From: Jeffrey Delapena
To: "Heidi Pozzo"
Cc: Oliver Orjiako; Jose Alvarez
Subject: RE: Comp Plan Index: 179th Design
Date: Monday, September 14, 2026 8:24:00 AM

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

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-----Original Message-----
From: Heidi Pozzo <hcpheidi@yahoo.com>
Sent: Saturday, September 12, 2026 5:41 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 Index: 179th Design

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,

I've just uploaded to the link you provided two power points and a transcript from July 2023 related to the design of 179th for inclusion into the Comp Plan. These were uploaded about 5:40 pm on Sept 12.

Thank you,

Heidi

CLARK COUNTY COUNCIL
VERBATIM TRANSCRIPT OF JULY 18, 2023
PUBLIC HEARING: DOCKET ITEMS
(NE 179TH STREET AND 179TH STREET ACCESS MANAGEMENT & CIRCULATION PLAN)

The Council convened a hybrid meeting at the Public Service Center, 1300 Franklin Street, sixth floor, Vancouver, Washington. Councilors Gary Medvigy and Sue Marshall attended in person. Councilors Glen Yung and Karen Dill Bowerman, Chair, attended via WebEx.

PUBLIC HEARINGS – DOCKET ITEMS

CPZ2022-00013 NE 176th Street: the Council considered a proposed amendment to remove NE 176th Street from the Arterial Atlas.

CPZ2021-00013 179th St Access Management & Circulation Plan: the Council considered a proposal to adopt the 179th Street Access Management and Circulation Plan. This plan provides a cohesive circulation and access management plan for the study corridor to guide future infrastructure improvements, including access locations, intersection control and facility cross-section elements. Adoption of the plan will include amendments to the Arterial Atlas and approval of implementation guidance.

BOWERMAN: So we turn to the public hearing item docket items. The first one being CPZ2022-00013, N.E. 176th Street. For those who wish to testify, I would ask that you, when you come up that you spell your last name for the court reporter, Cindy Holley, who is with us. Let's begin by any staff reports that wish -- that need to be made on this item.

ALBRECHT: Good evening, Chair Bowerman and Council members. Gary Albrecht, Clark County Community Planning, Transportation

Planning. I'm here to discuss CPZ2022-00013, Arterial Atlas Amendment to remove the proposed road on N.E. 176th Street. Next slide, please.

This presentation will discuss the background, staff findings, the recommendation, process and next steps. Next slide, please.

On March 16th, 2023, the Planning Commission held a hearing and voted to recommend approving this amendment. The road is near I-5 and N.E. 179th Street between N.E. Union Road and N.E. 15th Avenue. It's highlighted by the red dot on the map on the right.

The proposed road is classified as a two-lane collector, a C-2, it's got a 60-foot right-of-way with a 38-foot pavement, parking is allowed and it has sidewalks as well. The proposed road affects two property owners. Next slide, please.

The image on the right shows the proposed road as dashed red line. The two property owners are the Three Creeks Development highlighted in green and Michael Werner's property on the south is developing as Dicky's RV. The Three Creeks property is part of a Three Creeks Development Agreement. Next slide, please.

This is an aerial view of the surrounding properties. Next slide, please. This slide shows the comprehensive plan designation which is general commercial and the zoning is commercial. Next slide, please.

Here is their proposed site plan. At N.E. Union Road is in the upper left which would be vacated. This concept plan matches with Washington State Department of Transportation's long-term vision of removing access to 179th Street as part of the interchange replacement project. Next slide, please. So the next several slides will address the Arterial Atlas Amendment Criteria.

So Criteria A demonstrates a need for the proposed change as seen in the preliminary conceptual plan and reconfiguration of north -- of access for N.E. Union Road as part of the, I'll call it WSDOT, the Washington State Department of Transportation Interchange Project, scheduled to begin the design the summer of 2023, that should happen, that should begin right now.

Construction is to begin in, well, 2027, completed in 2029. And I'm not -- so these are my notes and they -- and I'm not sure

exact the timeline of when that's going to occur, but it's somewhere around there and I think we'll address that more in the 179th Street project later on. Next slide, please. Criteria B is to ensure that proposed change complies with the GMA. The proposed change does not impact the level-of-service standard consistent with RCW 36.70A.6.a.B and Clark County Code 40.350.020, the Transportation Concurrency Management System.

Preliminary conceptual plan provides infrastructure for sidewalks and bike lanes encouraging community access and promoting healthy lifestyles consistent with RCW 36.70A.070.6.a.vii. The changes conforms with Clark County Policies and the Code, and Criterion B is met. Next slide, please.

Criterion C, the proposed change is consistent with adopted comp plan including the land use plan and the rest of the Arterial Atlas. The preliminary conceptual plan develops on commercial designated land and is consistent with the adopted land use plan.

The site plan supports the rest of the Arterial Atlas by helping to ensure community access and promote healthy lifestyles. The

proposed alignment conflicts with an exclusive easement on the existing natural gas transmission line. Criterion C is met. Next slide, please.

Criterion D, the proposed change is consistent with applicable interlocal agreements. The proposal better implements the adopted Developer's Agreement, Resolution 2019-08-05, and adjacent development on Michael Werner's property. The change is consistent with WSDOT's long-term vision of disconnecting N.E. Union Road. Criterion D is met. Next slide, please.

Criterion E, proposed change does not conflict with the adopted Metropolitan Transportation Plan. And so that term is in our Development Code and it actually refers to the Regional Transportation Plan, so eventually we will update that code to make it consistent with what we actually call it.

The proposed change is consistent with the Southwest Washington's Regional Transportation Council, Regional Transportation Plan, which is the Metropolitan Transportation Plan as I've already stated. The existing county transportation system can accommodate this proposed change. Criterion E is met. The next slide, please.

Arterial Atlas Criteria for proposed change is shown in this table and is supported by staff and the Planning Commission with a recommendation to approve. Next slide, please. This slide shows our public process for work sessions, hearings and adoption. Next slide.

And that's it, that's the last slide, and I'm here to thank you for your time and consideration of this recommendation and I can answer any questions or comments.

BOWERMAN: Are there questions?

MARSHALL: Chair.

BOWERMAN: Yes. Go ahead, please.

MARSHALL: Thanks. I have a question. Would these changes and including the interchange development, would that in any way compromise the zoning for commercial on that adjacent property because it's the only commercial property of those four corners in that big intersection that's left?

ALBRECHT: No, not at all. So are you referring to the Michael Werner property at the south?

MARSHALL: Yes.

ALBRECHT: No. He supports this change. So he -- it wouldn't negatively impact him.

MARSHALL: Thank you.

ALBRECHT: You're welcome.

BOWERMAN: Are there other questions or comments?

YUNG: Yes, Chair, I have one quick question. When we consider making changes like this and it's in a city's urban growth area, do we seek input from the city that it, you know, that it's their urban growth area?

ALBRECHT: Yes, we do.

YUNG: And did we receive a response on this particular project?

ALBRECHT: No.

YUNG: Okay. All right. Thank you.

ALBRECHT: You're welcome.

ORJIAKO: Councilors, this is Oliver Orjiako. I also wanted to add that it's typical when through the Arterial Atlas when we take it when we draw a line on the map, identify where future road will go, and when we realize that there are potential conflict or the area is incumbent with critical area we take a second look and try to realign that street where it makes more sense.

In this particular, 176th, there is a natural gas pipeline that is underneath this particular road, if you will, to be built and that will create a significant conflict, so we made a decision to consider that alignment, so I want the Council to know that that is also the case.

BOWERMAN: And how is that going to be accommodated? That gas line is significant.

ORJIAKO: By not building this road on top of it, Councilor.

BOWERMAN: And it would be elsewhere?

ALBRECHT: Well, so the site plan, they just wouldn't build that road across there as required by the Arterial Atlas, so we're removing it from the atlas. So the natural gas line will stay there, they just won't develop on that specific line in the area, but I mean they'll still add circulation to address our code and provide access for pedestrians and people biking.

BOWERMAN: Thank you.

ALBRECHT: You're welcome.

BOWERMAN: Who then ultimately is responsible for checking for the safety of all of the pieces when they come together in the end as it relates to the gas line?

ALBRECHT: Well, I believe that would occur when the actual site plan is presented to the County, to the Community Development, and they'll make sure all of the code is met and followed for safety reasons.

BOWERMAN: And that is a part of their charge, their responsibility?

ALBRECHT: At the time they submit the development application it is yes.

BOWERMAN: Are there other questions from Council? Is there a motion?

OTTO: We need to do public comments first as this is a hearing.

BOWERMAN: Sorry. I thought that we had and we have not, you are absolutely correct. Are there comments that the public wishes to make either from online or in the hearing room?

PHILLIPS: Yes, Chair. As of now I have six in the hearing room and we'll give people a few minutes for online, but first up I have Dean Hergesheimer, and I apologize if I mispronounce anyone's name.

BOWERMAN: I apologize for bulldozing through and not realizing that I was doing that, so thank you for calling that to my attention.

PHILLIPS: Oh, okay. Perfect. No problem. I'll move you over there. Then we'll go for Marlia and Rob Robison. Okay. How about Ann Smits. Possibly. Daniel Stinea. Okay.

And if you folks have signed up for the 179th I can run through this list again real quick, there aren't a few too many. How about Hong and Sek Ha. David Buck. Okay. Perfect. And I'll read through this list when that comes.

Is anyone here to talk about 176th? Okay. Chair, I don't believe we have any comments for this. Oh, I apologize, we do have one. And go ahead and state your name, please. Thank you.

PETERSON: Hello. My name is Jeff Peterson. I have the Waldorf Kennels at 16315 N.E. Union Road and I kind of need some clarification on the 173rd that's going to be removed. Is that between the Union Road and 15th and is that the 173rd that provides access now from Union Road to 15th? So asking if that is the case. 173rd --

BOWERMAN: Oliver, even though it has not passed yet, could you go ahead and respond if you know the answer.

ALBRECHT: Chair, may I respond, please.

BOWERMAN: Yes, of course.

ALBRECHT: So 173rd is already built, it's not going to get removed, so it's the proposed road that's just north of where they're moving that, they're moving dirt at right now, so there would be a proposed line that goes out there since I know that you are, I mean I'm sure you've probably seen the big pile of dirt that's out there.

PETERSON: Yes.

ALBRECHT: Yeah, that's where the proposed road could go and that's what we're talking about removing that access across there. So we're not talking about removing access on the south at 173rd.

PETERSON: Well, where will the access be from Union Road to 15th?

ALBRECHT: It would go out 173rd because eventually with the interchange planned they'll remove access from the south and the

north because a roundabout will be put there, so it's for safety mobility, the movements are going to be restricted onto that specific location because of the roundabout.

PETERSON: So I guess I would ask the Council to maybe reconsider that decision. My business has been there 60 years and this would drastically reduce the ability for customers to get to my business. Union Road has already been shut down on the south side which has restricted customers and now Union Road would be restricted on the north side which would also now restrict customers.

And trying to get deliveries, trying to have customers come through a neighborhood from 15th which is already seeing lots of traffic is going to be really challenging. So I really don't know if that has been looked at as far as the ability for at least my customers to continue to get there.

In addition to that, in the wintertime it becomes a life safety issue when we have roads get shut down and you have subdivisions that are over there. I've seen on numerous occasions where the road has been shut down so people are not able to exit their subdivisions, so fire department can't come in and paramedics

cannot come in and people actually cannot get out, so it would just be something that I think should be given some consideration with. Thank you.

BOWERMAN: Thank you. And that is the end of your time. We will ask for staff to investigate that as I'm sure they would anyway and let us know what the situation is, not just on the short-term but on the longer term as well. Is there other testimony?

PHILLIPS: No, Chair, I do not have anyone else.

BOWERMAN: Okay. How about online?

MEDVIGY: And, Madam Chair, procedurally I'm not -- so are you deferring this roll call vote that we were going to be asked to make until this, I mean it is hard to sit here and not know where the business is in relation to these changes. I mean, is that what you were asking that we not take a vote later?

BOWERMAN: We are not deferring a vote, no, but I am asking if there is anyone online who wishes to testify.

PHILLIPS: No, Chair, we do not have anyone online.

BOWERMAN: Okay. Very good. So given that we will have a roll call vote and I think we shall proceed.

OTTO: Chair, we'll need a motion first.

BOWERMAN: Sorry. I thought we did. Is there a motion for approval?

MEDVIGY: So if I may, Madam Chair, because I was confused by your comment. If the gentleman that just testified is testifying about something that hasn't been considered, I don't know if staff knew about the business, how it would be impacted, how public safety would be impacted, snow removal, ice removal, closed roads.

BOWERMAN: I don't either, Councilor, but sometimes we don't have full information at all times and it appears that maybe that is one of these times at any rate for more information to come forward. It sounds like it would be a good thing.

So I don't know exactly why that is confusing, but we can just proceed on the vote if you wish. And if you feel uncomfortable

with it, feel free to vote accordingly.

YUNG: So, Chair.

MEDVIGY: Okay. Thank you. Thank you for that. So I'm just asking if does staff have any comment in relation to what the gentleman raised which is the first I've heard of it?

ALBRECHT: Well, so what was submitted was a site plan by the Three Creeks Development and so that site plan showed that it was consistent by removing access to Union Road with the Washington State Department of Transportation plans to remove it.

So I mean it's a site plan so that's, so by our review it's consistent with the plans and interlocal agreements and there will still be access for that property owner to get out to 15th. And I understand where he's coming from.

MARSHALL: Chair.

BOWERMAN: Yes, Councilor.

MARSHALL: Thank you. Is it possible we could see a map to see how this relates to his property because it sounds like there will just be one in and out that allows him and his customers to get to --

OTTO: I think it's on the presentation.

ALBRECHT: It's on the presentation, yeah.

MARSHALL: Can we see it.

OTTO: Yeah. So I think Slide 4 is where one starts and then there's on Slide 5 and 6.

ALBRECHT: There you go. So 173rd is --

BOWERMAN: The very next slide 5.

ALBRECHT: I did not go down far enough. So 173rd is to the south of the Michael Werner property. Can you zoom out. No, zoom. Zoom. Yeah. There you go. And so the 173rd is it's below the bottom of the picture, so they'll still have access to the east.

MARSHALL: And right now there's access to the west?

ALBRECHT: Well, from 173rd there is. And you can get to Union Road right now off of 179th Street.

MARSHALL: So there would be two access points?

ALBRECHT: Well, so this is a site plan and it's by removing a line on a map isn't going to make any changes immediately to the Waldorf development.

ORJIAKO: Councilors, here what I will recommend. We will take the gentleman's name and follow up with him to see what his concerns are. As you all well know, as development occurring, there's going to be some disruptions, but we will take his name and coordinate whatever concerns he has as the area continues to develop.

There's going to be a lot of construction as you know as we move forward with improvement on the 179 and Union and Delfel. So we will be coordinating with the property owners out there to see how it affects them and what access, if any, can be provided,

and I know Ken is here to echo that as well.

BOWERMAN: I certainly have no objection to that. Kathleen, what about the vote for tonight?

OTTO: I would like to first ask Ken to provide some input as Council deliberates.

LADER: So, Councilors, Ken Lader, L-a-d-e-r, Public Works Director. I have a different map that I'm going to attempt to share here if you -- do you have me as a panelist? Okay. All right. Okay.

So the kennels I believe -- and let me grab my mouse really quick. This isn't easy to drive. So here's Union, Union Road -- sorry, this is really quirky -- and the kennel is down, did I get that right, you're at the base of the road down here, so basically down here and what Gary was describing is 173rd off of 15th is already built across to Union Road.

The road that we're requesting removal from the Arterial Atlas is this pink line across there. Yep. This is just a conceptual site plan for the commercial development there, but essentially

that end of Union Road would no longer be accessible from the freeway or the north off of 179th. Does that help as far as context at all?

MEDVIGY: So it helps me a lot. And normally we don't have dialogue with the audience, you know, this usually happens prior to today's date, but what I've heard from Oliver is there's a lot of work to be done and they'll take into consideration what could happen with your business.

And no one likes change, no matter where I've lived, and I always wander into these commercial sites and I wonder who designed this stuff, how do you get in and out and then now they're sitting in front of me, but once you get used to it it all seems to work out and once people figure out the alternate routes or how it's supposed to circulate, then it all makes sense because planners did think about it.

So we'll leave that up, it's really up to the Chair, normally we don't even have this much give and take. During public comment you get three minutes and then -- I was just concerned that what you were bringing up hadn't been considered.

OTTO: Chair, the community member is requesting an additional 60 seconds to speak.

BOWERMAN: I see no problem with that. Go right ahead.

PETERSON: Thank you. One of the issue that is from my perspective not being clearly addressed is the access that is now at the 173rd by eliminating this other access to 15th. Two cars cannot pass at the same time on the current 173rd. It is not -- commercial trucks cannot really make the turns and do deliveries on the current road that is currently in place.

So by eliminating this other arterial, artery from Union Road to 15th causes, it's not safe and it's for when you have people walking on that little piece of road, just driving by you can't go by with a school bus at the same time, so that is not a real current road that's going across there as far as a regular road. Yes, there is pavement that goes across there but two school buses could not pass at the same time.

BOWERMAN: Thank you for your insight. We appreciate it. And, staff, I'm sure you'll be taking a look at that.

YUNG: Chair.

BOWERMAN: Yes.

YUNG: I just have a couple of clarifications that I would like from staff if possible. One would be is Union Road is it a wider road that provides better access than 15th Avenue?

And then my next question would be centered around the, you know, the, what's preventing the connection through Union Road to begin with which is WSDOT and then wanting to understand that better.

Is that traffic circle, which has been discussed, that would be the reason why that needs to be restricted, is that a project that we are in control of or is that a project that WSDOT's in control of?

ALBRECHT: Well, Councilors, so that, so the roundabout, the reconfiguration of the I-5 interchange is a WSDOT project, and so the safety and mobility is driven by that.

YUNG: Okay. Yes, that was my questions was that that connection, elimination of connection I would say is being

driven by WSDOT and not us?

ALBRECHT: That's correct.

YUNG: Thank you.

ALBRECHT: You're welcome. Can I comment as well. So the subdivision on the south where 173rd Street, so when that subdivision went in a half-street improvement was made and that's how it currently works and functions. So the Michael Werner development that's going in right now, they'll be required to complete the other half-street improvement so it will make it a full, a full width road instead of a partial width road.

BOWERMAN: Okay. I think we have explored this and could explore it for another very long time if we so chose, but let's not, let's draw it to a close. And as far as tonight, Kathleen, would you like us to have a vote to have it move forward?

OTTO: If Council would need to make the motion to move forward accordingly with the public hearing.

BOWERMAN: And when we have that public hearing there have been

a number of issues that were raised and some of those may be addressed in the information that follows and some may not, it's just kind of the way the discussion will go. So is there a motion?

OTTO: Yeah, and I -- go ahead.

BOWERMAN: Go ahead, Kathleen.

OTTO: No. So I think the request tonight is to move forward with the recommendation from staff. And I understand in looking at Oliver and the team here that this is one part of the process and we will be communicating with the community member to look at the concerns as we move forward with other aspects of the project.

