	40.7%	41.5%
New Homes	19.7%	18.2%	15.6%	45.1%

Table 1.9.5 Distance to Shopping in the Vancouver UGA

	% of homes within ¼ mile of an existing or potential shopping area			
	1995	1996	1997	1998
Existing Homes	33.4%	46.2%	45.3%	46.8%
New Homes	25.7%	34.5%	41.6%	38.9%

Source: Clark County Department of Assessment and GIS

Data Collection

The previous table was compiled using county assessor data and GIS calculations. The ¼-mile distance establishes a threshold, commonly accepted as an urban planning standard, for the maximum distance individuals will typically choose to walk to services. The perimeter boundary from residential properties was used as the starting point from which a ¼-mile distance was measured to each of the three uses. The nearest commercially zoned property was used for the distance to shopping and represents both existing built and vacant land uses.

Observations

- The data suggest that established neighborhoods tend to be in closer proximity to parks, schools and shopping.

- Data on new construction suggest that the share of new homes within the ¼-mile distance has increased for parks, schools, and shopping.

- For new homes, relative accessibility is highest for parks, then shopping, followed by schools, although for 1998 schools are more accessible than shopping.

INDICATOR: Interstate Travel Patterns

Background and Relevance

The amount of automobile traffic crossing the Columbia River on the I-5 and I-205 bridges provides a general indicator of the interdependency between Clark County and the larger Portland region. Bridge traffic occurs in both directions at all hours of the day, and for a variety of purposes, including work, shopping, entertainment, freight and other traffic passing through the region. Tracking bridge traffic volumes and how they change over time can reveal the general level of regional integration and how it changes as Clark County and the Portland region grows.

The county comprehensive plan contains policies to encourage the development of local opportunities to further economic development and independence within Clark County. Tracking southbound traffic during the morning peak period can shed light on the extent to which Clark County residents are commuting to Oregon work destinations. Providing employment opportunities locally can help reduce peak hour freeway congestion by limiting the need for interstate commuting.

Table 1.9.6 Columbia River Vehicular Bridge Crossing Per Capita and Workforce

Year	County Population	I-5 and I -205 average daily bridge crossings		
		All hours, both directions		
		Crossings	Crossings per Capita	Annual Growth Rate in Crossings
1983	202,165	128,480	0.64	NA
1984	203,757	135,999	0.67	5.9%
1985	206,744	144,869	0.70	6.5%
1986	210,423	156,766	0.75	8.2%
1987	213,961	165,665	0.77	5.7%
1988	219,050	172,379	0.79	4.1%
1989	226,188	175,875	0.78	2.0%
1990	238,053	182,483	0.77	3.8%
1991	250,300	190,627	0.76	4.5%
1992	257,500	200,558	0.78	5.2%
1993	269,500	204,036	0.76	1.7%
1994	280,800	214,550	0.76	5.2%
1995	291,000	222,692	0.77	3.8%
1996	303,500	231,851	0.76	4.1%
1997	316,800	243,809	0.77	5.2%
1998	328,000	252,084	0.77	3.4%
1999	337,000	256,300	0.76	1.7%

Source: The Regional Transportation Council

Table 1.9.7 Employment Commuters Between Clark County and Oregon: 1960, 1970, 1980, AND 1990

	1960	1970	1980	1990
All Workers	32,309	48,836	78,890	110,967
From Clark County to Oregon	5,822	12,183	21,960	36,676
Percent	18.0%	24.9%	27.8%	33.1%
From Oregon to Clark County	1,646	4,246	2,557	NA

Source: Clark County Department of Assessment and GIS 1998 Population and Economic Handbook

Table 1.9.8 Resident and Non-Resident Commuting Patterns for Clark County: 1990

	Clark	Multnomah	Washington	Clackamas	Cowlitz	Skamania	Other
Commuting to Clark County	69,855	5,410	1,889	1,764	960	547	1,014
Commuting from Clark County	69,855	29,958	2,540	2,801	1,527	175	1,652

Source: Clark County Department of Assessment and GIS 1998 Population and Economic Handbook

Data Collection

The Oregon Department of Transportation collects the bridge crossing traffic count. The Regional Transportation Council (RTC) performs further calculations and summarizes that data in a report on Historical Columbia River Bridge Crossing Data.

Observations

- While annual changes in bridge crossings tend to fluctuate, there has been steady growth since 1983. Since 1994, the average daily bridge crossings have increased 19%.

INDICATOR: Regional Park Acquisition

Background and Relevance

Parks and open space are an important measure of the quality of life experienced by residents who live in Clark County. This measure is reflected in the number of acres provided at both an urban and a regional level. A regional park is a geographic area with natural or manmade qualities that provide both passive and active opportunities for outdoor recreation, including picnicking, boating, fishing, swimming, camping and trail uses. They are intended to serve communities within an hour's driving time. Efforts are made to site regional parks close to population centers.

The following table identifies the goals and standards for regional park acquisition from the 1994 Clark County Parks, Recreation and Open Space Plan.

Table 1.9.9 Clark County Parks, Recreation and Open Space Plan

Regional Park Acquisition Goal	20 acres/1,000 population
Regional Park Acquisition Standard	10 acres/1,000 population
Regional Park Development Standard	18% of park site developed
Desired Minimum Regional Park size	200 acres

Source: 1994 Clark County Parks, Recreation and Open Space Plan

The following table details regional park acquisition since 1993 and compares it with the adopted standard.

Table 1.9.10 Clark County Regional Parks

	1993	1994	1995	1996	1997	1998	1999
Regional Park Acres	1,823	1,845	1,937	1,937	2,047	2,128	2,192
Regional Developed Acres	293	293	293	293	328	348	372
% Regional Developed Acres	16.10%	15.90%	15.10%	15.10%	16.00%	16.40%	16.97%
Population	269,500	280,800	291,000	303,500	316,800	328,000	337,000
Regional Park Acres Per 1,000 Population	6.76 ac	6.57 ac	6.66 ac	6.38 ac	6.46 ac	6.49 ac	6.50 ac

Source: Vancouver-Clark Parks and Recreation, OFM.

Data Collection

The 1994 Clark County Parks, Recreation and Open Space Plan provides the goals and standards for acquiring regional parks. Data on regional park acreage were provided by Vancouver/Clark Parks and Recreation Services, which is responsible for the acquisition, development and maintenance of urban park facilities within the Vancouver UGA and regional parks and recreational facilities in the unincorporated county.

Observations

- Clark County has added 369 acres of regional parks and 79 acres of developed park area since 1993. During this same time, the county population grew by 67,500 residents.

- With the rapid population growth, Clark County is not meeting its acquisition standard of 10 acres of regional parks per 1,000 residents, reaching its highest acquisition rate of 6.76 acres per 1,000 residents in 1993.

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INDICATOR: Air Quality

Background and Relevance

The Federal Clean Air Act Amendment of 1990 was passed in response to the many areas across the country in noncompliance with the National Ambient Air Quality Standards for ozone and/or carbon monoxide. The amendment requires an air pollution control agency to compile information on the sources of these pollutants. Recognizing a variety of sources present in an area, they are lumped into three broad categories: point, area and mobile sources. Point sources include activities whose contribution to pollution can be monitored separately. Area sources represent a broad range of smaller activities whose cumulative impact can be identified by activity. Mobile sources represent vehicles.

The Clean Air Washington Act signed into law in 1991 declared air pollution as the state's most important environmental problem. The act established two objectives: 1) to prevent any deterioration of air quality in areas that have clean air and, 2) to return the quality of air in other areas to levels that protect human health and the environment. Both the federal and state clean air acts require monitoring of certain pollutants to achieve these goals.

Table 1.10.1 Annual Emission of Major Air Pollutants in Clark County (tons per year), 1994-98

	Carbon Monoxide (CO)					Volatile Organic Compounds (VOC)				
	1994*	1995	1996	1997	1998	1994	1995	1996	1997	1998
On-road vehicles	52,096	53,000	66,380	63,930	48,076	5,210	5,000	4,464	4,290	4,314
Non-road vehicles	18,488	15,971	17,788	18,359	18,958	2,825	2,375	2,511	2,452	2,443
Industry	24,849	20,355	20,315	20,558	19,643	917	1,097	893	1,246	1,260
Area Sources	17,328	17,032	16,234	15,693	18,780	7,222	7,421	7,319	7,220	7,860
Total	112,761	106,358	120,717	118,541	105,457	16,174	15,893	15,187	15,208	15,877

	Nitrogen Oxides (NOx)					Fine Particulate Matter (PM-10)				
	1994	1995	1996	1997	1998	1994	1995	1996	1997	1998
On-road vehicles	8,335	8,600	7,484	7,362	6,795	6,301	7,260	6,559	6,773	7,013
Non-road vehicles	2,795	2,118	2,297	2,182	2,246	315	233	225	212	251
Industry	2,335	2,382	2,010	1,920	1,730	868	1,038	1,104	1,029	1,022
Area Sources	1,013	1,010	471	463	514	2,557	2,539	2,348	2,281	2,669
Total	14,478	14,110	12,262	11,927	11,285	10,041	11,070	10,236	10,295	10,955

	Sulfur Dioxide (SO2)				
	1994	1995	1996	1997	1998
On-road vehicles	521	330	295	305	315
Non-road vehicles	235	178	217	207	196
Industry	2,797	2,739	2,353	2,436	2,518
Area Sources	35	35	37	38	43
Total	3,588	3,282	2,902	2,986	3,073

Source: Southwest Washington Air Pollution Control Authority (SWAPCA)

* The methodology to calculate carbon monoxide pollution was revised in 1995.

Data Collection

Standards for ambient concentrations of various pollutants that have been shown to be harmful are established at the federal and state level. They include fine particulate matter (PM-10), carbon monoxide (CO), nitrogen oxides (NOx), sulfur dioxide (SO2), and volatile organic compounds (VOC), ozone and lead. Locally, the Southwest Washington Air Pollution Control Authority (SWAPCA), a regional agency encompassing Clark, Cowlitz, Lewis, Skamania and Wahkiakum counties, monitors and enforces these standards. SWAPCA publishes an annual report that includes detailed information about the sources, components, impacts, and ongoing abatement efforts for local and regional air pollution.

Observations

- Air pollutants are emitted from a number of sources and are grouped into four major source categories — on-road vehicles, non-road vehicles, industry and area sources. Of these categories, emissions from on-road vehicles are the largest contributor of carbon monoxide, nitrogen oxides and fine particulate matter. The leading cause of air pollutants within the three remaining categories fluctuates between non-road vehicles, industry and area sources from year to year.

- Volatile organic compounds, nitrogen oxides and sulfur dioxide have decreased with some year-to-year fluctuations. Sources for these pollutants tend to remain in the same order of magnitude for each of these years. Fine particulate matter shows considerable variation in particulate emissions, with a slight overall total increase and vehicles emissions remaining the major source of pollution.

- Monitoring both air pollutants and their causes helps tailor policies and programs to the specific source and helps reduce its contributions to the specific air pollutant being monitored. Since the largest contribution to air pollutants is the result of human activities, any increase in population will undoubtedly play a significant role in the results obtained from future monitoring activities.

INDICATOR: Vehicle Registration

Background and Relevance

Motor vehicles are identified as the largest producer of air pollution in southwest Washington. The increase in vehicle registration is closely associated with population growth.

Table 1.10.2 Vehicle Registration in Clark County

	1990	1994	1995	1996	1997	1998	1999
Vehicles	163,628	269,280	272,125	284,268	294,817	302,754	286,111
Population	238,053	280,800	291,000	303,500	316,800	328,000	337,000
Vehicles per capita	0.69	0.96	0.94	0.94	0.93	0.92	0.85

Source: Washington State Department of Licensing

Data Collection

The Department of Licensing provided Vehicle registration.

Observations

- From 1990 to 1994, the number of vehicles registered increased by an average of 3,432 vehicles per year.
- From 1994 to 1998, vehicle registration increased by12 % while population increased by 17 %.

INDICATOR: Surface Water Quality

Background and Relevance

Clark County is fortunate to have an attractive natural environment complete with abundant rivers, streams, creeks, lakes and wetlands. These surface waters play an important role in the growing economy and quality of life enjoyed by county residents by providing irrigation, drinking water, and other beneficial uses including recreational opportunities and habitat for fish and wildlife. Water quality standards established by the state are based on the assumption that each body of surface water must support certain beneficial uses. These uses may include providing a domestic and industrial water supply, fish rearing, spawning and harvesting, wildlife habitat, and recreational uses.

The needs of a growing population, increased use of pesticides, increased industrial waste and the accompanying demand for water use has led to environmental stresses. This situation tests the ability of the county and other water purveyors to sustain high quality water supplies.

Water quality is affected by both point and nonpoint sources of pollution. Point sources are specific activities or other land uses whose water quality impacts are sufficiently large or unique to be individually identified and measured at the source, such as a factory outfall pipe. State and federal agencies typically regulate impacts from individual point sources as part of the discharge permit associated with development approval of the source activity.

Nonpoint sources are the cumulative impacts originating from a wide range of smaller, nonspecific locations and activities. Nonpoint source pollutants are often the result of adjacent land uses including farming, private sewage treatment, lawn care, and impervious surface runoff. Nonpoint source regulation is typically administered locally through land use, storm water, and other related controls. For Clark County and most other areas throughout the state, impacts of nonpoint source pollution present a greater threat to water quality than point source pollution.

Data Collection

In 1993, The Washington State Department of Ecology (DOE), in cooperation with local jurisdictions and other government and private agencies, began monitoring point and nonpoint pollutants to ground and surface waters on a watershed basis. Every two years, under Section 303(d) of the 1972 Federal Clean Water Act, the state is required to identify bodies of water that do not meet state surface water quality standards and need additional work beyond existing controls to achieve state standards. These waters are reported on the 303(d) list.

Water bodies not appearing on the list are either in compliance with state standards at the time of monitoring, were not monitored for the time period indicated, or exceed standards but have a state recognized monitoring or restoration program in place.

The methodology used in monitoring surface water bodies has inherent limitations. Data are provided from a number of sources that do not necessarily represent any uniformity in monitoring methods. Surface water monitoring is also subject to available funding, which may result in sporadic, non-uniform data collection. Under these circumstances it is often impossible to successfully correlate water quality data from one testing period to the next. The time of year and atmospheric conditions occurring during the testing period can also influence test results.

Presently there is no uniform or comprehensive monitoring system for all water bodies originating in or flowing through the county. To improve monitoring efforts, Clark County is aggressively pursuing a program that will enhance its ability to study surface water quality in the future using a uniform data collection process.

Table 1.10.3 Clark County Surface Waters on the Department of Ecology Section 303(d) List in Nonconformance with State Standards

Watershed	Water Body	1992	1994	1996	1998
N Fork Lewis River	N Fork Lewis River				
	Cedar Creek				
	Pup Creek				
	Canyon Creek	pH			
	Siouxon Creek	pH			
E Fork Lewis River	E Fork below Moulton			F.C., pH, Temp.	F.C., Temp
	E Fork above Moulton			F.C.	F.C.
	E. Fork		F.C., Temp.		
	Jenny Creek				
	McCormick Creek		F.C., Temp.	F.C., Temp.	F.C., Temp
	Lockwood Creek		F.C.	F.C.	F.C., Temp
	Riley Creek				
	Mason Creek			F.C.	
	Rock Creek (north)			F.C.	F.C.
	Rock Creek (south)			F.C.	
	Rock Creek		F.C.		
	Yacolt Creek			F.C.	F.C.
	Allen Canyon Creek				
	Gee Creek				
Lake River	Lake River below Salmon Creek				F.C., Temp.
	Lake River above Salmon Creek				
	Lake River		F.C., Temp.		
	Flume Creek				
	Whipple Creek				
	Packard Creek				
	Salmon Creek	F.C., D.O., pH, Temp., Turbidity, Ammonia-N, Siltation	F.C., Temp.	F.C., Temp., Turb.	F.C., Temp., Turb.
	Cougar (Canyon) Creek		F.C., D.O.	F.C., D.O.	D.O.
	Mill Creek		F.C.	F.C.	F.C.
	Curtin Creek			F.C.	F.C.