BOWERMAN: Right. And this is not a bad thing, so don't worry about it if it is against what we normally do to have public input at this point in time because there are things that come up when the public testifies as happened tonight and it's important that they be voiced and considered as they have been. So is there a motion, please?

MARSHALL: Yes. I would move approval of CPZ2022-00013.

BOWERMAN: And is there a second? I'll second the motion. Is there further discussion?

YUNG: Chair.

BOWERMAN: Yes.

YUNG: I would just like to thank the constituent for coming in and bringing this to our attention because I think he does have some, some valid questions and I do hope that staff will work with him on resolving that, but I do think that really that his, you know, his biggest concern is being controlled by WSDOT which is not in our purview or our ability to control. So I appreciate the dialogue.

And, again, I agree this was an appropriate time to allow that kind of a back and forth because this was something that I think we needed to iron out, but I will be supportive of the motion.

BOWERMAN: Further discussion? And there is a roll call vote on this item, is there not?

OTTO: Yes.

YUNG: AYE

MEDVIGY: AYE

MARSHALL: AYE

BOWERMAN: AYE

BOWERMAN: The motion is passed unanimously, and we are therefore ready to move on. So thank you all very much. And we move to Item CPZ2021-00013, which is the 179th Street Access Management and Circulation Plan. And, once again, our staff on this item is Gary Albrecht. And, Ken Lader, you're always welcome to get up there.

ORJIAKO: The Public Works Director will be giving the presentation and all of us will be here to answer questions, but I know Ken is capable of it.

LADER: Good evening, Chair Bowerman, Council. I'm Ken Lader, Public Works Director. We're here today to present for the public hearing on CPZ2021-00013 the 179th Street Access Management and Circulation Planning.

Today's presentation will cover important components of the material provided to Council during the March 29th, 2023, work session. You'll see that the plan is a product of many inputs, has had extensive comments and staff responses and its implementation is occurring over a multiyear time frame. Next slide, please.

So today our agenda will include a review of the timeline associated with the 179th Street area and the Access Management and Circulation Plan, the central purpose and needs being met by the plan, a brief look at the capital projects on the 179th Street corridor underway with preliminary engineering, development in the area that is ongoing and its potential affects with and without this plan in place, our outreach to the community and some of the comment, public comments and questions that we've heard and responded to, public input that has led to some changes in the plan, and of course our requested action for Council. And at the end we will have time also for questions and comments from Council. Next slide, please.

So the Project Timeline. This slide only shows half of it but I'm going to go through step-by-step how we got to where we are

today and fill in the information past 2022.

So a review of the timeline associated with the Access Management and Circulation Plan and the activities that led to the creation of the plan. In 2007 the periodic comprehensive plan update resulted in the expansion of the Vancouver urban growth area and in 2015 connecting Washington funding package added funding for the I-5/179th Street interchange reconstruction.

In 2020, urban holding removal via Ordinance 2020-0202 allowed urban level development to proceed on around 2200 acres in the area. Four separate development agreements were formed in conjunction with the lifting of the urban holding.

In 2021 began the creation of this Access Management and Circulation Plan. A Technical Advisory Committee and stakeholder meetings were held at the time. Some pieces that don't show on this slide -- sorry, I'm skipping ahead here.

In 2022 we had a virtual public open house on January 27th. And then in February on the 17th of 2022, we, the Planning Commission voted to recommend approval of the Access Management

and Circulation Plan. On May 3rd in 2022 during a Council hearing for the plan, Council directed staff to provide additional opportunities to gather public input. On August 11th, 2022, we held a hybrid open house here in the hearing room. And on September 28th, 2022, a Council work session with information about the plan.

And this year we held another work session on the 29th of March and then most recently we've completed and held community listening sessions led by myself, Deputy County Manager Amber Emery and attended by several staff.

We held the first one on June 26th at the Public Safety Complex near the fairgrounds, this focused on the areas west of I-5 interchange. On June 27th we held a second meeting at Fairgrounds Community Park and focused on the areas east of the I-5 interchange.

On June 29th we held another meeting at the Public Safety Complex focusing on areas directly adjacent to the 179th Street corridor where we really covered a lot of the capital plan information and affects to the properties along the corridor. And then finally on July 6th we held a virtual community

listening session, virtual only, to provide time for others who may not have been able to make it in person to the meetings. Next slide, please.

So why is the plan needed? New development in this urban area is already changing the 179th Street corridor in the fairgrounds, northern Salmon Creek and Mt. Vista areas from N.W. 11th Avenue to N.E. 50th Avenue. And as you've heard some testimony earlier it's already having an impact on the condition of the road for 179th especially east of 29th to the interchange.

This plan evaluates the future planned streets to develop interim and long range plans for the corridor and to guide future circulation and access decisions. The proposal is aimed at promoting safety and mobility of the future principal arterial and attempts to balance the infrastructure and utility needs of development.

Just as importantly, the plan recognizes the potential development impacts to critical habitat, wetland and wildlife are best mitigated on a comprehensive approach to the area rather than through piecemeal urbanization.

This planning effort accompanies Public Works design efforts for arterial and intersection improvements along the 179th Street corridor. This plan does not approve construction or budget for the county road improvements, those are included in the six-year transportation improvement program that was adopted most recently as part of the budget in December of 2022. Next slide, please.

So I'm going to spend some time on this slide and I'm going to go a little bit out of order, but I want to take a moment after I go through this slide to address a public comment and some things that we heard that I felt were common messages from the public during our listening sessions so, but to go through this slide first.

The planning process involved input from several stakeholder groups to a Technical Advisory Committee coordinating with the county's transportation engineering staff and consultants.

The Stakeholder Advisory Committee and the Technical Advisory Committee, each group met three times providing guidance, input and plan recommendations to the transportation planning staff

and the engineering consulting team, consultant team.

The stakeholder committee consisted of neighborhood representatives, utility professionals, development community representatives, Clark County Fairground staff and C-TRAN staff. The Technical Advisory Committee consisted of the City of Vancouver, Washington State Department of Transportation and Clark County staff.

These two committees met in September -- they each met in September, October and December 2021 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.

In addition to the meetings, I mentioned in the timeline public outreach has included over 87,000 mailers, at least 24 articles in local newspapers, two CVTV videos, a broad range of information on our website and many different, many other different social media posts.

So staying here for a little bit longer, I do want to pause and speak to some of the major and repeated comments that we've

heard throughout our listening sessions and other discussions that we've had in the open houses.

So this is just a sample, it certainly doesn't cover all the questions or comments but I do think it's important to add the public voice to the presentation as well and they're going to get some time to do that, but you'll see from some of the comments that it's maybe the perspective that that's not enough time, so I want to share what we heard from staff, as staff with the public, so...

Again, these are not quotes but paraphrases to attempt to capture at least some of what we've heard and that we've attempted to answer along the way. All of our responses that have been formed to date are available on the Access Management and Circulation Plan website, and we haven't been able to answer everything but we've made a pretty good effort of it I think.

So speaking from what we've heard on funding for the project, and I'm just going to speak in the public voice if I could. So we heard that the County projects are not funded. The State project is not funded. Are the projects still adequately funded?

As far as the public voice we don't feel we have a voice. You say that you'll listen but nothing will change in the plan. There's been no outreach. I never received any information. Three minutes is not enough time, we need more meetings where we can speak and be heard. We feel like our voice is not as powerful as the developers. Can we have a greater say in what develops on adjacent properties?

We also heard this, we are developers and we believe in responsible building to keep Clark County an attractive place to live. We feel under or underrepresented by our form of government because we're not really in an urban area but there's urban growth and we have rural services and urban growth.

And on the existing condition of 179th Street we heard 179th Street is already hard to drive in some areas, how can you add more houses while it's like this? Traffic queuing is already bad at some times of the day on 179th, can you fix that while the big projects are still years away? What will the County do to mitigate impacts to the roads as they're damaged before the County roads are built?

On what this means to my property we heard, who's going to build the road, is it county or is it the developer? You drew a line through my house, can a developer take it? Do they have imminent domain?

You drew a line through my house, does the developer have to put the road there now when they develop? The trees protecting my farm, my animals as a windbreak were on the adjacent parcel and now they're gone on all three sides. What authority does the County have to decide where public roads are placed on private property?

And then finally on what this means to the community. Can you pause development? Is there an economic plan? There's no store to walk to or bike to, it's a food desert. Where are the jobs? It's all houses. Some projects don't have enough parking, you heard that earlier possibly as well. If they only put one parking space per unit, will on-street parking be allowed?

So I'm going to stop there. Those were not all the questions that we received of course but I did want to take that sidetrack just to share with Council a bit of the flavor of some of those conversations. And although I did not answer the questions

here, I'm not going to take the time to do that during this hearing, I did want to read the comments and questions.

The answers if we were able to answer, which I think we did address most of those questions, are in the body of work on our website and in the information that we published for the prior work sessions, as well as some of the notes for the recent listening sessions. I am happy to get into any of those questions with Council at the end of the presentation if you'd like, if that would be helpful.

So when reviewing a plan of this nature, we're going to stay here just a minute longer, which is a plan of this nature which is fundamentally an engineering plan, it can be very difficult for both the public and the staff to provide meaningful input for change.

Public comment and input are important, understandably strong positions arise related to the property ownership and the personal and community impacts. These issues are not easily balanced with the goals of an engineering plan.

Specifically the goals of this plan as we mentioned are to make

the roads safe for drivers and pedestrians, to prevent traffic congestion, to accommodate infrastructure and utility needs in a rapidly developing area, and to mitigate impacts to the areas wetlands, creek habitats and wildlife and to reduce stormwater pollution with a comprehensive view for the area.

Most of our questions and comments are related to the development that is coming, not the -- not the specific plan about how we're doing circulation or access management. The plan mitigates impacts and guides portions of that development but it doesn't do anything to curb or stop development from being allowed or to occur in the urban growth area. Next slide, please.

The proposed 179th Street Access Management and Circulation Plan is a long range plan for local circulation as development occurs. The planned local access and circulator roads will be built by development as the development occurs.

If a property owner chooses to never subdivide their property or sell their property, a road will not be built on it; however, now that subdivisions can be developed near undeveloped property, the proposed plan serves as a guideline for a

connected street network as this occurs. The absence of a circulation plan can lead to unsafe conditions and a disconnected roadway network. Next slide, please.

So a few things that this plan does not do. This plan doesn't facilitate developer special treatment or giveaways. It does not approve or initiate the overall development plan in the area. It does not require that property owners develop their land. It does not initiate County acquisition or private -- of privately owned land. It does not review or approve proposed developments. Next slide, please.

So these projects are County capital projects shown on the screen here with, within ongoing preliminary engineering efforts. These projects will occur independent of the adoption of the Access Management and Circulation Plan. These are publicly and privately funded and programmed projects that are in the adopted transportation improvement program, our six-year plan, for Clark County.

While they are part of the Access Management and Circulation Plan, they reflect only the major and minor arterial elements of the plan and not the other roads that will come with private

development. Next slide, please.

Development is occurring in the area and this example shows the North Haven subdivision at N.W. 11th and N.W. 179th Street. Our access management plan has accommodated wildlife corridors. This is an example of where development occurred but a wildlife corridor across N.W. 11th was not conditioned as part of the construction because the plan has not been adopted. There are six other wildlife corridors currently in the plan.

Likewise, although proposed in the plan, a roundabout at N.W. 11th and 179th was not required for this development. An adopted plan could have allowed for conditions on the development to contribute to the construction of the roundabout and ensured that a potentially larger right-of-way dedication could be made for the future intersection.

The subdivision does have some circulation but fails cohesive regional access circulation. A walking trail was built upon the request of the County but could not have been enforced or conditioned because the plan wasn't in place. Adjacent property at this point is not required to extend the walking trail unless the adopted plan is in place. Next slide, please.

So public input was gathered at the multiple public meetings since 2021, and in writing via mail and e-mail. Public comments influence certain changes to the plan. We work to reconciling the public input with best practices and engineering standards prior to implementation. So here are some of the areas where we did do changes to the plan based on comments.

We have a relocation, and actually we added a slide to the deck at the last minute just to make this a little more visual, so I think I'm going to jump ahead to the next slide, this is on the public link, but this shows those same four bullets but in kind of graphic form along the corridor. So this is all in the eastern side of Interstate 5, the middle roundabout there is 29th and to the east is 50th.

So one of the changes we made based on comment was to preserve left-turn access between 15th Avenue and 29th Avenue until our access control is needed. So what that means to me is that until traffic volumes are increased and development has warranted an additional roundabout kind of in between there right above the word "LEFT," we will be able to maintain a left-turn access for those parcels safely by configuring the road striping to handle that. We'll still build the ultimate

lane section, but through striping provide left-turn access. And then ultimately as volumes require, we would restrict access to right in/right out.

One of the other adjustments that we made was a minor one to realign the neighborhood circulator at just north of N.E. 29th Avenue. That realignment provides better intersection spacing to the intersection to the north, but it also, it's a little bit hard to see on this map, but it jogs it around a wetland there to the east that we didn't have, so it's a slight adjustment to the Arterial Atlas.

And then over towards the new Ramble Creek subdivisions that are going in near 45th, we relocated a planned roundabout from 45th based on some comments to what is, I know it says Mill Creek Avenue here, that was on the preliminary plan, I believe that is N.E. 47th now to the north, but we realigned or moved the roundabout to that location, it aligns with our proposed commercial connector to the south.

And then we also adjusted that intersection where the left-hand arrow is up there on the top, up, up a little bit, right there, recognizing that ultimately that would be, that could be an

offset intersection with the restricted access of right in/right out, so normally we like to line those up.

And then we also removed the circulator from what was 100- -- what is 178th Street, N.E. 47th Avenue, it's a private drive right through there, we had errantly shown that as a circulator that was not needed on the map, so...

And then I just wanted to add that although not a specific part of this plan, on the capital projects the County will continue to work closely with property owners, especially during the later stages of our county road improvement projects.

Once we get to 90 percent design, we are regularly meeting with the property owners to look at impacts adjacent to our road projects and negotiate with them to mitigate for those impacts to their properties.
Some examples of that might be adding roads or adding walls to the road design to prevent drastic grade changes or impacts or relocating driveways to prevent the excessive slopes, adjustments to our sidewalks to minimize permanent acquisitions, connections to sanitary sewer if they're, if it's available on the project, things like that, so...

And staying here, there was a lot of feedback and we incorporated what we could, some of the things that we really couldn't incorporate at least in a minor way and why. Most of the suggestions to move circulator roads off of specific properties could not be accommodated.

In the plan these placements consider proximity to other circulators, intersection spacing, topography and impacts to critical areas and habitat. The plan considers many parameters in the placement of circulators. Locations were chosen to ensure the best location for mobility and area while balancing all of these parameters.

Within the plan a good example of this is the N.W. 181st circulator, it's on the other side of the map but I can show it later if you'd like to see it, that road does not propose to connect continuously between 11th and Interstate 5 primarily due to significant potential wetland impacts that would have occurred. Next slide, please.

So our requested action for Council today, the Planning Commission vote was 6/0 recommending this plan for approval with

the changes that I just showed you on the prior map, so those would be changes to what the Planning Commission saw and we're requesting that Council adopt the Planning Commission recommendation approval of the Arterial Atlas Amendments with the changes that I showed, to implement the 179th Street Access Management and Circulation Plan. Next slide, please. Got ahead of myself.

Staff and the Planning Commission are in agreement for all criteria recommending the approval of the Arterial Atlas changes. I won't read through these here, but these are the criteria, Gary went through them on the prior public hearing and staff and the Planning Commission findings align and the recommendation is for approval. Next slide, please.

So this shows the planning pro- -- the public process that we've gone through. I covered several of those dates already so I won't stay on that, but you can see as we have kind of moved through 2022 with the Planning Commission, the community planning work session on through to the community listening sessions that we just held in June and July and brings us to today to the Council hearing that we're present at right now, so... Next slide, please. And that's it for my presentation,

Chair Bowerman.

BOWERMAN: I'd say that your engineering plan just dovetails in an extraordinary way with the community feedback on development, both are so incredibly comprehensive and the fact that they work together as they have and that you've brought them together is really phenomenal. Thank you for your excellence in accomplishing that. So are there other staff reports? Hearing none.

LADER: Sorry, Chair.

BOWERMAN: Yes.

LADER: Oh, no other staff comments, thank you, or testimony.

BOWERMAN: Okay. No problem. In that event, how about reports from or testimony from the community.

PHILLIPS: Yes, Chair, we do have quite a few people. I have 19 signed up, there are more than that in the hearing room, and as of right now I don't have anyone online but that could change as we go.

BOWERMAN: Bear in mind that --

PHILLIPS: So first I'll call up Cindy --

BOWERMAN: Bear in mind that we may need to limit the comments if, the total amount of comments because 19 is a considerable number, particularly if there is repetition as there often is. So if we could get started.

PHILLIPS: Okay. First I have Cindy Hosszu.

BOWERMAN: And please spell your last name, Cindy.

OTTO: And make sure you hit the button. Thank you.

HOSSZU: Hi. My name is Cindy Hosszu, H-o-s-s-z as in zebra u. I'm a resident of the Four Creeks neighborhood at 2021 N.E. 189th Street. I want to thank Clark County staff for spending the time in our community, it was very much appreciated by us. I have several concerns that I will share too in my three minutes today.

While I appreciate that once we voiced our complaints about the lack of noticing, that the County did send out a bunch more notices, thank you for that, but I'm very concerned about the lack of transparency and the lack of noticing that is taking place in our county.

As a historically rural community, most of the residents in my neighborhood live on five and ten-acre lots. The noticing standard is 300 feet, that means that almost no one in my neighborhood received notices impacting their property.

That was certainly the case with the 179th Street Access and Management Plan, not enough residents were initially informed in January '22 and that led to it being approved by the Planning Commission before most residents had even heard about it.

The current notices -- the current notice sign at 179th and 29th is so small that the heading cannot even be read from the road even if you're looking for it. I tried to take a photo so that I could enlarge it and it's still too small.

The road is too narrow and dangerous to get out of your car to read the notices. The point is we need an updated code to

ensure that residents are aware of development potentially impacting their property as well before it happens.

My second comment is I'm very concerned about ongoing development in our area before the infrastructure is in place. I do not believe that the Clark or that the County is meeting its obligation of concurrency outlined in the Growth Management Act.

The County Council has approved thousands of new units and the roads won't be improved until at least 2028. These road closures and detours will push traffic including heavy construction vehicles onto smaller roads in our community. These roads are not ready for this impact and further development will only strain those resources further and create very dangerous traffic situations on very narrow roads with deep ditches.

I respectfully ask that the Council declare a moratorium on development until the 179th Street roadway improvements are complete. Thank you for your time and your consideration.

PHILLIPS: David Barritt.

BARRITT: It's working. Greetings, Councilor members. My name is David Barritt, last name is B-a-r-r-i-t-t. Thank you for hearing my comments tonight. As a resident of Clark County for more than 52 years I've seen a lot of expansion and change throughout the area.

I've watched as I-205 and the Glenn Jackson Bridge were constructed and opened in December of 1982, almost 30 years of planning, building and debate went into building that project, so, Ken, you got lucky.

So since then the population has gone from under 100,000 residents to over 500,000 residents. The one common trend that I've experienced during this time is that development of residential and commercial properties has outpaced the ability of the county to build infrastructure tenfold.

I'd like to share some comments from the minutes of the July 27th community listening session about the 179th Street Access Management and Circulation Plan. These comments and answers are from Clark County Development staff.

The first one, and I quote, we need to get in front of the

Council and share with them what we've learned and what we're hearing about what the impacts are to the community. Time frame to build public infrastructure is much longer than the time frame to develop residential properties, so we're playing catch up. Second, when asked, is the County improving roads like 29th Avenue leading up to the roundabouts that are being designed and constructed? The answer was no.

With this being said, I would like to ask the Council to follow the example of what Clark County's Commissioners did several years ago when they put the area of 134th Street, Highway 99 and I-205 under a growth moratoria until Salmon Creek interchange project could be built.

Traffic congestion in Salmon Creek prompted three development moratoria on areas within three miles of the I-5 interchange; one from February of 1997 to January of 1998; a second from December of 2001 to April of 2003; and a third from September 2005 to 2007.

A moratorium is put in place when roads can't handle additional traffic created when new development such is as happening along 179th Street happens. Slow the residential development enough

to allow infrastructure to catch up. Our community is not trying to stop development, we are trying to make it happen in a responsible manner that will make our community livable for many years to come. Thank you.

PHILLIPS: Thank you.

BOWERMAN: I think we need to ask those in attendance, we just don't have time for applause, there's so many people to testify. We know your appreciation and that's a great thing.

PHILLIPS: Okay. Next up I have Mo McKenna.

MCKENNA: It's Mo McKenna, last name M-c-K-e-n-n-a. I live and I farm in the Four Creeks neighborhood. First I want to thank staff for the time that you've spent with our community. I especially want to thank Mr. Lader and Ms. Emery. And I want to share that these efforts have been too little too late.

County, Clark County Council is failing our community and continues to fail our community. When Council lifted urban holding with no master plan in place, it set the stage for traffic Armageddon in our community. We have had at least 1500

new units approved and infrastructure is -- the road projects have not even begun. We have heard that estimates between 2028 and 2030 before this Phase 1 is done and we have many many more housing units that are going to go in before that comes.

We were promised when urban holding was lifted that we were going to receive good jobs, economic development inline with the Discovery Corridor. So far the commercial development that has been approved has been large warehouses over 500,000 feet, RV storage facilities, there is no quality jobs coming with this development, and even the commercial zones, parcels have been rezoned as residential against recommendations of staff like we saw with Three Creeks North.

I'm recommending that County Council consider a complete moratorium on development in the Four Creeks urban growth area that was previously in the urban holding area until, one, infrastructure and roads can catch up; two, there is actual strategic economic development and business attraction looking at the assets of our community.

We are previously known as the fairgrounds because we have the fairgrounds and the amphitheater in our community and we're

missing opportunities right now to make sure that we're taking that asset into an account as we think about job creation. Thank you.

PHILLIPS: Thank you. Jessica Levonas.

BOWERMAN: I'm sorry, we don't have time for applause.

LEVONAS: My name is Jessica Levonas, L-e-v-o-n-a-s. I live in the Four Creeks neighborhood and it is the Four Creeks neighborhood that I choose to raise my 3-year-old twin boys, it's for their future that I'm speaking and testifying to you today.

I want to thank County staff for spending time in our community at the listening sessions and a special thank you to Ken for including our voices in your presentation tonight, I thought that was very tasteful.

I believe the County should have worked with existing neighborhood residents to create a more detailed master plan for this neighborhood prior to lifting the urban holding. We have about 8500 households in our neighborhood and thousands more

have been approved by Council and staff in the last three years alone.

If you are going to bring in thousands of residents to a historically rural neighborhood, that neighborhood has to have more detailed planning that includes things like grocery stores, gas stations, restaurants, libraries, schools and good jobs.

This means that all the residents of this community will be traveling by car out to other communities to buy groceries, go to work and meet their basic needs. Right now it takes ten minutes for me to get to the closest grocery store and gas station from my home.

I believe the County should have worked with businesses that are needed and desired by the community and paired them with residents that would have the zoning to support that business. This is what true community development and true economic development looks like.

Instead, the County lifted urban holding based on 2006 general zoning maps and promises from four developers for large subdivisions of residential only planning and literally no plan

in place. To put that in perspective, I was 18 in 2006. I was getting ready to graduate from high school at Heritage High School in Vancouver. Now I'm 35 and we are no better off 17 years later than we were in 2006 with the planning.

I ask the County Council to place a moratorium on development within the urban growth area in the Four Creeks neighborhood until a master plan can be created for our area that balances improvements to the quality of life for current neighborhood residents as much as it provides opportunity for developers and future neighborhood residents.

We ask for a pause. We know that development must happen, but please consider the impact this development has on existing residents who have called Clark County home for decades. Thank you.

PHILLIPS: Thank you. Jason Ehl.

EHL: Thank you, Council. My name is J. Ehl, I'm a resident of the Four Creeks neighborhood, and the last name's spelled E-h-l. I'm also military and law enforcement veteran although these days I resolve myself to a slower more peaceful, but equally

challenging role of local community farmer.

I want to thank the County staff as some of the others did for spending time with us in the community and hearing what we had to say. My wife April and I and our four other children moved to historic farm in the Four Creeks area with a dream of restoring that to an actual working farm and sharing the food and knowledge we gain along the way with our neighbors and local community.

Since urban holding was lifted, the pastures and fields around our home are being transformed into 600 plus homes many of which are already built and a growing number occupied. Our roughly six-acre parcel once surrounded by pasture filled with livestock is now hemmed in with roads on each side.

The developers have knocked down fencing causing inability for us to use needed pasture for grazing our livestock and we've spent countless money, time and personal labor, I have the calluses on my hands to prove it, putting up fencing in smaller areas to mitigate it.

The roadwork down along side our property has root pruned a

number of our bordering trees that reside on our property, many of them now are starting to die off. Those trees served as both privacy screen and windbreak which is important to a farm, and now I'll now be responsible for cutting them down or replacing them costing me more time, effort, labor and reducing the quality of life of our home.

Now this plan to widen 179th is going to put the road within a short distance from our 1890s farmhouse and it's going to cost lots of more treeline, more privacy. Our property value has skyrocketed due to development which is fantastic especially if you want to sell but we don't, we love our community.

The unintended consequences along with that, our property taxes have skyrocketed quadrupling within a year which was something we had not anticipated and it's not of anything of our doing. There's been a loss of pocket money for us and ability to improve our farm and we rely on it for income and to serve our neighborhood. These are all unintended consequences that have, you know, deep impact to us and to the community which we serve.

We keep being told that the development in our area plan will benefit our community but I don't share that perspective in many

aspects. I think it serves the benefit of future community that's being artificially generated, not the existing one with current residents. Our centralized food model is failing us.

After COVID the massive increase in cost and storage of livestock feed, the ever increasing cost of fertilizers for major crop growers and the loss of many many production food plants means that we are literally one practice away from having food shortages nationwide. Every time farm land is lost to development it becomes unrecoverable and increases our vulnerability to supply chain disruption, price fluctuation, inflation and food shortages.

Conversely the presence of farm land supports local economies creating job opportunities, generating revenue through agriculture activities, farmers markets and agri-tourism. Farm land preservation also protects biodiversity, maintains natural habitats. Thank you.

PHILLIPS: Thank you. Vanny Him.

HIM: My name is Vanny Him, last name spelled H-i-m, and I live at N.E. 179th and 50th. As we are nearing a vote, my goal is to

remind everyone of the events associated with it and to reenforce their presence in the official record. These events can be confirmed by county recordings, minutes and/or corroboration.

June 23 Planning Commission meeting, Chairman Johnson stated regarding virtual attendance they need to be here, it's cowardly. You come here and sit right there and tell me, that member of the public is a farmer and it was June. These plans are for the benefit of new development. Of the seven members on the Planning Commission three are or are associated with developers.

Paraphrased per Commission rules, commissioners through circumstances that would result in bias are disallowed from participating. One member of the Commission involved in separate litigation related to upholding Dolan, the Dolan ruling rightly recused himself, the remaining two did not and approved the plan.

Council acknowledged at the May 22 meeting that communication from County was not in harmony with public testimony. Examples include told Council that the community was involved by way of

the Stakeholder Committee when only two were involved or instructed by Council to reset to process, the process to collect public input and instead kept presenting the same presentation over and over again.

At the open house that occurred because of the reset County planners answered many by stating Council determines the roads implying that Councilors draw the lines on the maps and therefore relieves himself from having to answer questions. County website continues to provide false and/or misleading statements implying that changes were made due to community input.

Paraphrase, they will allow left turns until they can no longer allow left turns. For this to be true that would mean that they were not going to allow left turns before they were allowed to not allow left turns. Remove the proposed circulator near 174th which was the extension of N.E. 178th. County continuously stated that related to a mapping oversight.

These roads have been determined by a team that has experienced 100 percent turnover of major contributors, remains without a knowledgeable control owner, it is comprised of County members

who admitted to not being familiar with how these roads violate our Fifth Amendment Rights per court ruling in which a project manager stated that knowledge of this was beyond his pay grade.

A year later, County planner also expressed shock of the violation. Misled the public and Council that changes are the result of public comment. Misled the public by implying that Council draws the lines on the map thus avoiding obligation to answer questions. Misled the Council about the level of due diligence then doubled down on those untruths by refusing to take actions requested by Council, have ignored our law and code facts opposing these roads and yet deemed it reasonable to determine roundabouts from a car ride.

We understand that Council assumes that what they are telling you are facts, accurate and vetted. Now that the holes in truths have been recovered, we are asking for Council to maintain the checks and balances and reject the plan until a better plan can be determined. Thank you for your time.

PHILLIPS: Thank you. Next I have --

BOWERMAN: There is no time for applause.

PHILLIPS: -- Elayna Wikstrom.

HOLLEY: I need them to slow down just a little bit please, I can only go so fast.

BOWERMAN: That's Cindy.

PHILLIPS: Absolutely. And please when you're making comments don't forget to state and spell your last name for the reporter. Thank you.

WIKSTROM: Okay. My name is Elayna Wikstrom, W-i-k-s-t-r-o-m. I am a resident of the Four Creeks neighborhood. I have lived in the area for over 50 years. I have raised my children here and now my children are raising their children.

I want to thank the County staff for spending time in our community and I want to echo that I have deep concerns about what the County Council is allowing to happen in my community.

We have had rural land life for a long time, there are tall trees, wildlife, wetlands, tons of creeks, driving around the

neighborhood you will see barns and farm animals, people on tractors and folks growing and producing things on their land. On a clear night you can see the stars. For over 25 years we have been fighting to maintain this way of life and it's been heartbreaking, truly heartbreaking and sad to see what's happening in my community.

We need to improve the light pollution in this county by incorporating dark sky practices for all the commercial light schemes. We need to protect the mature trees in our community through acquisitions by the Legacy Land Program. We need to invest in park lands and trail systems in our area and we need to support for farming to continue on the rich soils that we are so blessed to have.
I'm asking for a moratorium on development until the County creates code changes that protect the night sky and invests in the open spaces in our neighborhood. It's just incredibly sad what you have all allowed to happen out there. Thank you.

PHILLIPS: Shelbe Jenkins.

JENKINS: Is it ready? Oh, my name is Shelbe Jenkins, J-e-n-k-i-n-s. I'm a lifelong resident of the Four Creeks

neighborhood. I have raised my family here. My kids are actually fourth generation on our property. We raise sheep and chickens and have a garden. We love the rural community we live in and we especially love that it is safe and a good place to raise a family.

The way that the County Council is allowing our area to develop is out of line with the values of this community. I do not believe that the County is making the investments needed to ensure that our community is safe. County Council has approved thousands of new units but with no infrastructure in place to support that level of growth.

I am very concerned about how much longer it will take emergency vehicles to get to residences when 179th is under construction from 2025 to 2028. I am also concerned that the County Council doesn't have sufficient law enforcement to serve this area. Our Public Safety Complex is not even fully staffed, and I have not seen any plan in the County on how they will ensure public safety at the levels we now require.

I am asking for a moratorium on development until the 179th improvements are completed and I want to see a plan for

investments in our community for public safety.

PHILLIPS: Thank you. Andrew Cecka or Cecka maybe.

CECKA: Hi. My name is Andrew Cecka, that's spelled C-e-c-k-a, and I'm a resident of the Four Creeks neighborhood. I want to thank staff for spending the time in our community especially Ken and Amber, we appreciate that as well as the folks that supported them.

You've heard a lot of speakers tonight, residents in our neighborhood who have concerns about what is happening in our community and I think that they have reasonable requests. A lot of what they've talked about is that we weren't brought into the process soon enough, that the farm land is disappearing in our neighborhood, the development isn't helping and this is not helping it and that as the development is coming in, it's not even bringing jobs or any of the, you know, economic benefits that current residents might actually get from it.

What's happening here is we're building a community for future residents at great cost to the people who live here currently and this is part of what's happening with that as well. So we

ask that you engage with us early and often, we ask that you continue dialogue with our community and we ask that you put a moratorium on development until this project is complete. Thank you.

PHILLIPS: Thank you. Dean Hergesheimer.

HERGESHEIMER: Good evening, Councilors. My name is Dean Hergesheimer, H-e-r-g-e-s-h-e-i-m-e-r. I reside at 4404 N.E. 174th Street, 45 years now. I've talked to a couple of you before testifying previously. I'm a retired civil engineer, worked with several of the small cities doing development review and code review, I have some insight to what's being proposed here.

I support what you're trying to do and I understand why you're trying to do it, my issue is with how particularly the circulation component and the streets that will access 179th Street. I have written a few e-mails, I hope you've had a chance to look at them to some extent.

I'm used to advising Councils and Planning Commissioners in my professional career trying to inform them of really what gets

into the weeds a bit, and I'm sorry if I overdid it, but this is the second time the County has tried to put a street through my property and through my house, so that upsets me, I think you can understand.

Now, I don't know what happened here previous to this hearing, you were talking about removing 176th Street off the Arterial Atlas, well, you've got 176th Street drawn through my house. You know, am I going to have to, if you adopt this plan, am I going to have to go through a process like that to get it changed? That concerns me.

Now, the time is running short and I'll summarize. I have submitted data and analyses that tell that the Mill Creek neighborhood per se will have ultimately less than 700 lots when fully built out, nobody's questioned that analysis. The streets that are being proposed would service over 5,000 lots in that neighborhood, that's clearly disproportionate and it just doesn't make any sense.

The existing streets that are on the Arterial Atlas, 174th, 39th Avenue, have capacity to serve the 680 lots that may get built. And as subdivisions are proposed, they provide circulation plans

illustrating how they will connect with the existing roads, it's unnecessary for the County in advance to try to figure out where those streets go. They seem frustrated with piecemeal and nonideal development, well, from my experience that's how it happens, it comes in piecemeal, you can't figure it out ahead of time.

BOWERMAN: Your time has concluded, sir.

HERGESHEIMER: Thank you.

PHILLIPS: Thank you. Next I have Marlia and Rob Robinson.

ROBISON: Good evening. I'm Marcia, M-a-r-c-i-a, Robison not Robinson, R-o-b-i-s-o-n, and I don't -- all I want to say is that I absolutely support the people that are speaking here tonight.

We've lived here for 26 years. We are in the Westwood Estates area off of 29th, and what's going on just flabbergasts us. So I am in favor of please put a hold on things until you get some control of what's going on in terms of the infrastructure that we're dealing with every day, and it's terrible.

And I had to apologize to a deer in my backyard the other morning, he doesn't know where to go either, he is -- we don't get deer normally, but there's so much going on that even the wildlife is confused, and at my age I'm a lot confused most of the time and I'd like a little less. So thank you for what you're doing. Please listen. I think these people are nailing it. That's it.

PHILLIPS: Thank you. Ann Smits. Well, thank you. Daniel Stinea. Okay. Thank you too. Okay. Hong and Sek Ha, does that sound close to anyone? Okay. David Buck.

BUCK: Is this muted? Hi, David Buck, B-u-c-k. I live off of N.E. 188th Street in Westwood Estates. I'm a 26-year resident of Clark County. I purchased my property prior to the current urban growth plan. I've paid over $100,000 in property taxes over that period and I have neither requested nor do I desire changes to the neighborhood, yet I recognize that when done well, development can be a healthy part of a growing county. I also recognize that what gets measured gets done and the goals as defined by the 179th Street Management Plan include mobility along the corridor. Allowing development of properties along

the corridor, ensuring side street and driveway access, promoting safety and mobility and providing multimodal access and safety all seemingly good goals. What is missing is a goal to preserve and protect the values of interests of existing residents.

So my first request is that the Council pause the plan and update the goals. And then further, I have three specific requests. One is to add sufficient green space, and I will just echo some of the things that were previously said. Second is to remove the neighborhood circulator shown at 189th Street. From the best I can tell it still remains on the plan and that does go through the homeowners association, the Westwood Estates neighborhood.

And I would just like to highlight it's the labeling of that is future, it's not potential, it's not optional, it's future which implies it's inevitable. And, third, my request is to, again echoing past comments, delay the home construction in the area until the necessary road improvements are made to ensure that mobility and safety of the current residents are the project goals. Thank you.

PHILLIPS: Well, thank you. Jeff Pedersen. Oh, okay, thank you. Eric Cook.

COOK: Hello. Great. My name is Eric Cook, C-o-o-k. I'm a resident of the Four Creeks neighborhood. I've got a few concerns I want to mention, but I want to preface it by saying that in general I'm in favor of development as long as it's properly timed and done with the interest of the community at heart. However, you know, I feel like a lot of the things that the Council has approved lately, excuse me, do not have that either of those virtues.

So as others have mentioned, concurrency, the Washington State Growth Management Act requires that infrastructure is in place before development occurs. Road infrastructure and public transit and services are all supposed to be planned and funded before development occurs. Clark County is in violation of these concurrency rules.

So, again, I ask that the Council place a moratorium on development until we have infrastructure to support all of it. Secondly, I'm very concerned about the warehouse, something that you might have seen come across your desk recently, proposal for

a 577,000-square foot warehouse, that's right, 577,000-square foot on 50th Avenue just east of WSU Vancouver and literally bumping elbows with two other educational facilities.

The main access route to this facility from I-5 goes right through the hearts of our residential community. Does this sound like a plan to you that has community interest at heart? It certainly doesn't to me. Traffic generated, noise generated just doesn't seem good to me. I think that's it. Thank you.

PHILLIPS: Thank you. Sean Darcy.

DARCY: Hi. Yes. Okay. Sean Darcy, D-a-r-c-y. I'm on 26th Avenue right off of 179th south of it. I would like to just ask for connectivity for pedestrians, for bicyclists.

Currently our section of the neighborhood, I moved in seven years ago, haven't caught up to the 100 grand yet but maybe 50 grand in property taxes, so I would love a sidewalk on 179th.

Our neighbors have put up barbwire so that we can't access it and the roadway is a ditch. So we have to drive to visit our neighbors just -- so there's my house, ten houses, one house

that is two acres, another development, we have to drive over there because it's unsafe.