Clark County Surface Waters on the Department of Ecology Section 303(d) List in Nonconformance with State standards (Continued)

Watershed	Water Body	1992	1994	1996	1998
	Weaver (Woodin) Creek	F.C., D.O., Temp, Chlorine	F.C.	F.C., Chlorine	F.C.
	Morgan Creek				
	Mud Creek				
Lake River	Muddy River	Temp.	Temp.	Temp.	
	Burnt Bridge Creek		F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp.
	Cold Creek				
	Vancouver Lake				
Vancouver (Columbia) Slope	Biddle Lake				
	Fisher Creek				
Lacamas Creek	Lacamas Lake				
	Lacamas Creek		F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp.
	Clearwater Creek	Temp.	Temp.	Temp.	
Lacamas Creek	Fifth Plain Creek		D.O., pH	F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp
	Shanghai Creek		D.O., pH	F.C., D.O., pH, Temp.	PH, Temp.
	Matney Creek		D.O., pH	F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp.
	China Ditch		D.O.	F.C., D.O., pH, Temp.	F.C., D.O., pH, Temp.
Washougal River	Washougal River				
	Little Washougal River				
	Cougar Creek				
	Winkler Creek				
	Boulder Creek				
	Jones Creek				
Gibbons Creek	Gibbons Creek		F.C.	F.C.	F.C.
	Campen Creek				

Source: Washington State Department of Ecology

Observations

- Care should be taken in drawing conclusions from the table. The data represented in the 303(d) lists illustrate a snapshot in time for any given testing site and may not be representative of a continuous condition. The data indicate that at the time of monitoring, many Clark County bodies of water do not meet state water quality standards for certain parameters.

- According to the data, fecal coliform is the most consistent violator of state water quality standards, with temperature running a close second. The data also suggest an increase in the number of exceedence problems with dissolved oxygen. More sporadic indications of exceedence can be identified for ammonia-N, pH, turbidity and chlorine.

- The 303 (d) report does not take into account a variety of parameters such as chemicals used in herbicides, pesticides and fertilizers, various nutrients, and total suspended solids which can impact the beneficial uses of surface water.

- Not listed are bodies of water for which a restoration plan is in place and the effectiveness of such a plan is unspecified. Those bodies of water tend to have the worst water quality, and their absence skews the information that can be inferred from the listings.

Farming practices and private sewage systems are the greatest contributors to surface water quality degradation. As Clark County develops and farming plays a smaller role in rural activities, we are likely to see a change in the causes of degradation, but not in the type.

- Other factors that contribute to the degradation of water quality include de-vegetation of the upland forests and grasslands, construction projects, reduction in natural wetlands, and stream and riparian zone alternation.

- Improving water quality is a countywide concern, with non-point sources being the greatest contributor to water pollution. There are control measures that can assist individual land management activities in helping minimize non-point source pollution. These include land use regulations, developer incentives, public education, minimizing impervious surfaces, storm water management and using best management practices for all activities.

- The above chart suggests that surface water quality problems are worsening.

Section 2.1 Conversion of Vacant Land

Please refer to section 1.5

Section 2.2 Conversion of Underutilized Land

Please refer to section 1.5

INDICATOR: Redevelopment Activity

Background and Relevance

Beyond the demolition statistics that are available, we have been unable to distinguish between redevelopment and new development. The future measure of redevelopment activity may be better served by documenting the change in available underutilized lands.

Table 2.3.1 Demolition Activity

Jurisdiction	1995	1996	1997	1998	1999
Unincorporated Clark County	23	24	22	26	44
Cities and Towns	41	30	51	193	58
Clark County Totals	64	54	73	219	102

Source: Clark County Department of Assessment and GIS, 2000 Population and Economic Handbook
Single Family includes mobile homes; Multi-family includes duplexes.

Data Collection

Data was gathered through the Building Department of Clark County and municipalities and is published in the 2000 Population and Economic Handbook.

Observation

- Demolitions are occurring at a faster rate in the cities and towns than in the unincorporated areas.

INDICATOR: Mixed-Use Activity

Background and Relevance

Mixed-use activity is used to determine the ratio of commercial and residential development that has occurred in areas designated as mixed-use by the Comprehensive Plan.

Table 2.4.1 Mixed-Use Activity

Year	Type	Number of Parcels	Percent by Parcels	Number of Acres	Percent by Acres
1995	Residential	3	60%	.48	17%
	Commercial	2	40%	2.51	83%
1996	Residential	12	85%	1.89	67%
	Commercial	2	15%	.9	33%
1997	Residential	18	85%	3.03	33%
	Commercial	3	15%	6.08	67%
1998	Residential	235	99%	30.45	74%
	Commercial	3	1%	10.68	26%
1999	Residential	8	62%	1.18	7%
	Commercial	5	38%	14.56	92%
Total	Residential	276	95%	37.03	51%
	Commercial	15	5%	34.73	49%

Source: Clark County Department of Assessment and GIS

Data Collection

The Clark County Department of Assessment and GIS provided data based on areas designated as mixed-use on the Comprehensive Plan Map.

Observations

- Since 1995, the total number of residential parcels developed in areas designated as mixed use has outpaced the number of commercial parcels.
- Data seem to indicate that larger parcels are being used primarily for commercial development.

INDICATOR: Infill

Background and Relevance

The Clark County 20-Year Growth Management Plan defines infill as "development on vacant parcels in urban or urbanizing areas that were passed over by previous developments." This definition characterizes most development within the UGAs. So while infill development is one of the key indicators to be tracked, it must first be more clearly defined.

This section presents some examples of subdivisions that might be characterized as infill development, although no data on their density or acreage is given. The second section quantifies the potential for infill development under a specific set of assumptions and criteria. The assumptions and criteria have been developed by Clark County Community Services as part of their mission to identify opportunities for low income housing in the urban areas.

It is expected that this definition will be refined and tested jointly by Community Services, in their effort to put together better development-potential information, and by Community Development, which must track this trend in order to meet the mandate laid out in the Review and Evaluation requirements of RCW 36.70A.215. Aiding in both efforts is the new permit tracking system being implemented in Community Development, which will allow for more detailed tracking of development trends application by application.

Section One: Examples of infill developments

Infill developments such as Lamar Court, Kupfer Subdivision, Columbia Place, and Green Gables have been approved and constructed. There are other infill subdivisions pending, such as Pheasant Woods, Cherry Hollow, Rossi Meadows, Cinnamon Crest, Esther's Place, Lindsay's Place, Covington Crosssing and Orchards Terrace.

Section Two: Infill development potential

The data on residential infill potential in the Vancouver Urban Growth Area come from a study completed by Clark County Department of Community Services. For more information refer to the Clark County Infill Report published in November 1999 by the Clark County Department of Community Services and Corrections.

The identified infill potential is calculated on lands that were previously *excluded* from the vacant and buildable lands model, prior to the change in definition of underutilized from greater than 2.5 acres to greater than 1 acre. The data as presented currently exclude subdivisions so that further examination can be made to account for covenants and other potential subdivision or other development restrictions. It is important to note that the current vacant lands model defines underutilized (residential) land as land greater than 1 acre.

- Results of Clark County Department of Community Services and Corrections Infill Report indicate a significant potential for residential infill development within the Vancouver UGA, from a low of 6,913 potential units to a high of 10,658 potential units.

INDICATOR: Development on Critical Lands

Background and Relevance

This section examines development occurring on critical lands. The assumption in the GMA plan is to exclude parcels with type 1 critical lands (floodways, high quality wetlands with 75-foot buffer, slopes over 40%); that is no development will occur in critical type 1 areas. Critical type 2 lands (defined as more than 50% covered with any combination of flood fringe, hydric soils with a 75-foot buffer, USGS stream coverage with 75-foot buffer or slopes 25 to 40%) are assumed to develop at a reduced density--four units per acre rather than the six (single family) or sixteen (multifamily) assumed for unconstrained lands.

Table 2.6.1 Development on critical type I and II

	1994			1995			1996		
	Critical Type			Critical Type			Critical Type		
UGA	1	2	Total	1	2	Total	1	2	Total
Battle Ground	0.39	5.95	6.34	0.7	3.21	3.91		13.27	13.27
Camas	0.9	4.53	5.43		7.44	7.44	2.85	6.28	9.13
La Center		0.77	0.77		1.64	1.64		4.24	4.24
Ridgefield		0.8	0.8		0.74	0.74		0.59	0.59
Vancouver	1.03	7.74	8.77	2.3	36.26	38.56	1.23	17.79	19.02
Washougal		3.6	3.6		1.95	1.95		3.77	3.77
Yacolt								0.42	0.42
Total	2.32	23.39	25.71	3	51.24	54.24	4.08	46.36	50.44

Source: Clark County Department of Assessment and GIS

	1997			1998			1999		
	Critical Type			Critical Type			Critical Type		
UGA	1	2	Total	1	2	Total	1	2	Total
Battle Ground		16.6	16.6	0.4	11.23	11.63		7.33	7.33
Camas	0.25	7.43	7.68		6.71	6.71		8.97	8.97
La Center		1.23	1.23		0.51	0.51		0.24	0.24
Ridgefield		0.28	0.28		0.13	0.13		5.13	5.13
Vancouver	10.24	7.64	17.88	1.54	8.43	9.97		0.77	0.77
Washougal		1.87	1.87		1.53	1.53			
Yacolt			0						
Total	10.49	35.05	45.54	1.94	28.54	30.48		22.44	22.44
Grand Total 1994-1999							**21.83**	**207.02**	**228.85**

Source: Clark County Department of Assessment and GIS

Data Collection

All vacant lands with Critical 1 or 2 parcels for the 1995 Vacant Lands Model were identified. The above selection process was used to identify parcels in the 1999 Vacant Lands Model. A query for parcels whose vacant lands model status changed from "vacant with critical" to "residential built" and summarized the above selection by Year Built, Critical Type and Acres.

Observations

- The results show that residential development is occurring on vacant critical lands, particularly on type 2 parcels, which account for nearly 90% of all development on critically constrained parcels.

- Development has occurred on approximately 675 parcels classified as critical, from 1995 to 1999.

INDICATOR: Vacancy Rates

Background and Relevance

Rental housing is a key component of the regional housing market. Vacancy rates provide some information on how this market is functioning--whether it is constrained or in over-supply.

Table 2.7.1 Rental Vacancy Rates: Portland-Vancouver OR-WA PMSA 1990-99

Year	1st Quarter as of April 1	2nd Quarter as of July 1	3rd Quarter as of October 1	4th Quarter as of January 1
1990	4.50%	5.00%	4.50%	4.50%
1991	5.00%	5.50%	5.00%	4.80%
1992	5.00%	5.30%	5.00%	4.00%
1993	4.50%	4.80%	3.80%	3.50%
1994	4.10%	4.50%	4.30%	4.00%
1995	4.30%	4.50%	5.00%	3.80%
1996	3.80%	3.50%	3.80%	5.00%
1997	5.00%	5.30%	5.30%	5.50%
1998	6.00%	5.30%	5.50%	6.50%
1999	6.00%	7.00%	6.00%	NA

Source: U.S Department of Housing and Urban Development, Region X Quarterly Reports. Http://www.hud.gov/local/sea/seaem.html

Data Collection

The Clark County Department of Assessment and GIS gathered the data.

Observations

- The vacancy rate ranges between 3.5% and 7.0%
- There is a fair amount of fluctuation between years, a 1.7% increase between the 2nd quarter of 1998 and 1999.
- There is also fluctuation between quarters. In 1995 there was a 1.2% decrease in vacancies between the 3rd and 4th quarters followed by a 1.2% increase in vacancies between the 3rd and 4th quarters of 1996.

Section 2.8 LAND ABSORPTION

Please refer to section 1.5

Section 2.9 DENSITY

Please refer to section 1.7

INDICATOR: Infrastructure

Background and Relevance

The purpose of this indicator as specified in the plan is to verify the initial assumptions used in calculating the supply and demand for vacant buildable land. The 1994 net carrying capacity analysis assumed that parcels from 20,000 square foot to 1 acre would have 25% devoted to infrastructure, 1 to 2.5 acres 30% for infrastructure, and 2.5 to 5 acres 40% for infrastructure. For underutilized land, no allocation was made for parcels less than 2.5 acres. For underutilized parcels over 2.5 acres, a 40% allocation was made for infrastructure.

Data Collection

The sample was drawn from recently developed subdivisions.

Infrastructure was calculated by subtracting the final developed parcels from the total subdivision area. Identification of infrastructure was done by deleting parks and gardens, streets, highways and bridges, and utilities from the assessor's parcel coverage.

Observation

- The data indicate that the average percentage dedicated to infrastructure is 27.5%, well within the assumptions outlined in the adopted comprehensive plan, which allocated 40% for infrastructure.

Table 2.10.1

Subdivision Name	Zoning	Subdivision Acres	Percent Infrastructure
Bradleys Place	R1-7.5	3.1	12.2%
Oak Run	R-22	3.5	26.7%
Cascade Meadows 2	R-22	4.1	16.2%
Gregory Place	R1-7.5	4.3	22.9%
Pleasant Valley	R1-10	4.5	23.4%
Mariahs Place	R1-6	4.9	22.2%
Cougar Crest-3 Phase II	R1-7.5	5.1	21.6%
Sunset view Estates	R1-10	5.4	16.3%
Ashly Heights – 6	R1-10	6.0	22.2%
Miller Crest Phase 2	R-12	6.0	23.9%
Adrianna's Place	R1-6	6.9	18.9%
Rivercrest Estates Phase 5	R1-10	7.6	26.4%
Ashly Heights Phase 4	R1-10	9.0	24.5%
Heritage Hills	R1-6	9.0	24.1%
Beverly Park	ML	9.0	43.8%
Wanke Meadows	R1-10	9.0	23.2%
Drasler Place	R1-6	9.1	31.2%
Buckman Garden North	R1-10	9.2	22.2%
Cedar View	R1-6	9.3	28.2%
Ridgeway Park	R1-7.5	9.6	24.0%
Vista Manor	R1-10	9.9	25.5%
Summers Walk at Fishers Landing Ph A-1	R1-6	10.0	52.0%
Felida Highlands	R1-10	11.4	26.2%
Stag Leap Canyon	R1-6	11.7	31.7%
Pebble Creek Farms IV - 3	R1-6	11.9	22.1%
Mt. View Estates Phase II	R1-6	12.6	49.8%
Clearmeadodws at Fishers Landing PH B-	R1-6	12.9	29.2%
Flaherty Woods 2	R1-7.5	13.6	25.1%
Cedarbrook	R1-5	15.1	19.8%
Hawks View PUD	R1-10	15.2	31.6%
Forest Crest 4, Phase II	R1-6	15.3	38.2%
Quail Park Phase 3	R1-7.5	15.6	21.0%
Summerfield Phase I	R1-6	15.8	29.2%
Pebble Creek Farms III - Phase I	R1-6	15.8	23.5%
East Lake Villiage Phase I	R1-6	16.0	30.2%
Stein Estates Phase 2	ML	16.1	33.7%
Hoffman Heights Phase I	R1-6	16.8	37.1%
Felida Knolls	R1-10	17.0	16.6%
The Village at Cedar Ridge Phase I	R1-5	17.2	40.3%
Westmoor Phase3	R1-7.5	17.3	23.3%
Kristine Pointe	R1-6	17.9	25.2%
Sterling Meadows	R1-5	19.2	55.0%
University Park	R-30	20.0	16.0%
Country Lane I	R1-6	20.4	28.5%
Northfield at Fishers Landing	R-12	20.6	33.6%
Fairway Village Unit 11	R1-6	20.8	52.1%
Pheasant Run 2 Phase I	R1-6	21.9	24.7%
Knollridge North – 2	R1-6	29.2	25.9%
Winchester Hills I	UR-20	30.9	17.1%
Ridge Creek	R1-6	31.4	15.7%
		Mean	**27.5%**
		Minimum	**12.2%**
		Maximum	**55.0%**
Source: Clark County Community Development		**Median**	**24.9%**

Section 2.11 LAND ABSORPTION

Please refer to sections 1.5 and 1.6

INDICATOR: Change in Land Use Designation

Background and Relevance

Changes in land use designation provide some sense of conversion from one land use to another. Since the adoption of the 20-Year Comprehensive Growth Management Plan some land use changes have been adopted. These revisions have resulted from a) correction of obvious mapping errors, b) requests by individual property owners and c) changes driven by the Western Washington Growth Management Hearings Board and by court order. The table below provides a detailed summary of the changes.

Table 2.12.1 Changes in Land Use Designation

Ordinance	UGA	Reason	CP	Zone	CP	Zone	Acres
1995-04-16 (A01)	Vancouver	To correct errors. (Truman N. A.)	UMR	R-18	ULR	R1-6	15
1995-04-16 (A02)	Vancouver	To correct errors.	ML	ML	CC	C-3	5
1995-04-16 (B01)	Rural	To correct errors. The final maps incorrectly identified this area as Rural Estate when the map used during deliberations indicated the area as Agriculture. (Para B1 & C4)	RE	RE-5	AG	AG-20	640
1995-04-16 (B02)	Rural	To correct errors. This area was designated Rural Estate on the adopted map. The published map incorrectly indicated this area as Forest Tier 1. (Para B2 & C5)	F-1	F-80	RE	RE-5	22
1995-04-16 (B03)	Rural	To correct errors. Inadvertently left undesignated. (Para B3 & C6)	n/a	n/a	AW	AG-WL	20
1995-04-16 (B04)	Rural	To correct errors. Inadvertently left undesignated. Along northern Ridgefield UGB (Para B4 & C7)	n/a	n/a	RE	RE-5	80
1995-04-16 (B05)	Rural	To correct errors. Inadvertently left undesignated. (Para B5 & C8)	n/a	n/a	RE	RE-5	40
1995-04-16 (B06)	Rural	To correct errors. Inadvertently left undesignated. (Para B6 & C9)	n/a	n/a	RE	RE-5	5
1995-04-16 (C01)	Rural	To correct errors. Property was zoned Airport (A) before and is currently utilized as an airport.	AG, AF	AG-20, AF-20	A	A	30
1995-04-16 (C02)	Rural	To correct errors. Property was zoned Airport (A) before and is currently utilized as an airport.	RE	RE-5	A	A	20
1995-04-16 (C03)	Rural	To correct errors. (Pits near Fisher Swale)	Mineral	(S)	UR	UR-20 (S)	190
1995-04-16 (D01)	Vancouver	To correct errors. The zoning map incorrectly showed this area as being inside the City of Vancouver (Vanalco).	n/a	n/a	MH	MH	100
1995-04-16 (D02)	Vancouver	To correct errors. The zoning designation of Office Campus was inconsistent with the plan designation of Community Commercial. The zoning was changed to Limited Commercial (CL).	CC	OC	CC	CL	1
1995-04-16 (D03)	Vancouver	To correct errors. (NE corner of Andresen & 63rd Street)	PF		NC	C-2	6
1995-04-16 (D04)	Vancouver	To correct errors. (School site on NE 129th Street, west of I-5)	PF		ULR	R1-6	8
1995-04-16 (D05)	Vancouver	To correct errors. The zoning adopted for this parcel was C-3. In order to recognize the current uses a zoning district of CL was adopted (This is consistent with prior zoning).	CC	C-3	GC	CL	5
1995-04-16 (D06)	Vancouver	To correct errors. Previous zoning was R-18. Change was not intended and the zoning was changed to OR-22.	UMR	R-18	UMR	OR-22	4

2.12 CHANGE IN DESIGNATION

Ordinance	UGA	Reason	CP	Zone	CP	Zone	Acres
1995-04-16 (D07)	Vancouver	To correct errors. During deliberations the Board adopted larger lot sizes for some areas along Fisher Swale. Staff misinterpreted the request. This amendment reflects the Board's intent.	ULR	R1-20	ULR	R1-10	80
1995-04-16 (D08)	Vancouver	To correct errors. The zoning map adopted a non-existent zoning district for this area (T2R3E WM Sections 30 & 31).	Mineral	(S)	UR	UR-20 (S)	800
1995-04-16 (D09)	Vancouver	To correct errors, and in response to an appeal of the plan, and to recognize the commercial use of a portion of the site.	Mineral	(S)	NC	C-2	1
1995-04-16 (D10)	Vancouver	To correct errors. (Fairgrounds)	PF		GC	CH	215
1995-05-49 (A1)	Rural	To correct errors and clarify maps. (Para A1 & B1)	AG, UR	AG-20	UR, CR	UR-20, CR-1	1
1995-05-49 (A2)	Rural	To correct errors and clarify maps. (Para A2 & B2)	UR	UR-10	CR	CR-1	2
1995-05-49 (A3)	Rural	To correct errors and clarify maps. (Para A3 & B3)	P/OS	P/OS	AF	AF-20	40
1995-05-49 (A4)	Rural	To correct errors. This area was designated on the Comprehensive Plan as Rural Estate. This recognizes non-conforming uses and the prior zoning. Southeast corner of NE 152nd Ave and 119th street. (Para A4 & B4)	RE	RE-5	AG	AG-20	60
1995-05-49 (C1)	Vancouver	To correct errors. (Para C1 & D1)	ML	ML	MX	CL, R-30	10
1995-05-49 (C2)	Vancouver	To correct errors. The site was developed under the previous ML zoning. To recognize the current use and allow expansion a plan designation was changed to Light Industrial with ML zoning. (Para C2 & D2)	ULR	R1-6	ML	ML	5
1995-05-49 (C3)	Vancouver	To correct errors. (SE 192nd Ave at SE 34th St) (Para C3 & D4)	ULR	R1-6	ULR	R1-6	8
1995-05-49 (C3)	Vancouver	To correct errors. (SE 192nd Ave at SE 34th St) (Para C3 & D4)	UMR	R-18	UMR	R-18	5
1995-05-49 (C3)	Vancouver	To correct errors. (SE 192nd Ave at SE 34th St) (Para C3 & D4)	UMR	R-22	UMR	R-22	3
1995-05-49 (C3)	Vancouver	To correct errors. (SE 192nd Ave at SE 34th St) (Para C3 & D4)	CC	C-3	CC	C-3	3
1995-05-49 (C3)	Vancouver	To correct errors. (SE 192nd Ave at SE 34th St) (Para C3 & D4)	ML	ML	ML	ML	10
1995-05-49 (D3)	Vancouver	To correct errors. (Para D3)	ULR	R1-6	NC	C-2	1
1995-08-16 (A1)	Rural	To correct errors and recognize existing mining operations.	Mineral	(S)	RE	R-5 (S)	8
1995-08-16 (B1)	Vancouver	To correct errors.	ULR	R1-6	UMR	R-18	12
1995-08-16 (B2)	Vancouver	To correct errors and recognize existing uses and to retain zoning adopted by rezone.	CC	CL	GC	CH	5
1995-08-16 (B3)	Vancouver	To correct errors.	PF		ULR	R1-10	5
1995-08-16 (B4)	Vancouver	To correct errors.	UMR	R-18, R-22	ULR	R1-6	50
1995-08-16 (B5)	Vancouver	To correct errors.	UMR	R-18, R-22	ULR	R1-6	1
1995-08-41	Vancouver	Required by WWGMHB (South Vista)	UHR	R-30	UMR	R-22	20
1995-08-41	Vancouver	Required by WWGMHB (South Vista)	UHR	R-30	ULR	R1-5, R1-7.5	30

Ordinance	UGA	Reason	CP	Zone	CP	Zone	Acres
1995-08-41	Vancouver	Required by WWGMHB (South Vista)	UMR	R-18	ULR	R1-5, R1-10	15
1995-08-41	Vancouver	Required by WWGMHB (South Vista)	ULR	R1-6	UMR	R-22	30
1995-08-41	Vancouver	Required by WWGMHB (South Vista)	MX	R1-6	GC	CH	5
1995-08-41	Vancouver	Required by WWGMHB (South Vista)	UHR	R-30	CC	C-3	1
1995-10-01 (1A)	Vancouver	To correct errors.	PF	R1-20	ULR	R1-10	5
1995-10-01 (1B)	Vancouver	To correct errors.	UMR	R-18	ML	ML	4
1995-10-01 (1C)	Vancouver	To correct errors.	UMR	R-22	UMR	OR-22	5
1995-10-01 (1D)	Vancouver	To correct errors.	UHR	R-43	UHR	OR-43	1
1995-10-01 (1E)	Rural	To correct errors and clarify maps	P/OS	P/OS	F-2	F-40	15
1995-10-01 (1F)	Battle Ground	To correct errors and clarify maps	ULR	R1-15	A	A	55
1995-10-01 (2)	Woodland	Adopting an urban boundary, designations, & zoning for Woodland	ULR	R1-10	UH	UH-10	90
1995-12-04 (A)	Rural	To correct errors and clarify maps	RE	RE	CR	CR-1	1
1995-12-04 (B)	Washougal	To correct errors.	ULR	R1-10, R1-15	ULR	R1-10	7
1995-12-04 (C)	Washougal	To correct errors.	UH	R1-10	UH	R1-15	26
1995-12-04 (D)	Washougal	To correct errors.	UH	R-16	UH	R1-10	1
1995-12-04 (E)	Washougal	To correct errors.	ULR, UMR	R1-10, R-16	UMR	R-16	10
1996-05-01 (1a)	Ridgefield	Required by WWGMHB. Adopted min. residential densities. Excluded resource lands from UGA.			AG	AG-20	517
1996-05-01 (1b)	Camas	Required by WWGMHB. (Camas Meadows)	ULR, CT		*Incorp.*	*Incorp.*	612
1996-05-01 (1b)	Camas	Required by WWGMHB. (20th)	ULR, CT		UR	UR-10	246
1996-05-01 (1b)	Camas	Required by WWGMHB. (20th)	ULR, CT		UR	UR-20	80
1996-05-01 (1b)	Camas	Required by WWGMHB. (Winchester Hills, Sun Country Homes)	CT		UR	UR-20	51
1996-05-01 (1b)	Camas	Required by WWGMHB. (Fisher Quarry, Brady Road)	ULR		UR	UR-10	96
1996-05-01 (1c1)	Rural	Required by WWGMHB.	UR	UR-10	AF	AF-20	240
1996-05-01 (1c2)	Vancouver	Required by WWGMHB (Bushlach)	UH	C-2, UH-10 (S)	NC	C-2 (S)	8
1996-05-01 (1c3)	Vancouver	Required by WWGMHB (117th at 72nd) (49 total ac)	ML, ULR	ML, R1-7.5	ML	ML	49
1996-05-01 (1c3)	Vancouver	Required by WWGMHB (117th at 72nd) (49 total ac)	ULR	R1-7.5	ML	ML	
1996-05-01 (1c4)	Vancouver	Required by WWGMHB (28th at 138th)	ULR, NC	R1-5, C-2	NC, CC	C-2, C-3	10
1996-05-01 (1c5)	Vancouver	Required by WWGMHB (Minnehaha)	ML, ULR	ML, R1-5	ML	ML	3

2.12 CHANGE IN DESIGNATION

Ordinance	UGA	Reason	CP	Zone	CP	Zone	Acres
1996-05-01 (1d)	Rural	Required by WWGMHB.	RE	R-5	AG	AG-20	40
1996-05-01 (1e)	Rural	Required by WWGMHB.(Tukes Mt./State Land)	F-2	F-40	AF	AF-20	120
1996-05-01 (1f)	Rural	Required by WWGMHB.	UR	UR-10	AF	AF-20	80
1996-05-37	Ridgefield	To remove Urban Holding (Ridgefield Junction).	UH	UH-20	ML	ML	105
1996-12-64 (1)	Vancouver	Annual Review 1996 (Strong)	ULR	R1-6	ML	ML	1
1996-12-64 (2)	Vancouver	Annual Review 1996 (Callaham)	UMR	R-22	GC	CH	10
1996-12-64 (3)	Vancouver	Annual Review 1996 (Sonney)	CC	C-3	GC	CH	2
1996-12-64 (3a)	Rural	Annual Review 1996	F-1	F-80	MH	MH	6
1996-12-64 (3b)	Rural	Annual Review 1996	P/OS	P/OS	RE	RE	8
1996-12-64 (3c)	Vancouver	Annual Review 1996	UR	UR-10	ML	ML	10
1996-12-64 (3d)	Vancouver	Annual Review 1996	PF	A	MX	ML	2
1996-12-64 (3e)	Rural	Annual Review 1996	MH	MH	UR	UR-10	12
1996-12-64 (3f)	Rural	Annual Review 1996	RE	RE-5	CR	CR2	2
1996-12-64 (3g)	Vancouver	Annual Review 1996	ULR	R1-5	NC	C-2	2
1996-12-64 (5.1)	Rural	Annual Review 1996 (Turecki)	AF	AF-20	RE	RE-5	25
1997-05-31 (3.4)	Rural	Required by WWGMHB.	UR	UR-20	AG, UR	AG-20	765
1997-05-31 (3.5)	Rural	Required by WWGMHB.	UR	UR-10	AG, UR	AG-20	1,404
1997-09-18	Ridgefield	Required by WWGMHB. (Ridgefield De-annexation).	*Incorp.*	*Incorp*	RE	R-5	240
1997-09-26	Rural	Required by WWGMHB.	UR	UR-10	AG, UR	AG-20	176
1997-11-09 (2)	Vancouver	Annual Review 1997	MX	ML, C-3	GC	CH	7
1997-11-09 (3.1)	Rural	Annual Review 1997	RE	RE-5	CR	CR2	4
1997-11-09 (3.2)	Vancouver	Annual Review 1997	OC	OC	ML	ML	60
1997-11-09 (3.3)	Rural	Annual Review 1997	P/OS	P/OS	RE	R-5	20
1997-11-09 (3.4)	Yacolt	Annual Review 1997	AF	AF-20	*Incorp.*	*Incorp*	3
1997-11-09 (3.5)	Rural	Annual Review 1997	F-2	FR-40	RE	R-5	29
1998-01-03	Vancouver	To remove Contingency designations. (1075 total ac)	X	CH	GC	CH	1,075
1998-01-03	Vancouver	To remove Contingency designations. (1075 total ac)	X	CL	CC	CL	
1998-01-03	Vancouver	To remove Contingency designations. (1075 total ac)	X	ML	ML	ML	
1998-01-03	Vancouver	To remove Contingency designations. (1075 total ac)	X	P/OS	P/OS	P/OS	
1998-01-03	Vancouver	To remove Contingency designations. (1075 total ac)	X	R1-10	ULR	R1-10	
1998-01-03	Vancouver	To remove Contingency designations. (1075 total ac)	X	OC	OP	OC	
1998-01-03	Vancouver	To remove Urban Holding designations.	UH	UH-10	ULR	R1-10	269
1998-01-03	Vancouver	To remove Urban Holding designations.	UH	UH-10	ULR	R1-7.5	40
1998-06-20	Rural	Required by WWGMHB. Creating Meadowglade rural center	RE	RE-5	MH	MH	4