And I'm a little bit different than everyone else, I'm selfish, I want a sidewalk just so I can go visit my neighbors. I would like a sidewalk to the fairgrounds so I can walk to the fairgrounds. Currently you can't bike there, it's just very unsafe. And traffic, I mean fairgrounds is there, you can't walk because there's no sidewalks around that area.

So all of the infrastructure is not yet there and I think Ken hit a lot of the points I was going to emphasize, but the one thing I want is like speed. Can we build our sidewalks faster? Can we do imminent domain faster? Can we improve our pedestrian access so that we don't have to rely on the road as much is really where I would like to put our comments.

And then the last part is the 179th and 29th interchange stops right there before that sidewalk gets developed. Is there a way that we can write the rules so that when we are doing these projects when we, can we look at connectivity so that we can go 100 more feet so that we can get that sidewalk established? Thank you very much.

PHILLIPS: Thank you. Teresa Hardy.

HARDY: Good evening. My name is Teresa Hardy, that's H-a-r-d-y, and I know this is a long evening for everyone. I'm here to speak for Friends of Clark County.

In addition to all the significant relevant and important public comment that has been shared by residents throughout this process and especially this evening, we want to add another aspect of land use and that is Legacy Lands that are important in this area.

The Legacy Lands Program has identified -- has identified an area with a value of conservation in the Salmon Creek/Whipple Creek area of purchase, area of purchase as part of its program which we greatly appreciate.

We would like to add that the plan says while the watershed is rapidly changing to an urban/suburban landscape, Whipple Creek provides a highly important travel corridor and habitat for a variety of fish and wildlife.

High acquisition priorities include riparian areas that also support intact mixed mature forests and upland habitats. Projects that are large enough to provide multiple habitat functions, breeding, nesting, sanctuary resting, feeding are important within this kind of urbanizing landscape.

Friends of Clark County wants to see that the County Council invests in preserving these lands that have been identified in the Legacy Lands Program adopted in 2022 prior to approving more development in the area.

In the video at the Legacy Land site online it says this is the best opportunity to protect the investment in the future and their statement that it says I think needs to be really remembered throughout all of this which is what the residents here are saying and that quality of life in Clark County is important.

So the asks tonight from the residents in that area are important and will affect the quality of life in Clark County which we need to make a priority. Thank you.

PHILLIPS: Thank you. And I believe that is everyone who

previously signed up unless there's anyone else in the room who would like to speak? Okay. And I have one caller online and we will request to unmute you now if you could state your name and then go ahead.

CONAWAY: My name is Linda Conaway. Hello? Can you hear me? Hello?

BOWERMAN: Yes. Yes, we can.

CONAWAY: Okay. My name is Linda Conaway, C-o-n-a-w-a-y, and I represent Northwest Wild Fish Rescue which is a local nonprofit that works to enhance the numbers of wild coho and our, and steelhead in our local creeks.

I am here tonight to reiterate our opposition to the 179th Street expansion project. What you are proposing to do overall will significantly degrade the southern end of Mill Creek. PUD has spent thousands of dollars working to improve the riparian habitat along the creek, and in conjunction with WSU has planted hundreds of trees on their campus which contains a portion of this creek.

The proposal to continue to build-out this infrastructure will harm this creek by increasing pollution in the air and in the creek. More asphalt means more runoff and higher temperatures both in the air and in the water. Increased development in these sensitive areas will only lead to the increased mortality for the wild fish in the area. We are one of the few urban areas that wild fish call home.

Instead of seeing this as an opportunity, a real environmental stewardship and possibly increase tourism as well as a legacy for our children, the County has to date ignored the science presented to you and the voices of the community who oppose this. I would urge you to consider your duty to be stewards of the land and representatives of the people.

For all the above reasons, Northwest Wild Fish Rescue joins with the Friends of Clark County and other neighborhood groups to oppose this project and to urge you to safeguard the quality of life that makes this county such a wonderful place to live. Thank you for your attention.

PHILLIPS: Thank you. And, Chair, I believe that is, that concludes public comment. Oh, excuse me, yes. Just one moment,

Chair, I do apologize. Sorry. We can maybe address that in one moment. I do have one more name that did come up online though, Kevin Howell, please go ahead.

HOWELL: Can you hear me?

PHILLIPS: Go ahead, Kevin.

BOWERMAN: Yes, we can hear you.

PHILLIPS: Yes. Thank you.

HOWELL: Okay. My name is Kevin Howell spelled H-o-w-e-l-l. I live at 17811 N.E. 47th Avenue. Earlier in the meeting it was stated that the plan will not force landowners to sell or develop their lands. I wish to do neither but yet the map shows a roundabout on my property. With the roundabout at Mill Creek currently known as 47th directly affects my land.

I live on the corner of 179th and 47th Avenue. If the roundabout is built there, they will have to remove my shed, destroy my custom concrete fire pit, dig up my septic system, remove my fence, dig up my pets that have passed away and are buried there as well as the removal of 20-year-old trees on my

property that bald eagles frequent.

Please reconsider this roundabout and consider the input of residents who have lived here for decades. That's all. Thank you.

PHILLIPS: Perfect. Thank you.

BOWERMAN: Are there others, staff?

PHILLIPS: If there's anyone else online that would like to comment, if you're online at the very bottom of your screen there should be a raised-hand icon or if you're called in you can press star 3. We don't have a way to identify you if you don't have your hand raised.

BOWERMAN: And hearing that there are none coming forward at this point, I think we should move forward with the agenda if that sounds reasonable. We have already completed the staff report. We have completed the hearing of the public. I think we should now hear any questions and concerns from Council.

MARSHALL: Chair, I believe there is one more person online that

wants to testify.

BOWERMAN: For sure.

PHILLIPS: Jim Byrne, please go ahead with your comment.

BOWERMAN: Thank you.

BYRNE: Good evening. Can you hear me?

PHILLIPS: You might have to speak up or speak directly into your computer, it's just pretty quiet on our end. Maybe move a little closer.

BYRNE: I'm about an inch away from my computer.

PHILLIPS: We're still having a hard time. Okay.

BYRNE: I don't know what I can do.

PHILLIPS: That's a little better. If you'd like to go ahead and please spell your last name for the reporter.

BYRNE: Sure. It's Jim Byrne, B-y-r-n-e.

PHILLIPS: Thank you.

BOWERMAN: I'm sorry but I can't discern what's being said.

BYRNE: This meeting is a microcosm of this whole process. Probably in 2019 with the listing of the urban growth holdings area (inaudible) --

HOLLEY: I'm sorry. I can't write down his testimony if I can't hear him.

BOWERMAN: I am in the same spot. Kristin, do you know how to make his testimony be clear?

OTTO: I think it's on his end with the microphone. So we have muted him, Council, and/or, Chair, so if you want to continue with the hearing.

BOWERMAN: Okay. We'll do that. And as I was saying we have already at this point gotten the staff report. We have heard from the public in every way that they wish to testify. And now it is time to hear from Council. So are there any comments that Council wishes to make before we start looking at a vote or

action that we would take?

YUNG: Chair.

MARSHALL: Chair.

BOWERMAN: Yes, Councilor Yung.

YUNG: Yeah, I've got a few questions. One, again, I appreciate the public comments that have been made tonight, I appreciate people taking time out of their schedule and away from their family to come and advocate for their neighborhoods and for their livelihood, so thank you for coming in to do that.

And to me it seems like there's little concern about the projects and how the corridor will develop in terms of traffic. The concerns seem to be centered around concurrency and whether or not the current system and the system as it's being constructed under construction is going to be supportive of their neighborhoods.

And so my question is at what point, at what level of failure of service do we take a look at the situation and look at a

potential moratorium? And I hate to do that because the housing is so needed in our county, we have such a huge shortage of it; however, at some point in a failure we have to take a look at that and I'm curious if staff has any recommendations or any thoughts about that. And also just kind of do we have an evaluation of the current level-of-service as-is?

LADER: I can speak to that.

BOWERMAN: Ken, do you have any comments on that?
LADER: I do, Chair Bowerman.

BOWERMAN: Glen suggested that we -- Glen suggested that we hear from staff, I'd be very interested in what you have to say.

LADER: Sure. Ken Lader, Public Works Director. So currently, and I want to go back to the statute and I can't recall if it was Eric that mentioned it, but someone, someone did talk about the statute, but only half of the statute on concurrency was mentioned, so I'm going to read it a little more completely.

Concurrence with development is designed -- is defined by the GMA to mean that any, and here I'll quote, 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. So a little bit of a nuance there but it's important to this discussion.

So concurrency is the development of an area being sufficiently supported by the areas infrastructure and we've heard a lot of, a lot of examples of where our constituents feel like that's not happening in the corridor; however, concurrency is a dynamic process, and I've spoke about this before during our work session, although it is complicated, it is a measurable interaction between development and its supporting processes.

And it's our belief based on the traffic that we, the modeling that we've done that concurrency will continue to be met within the planned capital projects for the area and that these projects are reasonably funded.

And I would point out the dynamic piece of concurrency has to do with our first project that's going to be performed in the area will be next year at 50th, the widening of the turn lanes east and west, and then our next project will begin, our schedule right now shows 2025, we're on track for that, to build the

intersection at 29th and 179th, the large roundabout there.

Concurrency -- congestion for traffic is often directly related to the intersections heavily and then not as much with the connectors between which is why we're doing the intersections first.

I don't have a current evaluation of concurrency, but our belief is and based on the information that we've done with our modeling that we are concurrent which is not to take anything away with any of the testimony from the public tonight, I think their concerns are valid with the rapid development, but we believe and understand that we are concurrent with our capital projects and the schedules that we have in place. Does that answer your question, Councilor Yung?

YUNG: Partly. And maybe I should expand on it a little bit more because I feel like there's kind of two different issues here. One is concurrency and remaining in compliance with the law, and the other is, you know, mitigation at, you know, at what level do we feel like we need to make some changes.

You know, I don't live in that area so I don't understand how

things function currently in terms of whether they're broken or they're working, you know, how our level-of-service is.

Are we failing yet? Are we going to fail with the development level that is currently permitted or applied to? At what point do we get to the situation where the neighbors that live there existingly are really being burdened by the traffic problems and do we have some form of a mechanism in place?

Because I understand, I mean we are, in my opinion we are compliant with concurrency, we have allocated the funding for it, we have planned appropriately, but it's a matter of it takes time to build this stuff.
And so in the meantime while it gets built, there's many more housing units that are being developed and so that was really more along the line of questioning that I had was how is the current level-of-service currently today?

How is it going to be with the development that's currently in the pipeline? And then at what point do we take a look at it and say this, you know, this won't work anymore and we need to stop or pause the development in this pocket or this area until that infrastructure is completely built?

LADER: Thank you, Councilor. I'm going to let Gary start with an answer to that and then I've got a couple of comments to add as well.

ALBRECHT: So the current level-of-service is sufficient, is adequate, it's operating at within our standards of 0.9 volume to capacity ratio, so nothing is failing on 179th Street. So as development occurs on 179th Street, each development site will have to make sure that they are addressing our concurrency code, our volume to capacity ratios.

So if at the time then their specific development indicates that that section of roadway is going to move into failure, then they'll have to figure out a way to mitigate the impacts from their development. So it's site-specific when it comes to level-of-service right now as development is occurring.

LADER: And then I'd like to add one thing to that. So there's our calculation of course of level-of-service which is a, you know, a traffic and a math problem, and I don't think that takes away from any of the examples that the community is giving, but I will say most of which are anecdotal, right, so if we're -- if

you're heading towards Interstate 5 westbound and you come up to 15th Avenue and it happens to be in the morning when the rest of the traffic is trying to get to the interchange and somebody stops there to take a left turn south on 15th, it will back traffic right up on the hill, and we've heard this from the community, that's a very real example of where for that moment that measurement level-of-service is not being met; however, based on the average daily traffic it probably is.

My response to that is that our quality counts, we'll be laying out some traffic counts out there so that we can see how much is turning and when and we're looking at whether we can phase that signal or possibly if that doesn't work, put in a left-turn lane.

So the reason I bring that up, I think there is a calculated level-of-service and then there's an absolute recognition, you know, somebody brought up the wear and tear and how rough the road is, we mentioned it earlier as well between 29th and the interchange, and it's our responsibility to make sure that the road is maintained while this development is going on and make sure that it is safe for the traveling public.

And I have my preservation manager and my traffic division manager both looking at solutions that we can provide in the interim before these projects start construction.

YUNG: Thank you. That helps a lot. I do have one little clarifying question about that and then one last question. So if I understood correctly, is there the potential for a developer to apply to begin development and be declined essentially because 179th Street or one of the other roads can't handle the growth at that point?

And I assume that a developer really can't mitigate or make it better because 179th project directly on 179th is not something that, I mean they can't go and start building that infrastructure without us nor would they.

So is there a natural mechanism at some point then where the development would be declined based on the conditions of the current roads?

LADER: And so Gary might want to speak more to the trips that are generated for development, but absolutely there's a condition where development would not be allowed if they can't

show that it's happening in a way that meets code.

But to your comment about the frontage on 179th for instance, a developer could develop and build the frontage segmented on 179th. If we have a capital project that's in place on our six-year plan, we would probably work with them so that they can defer that development so that they wouldn't build it and then we would have to look at adjusting it with our capital plan.

So I think absolutely there's a case for that and each development is looked at as it comes in for application whether or not it can meet the requirements of code, and then for the frontage whether we would defer or have them build the frontage on our county road.

YUNG: Okay. Thank you for that clarification. I think that it would be critical for us to keep a really close eye on that, on our level-of-services, and I'd be interested in hearing how we intend to do that.

And then my last question is I would like to expand a little bit on one of the comments that was mentioned. In the presentation it was mentioned that there was no land acquisition, but is that

meaning just at this time and that there will be land acquisition as a part of the project or is there no land acquisition and we have all the right-of-way that we need at this point?

LADER: Very good, great question, Councilor. So the plan that is before you tonight, this public hearing is for the Circulation and Access Management Plan, it doesn't start any development, it doesn't initiate any development, it doesn't start any capital plan for the County, this plan is in place to guide development that is occurring in the area, it's in place to guide it in a comprehensive way that we feel will lessen the impacts of development in the area as it's occurring.

So while I definitely hear the community and the strong voice for request for moratorium that is here tonight, it's not really related to this plan that is before you tonight, only in that this plan is something that when development happens, we hope that it would be -- have less impact and be done in a more efficient manner and safer manner for our circulation and traffic and for the environment impacts, but that this plan doesn't do anything to say, you know, go develop, that that happened -- that happened when the area was zoned in the urban

growth area back in 2007 and then with the lifting of urban holding in 2019/2020.

YUNG: Okay. So are we going --

LADER: Enough said.

YUNG: -- to be acquiring land as a part of the project?

LADER: Oh, yeah. Sorry. So for the county road projects that we have along the corridor we are absolutely negotiating with property owners, we typically do that after we get past the 50 percent design level so we understand where those impacts will be.

And then especially once a project is at the 90 percent design level in preliminary engineering, then we would be working very closely at that time with property owners on any impacts, appraising their property, negotiating on acquisition pricing and coming to terms with them on anything that we would need to acquire, so...

So, yes, again our county projects do initiate and negotiate

acquisitions and they are not part of this Access Management Circulation Plan that we're looking at tonight if that makes sense.

YUNG: It does make sense, but I think it is one of those things that it just kind of the visual from that slide is a bit confusing for people to kind of comprehend. I mean, that's not the issue that's on the docket tonight, but it is a part of the plan so I appreciate that clarification.

BOWERMAN: Ken, if there were one thing, one word, that seemed to come up more than any other from the community it would be the word moratorium with the request that Council place a moratorium on future development until the infrastructure catches up for jobs and grocery stores and whatever else.

So I heard you address that very briefly just a moment ago, but could you take that word and expand on it for the public as to its meaning if we were to have a vote for a moratorium, what would that mean for the project, the community, et cetera.
LADER: Yeah, Chair Bowerman, I'm going to have Gary begin the answer to that, so...

BOWERMAN: Great.

ALBRECHT: So, Councilor Bowerman, with 139th Street, there was a moratorium in place I believe around 2000/2001. So it started out on the east of, east side of I-5 and the development was occurring so rapidly in the Salmon Creek area they wanted to put a pause on development.

And then development kept occurring so they expanded the moratorium to the west side and so eventually they put a plan in place that needed transportation improvements, so that meant building the 139th Street overpass and adding the on-ramp/off-ramps onto 139th Street. So that was the resolution for the moratorium, so you're putting a pause on the development.

And when I look at this idea of a moratorium for 179th Street, well, part of the resolution is this Access Management Circulation Plan, that would be the what, okay, so you're doing a moratorium and then how are you going to get yourself out of it.

Well, we have an Access Management Circulation Plan to help us

get out of it and the development will help us get there in a way that is not a piecemeal approach.
So the roads get built and provide access, connectivity which I heard some of the residents desire, it will help with building sidewalks so people can walk to where they want to go and bike to where they want to go.

BOWERMAN: Well, but development is occurring right now, and so if a moratorium were put on that, what are the implications of that, what would that mean?

LADER: So I'll take a stab at it a little different angle. First off, that's not something that I've contemplated and the reason that I haven't worked with staff on that is that based on our belief about concurrency and our calculations on concurrency, as I said before, concurrency will continue to be met with the planned capital projects for the area and the projects are reasonably funded. So if that's something that Council would like us to contemplate we can certainly do that.

I would, and I don't have a good answer for that, we can speculate as Gary was on what's happened in the past when moratoriums have been placed. I don't know what the financial

impacts might be to the capital projects.

I also don't know what impact that might be to the County as far as the development community with their expectations of providing development in the area and their plans that they may or may not already have. I think it's a very complex question which, you know, we're happy to contemplate for you if so directed.

And I -- but I would add again tonight that the plan before you tonight isn't related to that and I think tying the two together in my opinion does a disservice to what this plan could bring for the area with development that is occurring or that would happen at any time in the future, so...

BOWERMAN: Explain that because I think the community is saying please put a moratorium on the development of future infrastructure, and until the future infrastructure catches up and so on, and if that is not where we're headed or where we need to head or where we should to head, let's hear it.

LADER: So we do not recognize a failure in level-of-service in the corridor right now and there's no justification for a

moratorium as far as the conditions that are occurring in the corridor. And I understand there is a lot of, you know, charged feeling or/and anecdotal evidence of failure and the road is not in the best shape and there's a lot of activity, but based on our calculations we don't have a reason to impose a moratorium.

BOWERMAN: Well, thank you, that's a difficult question and I appreciate your response.

ALBRECHT: Councilor Bowerman, so RTC has a congestion monitoring program and 179th Street is not on, not a corridor of concern for congestion. So if it was, it would show up in the congestion management program in their report that they have and it's not, it's not at failure.

So I mean just going back to the 139th Street, the reason why that moratorium was put in place is because Salmon Creek because 139th, the corridor was failing. We, back in 2014 we, you know, we changed the level-of-service standards and we went back into the capital facility plan and removed projects from the list based on the different level-of-service standards. So I mean it all based on failure of failing corridors and 179th Street is not there based on what we know through RTC.

MARSHALL: Chair.

BOWERMAN: Yes.

MARSHALL: I have a few comments to make. Thank you.

BOWERMAN: Go ahead, please.