Ordinance	UGA	Reason	CP	Zone	CP	Zone	Acres
1998-06-20	Rural	Required by WWGMHB. Creating Meadowglade rural center	RE	RE-5	R-5	R-5	193
1998-06-20	Rural	Required by WWGMHB. Creating Meadowglade rural center	RE	RE-5	RC-1	RC-1	747
1998-06-20	Rural	Required by WWGMHB. Creating Meadowglade rural center	RE	RE-5	RC-2.5	RC-2.5	230
1998-06-20	Rural	Required by WWGMHB. Creating Meadowglade rural center	RE	RE-5	CR-2	CR-2	13
1998-06-20	Rural	Required by WWGMHB. Creating Hockinson rural center	RE	RE-5	R-5	R-5	18
1998-06-20	Rural	Required by WWGMHB. Creating Hockinson rural center	RE	RE-5	RC-1	RC-1	101
1998-06-20	Rural	Required by WWGMHB. Creating Hockinson rural center	RE	RE-5	RC-2.5	RC-2.5	132
1998-06-20	Rural	Required by WWGMHB. Creating Hockinson rural center	RE	RE-5	CR-2	CR-2	27
1998-06-20	Rural	Required by WWGMHB. Creating Dollars Corner rural center	RE	RE-5	RC-1	RC-1	217
1998-06-20	Rural	Required by WWGMHB. Creating Dollars Corner rural center	RE	RE-5	CR-2	CR-2	85
1998-06-20	Rural	Required by WWGMHB. Creating Chelatchie Prairie rural center	RE	RE-5	MH	MH	163
1998-06-20	Rural	Required by WWGMHB. Creating Chelatchie Prairie rural center	RE	RE-5	RC-2.5	RC-2.5	204
1998-06-20	Rural	Required by WWGMHB. Creating Chelatchie Prairie rural center	RE	RE-5	CR-2	CR-2	9
1998-06-20	Rural	Required by WWGMHB. Creating Brush Prairie rural center	RE	RE-5	MH	MH	33
1998-06-20	Rural	Required by WWGMHB. Creating Brush Prairie rural center	RE	RE-5	R-5	R-5	5
1998-06-20	Rural	Required by WWGMHB. Creating Brush Prairie rural center	RE	RE-5	RC-1	RC-1	160
1998-06-20	Rural	Required by WWGMHB. Creating Brush Prairie rural center	RE	RE-5	RC-2.5	RC-2.5	59
1998-06-20	Rural	Required by WWGMHB. Creating Brush Prairie rural center	RE	RE-5	CR-2	CR-2	46
1998-06-20	Rural	Required by WWGMHB. Creating Amboy rural center	RE	RE-5	P/OS	P/OS	13
1998-06-20	Rural	Required by WWGMHB. Creating Amboy rural center	RE	RE-5	R-5	R-5	185
1998-06-20	Rural	Required by WWGMHB. Creating Amboy rural center	RE	RE-5	RC-1	RC-1	18
1998-06-20	Rural	Required by WWGMHB. Creating Amboy rural center	RE	RE-5	RC-2.5	RC-2.5	150
1998-06-20	Rural	Required by WWGMHB. Creating Amboy rural center	RE	RE-5	CR-2	CR-2	22
1998-07-19	Rural	Required by WWGMHB & Superior Court. Repealing Agri-Forest.	AF	AF-20	RE	R-5	6,425
1998-07-19	Rural	Required by WWGMHB & Superior Court. Repealing Agri-Forest.	AF	AF-20	RE	R-10	21,144
1998-07-19	Rural	Required by WWGMHB & Superior Court. Repealing Agri-Forest.	AF	AF-20	RE	R-20	7,508
1998-07-19	Rural	Required by WWGMHB & Superior Court. Repealing Agri-Forest.	AF	AF-20	AG	AG-20	15
1998-07-19	Rural	Required by WWGMHB & Superior Court. Repealing Agri-Forest.	AF	AF-20	F-2	FR-40	174
1998-07-19	Rural	Required by WWGMHB & Superior Court. Incorrectly changed	A	A	RE	R-5	60
1998-07-19	Rural	Required by WWGMHB & Superior Court. Incorrectly changed	A	A	RE	R-5	45
1998-09-02	Rural	To correct errors and clarify maps	RC	RC-1	CR	CR2	2
1998-09-12	Rural	To correct errors and clarify maps	RE	R-5	A	A	45
1998-09-12	Rural	To correct errors and clarify maps	RE	R-5	A	A	60
1998-12-28 (2.1)	Vancouver	Annual Review 1998 (Erickson)	UMR	R-18	GC	CL	6
1998-12-28 (2.3)	Rural	Annual Review 1998 (Tiger Lily)	AG	AG-20	RE	RE-5	95
1998-12-28 (2.4)	Vancouver	Annual Review 1998 (Washington Mutual)	ULR	R1-7.5	GC	CL	1
1998-12-28 (2.5)	Vancouver	Annual Review 1998 (Campbell)	UHR	R-43	GC	CH	6

2.12 CHANGE IN DESIGNATION

Ordinance	UGA	Reason	CP	Zone	CP	Zone	Acres
1998-12-28 (3.1)	Vancouver	Annual Review 1998 (WSU)	ULR	R1-10	PF	U	3
1998-12-28 (3.2)	Vancouver	Annual Review 1998 (Pacific Rock)	ML	ML	MH	MH	7
1998-12-28 (6.1)	Vancouver	Annual Review 1998 (Germann)	ULR	R1-6	CC	C-3	10
1999-12-21 (2.4)	UGA	Annual Review 1999 (Waldow)	RC	RC2.5	MH	MH	28
1999-12-21 (2.1)	Vancouver	Annual Review 1999 (Ross, Vanderhoef, Terry)	ULR	R1-6	ML	C-3	4
1999-12-21 (2.2)	Vancouver	Annual Review 1999 (MJB&G)	ML	ML	CC	C-3	1
1999-12-21 (2.3)	Vancouver	Annual Review 1999 (Defrees)	AG	AG-20	UR	UR-10	29
1999-12-21 (2.5)	Vancouver	Annual Review 1999 (Barney)	RE	R-5	RC	CR-1	2
1999-12-21 (2.6)	Vancouver	Annual Review 1999 (Craft)	ULR	R 1-7.5	CC	C-3	1
1999-12-21 (2.7)	Vancouver	Annual Review 1999 (Grems)	ULR	R 1-6	M	C-2	4
1999-12-21 (2.8)	Vancouver	Annual Review 1999 (Rock Lake)	ULR	R 1-6	CC	C-3	5
1999-12-21 (3.1)	Battle Ground	To correct errors and clarify maps	AG	AG-20	UR	UR-10	40
1999-12-21 (3.2)	Vancouver	To correct errors and clarify maps	RE	RE-5			9
1999-12-21 (3.3)	Vancouver	To correct errors and clarify maps	RC	CR-2	RC	CR-1	2
1999-12-21 (3.4)	Vancouver	To correct errors and clarify maps	ULR	R1-6	ML	ML	4
1999-12-21 (3.5)	Vancouver	To correct errors and clarify maps	ULR	R-12, R-18	ML	ML	2
1999-12-21 (3.6)	Vancouver	To correct errors and clarify maps	ML	ML	CC	C3	2

Source: Clark County Department of Community Development, Long Range Planning Division

Affected Acreage Totals	47,839
Acreage Within Clark County	420,288
Percentage of Total	11.38%

Observations

- Since plan adoption, approximately 47,839 acres have been changed. This represents about 11% of the total acreage within Clark County (420,288).
- Approximately 33 cases were a result of correcting mapping errors, which are a normal post-plan function, while 23 cases were individual applications and 9 changes were driven by the Western Washington Growth Management Hearings Board.
- More than 36,000 acres were affected as a result of the Agri-Forest rezoning and as a result of changes made in the rural centers.
- It is important to note that changes that involve lifting of urban holding zones and the removal of contingency designation did not affect the base zone. Approximately 1,524 acres of the 47,839 total did not change from one zone to another.

INDICATOR: Transit Ridership

Background and Relevance

Bus transit ridership is an alternative to automobile use and offers several potential benefits for both bus riders and automobile users. Even at modest levels of ridership, transit use eases road congestion, reduces gasoline consumption and air pollution, and provides mobility for those without access to cars. Transit also provides an alternative means of travel during periods when automobile usage is less desirable, such as during the September 1997 repairs of the I-5 bridge, or simply for individuals who may not be able or do not wish to use their vehicles on a given day. For these reasons, the county Comprehensive Plan encourages the development of alternative transportation modes. Tracking transit ridership over time provides an indication of how extensively this particular alternative is being used.

Table 3.1.1 C-TRAN Bus Ridership

Year	Countywide Population	C-TRAN Total Passenger Trips	Total Hours of Service	Total Annual Passenger Trips Per Capita
1990	238,053	2,840,724	177,634	11.9
1991	250,300	3,203,888	195,941	12.8
1992	257,600	3,216,304	201,448	12.5
1993	269,500	3,420,373	209,574	12.7
1994	280,800	3,737,922	223,629	13.3
1995	291,000	4,325,296	250,605	14.9
1996	303,500	5,097,066	316,161	16.8
1997	316,800	5,871,276	346,841	18.5
1998	328,000	6,257,390	385,390	19.1
1999	337,000	6,416,928	391,927	19.0

Source: C-Tran

Data Collection

Transit ridership figures were provided by C-Tran. They include paratransit and vanpool trips as well as the more common fixed route service. The total hours of service include non-passenger-related hours. Approximately 90-95% of the total hours of service is used for providing transit service to the public.

Observations

- Total passenger trips have increased by more than 125% since 1990.
- C-TRAN attributes per capita ridership gains in large part to the addition of new routes and increased service. From 1990 to 1999, C-TRAN service as measured in total service hours of operation increased by 121%.

INDICATOR: School District Enrollment and Capacity

Background and Relevance

The quality of schools is closely associated with the quality of life in Clark County. Public education in the county is provided by nine school districts. Monitoring how enrollment and capacity changes over time provides an indication of how school facilities are keeping up with the pace of growth. The use of portable facilities provides an indicator of how school districts are meeting classroom needs that cannot be accommodated in permanent structures.

Washington law provides state funding to local schools for non-capital expenses in accordance with school enrollment. This ensures that funding is available to hire new teachers as local enrollment increases so that the student/teacher ratio can remain relatively consistent. Funding for building facilities and capital expenses is provided by the state of Washington through its construction fund and through the passage of local bond levies. Any shortfall in the funding of capital facilities must be provided by individual local school districts, typically through the use of portable classrooms.

The SPI number is an official Washington State Superintendent of Public Instruction calculation that represents the number of students that should be accommodated in the existing permanent school structures within each district. The SPI number is a main driver for the allocation of state funding, which also looks at headcount, the wealth of a school district and matching funds approved through local school bonds and levies. Portable classroom space is not included in the SPI capacity estimates.

Table 3.2.1 School Capacities, Enrollment and Use of Portable Classrooms

School District	SPI Capacity					October 1st Headcount Enrollment					Number of Portable Classrooms				
	1995	1996	1997	1998	1999	1995	1996	1997	1998	1999	1995	1996	1997	1998	1999
Vancouver	18,785	20,149	21,519	21,519	27,983	19,644	20,400	21,016	21,197	21,346	79	85	89	86	78
Evergreen	18,273	18,273	18,273	18,273	19,579	17,884	18,852	19,733	20,252	21,171	274	294	322	342	324
Battle Ground	8,327	10,516	10,516	10,516	10,570	10,343	10,812	10,904	11,462	11,525	57	65	64	69	83
Camas	3,792	4,694	4,694	4,694	5,215	2,974	3,105	3,251	3,488	3,616	6	6	10	14	14
Washougal	2,429	2,429	2,429	2,429	2,667	2,563	2,667	2,609	2,569	2,551	36	38	40	42	41
Ridgefield	2,037	2,037	2,037	2,037	2,115	1,612	1,706	1,794	1,810	1,789	7	7	9	13	12
Hockinson	1,480	1,480	1,456	1,456	1,440	1,252	1,269	1,290	1,250	1,320	4	6	5	5	8
LaCenter	1,275	1,275	1,275	1,275	1,234	1,223	1,316	1,321	1,401	1,425	12	12	14	16	18
Green Mountain	154	154	154	154	125	97	102	122	122	126	2	2	2	2	2

Source: Clark County School Districts

Data Collection

Each school district was asked to report its October 1 headcount enrollment, SPI capacity, and number of portable classrooms used during each school year.

Observations

- Between 1995 and 1999, the Evergreen School District ranked first in student headcount growth at 3,287 and third in percentage increase at 18%. Vancouver ranked second in student headcount growth at 1,702 and ranked seventh in percentage increase at 8.7%. Some of the largest percentage increases in student headcount were experienced by two of the more rural school districts, with Green Mountain ranking first and La Center ranking fourth.

- Four of the nine school districts have more students enrolled than their permanent buildings were designed for, but all school districts use portable classrooms to meet their classroom needs. With the exception of Green Mountain and Vancouver, all other school districts increased the use of portable classrooms from 1995 to 1999. Evergreen and Vancouver are also the largest users of portable classrooms at 324 and 78 respectively.

- Monitoring SPI capacities, headcount enrollment, and the use of portable classrooms provides an indication of how overall school facility needs are being met. When funding from state and local sources for capital improvements is not provided, local school districts meet their classroom needs through the use of portable structures. While the use of these structures can provide an adequate classroom setting, their use in addressing increasing enrollments may present long-term difficulties, particularly when it is not feasible to expand non-classroom facilities such as auditoriums, cafeterias, gyms, or libraries that also represent a portion of student needs.

Indicator: Timber harvest by ownership

Background

The following data look at timber harvest under two main categories of ownership – public and private. This division allows for a comparison of their contribution to harvest activity and highlights the importance of forest land within the county. The Washington Department of Natural Resources defines forest ownership as follows:

Forest Industry - Companies and individuals operating wood-using plants with no acreage limitations.
Private Large - Non-industrial companies and individuals not operating wood-using plants but with holdings of 1,000 or more acres.
Private Small - Non-industrial companies and individuals not operating wood-using plants and having holdings of less than 1,000 acres.
State - Designation used to report harvest from DNR managed trust lands and is reported by the Forest Resources Division.
Other Non-federal - Includes public land owned by cities, counties, public utility districts, and state agencies other than the DNR.
BIA (Bureau of Indian Affairs) or Native American - Designation used to report timber harvests from several Indian tribes located in Washington State.
Forest Service - Represents the federal harvest from National Forest Lands managed by the U.S. Department of Agriculture Forest Service.
Other Federal - Represents various other federal agencies (military and U.S. Wildlife Service) selling timber for industrial wood use.

Table 3.2.2 Clark County Timber Harvest by Ownership from 1990-1998, in Thousand Board Feet, Scribner Log Scale

	Forest Industry	Private Large	Private Small	Total Private	State	Other Non-Federal	Forest Service	Other Federal	Total Govern	Total All Ownership
1990	75,717	7,752	32,956	116,425	10,838				10,838	127,263
1991	44,689	5,208	31,844	81,741	6,872				6,872	88,613
1992	77,858	1,866	36,309	116,033	4,845				4,845	120,878
1993	56,420	6,427	30,531	93,378	3,018			165	3,183	96,561
1994	42,584	3,600	36,320	82,504	12,762				12,762	95,266
1995	30,713	3,448	43,846	78,007	12,690				12,690	90,697
1996	35,058	5,919	34,094	75,071	9,897	70			9,967	85,038
1997	34,151	3,494	20,066	57,711	21,917				21,917	79,628
1998	35,588	2,589	14,902	53,079	23,213				23,213	76,292
Ownership Totals	432,778	40,303	280,868	753,949	106,052	70		165	106,287	860,236

Source: Washington State Department of Natural Resources

Table 3.2.3 Forest Excise Tax Distributed to Clark County

Year	Forest Excise Revenue to Clark County	Total Revenue to Clark County	Forest Excise % of Total Revenue
1991	$1,274,058	$92,627,599	1.4%
1992	$1,120,246	$107,538,353	1.0%
1993	$1,613,111	$118,836,785	1.4%
1994	$1,980,702	$138,229,720	1.4%
1995	$1,859,481	$133,637,663	1.4%
1996	$1,513,381	$169,972,500	0.9%
1997	$1,600,654	$158,053,283	1.0%
1998	$1,326,579	$181,973,143	0.7%

Sources: Forest Excise Tax Revenue to Clark County: State of Washington Data Book.
Total Revenue to Clark County: Washington State Auditor's WWW page

Data Collection

Timber harvest data is collected by the Washington State Department of Natural Resources and reported in thousand board feet using the Scribner Log Scale. Data covering privately owned lands is supplied by the Department of Revenue, using forest excise tax returns. Currently, there is no Native American ownership reporting timber harvests within the county.