MARSHALL: I think that the issues raised are broader than the transportation issues in the plan that you're presenting. And I know I've referred to this 179th and all that's going on there as cautionary tale related to planning and that there's been failures in the process and the concurrency, the failure related to concurrency I believe was really at the outset when it was lifted because it was not, well, it was demonstrated but it was flawed information that came forward to the Council and it was off by about 20 million.

It was premature in my opinion to lift the urban holding and that is really the decision that we're now having to grapple with and this community, which is my community, I live in this community, is having to deal with.

And the cautionary tale is one of planning and I think I want to say a few things about that right now because we're going into comp plan update and we should learn from this experience and not make the same mistakes because this was led by four developers and so it's not, well, it's understandable that people would feel this is just driven by the developers because they really, that's what fueled this lifting of the urban holding.

So there's those four developments and then there's six more that are, you know, at in some level of being permitted, so I think if there is a moratorium it's too late for all of those, so that's a huge impact in the community. And it instead of kind of growing kind of gradually from your urban area out, it was leapfrogging right out to the very edge of the urban area to build much more densely without any of the infrastructure.

All of the issues that have been raised pretty much came up when there was discussion about lifting that urban holding, what about the sidewalks, what about parks, what about the Discovery Corridor and jobs, all of those things came up at that time but there was a rush and I think led by the development community to lift the urban holding.

And so that's what I think beyond the transportation plan people are trying to grapple with because this is a rural area that suddenly is becoming densely developed without really, there was no master planning really to figure out, you know, there was zoning that was in place back from 2007, and what commercial area that was identified has been nibbled away, so, you know, all of the concerns are still there.

And my question is, is there a way to pause this in some way so some of that planning, so that the community can have some input, can see how it will all come together in some kind of cohesive plan, but right now we don't have that and I think things are being lost with every passing day.

So it just, you know, I was involved with this for quite some time and it's just been, you know, kind of gruelling to see it continue to play out and it will continue to play out, you know, for the next decade or so. We're not going to be concurrent. These projects are going to be going on for a long long time and then there's the event center and the fairgrounds and all of the huge amount of traffic that is imposed in the area.

So I think the master planning, some kind of subarea, some kind

of a plan that can address some of these issues that are so heavily impacting the rural community.

And it's really very heavy-handed approach because it's like, okay, this is happening, your neighbor may sell, there's going to be dense development going on there, you may still want to be living in a rural area but things will develop around you and it forces people to, it just forces them out of the community, they have to just sell and maybe they get a better price because of the -- but that's not really what people have desired, they, you know, there's just this huge conflict that's been created.

So if there is a way to pause things, to do some better planning or, and to mitigate it in some way going forward because this is going to be, Ken, I think this is going to be a headache for you for some time going forward.

BOWERMAN: Okay. Let's just say, Councilor Marshall, that it is possible to put a pause on, let's talk about tonight and what lies ahead. I am not convinced that we have heard from all of the Councilors as to what they're thinking on this docket item is, and so given that, I really wonder if we are going to be ready to vote.

I know that some of the proposals that have come from the community would hope for sure that we are ready to vote, but I'm not sure that we're there. Could I hear from Council on that because it determines what we do tonight.

MEDVIGY: Madam Chair, if I could.

BOWERMAN: Go ahead.

MEDVIGY: Yes. It's 9:20 --

BOWERMAN: I know.

MEDVIGY: -- and we don't have five Councilors, so I would think the most prudent thing we could do is to move to a date certain, next Tuesday, when we have all five Councilors present. I do want to make a couple of comments.

One is I applaud the work that Ken and his staff have done and there's been -- thank you. We've taken several pauses and several pauses beats before us and I can't remember which month it was but from this very dais, and I think I was one of them that pushed the issue of, hey, we need to take a pause and hear

from the neighborhood because we're hearing from a lot of people that said I don't know anything about this and for me that was, it was hard to hear because I, boy, you know, we read about it in the paper everyday in 2019 and we had so many public hearings and I just thought everybody knew about it when we lifted urban holding, but it wasn't the case.

So we paused, took a step back and I think the public outreach and the open houses and the responsiveness of the staff have been great and it was needed. Yeah, it was maybe we could have done a better job back leading up to the vote in 2019.

We took a pause from 2007, this was put into the urban holding area or urban growth area rather and then paused, there was a hold put on it, basically a moratorium, we're going to have urban holding and that stayed in place for 13 years.

And, Glen, to your point, consider this because I know your heartfelt desire to have a positive impact in our homeless situation, every time rents go up, we have more homeless people, our rents are going up. Someone made a comment about their property taxes because of their assessed value, it's ballooning.

We have tomorrow affordable housing, we're trying to make progress on affordable housing. We have development agreements in place. The central issue on all of these issues is the lack of housing, it's a statewide issue. The legislature this past session spent nearly the entire session on housing and how to increase it.

So, Glen, you know, if we put more of a moratorium in place, we don't move forward, we're going to exacerbate all of those issues because of a lack of housing. We are thousands of homes behind right now. Our society can't tolerate making this crisis worse.

We need more homes, we know that, and we're going to talk about this in earnest tomorrow about changing our code so we can attract more development. We have development in place, contracts in place, I'm not sure what the lawyers would do with that if we somehow put an additional moratorium in place.

So these are all important issues. I think we need our entire Council. I think we need to let these issues settle down and then re-address it with fresh minds on next Tuesday when we can schedule a date certain to continue this hearing. So as to your

question about whether we're ready to vote, I think it would be imprudent to try to have a vote tonight.

BOWERMAN: But in that, Councilor Medvigy, I would suggest that if we do delay the hearing to a time certain that it not be, that we start all over again with the hearing because tonight we have done a marvelous job I think of hearing from the public, my goodness, I think we all learned from what the public had to say and it was great.

In addition, I think we have the need to pick up on what our own Councilors are going to say about this because that's kind of where we've left off. We've gotten the input from staff, we don't need to rediscover that, but if we have a time certain for Tuesday to continue the hearing it would be to start where our Council expresses its concerns and perspectives. Would that be agreeable?

YUNG: Chair.

BOWERMAN: Yes.

YUNG: My thoughts on this are a little bit different and I

think Gary tried to point this out, tonight's decision is about the plan for the transportation, not any other part of the plan for the area.

And I think that in all of the things that we've discussed tonight have a lot of merit and I think we need to work through them, you know, we need to look at other things besides just transportation and parks.

I mean, many of the things that Councilor Marshall mentioned, that make sure that we have a solid whole plan, not just for traffic, but the last thing I want to do is we know that the development is going to come into this area eventually and the last thing we need to do is slow down the transportation infrastructure.

So I personally would be in favor of moving forward tonight. I think that the transportation plan is good. I think it's going to be the implementation process in making sure that in the time between now and when that infrastructure is complete that we make sure that we don't overburden any particular neighborhoods with that development to where they can't get through, you know, they can't get from one place to the other without

reasonability.

So I would be personally in favor of not continuing the public hearing and moving forward; however, I do respect the fact that we are missing one Councilor tonight and I like, you know, to hear all of the input even, you know, from all of the Councilors, so those are my thoughts.

BOWERMAN: Are there others?

MARSHALL: Yes, Chair. I've been trying to ring in here. I think that, you know, if we move forward with the transportation plan, you know - and Gary and Ken thank you so much and Amber for all that you've done - that it will alleviate, it's a pathway forward, it enables funding to provide for some of those roads, it's, you know, a dilemma that we have to depend on development to make those roads happen but -- and if we don't have the development, it appears that we don't have the funding to make those roads happen, so I think it can alleviate the problem.

My concern is that if we adopt this now, when do we talk about any kind of master planning? When does that occur? How do we

mitigate for some of the lack of planning that occurred? When -- how can we assure that that happens?

And then just a thought on housing affordability. I think expanding boundaries and building lots of houses does not ensure that it's affordable. And I stopped at one of the developments just yesterday, it's 550, 650,000, three and four-bedroom homes, those are not affordable. And back when they were talking about lifting the urban holding that was and it will continue to be an argument, but it does not ensure that housing is going to be affordable.

But back to, you know, how do we ensure that there's some mitigation or some planning, when could that be addressed apart from the transportation plan?

MEDVIGY: So, Madam Chair, I'm hearing that we can move forward with a vote tonight and let's see what happens.

BOWERMAN: And tell me where you heard that? You hear that relative to the full 179th Street Access Management and Circulation Plan; is that correct?

MEDVIGY: I move for approval and I think we need a roll call vote.

BOWERMAN: I think we need further discussion first.

YUNG: I'll second the motion, Chair.

BOWERMAN: Okay. There's a second. And let's discuss it.

MARSHALL: Thank you. If I could, I would still like to have some assurances about the master planning and mitigation for some of the impacts this is having on what is still a rural community.

YUNG: I wholeheartedly agree with that, we should have some form of a time commitment where we will begin to address this and bring the subject up.

BOWERMAN: You can feel like it's getting lost again in the dialogue?

MEDVIGY: I'm sorry, Madam Chair, I didn't hear what you just said.

BOWERMAN: Councilor Marshall, I wonder if she feels like the subject that she just brought up is getting lost in the dialogue.

MARSHALL: Thank you. I do feel like it's getting lost. I'm looking over to staff to see if they can give me any assurance. I don't think Ken and Gary are obligated to give me assurance about some of these other issues.

OTTO: And I can just quickly can respond that we did do or Ken did updates on the development agreements I believe last week or the week before and the financial analysis for this project.

We can chat this week and bring back to Council, you know, what that could look like. I think talking on the fly not knowing all the parts and more stuff that will be coming before Council, so we can bring that back to you at Council Time.

MARSHALL: Well, I think one thing that's come up is if someone wants to retain their farm, their rural property and there's development that's, you know, high-density development or apartment buildings going in right next or there's trees that are removed that it's impacting their property, is there a way

to figure out how to alleviate that.

OTTO: We'll include that in the discussion in the future.

BOWERMAN: That's important.

OTTO: We, staff will talk about this offline and bring it back to Council, yes.

ALBRECHT: And Oliver mentioned that -- Oliver mentioned that public comment would need to close then I believe if it got moved.

BOWERMAN: Sorry?

ORJIAKO: Councilors, this is Oliver Orjiako if I may. I will echo Ken's observation and Councilors that we do appreciate all the testimony that was given tonight, but I think to be honest the time for master planning would have been prior to the lifting of the urban holding and too with all the developers agreement and all the approvals.

Councilor Marshall, you mentioned that pausing will put a dent

on the funding because it is through that that we get the funding and the matching fund to do some of the identified county road and including developers who will do their own part to provide for the circulation and access and livability for the area, I wanted to add that. But we can come back and address future issues on how to mitigate.

I think you made a good observation that this area was brought into the urban growth boundary in '07, it caught a lot of folks by surprise. But Councilor Medvigy made an observation when we put that urban holding, we recognized that there was lack of infrastructure, that was the reason why we put that urban holding.

And it was in place technically, some folks were advocating that that is another backdate to moratorium for 13 years prior to lifting of that urban holding and we put a plan together, it wasn't perfect, but we put a plan together identifying the funding sources to help us build the necessary road or the infrastructure to lift the urban holding. We can come back and address other issues.

What I will say to Council is that when we look at -- through

this next planning update, if we bring an area in to the urban growth boundary, that is the time that Council should advise us to do subarea planning and advanced planning for what that area will look like if it were to develop as urban.

Gary and Ken did, made observation about the moratorium, I heard that clear, but what happened at 134th if you'll recall that is where the confluence of I-5 and 205 came together, that was a failing intersection. The Federal government has a say in funding in how that improvement was made, we don't have that at 179th.

So it's going to be your call if you want to put a pause or put a moratorium, but there is no failing or level-of-service deficiency that we staff can identify now to warrant those coming to Council to ask for a pause or for a moratorium. I just want to make that observation. It's not to take away the testimony from the public, but given our level-of-service now I don't think there is a warrant to ask for a moratorium along that corridor.

Plus remember the Federal, not the Federal, but the State route or interchange, the State exempt themselves from concurrency, so

it's the County that has to deal with the concurrency issues.

BOWERMAN: So short of asking for a moratorium, which I'm not suggesting that we do, Kathleen, you had suggested some approaches that with staff you could take during the week and prior to our next meeting. If we vote in passage of this 179th Street access and so on, that will not interfere with what you're planning to do, will it?

ORJIAKO: No.

OTTO: I don't believe so because I think what Councilor Marshall is asking for is outside of the circulation plan that's before you today and have and identify other impacts on different processes moving forward.

BOWERMAN: Okay. And in that event I think we should go ahead since it has been moved and seconded on CPZ2021-00013 that we, and it has been seconded as well, that we go ahead and take the vote. Is that acceptable or are there additional comments that you must make first? Okay. Hearing none, let's go ahead and take the poll.

YUNG: AYE

MEDVIGY: AYE

MARSHALL: NO

BOWERMAN: AYE

BOWERMAN: So the motion is passed and we look forward to hearing quite a bit more in terms of the expectation that comes from the community and the testimony that came tonight on development and infrastructure in this area, because without that, we have not accomplished what we have set out to do.

So with that, gees, I just feel like Ken and your staff you've done so much to make this so possible and I just don't know how that can be expressed to you adequately to say thank you, you've done a terrific job.

LADER: Thank you. Thank you, Chair.

BOWERMAN: And are there any other parting comments or any parting comments from Kathleen or staff?

MEDVIGY: I think you have Councilor communications, County Manager report and then adjournment.

BOWERMAN: I'm aware of that. Thank you very much. But I also asked if there was anything concluding this part of the discussion from our staff?

OTTO: Nothing further tonight. Thank you.

BOWERMAN: Okie-doke.

CLARK COUNTY COUNCIL
VERBATIM TRANSCRIPT OF JULY 18, 2023
PUBLIC HEARING: DOCKET ITEMS
(NE 179TH STREET AND 179TH STREET ACCESS MANAGEMENT & CIRCULATION PLAN)

CLARK COUNTY COUNCIL

Karen Dill Bowerman, Chair, District 3

Glen Yung, District 1

Michelle Belkot, District 2

Gary Medvigy, District 4

Sue Marshall, District 5

CLARK COUNTY, WASHINGTON 1844

ATTEST:

Rebecca Messinger, Clerk to the Council

Minutes Transcribed by:
Cindy Holley, Court Reporter/Rider & Associates, Inc.

179th Street Access Management and Circulation Planning

CPZ 2021-00013

County Council Hearing - July 18, 2023

Public Service Center Hearing Room/Webex

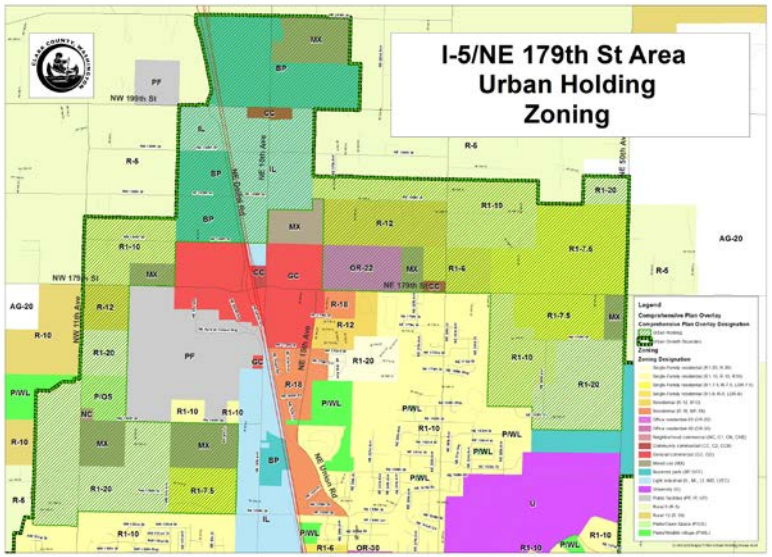
Ken Lader, P.E., Public Works Director, County Engineer

Agenda

- Review of project timeline
- Plan need
- 179th Street programmed capital projects
- Ongoing development
- Outreach
- Changes to plan
- Requested action

Project Timeline

- 2007: Vancouver's Urban Growth Boundary expanded to include 179th St. corridor.
- Area in urban holding
- 2015: Connecting Washington funding package I-5 179th interchange funding
- 2020: Urban Holding removed
- Development agreements
- 2021: Access Management & Circulation Plan
- 2022: Planning Commission & Council hearings



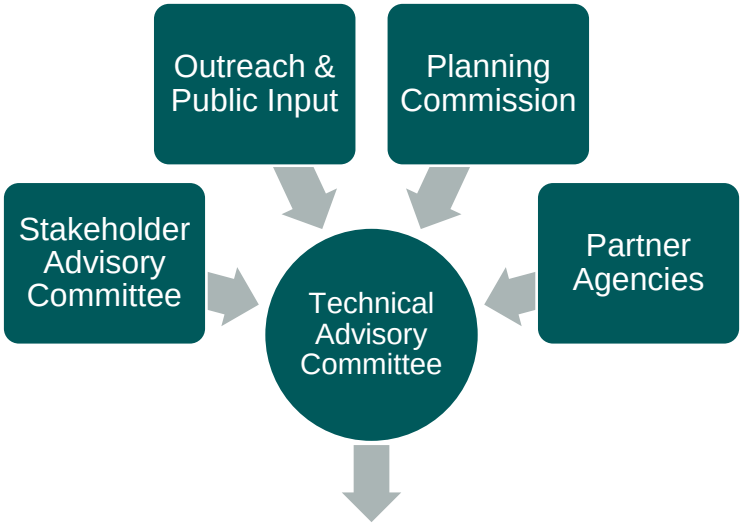
Access Management and Circulation Plan need

A plan is needed to balance increased traffic volumes with safety and mobility. The goals of the plan are:

- 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



Plan creation



Created…

- By a team of engineering consultants and transportation planning staff

Modeled…

- Following best industry practices and engineering standards

Objective…

- Create a multi-modal corridor for safe and efficient travel

Access Management and Circulation Plan



Proposed Road Changes

- New roadway connections
- Relocation of roads



Recommended Road Design

- Number of lanes
- Facilities for people biking and walking



Intersection Types and Locations

- Roundabouts
- Stop sign
- Traffic light



Access Locations

- Entry and exit points to main road
- Driveway access



Safety Features

- Medians
- Sidewalks
- Bike lanes
- Lighting

Access Management and Circulation Plan

The plan DOES NOT

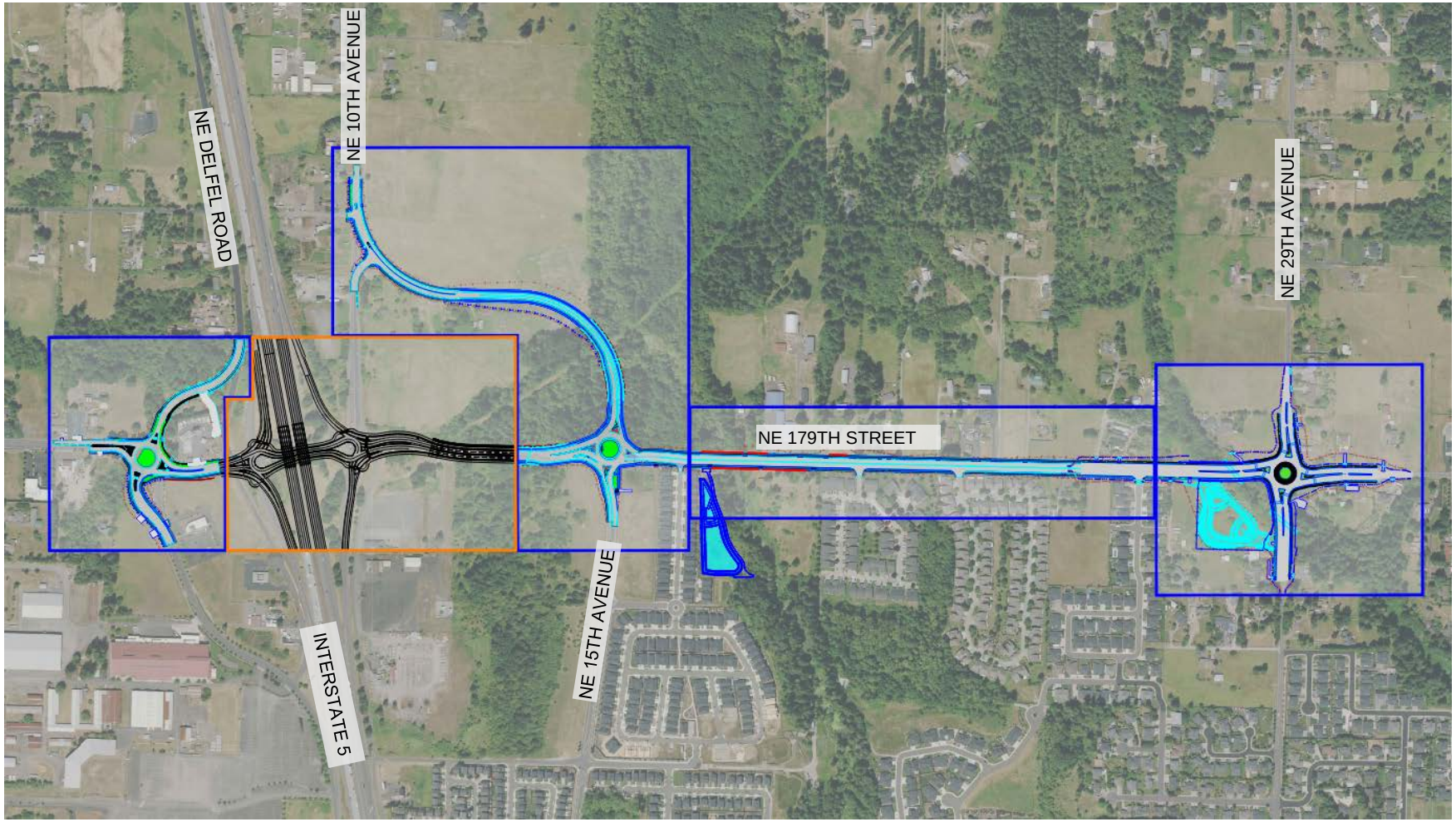

Approve or initiate overall development in the area


Require that property owners develop their land

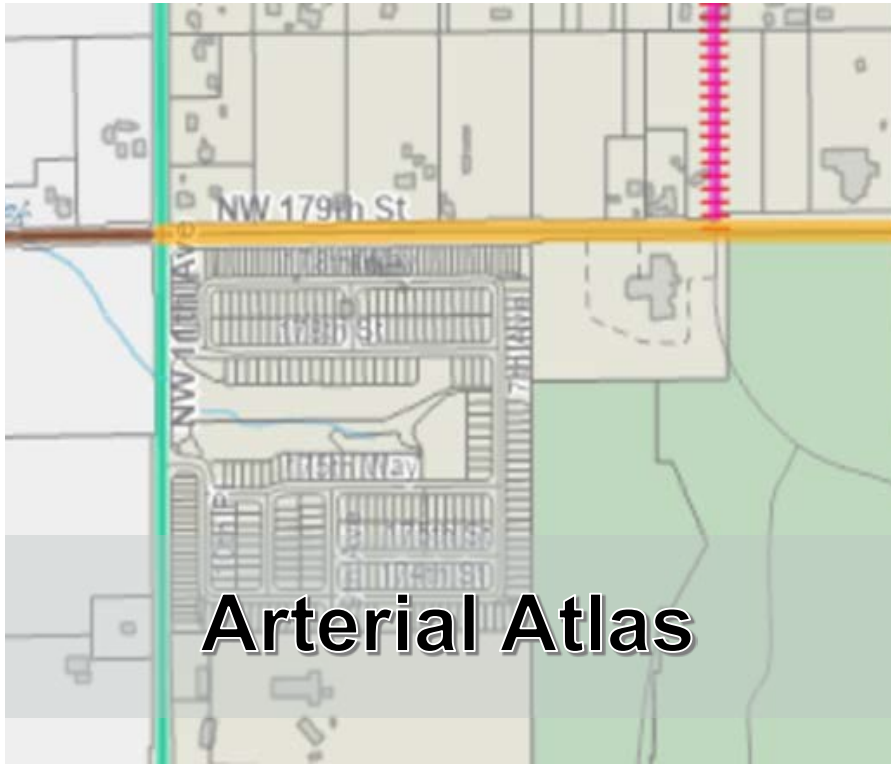

Initiate county acquisition of privately-owned land

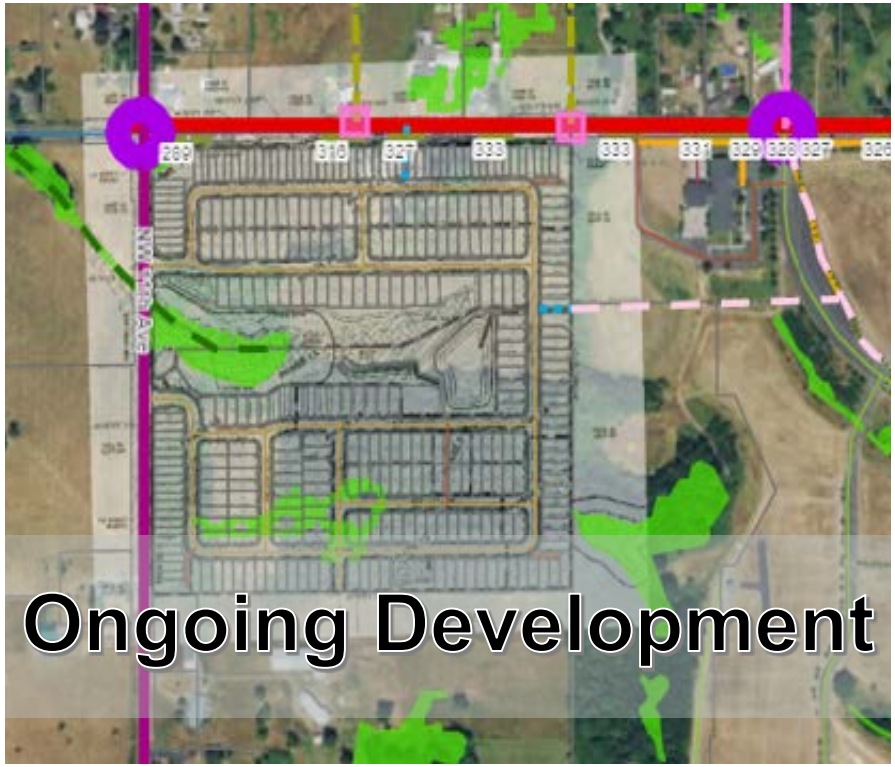

Review or approve proposed developments

179th Street – programmed capital projects



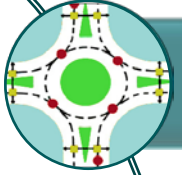
Ongoing and Rapid Development





Changes to plan

Changes post Planning Commission Vote



Relocation of planned roundabout from NE 45th to NE Mill Creek Ave; realign neighborhood circulator



Removal of proposed road near NE 174th St

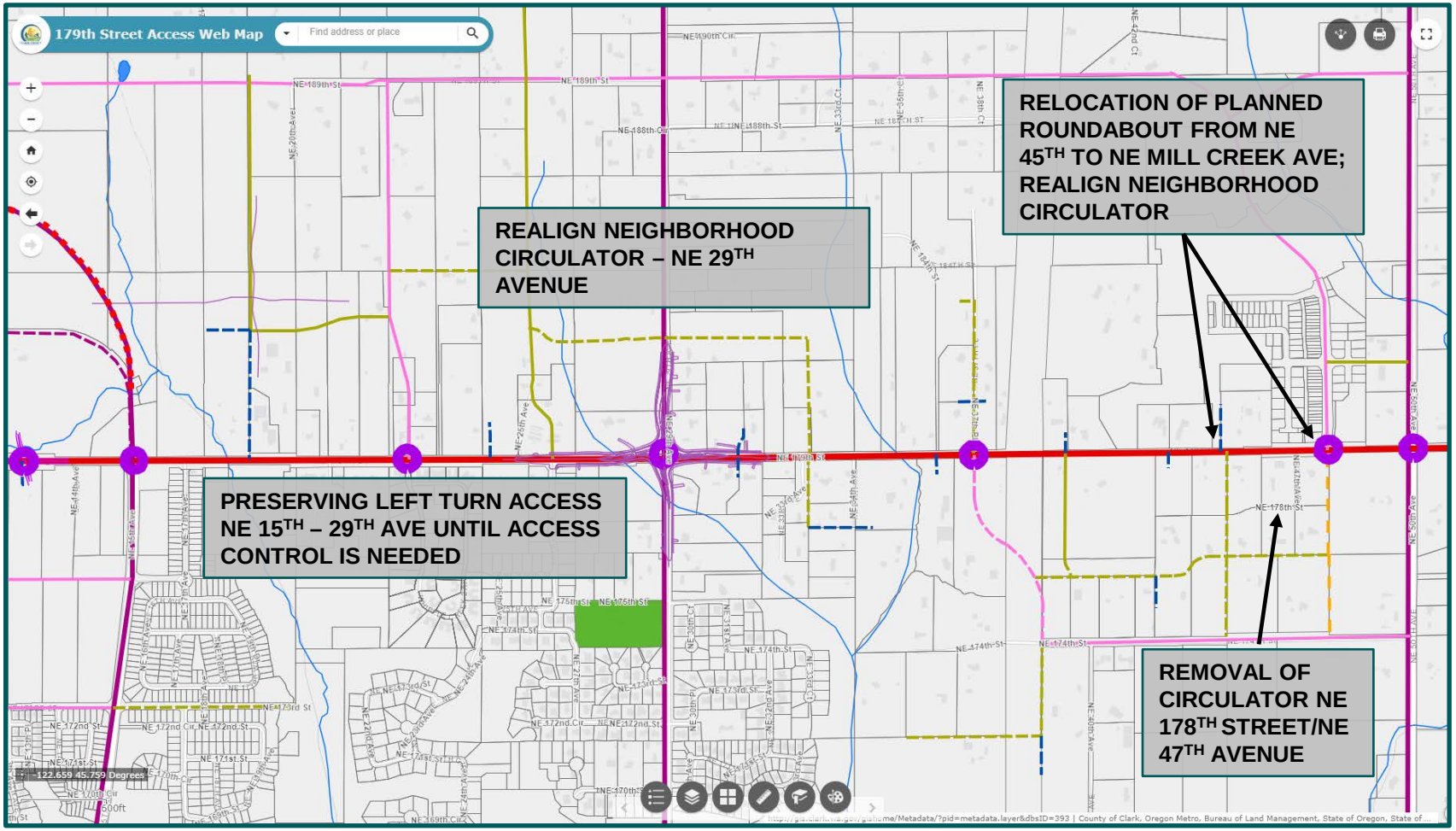


Preserving left turn access NE 15th – 29th Ave until access control is needed



Realign neighborhood circulator – NE 29th

Changes to plan



Requested action

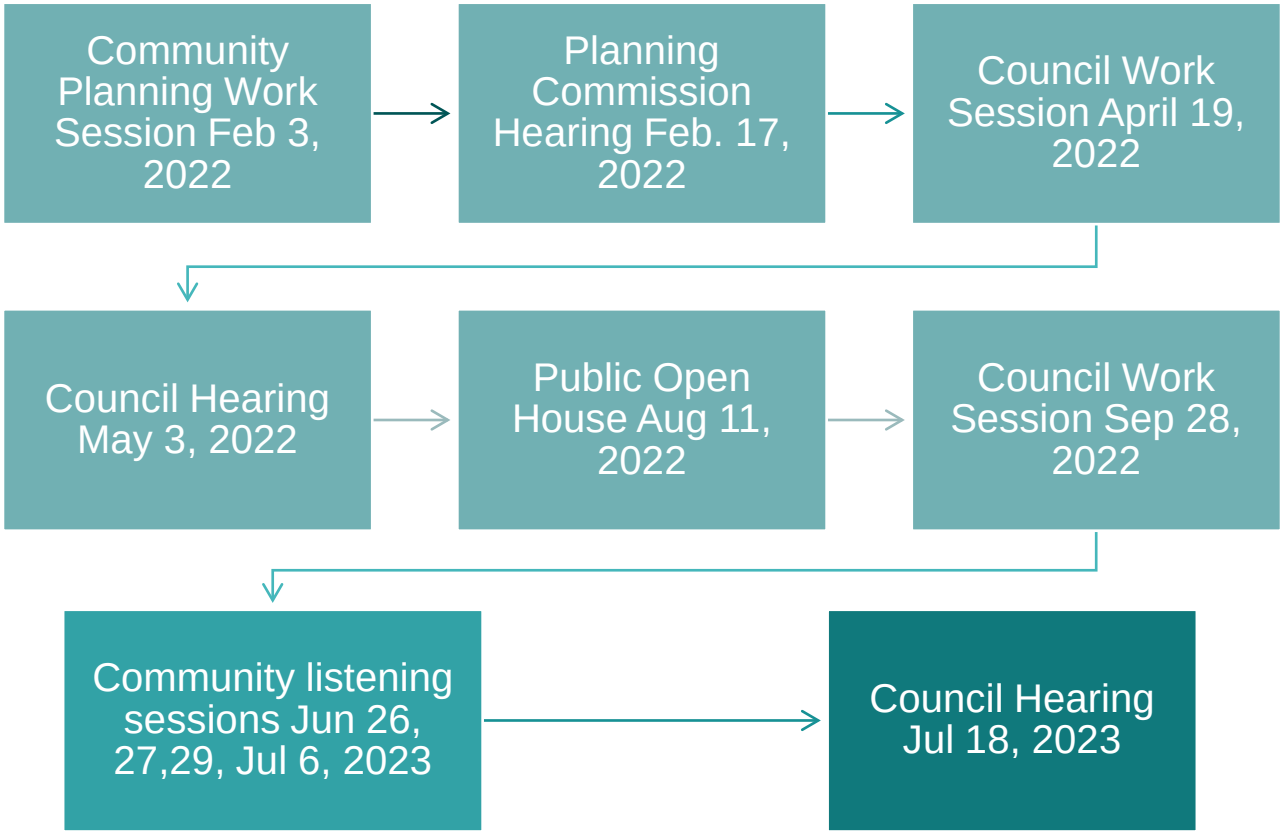
Planning Commission Vote: 6-0 recommendation for approval.

Staff requests council adopt Planning Commission recommendation approval of Arterial Atlas amendments to implement the 179th Street Access Management and Circulation Plan.

Findings and recommendation

COMPLIANCE WITH APPLICABLE CRITERIA		
Criteria for Arterial Atlas Changes	Criteria Met?	
	Staff Report	Planning Commission Findings
A. There is a need for the proposed change	YES	YES
B. The proposed change complies with the GMA	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 the applicable interlocal agreements	YES	YES
E. The proposed change does not conflict with the adopted Metropolitan Transportation Plan	YES	YES
Recommendation:	**Approve**	**Approve**

CPZ 2021-00013 Northeast 179th Street Access Management and Circulation Planning: Public Process



Thank you!

Questions and Comments

Clark County Public Service Center
1300 Franklin Street • PO Box 5000
Vancouver, WA 98666-5000