Observations

- Of the total harvest reported for 1990-1998, forest industry ownership accounts for 50%, large private ownership accounts for 5%, and small private ownership accounts for 33%. State ownership makes up the remaining 12%.

INDICATOR: Forest Land Conversion

Background and Relevance

Clark County has two forest resource land use designations: Forest I and Forest II. These have been applied to lands which have physical characteristics associated with long-term production of commercially significant forest products or other natural resources.

Conversion is defined as land that is clear of timber and converted to a use other than forestry. Forest conversion applications are applied only to privately owned land. A cursory study of the forest conversion applications reveals that lands are converting to a variety of uses including residential development, remodeling activities on existing dwellings, site preparation for new structures, and conversion to pasture land.

All forest applications are good for two years; applications do not necessarily mean timber harvesting or use conversion has actually taken place.

Table 3.2.4 Annual Forest Conversion Applications in Clark County

YEAR	Total Applications for Conversion	Total Acreage
1993	166	1,798
1994	81	833
1995	41	337
1996	35	414
1997	38	490
1998	19	147

Source: Washington State Department of Natural Resources

Data Collection

Data on forest applications were provided by the Washington State Department of Natural Resources (DNR) and reflect active applications and acreage involved in the forest practices applications from 1993 through 1998. Data for 1990 through 1992 was entered into a different data system and for a variety of reasons, including the reliability of the information, data for these years was not available. An application for a forest conversion does not necessarily mean that the conversion took place. Currently, there is no monitoring process in place to track activities on these parcels.

Observations

- Between 1993 and 1994, applications for forest conversions dropped by more than half.
- Since the adoption of the Comprehensive Plan, applications have fluctuated but remain significantly below Pre-GMA totals, reaching its lowest total of 19 in 1998.

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 3.1 times annual income for purchasing a home. This is the standard used by the federal and state governments and the majority of lending institutions.

Buildable Land – All vacant, partially used, and underutilized parcels that are (a) designated for commercial, industrial, or residential use; (b) not intended for public use; (c) not constrained by critical areas in a way that limits development potential and makes new construction on a parcel unfeasible.

Build Out – Having no remaining land; fully developed to the maximum permitted by adopted plans and zoning.

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, 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 (floods, fire, geological, wetlands, etc.), has access to services (water, sewer, storm drainage, and transportation), and will not disrupt or adversely affect natural resource areas.

Gross Acreage – Calculations based on the overall acreage of an area including streets, roads, easements, rights-of-way, parks and open space.

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

Prime Industrial –Vacant and within 500 ft. of sewer buffer, at least 10 acres and less than 10% critical lands.

Secondary Industrial – Vacant, at least 5 acres and between 10% and 50% critical lands.

Tertiary Industrial –Vacant, at least 5 acres and up to 100% critical lands.

Underutilized Land – All parcels of land zoned for more intensive use than that which currently occupies the property. For instance, a single-family home on multi-family zoned land will generally be considered underutilized. This classification also includes re-developable land, i.e., land on which development has already occurred but on which, due to present or expected market forces, there exists the strong likelihood that existing development will be converted to more intensive uses during the planning period.

Undertutilized (Commercial) – A parcel is considered underutilized if the land to structure value is greater than a 4:1 ratio and less than 10% critical lands.

Underutilized (Residential) – Parcels designated as residential that are:
a) between 1 and 2.5 acres with assessed value less than $325,000.
b) between 2.5 and 7 acres with assessed value less than $520,000 or
c) greater than 7 acres with assessed value less than $975,000.

Urban Growth Area – An area 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 the state Office of Financial Management. Counties and cities must 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 urban growth areas must be rural in character.

Vacant Buildable (Commercial) – Any commercial designated parcels having no structure with an assessed value less than $67,500 and less than 10% critical lands.

Vacant Buildable (Residential) – Parcels zoned residential having no structure with an assessed value of less than $13,000.

Vacant Industrial – Parcels having no structure with an assessed value less than $67,500.

The Vacant and Buildable Lands Model

This appendix describes the process that classifies parcels as either vacant or underutilized under various categories, and gives the gross and net results for each UGA by residential, commercial and industrial land use types. In addition it presents information on the assumptions that are applied as part of the planning process, but that are not analyzed here as part of the monitoring document.

Introduction

In 1992, Clark County began the Vacant Lands analysis to determine the potential capacity of urban growth areas to accommodate projected growth for the next 20 years. County staff met with interested parties from the development and environmental community to collectively examine criteria to be used to compute the supply of land available for development within each urban growth boundary. From the process, a methodology was developed using the Clark County Assessors database and Geographic Information Systems (GIS) as the primary data sources. This process was revisited in the spring of 2000 by a Board-of-Clark-County-Commissioners-appointed technical advisory committee which reviewed the definitions of for each classification of land and the assumptions that would be applied to them.

The definitions, criteria and assumptions used for the current land inventory information presented in this report are presented below. Attached to this appendix is a text matrix that describes and compares the definitions, criteria and assumptions applied in 1994/5 and those used for the current analysis.

The Vacant Buildable Lands Model consists of three parts--residential, commercial, and industrial.

Residential Model

The residential model classifies residentially designated parcels as follows:

- Residential Vacant
  - Building value less than 13,000
  - Less than 50% critical lands (critical lands described below)
  - Not tax exempt
  - Not an easement or right of way
  - Not a state assessed or institutional parcel
- Underutilized
  - Between 1 & 2.5 acres with assessed value less than $325,000
  - Between 2.5 & 7 acres with assessed value less than $520,000
  - Greater than 7 acres with assessed value less than $975,000

- Easements
- Mansions and Condos
  - Between 1 & 2.5 acres with assessed value equal to/greater than $325,000
  - Between 2.5 & 7 acres with assessed value equal to/greater than $520,000
  - Greater than 7 acres with assessed value equal to or greater than $975,000
- Residential Exempt
- Critical Lands Exclusions (not included in inventory)
  - 100 year floodplain or flood fringe
  - high quality wetlands with 300 foot buffer
  - slopes greater than 25 percent
  - active or historically unstable slopes
  - 200 foot shoreline buffers
  - hydric soils with 50 foot buffer
  - Habitat areas with 100 foot buffer
  - species area with 300 foot buffer
  - stream buffers by DNR class:
    - Class 1 & 2: 250 feet
    - Class 3: 200 feet
    - Class 4 & 5: 150 feet

Commercial Model

The commercial model classifies commercially designated parcels as follows:

- Commercial Vacant land
  - Building value less than $67,500
  - Less than 10% critical lands (see critical definition above)
- Commercial Vacant with Critical Lands
  - Building value less than $67,500
  - Between 10% and 50% critical lands (see critical definition above)
- Commercial Underutilized Lands
  - Land value four time greater than building value
  - Less than 10% critical lands (see critical definition above)
- Commercial Underutilized Lands with critical lands

- Land value four time greater than building value
- Between 10% and 50% critical lands (see critical definition above)

- Commercial with Critical Lands Exclusion (not included in inventory)
  - Greater than 50% Critical Lands

Industrial Model

The Industrial model classifies industrially designated parcels as follows:

- Prime Industrial Land
  - Building value less than $67,500
  - Within 500' of existing sewer line
  - At least 10 acre parcel size
  - less than 10% critical lands (see critical definition above)

- Secondary Industrial Lands
  - Building value less than $67,500
  - At least 5 acres
  - Between 10% and 50% critical lands (see critical definition above)

- Tertiary Industrial Lands
  - Building value less than $67,500
  - At least 5 acres
  - up to 100% critical land (see critical definition above)

Planning Assumptions

In addition to the model definitions, criteria and assumptions presented above certain planning assumptions to account for infrastructure and market factors are applied to the calculated gross inventory in order to arrive at a net available land supply. Some factors are applied to the land supply while others are applied to the demand side in the planning process. Those factors applied to the supply side are included in the results tables that follow. The demand side factors—market factors and commercial and industrial infrastructure-- will be applied in the planning process. These assumptions are outlined below:

Residential Model Planning Assumptions:

- 38% deduction from gross inventory (**supply**) to account for both on and off-site infrastructure needs.
- 10% deduction applied to gross vacant land **supply**, a never-to-convert factor.
- 30% deduction applied to gross underutilized land **supply**, a never-to-convert factor.
- *25% market factor applied to calculated need (demand)*, based on population estimate, single-family/multi-family housing type split, and anticipated density.

Commercial and Industrial Land Planning Assumptions

- *25% infrastructure factor applied to calculated need (**demand**) for both commercial and industrial lands.*
- *25% market factor applied to calculated need (**demand**) for commercial land.*
- *50% market factor applied to calculated need (**demand**) for industrial land.*

On the following page is the Clark County Assessor database update cycle. Following that are the gross and net results for residential, commercial and industrial lands for each UGA. Finally is the text matrix comparing the 1994 definitions, assumptions and criteria with that applied in the current analysis.

For more information on the model inputs, structure and outputs, please contact Clark County Community Development Long Range Planning or The Clark County Department of Assessment and GIS.

Assessor's Permit Cycle

Permit Type

Subdivision or Long Plat

New Structure or Short Plat

Important Dates

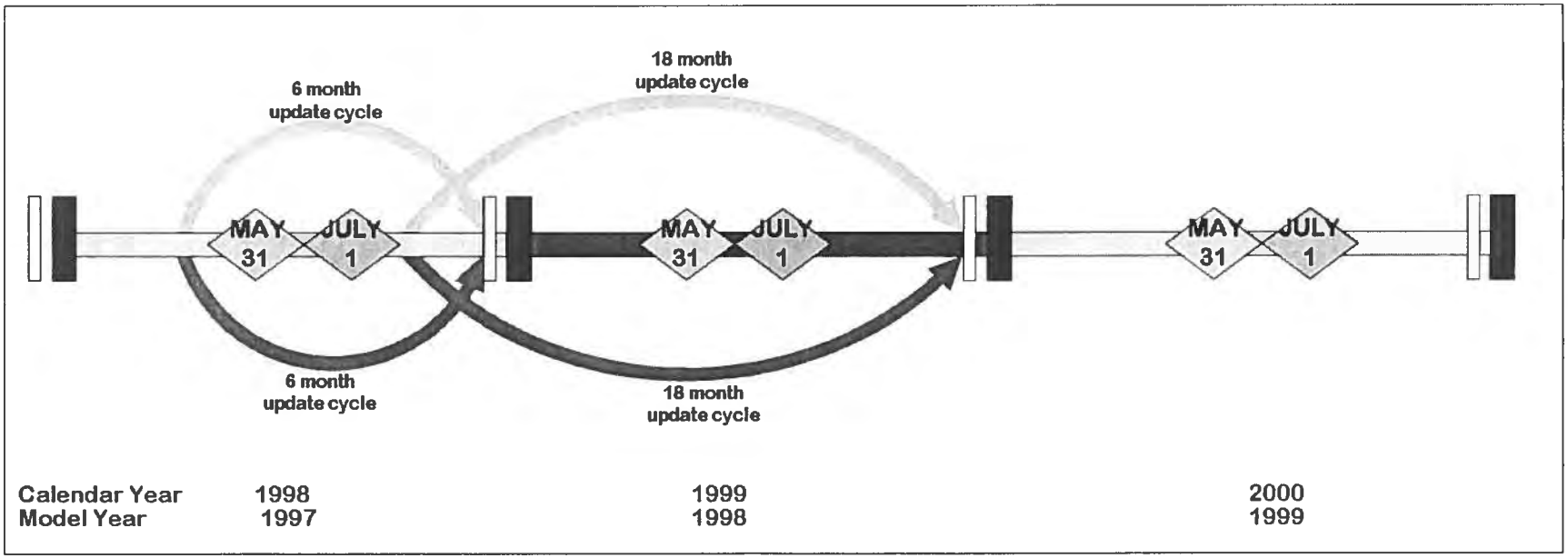
November, Assessor's Rollover

December 15th, Vacant Lands Model Run

January 1st, new calendar year

May 31st, Permit cutoff date for Subdivisions and Long plats

July 1st, Permit cutoff date for New Structures and Short plats



Battleground UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	46.6	0.5	47.1	280	3
	20,000 sqft to 1 acre	5	3.5	8.5		
	1 acre to 2.5 acres	17.5	4.5	22.0		
	2.5 acres to 5 acres	43.7	29.3	73.0		
	5 or more acres	192	204.8	396.8		
	subtotal	**304.8**	**242.6**	**547.4**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	3.1	2.2	5.3		
	1 acre to 2.5 acres	10.9	2.8	13.6		
	2.5 acres to 5 acres	27.1	18.2	45.3		
	5 or more acres	119.0	127.0	246.0		
	subtotal	**160.1**	**150.1**	**310.2**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	2.8	2.0	4.7		
	1 acre to 2.5 acres	9.8	2.5	12.3		
	2.5 acres to 5 acres	24.4	16.3	40.7		
	5 or more acres	107.1	114.3	221.4		
	subtotal	**144.1**	**135.1**	**279.2**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	47.5	117.7	165.2		
	2.5 to 5 acres	51.5	121.4	172.9		
	5 or more acres	116.4	85.6	202.0		
	subtotal	**215.4**	**324.7**	**540.1**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	29.5	73.0	102.4		
	2.5 to 5 acres	31.9	75.3	107.2		
	5 or more acres	72.2	53.1	125.2		
	subtotal	**133.5**	**201.3**	**334.9**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	20.6	51.1	71.7		
	2.5 to 5 acres	22.4	52.7	75.0		
	5 or more acres	50.5	37.2	87.7		
	subtotal	**93.5**	**140.9**	**234.4**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	304.8	242.6	**547.4**
Gross Underutilized	215.4	324.7	**540.1**
Gross Total	520.2	567.3	**1087.5**

	city acres	county acres	sum acres
Net Vacant	190.7	135.6	**326.3**
Net Underutilized	93.5	140.9	**234.4**
Net Total	284.2	276.5	**560.7**

Camas UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	151.9	7.1	159.0	688	31
	20,000 sqft to 1 acre	29.9	1.7	31.6		
	1 acre to 2.5 acres	37.6	3.6	41.2		
	2.5 acres to 5 acres	76.7	0	76.7		
	5 or more acres	102.3	33.3	135.6		
	subtotal	**398.4**	**45.7**	**444.1**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	18.5	1.1	19.6		
	1 acre to 2.5 acres	23.3	2.2	25.5		
	2.5 acres to 5 acres	47.6	0.0	47.6		
	5 or more acres	63.4	20.6	84.1		
	subtotal	**152.8**	**23.9**	**176.8**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	16.7	0.9	17.6		
	1 acre to 2.5 acres	21.0	2.0	23.0		
	2.5 acres to 5 acres	42.8	0.0	42.8		
	5 or more acres	57.1	18.6	75.7		
	subtotal	**137.5**	**21.5**	**159.1**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	95.6	8.2	103.8		
	2.5 to 5 acres	45.7	2.6	48.3		
	5 or more acres	184.1	10.5	194.6		
	subtotal	**325.4**	**21.3**	**346.7**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	59.3	5.1	64.4		
	2.5 to 5 acres	28.3	1.6	29.9		
	5 or more acres	114.1	6.5	120.7		
	subtotal	**201.7**	**13.2**	**215.0**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	41.5	3.6	45.0		
	2.5 to 5 acres	19.8	1.1	21.0		
	5 or more acres	79.9	4.6	84.5		
	subtotal	**141.2**	**9.2**	**150.5**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	398.4	45.7	**444.1**
Gross Underutilized	325.4	21.3	**346.7**
Gross Total	723.8	67.0	**790.8**

	city acres	county acres	sum acres
Net Vacant	289.4	28.6	**318.1**
Net Underutilized	141.2	9.2	**150.5**
Net Total	430.7	37.9	**468.6**

Note: Camas converted approximately 600 acres from residential to industrial in 1995, after the vacant lands analysis was completed.