179thstreetproject@clark.wa.gov
564-397-2280





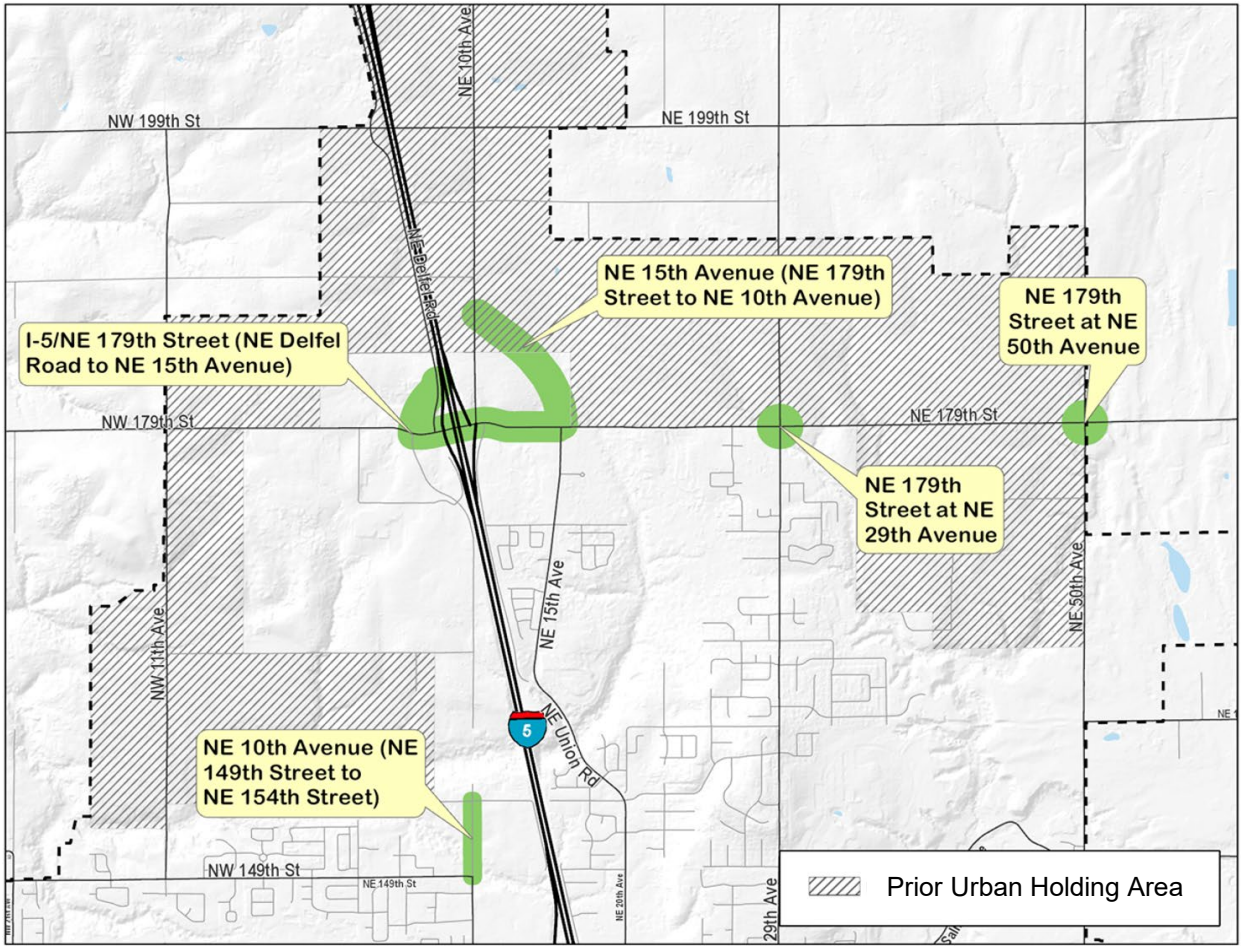

Public Works

179th Street Corridor Projects

TRANSPORTATION

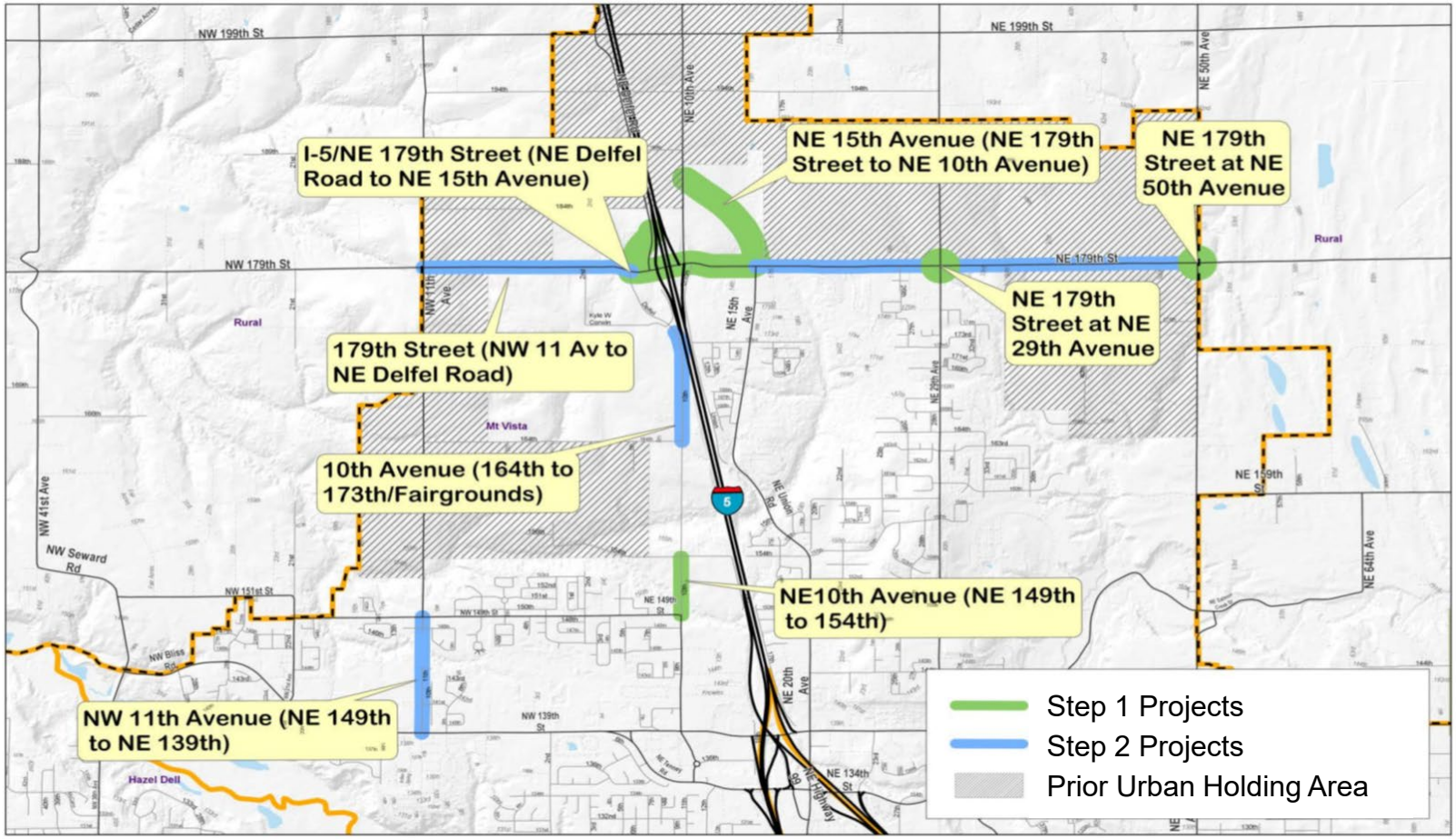
179th Street Corridor Projects Overview

Step 1 Project Locations

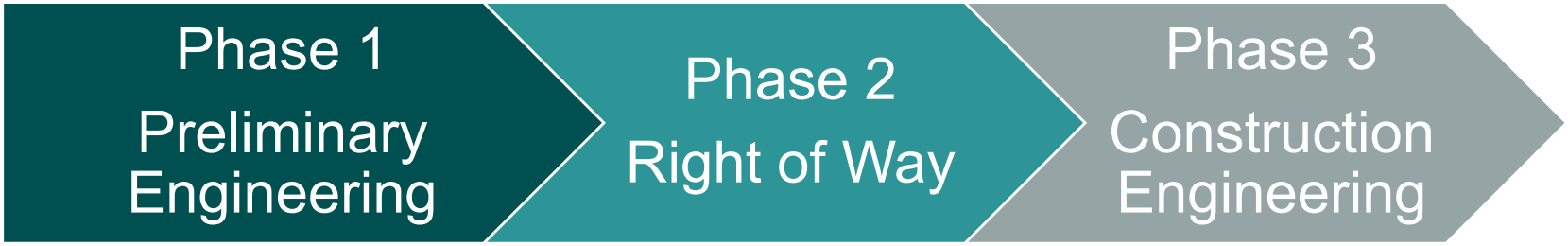


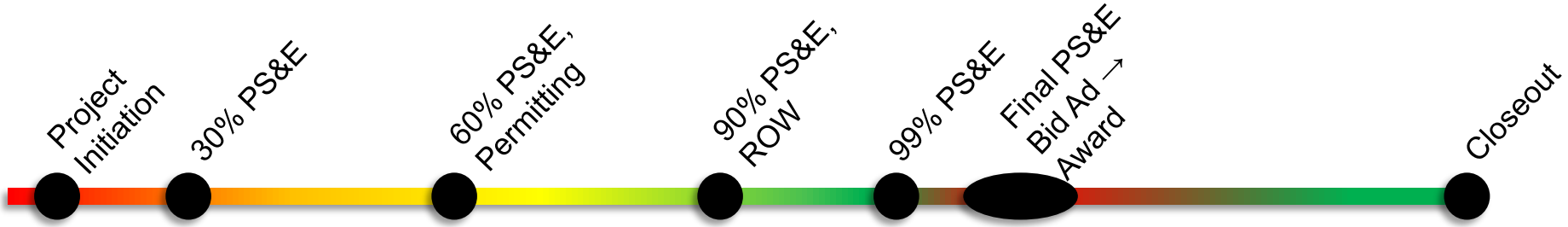
179th Street Corridor Projects Overview

Step 1 and Step 2 Project Locations



Typical Project Phases and Milestones





179th Street Corridor Projects Overview

Step 1 Project	2019 Estimate	2023 Estimate		Current Status
		County	Utility Reimbursable	
NE 10th Ave. (NE 149th St. to NE 154th St.)	10,487,000	11,000,000	900,000	Complete
NE 179th St. (I-5/179th Interchange to NE 15th Ave.)	26,045,000			
↘ Delfel Rd. Realignment (NE 179th St. to NE 184th St.)		20,000,000		50% Design
↘ NE 179th St. (I-5/179th Interchange to NE 15th Ave.)		3,500,000		5% Design
NE 15th Avenue (NE 179th St. to NE 10th Ave.)	14,990,000	24,700,000		50% Design
NE 179th St. & NE 29th Ave.	8,000,000	22,000,000	2,200,000	90% Design
NE 179th St. & NE 50th Ave.	7,000,000	1,900,000		90% Design
Total	**66,522,000**	**83,100,000**	**3,100,000**	

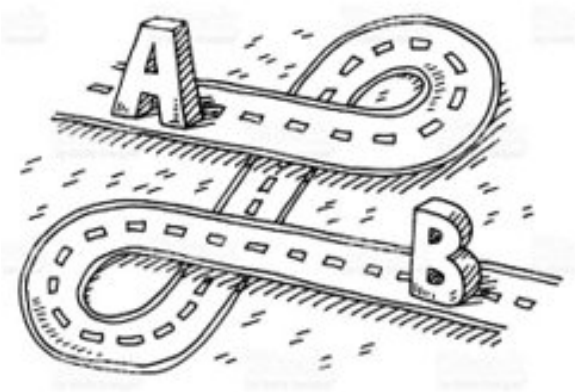
Step 2 Project	2023 Estimate		Current Status
	County	Utility Reimbursable	
NE 179th St. (NE 15th Ave. to NE 26th Ave.)	17,500,000	2,800,000	50% Design

179th Street Corridor Projects Overview

National Environmental Policy Act (NEPA): Independent Utility

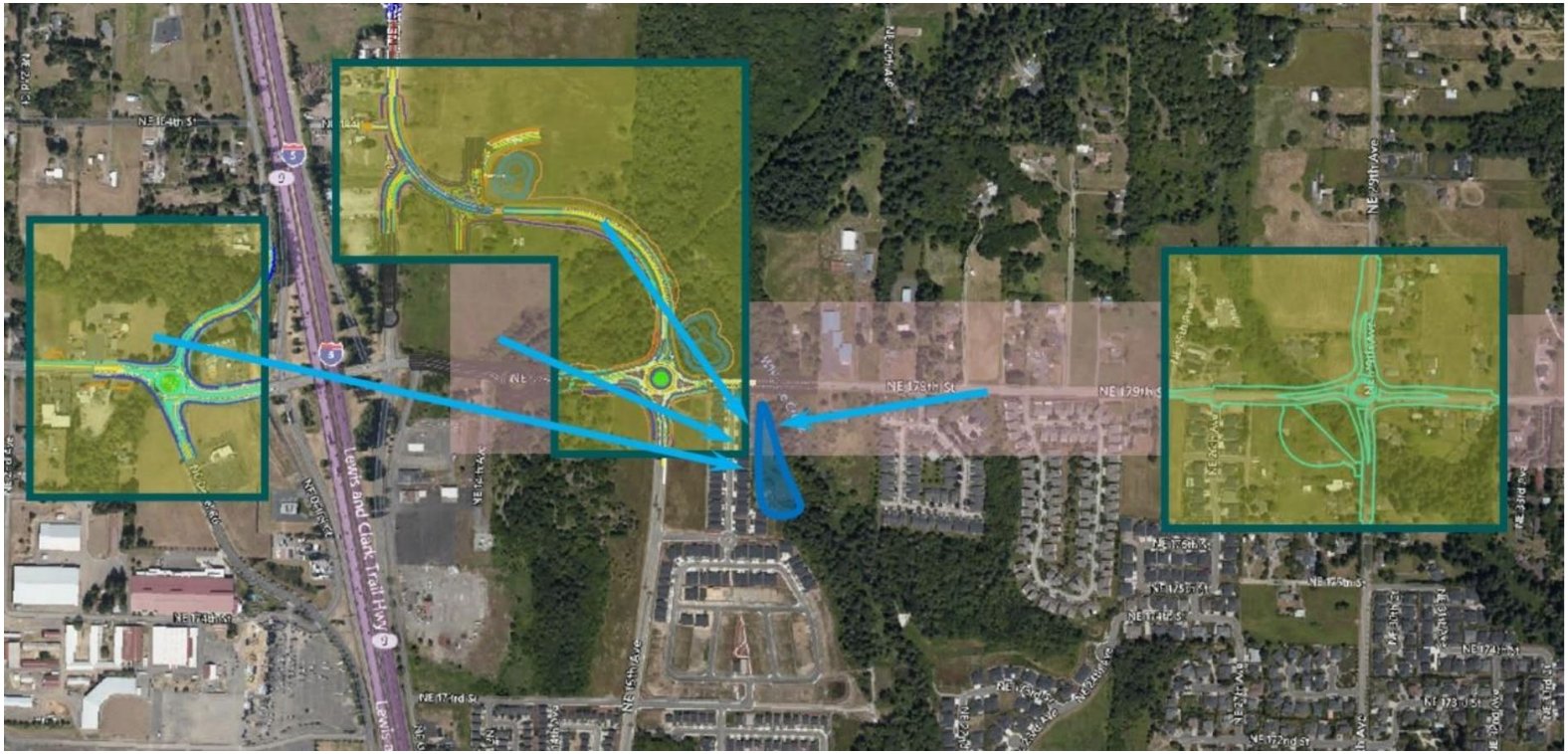
- **Federal Highway Administration (FHWA) principles for NEPA Review:**

1. **Projects must have logical termini.**
2. **Projects must have independent utility.**
3. **Projects must not unreasonably restrict alternatives for future projects.**



NE Delfel Rd, NE 15th Ave, and NE 15th Ave – NE 26th Ave do not have independent utility because they are dependent on the NE 179th St Stormwater Facility.

179th Street – Multi Project Stormwater Facility



179th Street Corridor Projects Overview

Endangered Species Act (ESA): Biological Assessments

- Background:
  - Biological Assessments (BAs): comply with the Endangered Species Act.
  - Originally one-year review timeline for BAs.
- New data: Tire particulates (6PPD-quinone) cause early death in juvenile salmon.
- New rules: National Marine Fisheries Service (NMFS) issues new stormwater rules to protect endangered salmon.
  - Projects that create new driveable surfaces must submit BAs to NMFS.
- Impact to schedules:
  - NMFS review timeline for BAs increased to two years.
  - NEPA document cannot be signed until NMFS approves the BA.



Figure via WA Ecology



Photo via The Nature Conservancy

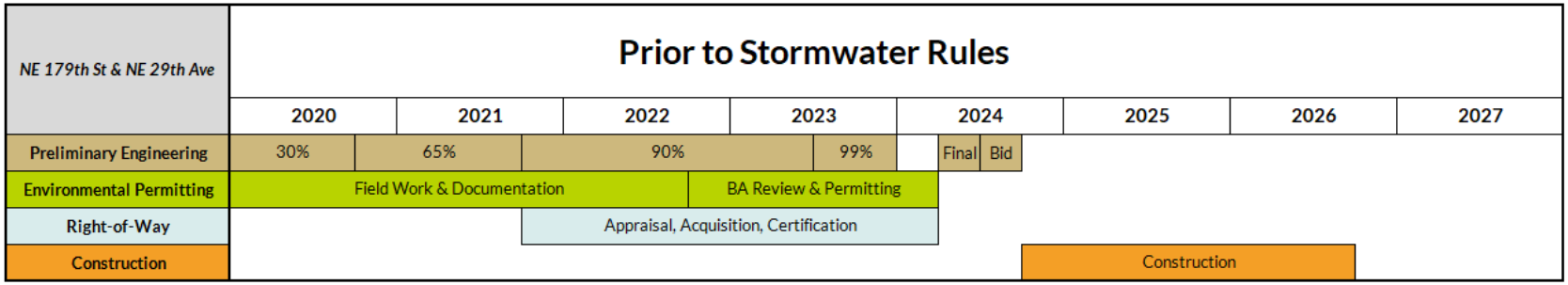
179th Street Corridor Projects Overview

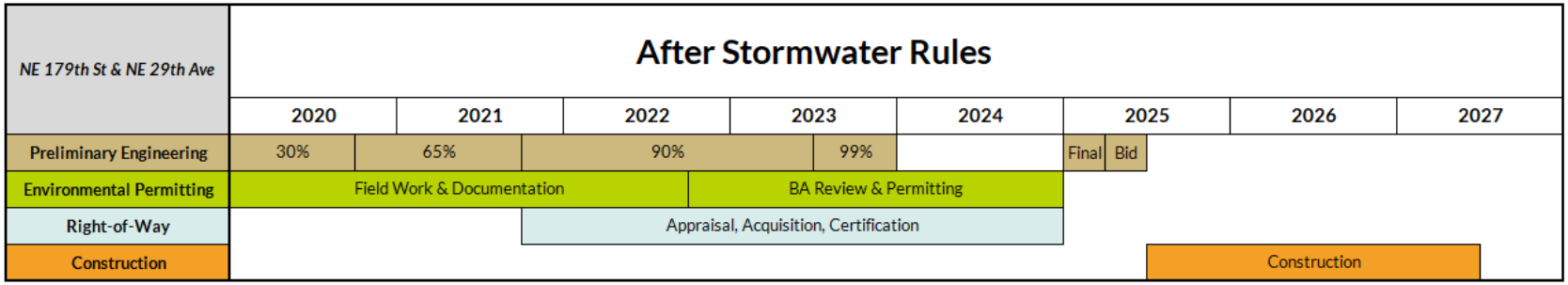
Anticipated Step 1 Construction Advertisement/Bid	
NE 10th Ave. (NE 149th St. to NE 154th St.)	Complete
NE 179th St. & NE 50th Ave.	Summer, 2024
NE 179th St. & NE 29th Ave.	Summer, 2025
NE 15th Ave. (NE 179th St. to NE 10th Ave.)	Summer, 2028
Delfel Road Realignment (NE 179th St. to NE 184th St.)	Summer, 2028
NE 179th St. (I-5/179th St. Interchange to NE 15th Ave.)	To be completed by WSDOT with the Interchange Project

Anticipated Step 2 Construction Advertisement/Bid	
NE 179th St. (NE 15th Ave. to NE 26th Ave.)	Summer, 2028

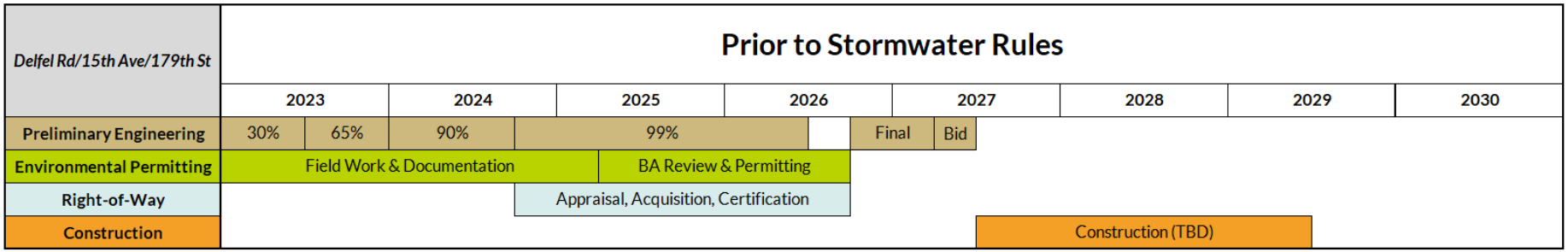
Subject to change

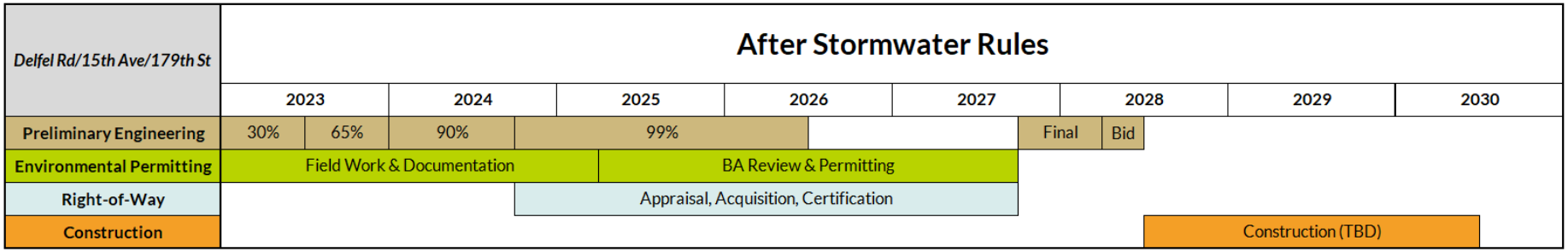
NE 179th St. & NE 29th Ave. - Schedule Impact