La Center UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	29.1	0	29.1	134	0
	20,000 sqft to 1 acre	2.2	0	2.2		
	1 acre to 2.5 acres	1.1	3.3	4.4		
	2.5 acres to 5 acres	11.2	6.4	17.6		
	5 or more acres	46.9	6	52.9		
	subtotal	**90.5**	**15.7**	**106.2**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	1.4	0.0	1.4		
	1 acre to 2.5 acres	0.7	2.0	2.7		
	2.5 acres to 5 acres	6.9	4.0	10.9		
	5 or more acres	29.1	3.7	32.8		
	subtotal	**38.1**	**9.7**	**47.8**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	1.2	0.0	1.2		
	1 acre to 2.5 acres	0.6	1.8	2.5		
	2.5 acres to 5 acres	6.2	3.6	9.8		
	5 or more acres	26.2	3.3	29.5		
	subtotal	**34.3**	**8.8**	**43.0**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	7.8	16	23.8		
	2.5 to 5 acres	0	7	7.0		
	5 or more acres	5.7	7	12.7		
	subtotal	**13.5**	**30.0**	**43.5**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	4.8	9.9	14.8		
	2.5 to 5 acres	0.0	4.3	4.3		
	5 or more acres	3.5	4.3	7.9		
	subtotal	**8.4**	**18.6**	**27.0**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	3.4	6.9	10.3		
	2.5 to 5 acres	0.0	3.0	3.0		
	5 or more acres	2.5	3.0	5.5		
	subtotal	**5.9**	**13.0**	**18.9**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	90.5	15.7	**106.2**
Gross Underutilized	13.5	30.0	**43.5**
Gross Total	104.0	45.7	**149.7**

	city acres	county acres	sum acres
Net Vacant	63.4	8.8	**72.1**
Net Underutilized	5.9	13.0	**18.9**
Net Total	69.2	21.8	**91.0**

Ridgefield UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	12	0.6	12.6	56	2
	20,000 sqft to 1 acre	10.3	0	10.3		
	1 acre to 2.5 acres	19.3	0	19.3		
	2.5 acres to 5 acres	95	4.6	99.6		
	5 or more acres	146.3	6.4	152.7		
	subtotal	**282.9**	**11.6**	**294.5**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	6.4	0.0	6.4		
	1 acre to 2.5 acres	12.0	0.0	12.0		
	2.5 acres to 5 acres	58.9	2.9	61.8		
	5 or more acres	90.7	4.0	94.7		
	subtotal	**168.0**	**6.8**	**174.8**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	5.7	0.0	5.7		
	1 acre to 2.5 acres	10.8	0.0	10.8		
	2.5 acres to 5 acres	53.0	2.6	55.6		
	5 or more acres	81.6	3.6	85.2		
	subtotal	**151.2**	**6.1**	**157.3**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	79.2	4.5	83.7		
	2.5 to 5 acres	115.8	15.2	131.0		
	5 or more acres	115.6	47.9	163.5		
	subtotal	**310.6**	**67.6**	**378.2**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	49.1	2.8	51.9		
	2.5 to 5 acres	71.8	9.4	81.2		
	5 or more acres	71.7	29.7	101.4		
	subtotal	**192.6**	**41.9**	**234.5**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	34.4	2.0	36.3		
	2.5 to 5 acres	50.3	6.6	56.9		
	5 or more acres	50.2	20.8	71.0		
	subtotal	**134.8**	**29.3**	**164.1**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	282.9	11.6	**294.5**
Gross Underutilized	310.6	67.6	**378.2**
Gross Total	593.5	79.2	**672.7**

	city acres	county acres	sum acres
Net Vacant	163.2	6.7	**169.9**
Net Underutilized	134.8	29.3	**164.1**
Net Total	298.0	36.1	**334.0**

Vancouver UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	276.6	441.4	718.0	1450	2368
	20,000 sqft to 1 acre	118.6	141.2	259.8		
	1 acre to 2.5 acres	165	300.4	465.4		
	2.5 acres to 5 acres	201	393.7	594.7		
	5 or more acres	235.5	553.3	788.8		
	subtotal	**996.7**	**1830.0**	**2826.7**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	73.5	87.5	161.1		
	1 acre to 2.5 acres	102.3	186.2	288.5		
	2.5 acres to 5 acres	124.6	244.1	368.7		
	5 or more acres	146.0	343.0	489.1		
	subtotal	**446.5**	**860.9**	**1307.4**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	66.2	78.8	145.0		
	1 acre to 2.5 acres	92.1	167.6	259.7		
	2.5 acres to 5 acres	112.2	219.7	331.8		
	5 or more acres	131.4	308.7	440.2		
	subtotal	**401.8**	**774.8**	**1176.7**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	488.7	1638.5	2127.2		
	2.5 to 5 acres	174	749	923.0		
	5 or more acres	169.5	676.5	846.0		
	subtotal	**832.2**	**3064.0**	**3896.2**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	303.0	1015.9	808.3		
	2.5 to 5 acres	107.9	464.4	350.7		
	5 or more acres	105.1	419.4	321.5		
	subtotal	**516.0**	**1899.7**	**2415.6**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	212.1	711.1	923.2		
	2.5 to 5 acres	75.5	325.1	400.6		
	5 or more acres	73.6	293.6	367.2		
	subtotal	**361.2**	**1329.8**	**1691.0**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	996.7	1830.0	**2826.7**
Gross Underutilized	832.2	3064.0	**3896.2**
Gross Total	1828.9	4894.0	**6722.9**

	city acres	county acres	sum acres
Net Vacant	678.4	1216.2	**1894.7**
Net Underutilized	361.2	1329.8	**1691.0**
Net Total	1039.6	2546.0	**3585.6**

Washougal UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	60.1	2.8	62.9	283	10
	20,000 sqft to 1 acre	16.7	1.2	17.9		
	1 acre to 2.5 acres	31.3	4.9	36.2		
	2.5 acres to 5 acres	46.8	5.8	52.6		
	5 or more acres	261.4	16.3	277.7		
	subtotal	**416.3**	**31.0**	**447.3**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	10.4	0.7	11.1		
	1 acre to 2.5 acres	19.4	3.0	22.4		
	2.5 acres to 5 acres	29.0	3.6	32.6		
	5 or more acres	162.1	10.1	172.2		
	subtotal	**220.8**	**17.5**	**238.3**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	9.3	0.7	10.0		
	1 acre to 2.5 acres	17.5	2.7	20.2		
	2.5 acres to 5 acres	26.1	3.2	29.4		
	5 or more acres	145.9	9.1	155.0		
	subtotal	**198.8**	**15.7**	**214.5**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	62.6	58.4	121.0		
	2.5 to 5 acres	43.1	62.3	105.4		
	5 or more acres	109.2	41.7	150.9		
	subtotal	**214.9**	**162.4**	**377.3**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	38.8	36.2	46.0		
	2.5 to 5 acres	26.7	38.6	40.1		
	5 or more acres	67.7	25.9	57.3		
	subtotal	**133.2**	**100.7**	**233.9**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	27.2	25.3	52.5		
	2.5 to 5 acres	18.7	27.0	45.7		
	5 or more acres	47.4	18.1	65.5		
	subtotal	**93.3**	**70.5**	**163.7**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	416.3	31.0	**447.3**
Gross Underutilized	214.9	162.4	**377.3**
Gross Total	631.2	193.4	**824.6**

	city acres	county acres	sum acres
Net Vacant	258.9	18.5	**277.4**
Net Underutilized	93.3	70.5	**163.7**
Net Total	352.1	89.0	**441.1**

Yacolt UGA 2000: Residential Lands

Base Vacant Lands	parcel size	acres city	acres county	acres sum	parcels city	parcels county
vacant	5,000 sqft to 20,000	0.1	0	0.1	1	0
	20,000 sqft to 1 acre	0	0	0.0		
	1 acre to 2.5 acres	0	0	0.0		
	2.5 acres to 5 acres	0	0	0.0		
	5 or more acres	0	0	0.0		
	subtotal	**0.1**	**0.0**	**0.1**		
Vacant Lands with infrastructure deductions	20,000 sqft to 1 acre	0.0	0.0	0.0		
	1 acre to 2.5 acres	0.0	0.0	0.0		
	2.5 acres to 5 acres	0.0	0.0	0.0		
	5 or more acres	0.0	0.0	0.0		
	subtotal	**0.0**	**0.0**	**0.0**		
Vacant res. lands with infr. deductions and "other"deductions	20,000 sqft to 1 acre	0.0	0.0	0.0		
	1 acre to 2.5 acres	0.0	0.0	0.0		
	2.5 acres to 5 acres	0.0	0.0	0.0		
	5 or more acres	0.0	0.0	0.0		
	subtotal	**0.0**	**0.0**	**0.0**		
Underutilized Lands						
Underutilized Residential Land	1 to 2.5 acres	0.1	0	0.1		
	2.5 to 5 acres	0	0	0.0		
	5 or more acres	0	0	0.0		
	subtotal	**0.1**	**0.0**	**0.1**		
Underutilized Residential Lands with infrastructure deductions	1 to 2.5 acres	0.1	0.0	0.1		
	2.5 to 5 acres	0.0	0.0	0.0		
	5 or more acres	0.0	0.0	0.0		
	subtotal	**0.1**	**0.0**	**0.1**		
Underutilized res. lands with infr. and "other" deduction	1 to 2.5 acres	0.0	0.0	0.0		
	2.5 to 5 acres	0.0	0.0	0.0		
	5 or more acres	0.0	0.0	0.0		
	subtotal	**0.0**	**0.0**	**0.0**		

Residential Totals

	city acres	county acres	sum acres
Gross Vacant	0.1	0.0	**0.1**
Gross Underutilized	0.1	0.0	**0.1**
Gross Total	0.2	0.0	**0.2**

	city acres	county acres	sum acres
Net Vacant	0.1	0.0	**0.1**
Net Underutilized	0.0	0.0	**0.0**
Net Total	0.1	0.0	**0.1**

Battle Ground 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	25.1	0	0	25.1
5-10	14.7	0	0	14.7
10+	134.5	134.5	0	0
Total	174.3	134.5	0	39.8

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	4.8	0	0	4.8
5-10	5.1	0	0	5.1
10+	49.4	0	0	49.3
Total	59.3	0	0	59.2

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	29.9	0	0	29.9
5-10	19.8	0	0	19.8
10+	183.9	134.5	0	49.3
Total	233.6	134.5	0	99

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

Camas 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	97.5	0	0	95.7
5-10	109.8	0	0	109.8
10+	915.8	413.5	129.4	372.8
Total	1123.1	413.5	129.4	578.3

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	0	0	0	0
Total	0	0	0	0

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	97.5	0	0	95.7
5-10	109.8	0	0	109.8
10+	915.8	413.5	129.4	372.8
Total	1123.1	413.5	129.4	578.3

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

La Center 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	0	0	0	0
Total	0	0	0	0

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	0	0	0	0
Total	0	0	0	0

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	0	0	0	0
Total	0	0	0	0

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

Ridgefield 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	26.3	0	0	26.3
5-10	38.2	0	0	38.2
10+	363.5	114.5	50.4	198.6
Total	428	114.5	50.4	263.1

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	0	0	0	0
Total	0	0	0	0

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	26.3	0	0	26.3
5-10	38.2	0	0	38.2
10+	363.5	114.5	50.4	198.6
Total	428	114.5	50.4	263.1

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

Vancouver 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	419.6	0	0.9	418.7
5-10	280.5	0	8.2	272.3
10+	2025.1	637.9	601.3	785.9
Total	2725.2	637.9	610.4	1476.9

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	587.4	0	0	587.4
5-10	488.4	16.8	8	463.5
10+	1514.4	454.4	69.9	990.1
Total	2590.2	471.2	77.9	2041

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	1007	0	0.9	1006.1
5-10	768.9	16.8	16.2	735.8
10+	3539.5	1092.3	671.2	1776
Total	5315.4	1109.1	688.3	3517.9

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

Washougal 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	68.5	0	25.6	42.9
5-10	39.9	0	20	19.8
10+	153.3	117	13.2	23.1
Total	261.7	117	58.8	85.8

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	101	98.2	0	2.9
Total	101	98.2	0	2.9

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	68.5	0	25.6	42.9
5-10	39.9	0	20	19.8
10+	254.3	215.2	13.2	26
Total	362.7	215.2	58.8	88.7

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

Yacolt 2000 UGA Industrial Vacant Land

City

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	0	0	0	0
Total	0	0	0	0

UGA

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	9.5	0	0	9.5
Total	9.5	0	0	9.5

Total

size-acres	Total	Prime	Secondary	Tertiary
0-5	0	0	0	0
5-10	0	0	0	0
10+	9.5	0	0	9.5
Total	9.5	0	0	9.5

Vacant Industrial Land:
a) industrial comp plan designation
b) building value less than $67,500

Prime Industrial Land: Vacant and
a) Within 500' of sewer buffer
b) at least 10 acres
c) less than 10% critical lands

Secondary Industrial Lands: Vacant and
a) between 10% and 50% critical
b) at least 5 acres

Tertiary Industrial Lands: Vacant and
a) up to 100% critical land
b) at least 5 acres

Battle Ground Commercial Vacant and Underutilized Lands 2000

City	Commercial					Mixed Use					Office/Business Park					Total				
	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	10.4	0.1	5	0	15.5	0	0	0	0	0	4.1	0	0.3	0	4.4	14.5	0.1	5.3	0	19.9
Vacant w/crit	9.9	9.1	1.9	10.9	31.8	0	0	0	0	0	0.1	10.5	0	17.3	27.9	10	19.6	1.9	28.2	59.7
Underutilized	5	0	0	0	5	0	0	0	0	0	5.4	0	0	0	5.4	10.4	0	0	0	10.4
Underutilized w/ crit.	0.3	2.9	0	0	3.2	0	0	0	0	0	0.4	0	0	10.9	11.3	0.7	2.9	0	10.9	14.5
Sum	25.6	12.1	6.9	10.9	55.5	0	0	0	0	0	10	10.5	0.3	28.2	49	35.6	22.6	7.2	39.1	104.5
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	0	0	0	0	0	0	0	0	0	0	3.1	2.8	0	0	5.9	3.1	2.8	0	0	5.9
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	2.1	6.1	0	0	8.2	2.1	6.1	0	0	8.2
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	29.9	0	0	0	29.9	29.9
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	5.2	8.9	0	29.9	44	5.2	8.9	0	29.9	44
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	10.4	0.1	5	0	15.5	0	0	0	0	0	7.2	2.8	0.3	0	10.3	17.6	2.9	5.3	0	25.8
Vacant w/crit	9.9	9.1	1.9	10.9	31.8	0	0	0	0	0	2.2	16.6	0	17.3	36.1	12.1	25.7	1.9	28.2	67.9
Underutilized	5	0	0	0	5	0	0	0	0	0	5.4	0	0	29.9	35.3	10.4	0	0	29.9	40.3
Underutilized w/ crit.	0.3	2.9	0	0	3.2	0	0	0	0	0	0.4	0	0	10.9	11.3	0.7	2.9	0	10.9	14.5
Sum	**25.6**	**12.1**	**6.9**	**10.9**	**55.5**	**0**	**0**	**0**	**0**	**0**	**15.2**	**19.4**	**0.3**	**58.1**	**93**	**40.8**	**31.5**	**7.2**	**69**	**148.5**

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% and 50% coverage

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% critical lands.

4) Underutilized with Critical: Commercial comp plan designation and land value is 4X greater than building value and Critical lands btwn 10% and 50% coverage

Camas Commercial Vacant and Underutilized Lands 2000

	Commercial					Mixed Use					Office/Business Park					Total				
City	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	23.4	3.2	0	0	26.6	0	0	0	0	0	0	0	0	0	0	23.4	3.2	0	0	26.6
Vacant w/crit.	1.5	2.9	0	0	4.4	0	0	0	0	0	0	0	0	0	0	1.5	2.9	0	0	4.4
Underutilized	7.3	4.1	8.6	0	20	0	0	0	0	0	0	0	0	0	0	7.3	4.1	8.6	0	20
Underutilized w/ crit.	0.2	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0.2
Sum	32.4	10.2	8.6	0	51.2	0	0	0	0	0	0	0	0	0	0	32.4	10.2	8.6	0	51.2
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	23.4	3.2	0	0	26.6	0	0	0	0	0	0	0	0	0	0	23.4	3.2	0	0	26.6
Vacant w/crit.	1.5	2.9	0	0	4.4	0	0	0	0	0	0	0	0	0	0	1.5	2.9	0	0	4.4
Underutilized	7.3	4.1	8.6	0	20	0	0	0	0	0	0	0	0	0	0	7.3	4.1	8.6	0	20
Underutilized w/ crit.	0.2	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0.2
Sum	32.4	10.2	8.6	0	51.2	0	0	0	0	0	0	0	0	0	0	32.4	10.2	8.6	0	51.2

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% and 50% coverage

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% critical.

4) Underutilized with Critical: Commercial comp plan designation and land value is 4X greater than building value and Critical lands btwn 10% and 50% coverage

La Center Commercial Vacant and Underutilized Lands 2000

	Commercial					Mixed Use					Office/Business Park					Total				
City	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	7.7	0	0	0	7.7	11.8	0	0	0	11.8	0	0	0	0	0	19.5	0	0	0	19.5
Vacant w/crit	0	0	0	0	0	1.5	0	0	0	1.5	0	0	0	0	0	1.5	0	0	0	1.5
Underutilized	1	0	0	0	1	5.6	2.9	0	0	8.5	0	0	0	0	0	6.6	2.9	0	0	9.5
Underutilized w/ crit.	0.1	0	0	0	0.1	0.4	0	0	0	0.4	0	0	0	0	0	0.5	0	0	0	0.5
Sum	8.8	0	0	0	8 8	19.3	2 9	0	0	22.2	0	0	0	0	0	28.1	2.9	0	0	31
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	7.7	0	0	0	7.7	11.8	0	0	0	11.8	0	0	0	0	0	19.5	0	0	0	19.5
Vacant w/crit	0	0	0	0	0	1.5	0	0	0	1.5	0	0	0	0	0	1.5	0	0	0	1.5
Underutilized	1	0	0	0	1	5.6	2.9	0	0	8.5	0	0	0	0	0	6.6	2.9	0	0	9.5
Underutilized w/ crit.	0 1	0	0	0	0.1	0.4	0	0	0	0.4	0	0	0	0	0	0.5	0	0	0	0.5
Sum	**8.8**	**0**	**0**	**0**	**8.8**	**19.3**	**2.9**	**0**	**0**	**22.2**	**0**	**0**	**0**	**0**	**0**	**28.1**	**2.9**	**0**	**0**	**31**

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% and 50% coverage

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% critical lands.

4) Underutilized with Critical: Commercial comp plan designation and land value is 4X greater than building value and Critical lands btwn 10% and 50% coverage

Ridgefield Commercial Vacant and Underutilized Lands 2000

	Commercial					Mixed Use					Office/Business Park					Total				
City	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	6	0	2.9	0	8.9	0	0	0	0	0	4.9	0	0	0	4.9	10.9	0	2.9	0	13.8
Vacant w/crit	7.1	0	0	0	7.1	0	0	0	0	0	0.9	3.8	6	133.2	143.9	8	3.8	6	133.2	151
Underutilized	3.5	0	4.8	2	10.3	0	0	0	0	0	2.1	0	6.6	92.6	101.3	5.6	0	11.4	94.6	111.6
Underutilized w/ crit.	0	0	0	9.9	9.9	0	0	0	0	0	1.4	3.1	0	12.6	17.1	1.4	3.1	0	22.5	27
Sum	16.6	0	7.7	11.9	36.2	0	0	0	0	0	9.3	6.9	12.6	238.4	267.2	25.9	6.9	20.3	250.3	303.4
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	6	0	2.9	0	8.9	0	0	0	0	0	4.9	0	0	0	4.9	10.9	0	2.9	0	13.8
Vacant w/crit	7.1	0	0	0	7.1	0	0	0	0	0	0.9	3.8	6	133.2	143.9	8	3.8	6	133.2	151
Underutilized	3.5	0	4.8	2	10.3	0	0	0	0	0	2.1	0	6.6	92.6	101.3	5.6	0	11.4	94.6	111.6
Underutilized w/ crit.	0	0	0	9.9	9.9	0	0	0	0	0	1.4	3.1	0	12.6	17.1	1.4	3.1	0	22.5	27
Sum	16.6	0	7.7	11.9	36.2	0	0	0	0	0	9.3	6.9	12.6	238.4	267.2	25.9	6.9	20.3	250.3	303.4

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% and 50% coverage

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% critical lands.

4) Underutilized with Critical: Commercial comp plan designation and land value is 4X greater than building value and Critical lands btwn 10% and 50% coverage

Vancouver Commercial Vacant and Underutilized Lands 2000

	Commercial					Mixed Use					Office/Business Park					Total				
City	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	226.9	60.2	62.2	29.8	379.1	19.6	0	0	0	19.6	22.1	9.8	7.8	0	39.7	268.6	70	70	29.8	438.4
Vacant w/crit	16.5	13.1	12.5	4.8	46.9	3	0	0	0	3	0	0	0	0	0	19.5	13.1	12.5	4.8	49.9
Underutilized	19.7	1.6	0	0	21.3	0	0	0	0	0	0	0	0	0	0	19.7	1.6	0	0	21.3
Underutilized w/ crit.	1.9	0	0	0	1.9	0	0	0	0	0	0	0	0	0	0	1.9	0	0	0	1.9
Sum	265	74.9	74.7	34.6	449.2	22.6	0	0	0	22.6	22.1	9.8	7.8	0	39.7	309.7	84.7	82.5	34.6	511.5
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	193.1	80.7	61.1	13.2	348.1	77.5	62.6	46.4	18.5	205	7.5	6	0	0	13.5	278.1	149.3	107.5	31.7	566.6
Vacant w/crit	52.8	42.5	27.9	29.3	152.5	13.4	17.3	9.7	11.9	52.3	2.9	3.4	0	60.7	67	69.1	63.2	37.6	101.9	271.8
Underutilized	42.2	24.5	2.3	8	77	43.5	13.7	14.9	0	72.1	6.8	9.1	5.1	37.9	58.9	92.5	47.3	22.3	45.9	208
Underutilized w/ crit.	9.5	4.9	0	0.1	14.5	4.3	7.9	0	0	12.2	0	0	16.4	29.5	45.9	13.8	12.8	16.4	29.6	72.6
Sum	297.6	152.6	91.3	50.6	592.1	138.7	101.5	71	30.4	341.6	17.2	18.5	21.5	128.1	185.3	453.5	272.6	183.8	209.1	1119
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	420	140.9	123.3	43	727.2	97.1	62.6	46.4	18.5	224.6	29.6	15.8	7.8	0	53.2	546.7	219.3	177.5	61.5	1005
Vacant w/crit	69.3	55.6	40.4	34.1	199.4	16.4	17.3	9.7	11.9	55.3	2.9	3.4	0	60.7	67	88.6	76.3	50.1	106.7	321.7
Underutilized	61.9	26.1	2.3	8	98.3	43.5	13.7	14.9	0	72.1	6.8	9.1	5.1	37.9	58.9	112.2	48.9	22.3	45.9	229.3
Underutilized w/ crit.	11.4	4.9	0	0.1	16.4	4.3	7.9	0	0	12.2	0	0	16.4	29.5	45.9	15.7	12.8	16.4	29.6	74.5
Sum	**562.6**	**227.5**	**166**	**85.2**	**1041**	**161.3**	**101.5**	**71**	**30.4**	**364.2**	**39.3**	**28.3**	**29.3**	**128.1**	**225**	**763.2**	**357.3**	**266.3**	**243.7**	**1630.5**

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% and 50% coverage

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% critical lands.

4) Underutilized with Critical: Commercial comp plan designation and land value is 4X greater than building value and Critical lands btwn 10% and 50% coverage

Washougal Commercial Vacant and Underutilized Lands 2000

	Commercial					Mixed Use					Office/Business Park					Total				
City	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	38.4	0	0.4	0	38.8	0	0	0	0	0	0	0	0	0	0	38.4	0	0.4	0	38.8
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	8.3	4.1	0	0	12.4	0	0	0	0	0	0	0	0	0	0	8.3	4.1	0	0	12.4
Underutilized w/ crit.	0.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0.1
Sum	46.8	4.1	0.4	0	51.3	0	0	0	0	0	0	0	0	0	0	46.8	4.1	0.4	0	51.3
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum
Vacant	38.4	0	0.4	0	38.8	0	0	0	0	0	0	0	0	0	0	38.4	0	0.4	0	38.8
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	8.3	4.1	0	0	12.4	0	0	0	0	0	0	0	0	0	0	8.3	4.1	0	0	12.4
Underutilized w/ crit.	0.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0.1
Sum	**46.8**	**4.1**	**0.4**	**0**	**51.3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46.8**	**4.1**	**0.4**	**0**	**51.3**

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% and 50% coverage

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% critical lands.

4) Underutilized with Critical: Commercial comp plan designation and land value is 4X greater than building value and Critical lands btwn 10% and 50% coverage

Yacolt Commercial Vacant and Underutilized Lands 2000

	Commercial					Mixed Use					Office/Business Park			
City	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0	0
UGA	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres	Sum	5K sqft to 2.5 acre	2.5 to 5 acres	5 to 10 acres	10 + acres
Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant w/crit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Underutilized w/ crit.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Assumptions:

1) Vacant lands: Commercial comp plan designation and building value less than $67,500 & less than 10% critical lands

2) Vacant with Critical: Commercial comp plan designation and building value less than $67,500 and Critical lands between 10% a

3) Underutilized Lands: Commercial comp plan designation and land value is 4X greater than building value and less than 10% cr

TAC CONSENSUS MATRIX

ISSUE	consensus	DISCUSSION
INFLATION METHODOLOGY - 30% residential/ 35% industrial & commercial	yes	Used by the assessor. All 1994 dollar amounts to be adjusted for inflation at the rates indicated.
VACANT LAND >$10,000 + inflation	yes	There was nothing in the discussion which revealed the need to change these assumptions, except to adjust them for inflation.
Includes Tax Exempt	yes	
Includes easement or ROW	yes	
Includes states assessed institutional parcels	yes	
CRITICAL (I & II combined) for both vacant and underutilized	yes	The change recommended is to treat both kinds of critical lands as one, using the same assumption: if more than 50% critical, lot is not in the buildable inventory considered if less than 50% critical lot is vacant or underutilized. The critical definitions, below, absorb the new code changes since 1994, because the intent is to demonstrate the impact on land availability due to regulations relating to critical lands.
100 year flood plan	yes	
high quality wetlands (75 buffer or 300) foot buffer	yes	
Slopes greater than 40%	yes	
flood fringe	yes	
hydric soils with 50% buffer	yes	
slopes 25% to 40%	yes	
USGC with 50 foot buffer	yes	
NWI wetlands	yes	
active or historic unstable slopes	yes	
critical aquifer recharge areas	yes	
Priority habitat area with 100' buffer	yes	
Priority Species area with 300' buffer	yes	

DNR Streams with variable buffer	yes	
(a) 1 & 2 = 250' buffer	yes	
(b) 3 = 200' buffer	yes	
(c) 4 & 5 = 150' buffer	yes	
VACANT LAND INFRASTRUCTURE DEDUCTIONS - 20,000SF to 1A: 25%	NO	Disagreement as discussed in the introduction. On site infrastructure : staff: *27.5% (uniform for all size lots)* RGF: *30%* Friends: *20%+*
- 1A TO 2.5A: 30%	NO	
- < 2.5A: 40%	NO	
~~ERROR FACTOR DEDUCTION = 5%~~	Yes	take it out from the calculations, because errors have been minimized and they could go both ways.
NON-CONVERSION DEDUCTION = 10%	yes	keep it, in absence of data to disprove it.
UNDERUTILIZED DEFINITIONS		
a) ~~3 times allowable lot size OR area greater than~~ *1 to* 2.5 acres with assessed value less than $250,000 adjusted for inflation (afi)	yes	Change to: 1 to 2.5 acres with assessed value less than $250,000 (adjusted for inflation). The reason for removing 3 times, was that in practical terms that was almost an acre, and lots smaller than an acre were unlikely to convert (covered by non-conversion deductions)
b) 2.5 + acres with value > $400,000 or building value greater than $400,000 and <7 Acres (afi)	yes	same, no basis provided for changing this definition
c) 7 or <Acres with assessed value > $750,000 or building value >$750,000 (afi)	yes	same
Underutilized infrastructure deduction + 40%	NO	no agreement, as discussed above
+ 30% deduction for non-conversion	yes	same, in absence of data to disprove it.
~~+ 5% error factor~~	yes	take out, same as above
+ CRITICAL ~~TYPE II~~ greater than 50% parcel coverage with assessed value >$10,000 (afi)	yes	All critical to be treated the same

+ ~~Type II~~ infrastructure deductions - 20,000 SF to 1A = deduct 25%	NO	No agreement on infrastructure deductions - same as vacant
+ ~~Type II~~ 1A to 2.5A deduct 30%	NO	
~~+ Type II~~ < 2.5 A deduct 40%	NO	
~~PENDING PLATS DEDUCTION yes or no~~	Yes	Take out.

What remains unclear is whether or not TAC needs to say something about

INDUSTRIAL assumptions	yes	adjust the vacant and underutilized values for inflation + consider using valuation definitions if there are residential buildings[1]
COMMERCIAL assumptions	yes	adjust the vacant and underutilized values for inflation +consider using valuation definitions if there are residential buildings
Multi-family/ Residential Split assumptions	YES	Report to the commissioners about disparity between policy and results because 60/40 split not achieved
DEMAND assumptions / numbers per household	YES	Alert commissioners - in addition to the problem of 6/16 units per acre there are evolving per household trends. Small increase in numbers per household has large acre impacts.
OTHER	yes	Provide end of 2001 projection based on trending for the analysis so there is a reasonable estimate of what may be left by that date. Indicate whether 1999 is a partial or full year.

[1] Currently residential building present on commercial or industrial lots define the property as underutilized, regardless of value of the building. Recommendation is to consider the value of the residential building in making the determination.

CLARK COUNTY WASHINGTON

PUBLIC WORKS

Northeast 179th Corridor Transportation Programs and Projects

Frequently Asked Questions

After urban holding was lifted in the area around Northeast 179th Street in 2020, the area has seen rapid commercial and residential development. To accommodate increased traffic generated by development, the county is improving roads in the area to preserve traffic mobility and safety of road users.

This document will be updated as needed. Please see the version date at the bottom of the document.

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Overall Corridor Questions

What is happening in the area around Northeast 179th Street?
The area around Northeast 179th Street was formerly rural, so the road network consisted of narrow, two-lane country roads with little or no shoulders, bike lanes, and no sidewalks. Public Works is working to improve the area's roads to accommodate increased traffic while preserving safety and mobility. To that end, Public Works is constructing several large capital projects in the corridor. When complete, these projects will align the corridor with current road standards and improve travel times and safety for all road users, including motorists, cyclists, and pedestrians.

Why is development occurring in this formerly rural area?
In 2007, Vancouver's urban growth boundary expanded to include the Northeast 179th Street corridor. At that time, the area was placed under an urban holding designation. This designation meant that while it was part of the urban growth area, urban levels of development could not occur while the holding was in place. In 2020, the Clark County Council removed the urban holding designation, and development agreements were made. The resulting rapid commercial and residential development is quickly increasing traffic volumes in the area. Increased volume is helping identify intersection and roadway deficiencies. The county is required by the Washington

State Growth Management Act to improve the area's deficiencies to accommodate the increased traffic from this growth. The county is required, by the Washington State Growth Management Act, to improve the area's road network to accommodate the increased traffic from this growth.

What are the roles of the different county departments?
Community Planning: Transportation planners in Community Planning and Public Works work together to use traffic counts, modeling, resident input, state and local law, and other data to create plans guiding the prioritization, timing and type of capital road projects for the county. Two plans relevant to the Northeast 179th Street corridor are the Northeast 179th Street Access Management and Circulation Plan, and the annual Transportation Improvement Program.
Community Development: Staff in this department are responsible for reviewing and approving development applications. Evaluation of applications is guided by county code. Legally, applications can't be denied solely on the basis of community opposition.
Public Works: Public Works manages, designs, plans and constructs the capital projects on public roads to maintain adopted levels of service (i.e., traffic flow). Public Works also receives road closure permit applications from private developers who need to close or impact a public road for construction or utility work in the public right-of-way. The application goes before the council, which has final approval or denial authority.

Can urban holding be restored and/or development stopped?
Once an urban holding designation has been removed, it cannot be restored. Development agreements the county entered into as part of the urban holding lift are legally binding. Development applications cannot legally be denied if they meet all requirements of state and local law (county development code).

How can residents stay informed about development and construction in the area and provide feedback?
The Community Development website has links to information about land use hearings and proposed developments. Items before council for consideration are posted on the council's meetings webpage. Information about Public Works projects is available on our projects webpage. Our homepage has information on how residents can sign up to receive county news releases via email and project updates via our email list.

Access Management and Circulation Plan

What is the Northeast 179th Street Access Management and Circulation Plan?
An access management and circulation plan outlines how roads built by developers will connect to the greater road network. The goals of this plan are to:

- Make main roads safe for drivers, cyclists and pedestrians
- Prevent traffic congestion
- Accommodate infrastructure and utility needs of the rapidly developing area
- Protect the area's wetlands, creeks and wildlife and reduce stormwater pollution

Why is an access management plan needed?
Without an access management and circulation plan, rapid development occurs without a

cohesive plan for the local area's transportation network. For example, when the area around Northwest 139th Street was developed (a few miles south of Northeast 179th Street), there was no access management and circulation plan. Without a plan, increased traffic caused severe congestion. An overpass had to be constructed, at a cost of $133 million, to relieve this congestion. Access management and circulation plans can help preserve the efficiency of the road network as an area develops.

The plan shows a road on my property. Does this mean the county will purchase my property to build a road through it?
No. The plan does not initiate county acquisition of private property or require that property owners develop their land. The plan shows where, if a property owner sells their land to a developer or develops it themselves, roads should be constructed to connect the ***new*** development to the existing road network.

Developers and Roads

What road projects are developers responsible for?
Developers are responsible for frontage improvements (i.e., improvements to public roads adjacent to the parcels under development). They are also responsible for constructing the roadways in their developments.

When development needs to install utilities, or utilities need to be expanded to accommodate development, those projects may impact public roadways. Road closures for utility projects must be approved by the county council.

Why can development proceed before all the road projects are completed?
State and local law do not require that public infrastructure be constructed or improved before development occurs. Before a development is approved, the county must verify that the surrounding roads can handle the additional traffic without reducing the level of service below adopted standards, ***or*** that improvements will be funded to maintain those standards. Under the Washington State Growth Management Act, infrastructure improvements must be made concurrently with (at the same time as) development. This requirement is known as concurrency.

Can the county dictate when utilities and developers do roadwork in the area?
There are legal and contractual differences between private and public projects, and limits to what we can control regarding non-county project closures. Road closures, including those for public and private projects, must be approved by council.

Concurrency

What is concurrency?
Concurrency is one of the goals of the state's Growth Management Act and refers to the timely provision of public facilities and services relative to the demand for them. Maintaining concurrency means that adequate public facilities are in place to serve new development as it occurs or within a specified time period. The Growth Management Act places special emphasis on transportation concurrency.

The act requires that transportation improvements or strategies to accommodate development impacts be made concurrently with land development. “Concurrent with the development” is defined by the act to mean that any needed "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years". Local governments have flexibility regarding how to apply concurrency within their plans, regulations, and permit systems.

As part of the comprehensive plan, the county is required to establish level-of-service standards for intersections and corridors of regional significance, which include arterials and collectors (types of roadways), transit service, and other facilities. Once a jurisdiction sets a level of service standard, it is used to determine whether the existing facilities can accommodate the impact expected from the proposed development, and/or decide what level of additional facilities will be required. (Adapted from MRSC)

How does the county ensure it is meeting concurrency requirements?
The county uses traffic data and modeling to determine level of service deficiencies at intersections and on corridors. We use this information to prioritize project locations needed to ensure concurrency requirements are met as the area develops, i.e., the level of service at that location meets the standard within six years. For example, modeling indicated that the first intersection where the level of service would decrease below standards would be Northeast 179th Street and Northeast 29th Avenue. A project is currently under construction to accommodate increased traffic from development and maintain the adopted level of service. At Northeast 179th Street and Northeast 50th Avenue, modeling indicated that with some smaller-scale improvements, the level of service could be maintained for several more years before a larger capital project is needed.

Concurrency isn’t a static timeframe; it doesn't mean that, since the area’s urban holding was lifted in 2020, all road improvements throughout the corridor must be completed by 2026. The six-year requirement is a rolling six years based on the pace and scale of development, and where and when models indicate that level of service will subsequently decrease below the adopted standards.

Why is concurrency important?
This ensures efficient use of public funds, as there is a risk that roads will be built and development does not occur as previously projected, reducing or eliminating tax funding for those projects. There is also an advantage to development occurring first and installing utilities before we build a road project. This allows utility work that may require digging up a roadway to occur before we build road projects over the top.

Public projects take longer to construct than private development because of the layers of approval required for everything from budget allocations to approvals by elected officials representing residents.

Clark County Public Works Capital Projects

What county projects are happening in the Northeast 179th Street corridor?

The county's capital projects improve intersections and road segments that are otherwise projected to fall below acceptable levels of service. This often includes widening roadways, adding shoulders and/or travel lanes, regrading roadways (reducing slopes) to increase visibility, adding cyclist and pedestrian infrastructure, and adding turn lanes at intersections or replacing stop-controlled intersections with roundabouts.

Completed projects:

- Northeast 10th Avenue (Northeast 149th Street to Northeast 154th Street)
- Northeast 179th Street and Northeast 50th Avenue Intersection Improvements

Projects currently under construction:

- Northeast 179th Street and Northeast 29th Avenue Intersection Improvements

Projects in pre-construction phases (planning, design, property acquisition, etc.)

- Northeast Delfel Road Realignment and Intersection Improvements
- Northeast 179th Street (Northeast 15th Avenue to Northeast 26th Avenue)
- Northeast 15th Avenue (Northeast 179th Street to Northeast 10th Avenue)

The Washington State Department of Transportation is currently in planning, design and pre-construction phases of a project to improve the Interstate 5 interchange at Northeast 179th Street. Clark County is working collaboratively with WSDOT to ensure coordination between their project and our work in the corridor.

Learn more about the Northeast 179th Access Management and Circulation Plan on the plan's webpage, which contains detailed information and a plan-specific FAQ.

If the county needs additional land for these projects, how does it acquire private property?
Private property acquisitions are usually part of county capital projects. Those acquisitions are usually fairly small. When the county needs to purchase private property for a project, we work to ensure that you understand your property rights and offer fair market value for any property being acquired. Learn more on our property acquisition website.

What's going on at Northeast 179th Street and Northeast 29th Avenue?
Public Works is reconstructing the intersection of Northeast 179th Street and Northeast 29th Avenue. The existing single-lane, all-way stop-sign-controlled intersection will be replaced with a roundabout. This change is necessary to accommodate increasing traffic volumes associated with residential and commercial development in the area. Construction began in August 2025 and is scheduled to continue through spring 2027.

Reconstruction of the intersection requires building two bridges over fish-bearing streams and the construction of a large stormwater treatment facility. With environmental and engineering constraints, it is not possible to construct the project without road closures. Closure schedules are subject to change. More specific closure and reopening dates will be posted on the project webpage as soon as they are known.

It is not possible to know the exact dates of future construction stages and closures at this time. We will share new information via mail, email, our website, social media, news media and signage as soon as it is available.

Learn more on the project webpage.

How long will the intersection of Northeast 179th Street and Northeast 29th Avenue be under construction?
Construction began in August 2025 and is scheduled to continue through spring 2027.

When the project at Northeast 179th Street and Northeast 29th Avenue is complete, will construction work on Northeast 179th Street be over?
No. Subsequent projects (with their tentative construction start dates listed in parentheses) include: Northeast Delfel Realignment and Intersection Improvements (2029), Northeast 179th Street (I-5 to Northeast 15th Avenue) (2029), Northeast 15th Avenue (2029), Northeast 179th Street (Northeast 15th Avenue to Northeast 26th Avenue) (2028), and the Washington State Department of Transportation's I-5 interchange project (2029).

Additional road projects may be done by developers or utility providers.

Non-Public Works Projects

Is the county part of the interstate interchange project?
The project to update the Interstate 5 interchange at Northeast 179th Street is a Washington State Department of Transportation project. We meet with our colleagues at WSDOT regularly to coordinate our work in the corridor to avoid conflicts between projects. Additional information about the project is available on WSDOT's website.

How is the county involved in road work done by developers or utility providers?
Clark County Public Works does not provide water, sewer, electric or telecommunications services. These utilities are provided by utility providers; however, their infrastructure is often located in the public right-of-way or beneath county roads. When utility providers need to install, repair, or upgrade their infrastructure, they may need to excavate in or otherwise impact the public right-of-way. To do this, they need to obtain a permit from Public Works. We review their work plans, work to coordinate construction timelines to minimize conflicts with other projects and help share public information about their work and any associated traffic impacts.

The country strives to minimize disruptions to the traveling public and considers a full road closure only when it is unavoidable. If it is determined that a full closure is necessary, road closures related to utility projects must also be approved by council. Typically, we work with utility providers on their closure plans to ensure adequate traffic control and other project-specific logistics are in place.

Road Construction

Why are there so many road construction projects happening at the same time?
Transportation system planning for the Northeast 179th Street corridor has taken decades. That planning is now being implemented by constructing road system improvements. Multiple creek crossings, hilly terrain, limited utility access, utility construction work, environmentally sensitive areas and ongoing private development present challenges to modernizing the corridor's transportation infrastructure. The timing of county projects depends largely on funding availability. You can learn more about project prioritization, funding, and the system plan for the area by reviewing the annual Transportation Improvement Program information and the Northeast 179th Street Access Management and Circulation Plan.

In addition to county projects, there is road construction and traffic impacts in the area from private development projects and utility projects, including installations and upgrades. These projects are all related to supporting development occurring in the area.

Is all of the road construction in the area being done by the county?
No. Some of the projects in the area are county projects (see a list here). Others are being completed by a developer as part of development or by a utility provider. There are legal and contractual differences between private and public projects, and limits to what we can control regarding non-county project closures. Road closures, including those for public and private projects, must be approved by council.

Who is paying for road improvement projects that are under construction?
County projects are funded by the county, state and federal agencies. There is no single source of funding for a project. Instead, project funding includes a combination of funding from development impact fees and state and federal grants. Specific funding sources for each project are listed on project webpages.

For non-county projects, funding varies depending on whether the project is being completed by a developer as part of development or by a utility provider, etc. For example, if the wastewater utility provider needs to upgrade their infrastructure, they pay for their project and for the restoration of the road surface excavated for it. Developers are responsible for frontage improvements (i.e., improvements to public roads adjacent to the parcels under development). They are also responsible for constructing the roadways in their developments. When development needs to install utilities, or utilities need to be expanded to accommodate development, those projects may impact county roads, though they are not county projects.

Who is responsible for the project currently under construction at Northeast 179th Street and Northeast 29th Avenue?
The intersection improvement project at Northeast 179th Street and Northeast 29th Avenue is a county project. Through a competitive bidding process, the county hired Cascade Bridge LLC to construct the project. Cascade Bridge sub-contracts with other providers for specific services needed during construction. The county has a construction management team that oversees and monitors contractors' work.

Why are the detour routes so long?

We understand that county projects in the area, like the Northeast 179th Street/Northeast 29th Avenue intersection improvement project, significantly impact the daily lives of residents and commuters. While we explore available options for minimizing impacts when possible, full road closures are unavoidable to build projects safely and efficiently. Limited roadway connectivity in this area makes detours challenging and longer than detours in more urban areas. Local access for adjacent neighborhoods and properties is maintained during closures. For your safety and the safety of workers, please follow posted detours or use alternate routes.

Why is the road closed if there's no work actively occurring? Why can't I drive through a closed area if it looks open and clear?
Complex projects like the Northeast 179th Street/Northeast 29th Avenue intersection improvement project require extensive planning and coordination between contractors, subcontractors and utility providers. Work activity levels will vary – some days will be busy, other days will have less observable activity. Closures remain necessary and in place for safety. While not much work may be obvious to observers, there may be hidden dangers, such as trenches and creek crossings that cannot support the weight of a vehicle, which require the closure to remain in place. Additionally, frequent changes to the closure would be difficult to communicate to the community, service providers and commuters, and would make the closures and traveling through the area unpredictable and confusing. Maintaining the closure, regardless of the level of observable construction activity, ensures a secure, safe work zone and more predictable routes for commuters, service providers and residents.

How are locals expected to access the routes they rely on?
Access to properties within closed areas will be maintained. We work directly with adjacent property owners to maintain their access. Through traffic must use signed detour routes or alternate routes. If you need help finding alternate routes, please consult the maps on our website or call our customer service team at 564.397.2446.

Why aren't the closures and construction information shown on the mapping apps I use on my phone/in my vehicle?
Clark County Public Works is working towards implementing a software that will allow us to submit closure and construction information to Apple Maps, Google Maps and Waze. The process includes data configuration, contracting, testing, troubleshooting and implementation. While we are working to implement this software as soon as possible, we don't have an estimated implementation date. Until this process is complete, mapping apps may not display accurate, up-to-date information about county road construction. The information you see currently, if any, is submitted by users and observers; we cannot guarantee its accuracy.

Can emergency services (fire, police, medical) still respond to residences/locations within a closed area?
Yes. We share information about all closures with CRESA (Clark Regional Emergency Services Agency), Clark County's emergency dispatch center. CRESA uses computer-aided dispatch software to identify the closest available responders, and the system incorporates known road closures when determining routes. Access to adjacent properties is maintained during closures, allowing emergency vehicles to reach properties if needed.

Will I still get my garbage/recycling picked up? Will my mail still be delivered? Will I still be able to receive packages? Will my child's school bus be able to pick them up?
During construction and closures, we reach out to service providers, including waste collection, mail and emergency response services, to share information about the closures and detours. We work to confirm that they have initiated their internal processes for ensuring continued services for local properties.