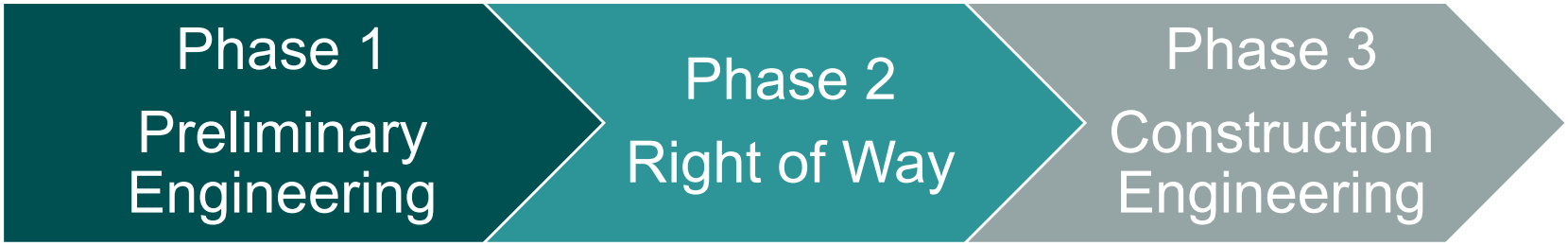


Delfel Rd/15th Ave/179th St – Schedule Impact

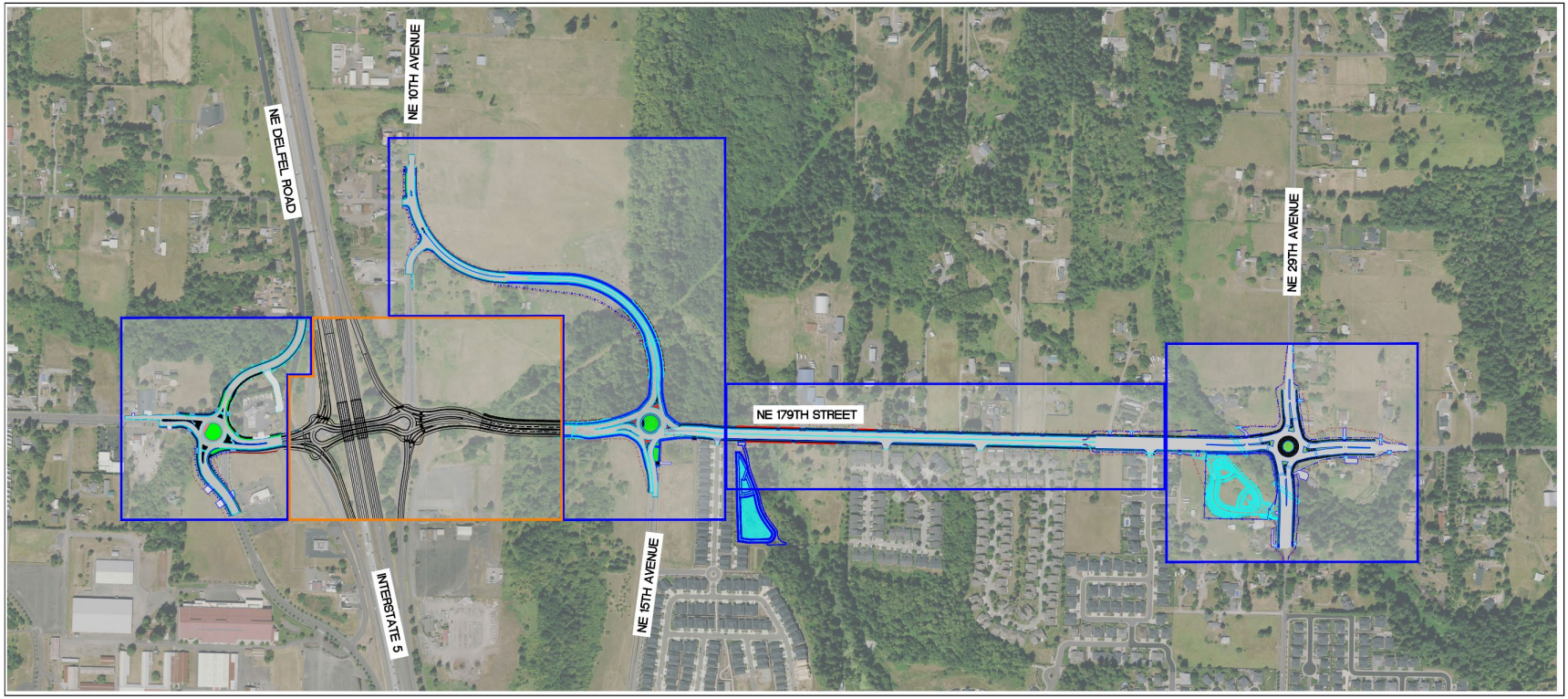




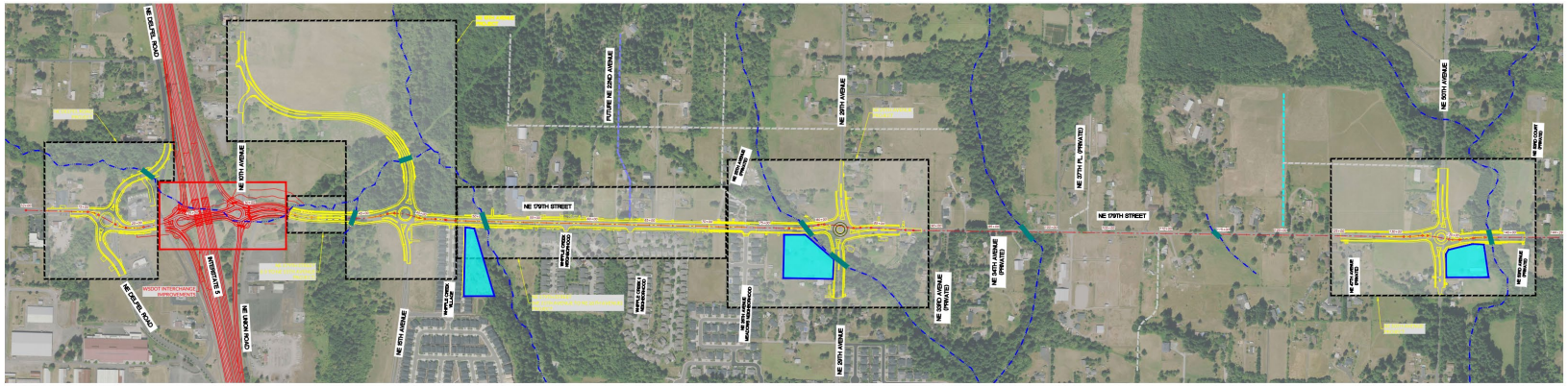
Typical Project Phases and Milestones

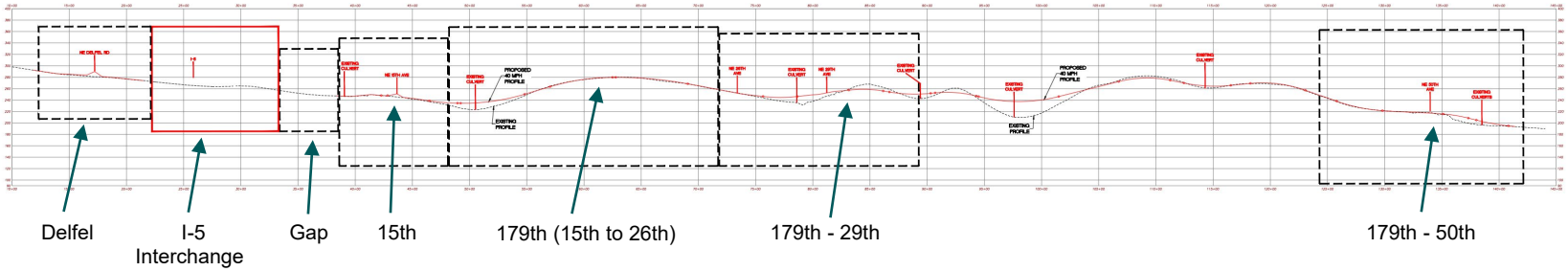


179th Street Corridor Projects Overview

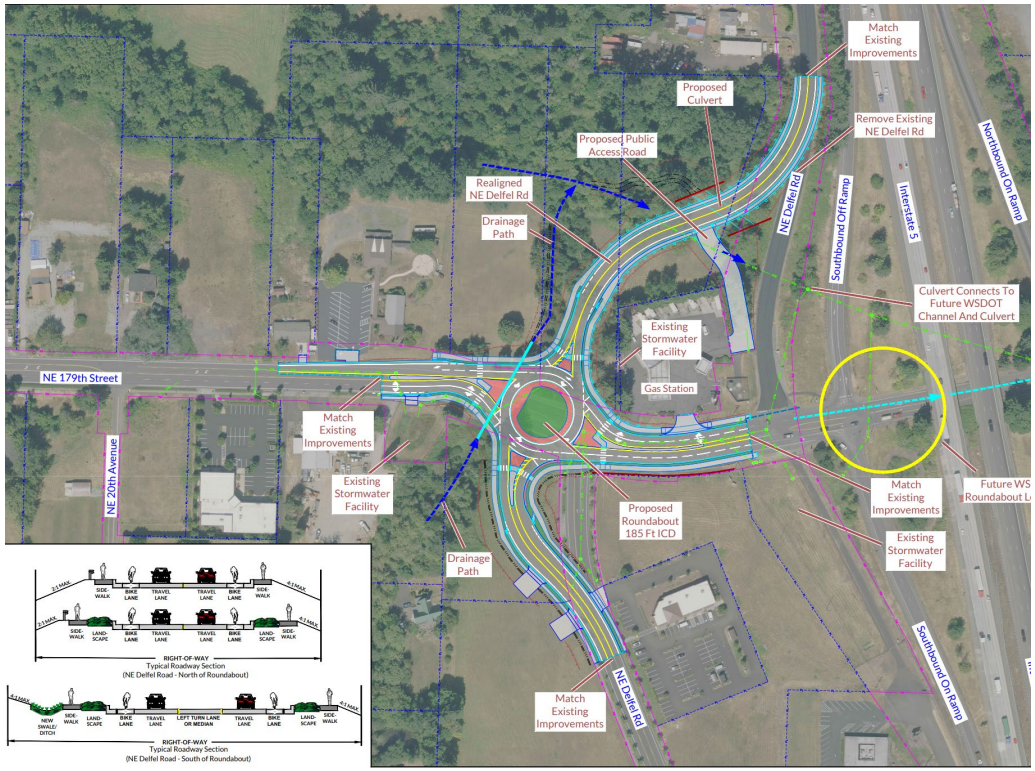


179th Street Corridor Projects Overview



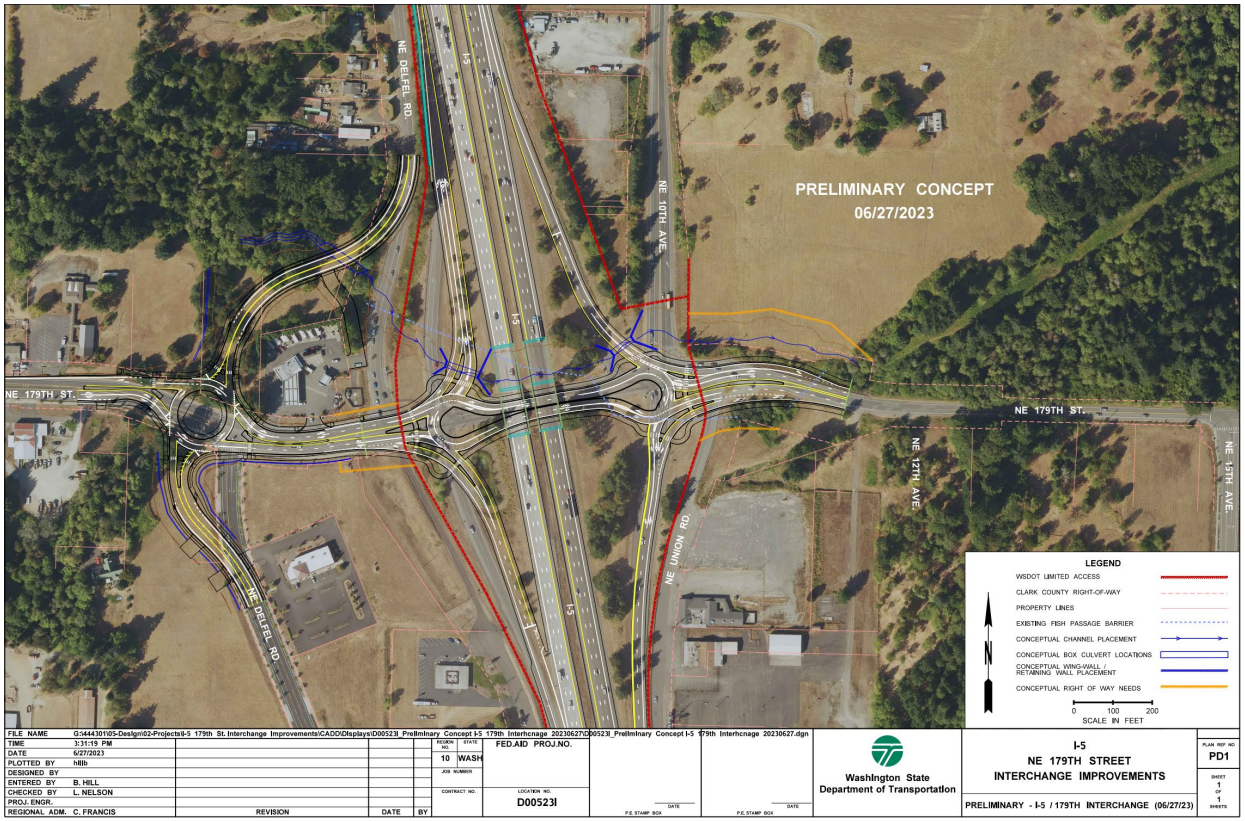


Delfel Road (Northeast 179th Street to Northeast 184th Street)



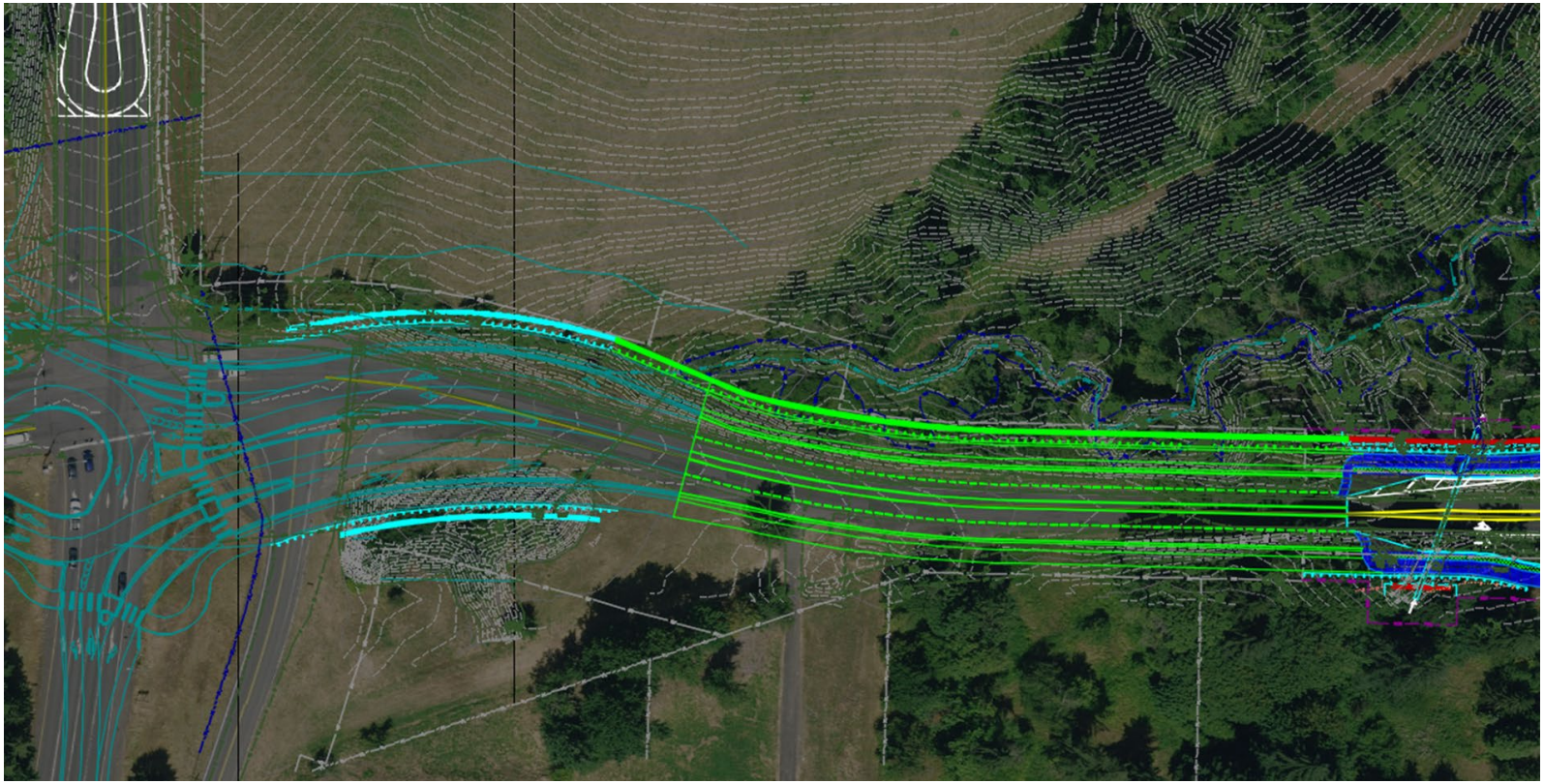
- Estimated Cost - PE - $1.4M ROW - $2.4M Construction - $16.2M **Total - $20.0M**
- Anticipated Schedule - Construction Start Summer 2028
- Current Status – Construction plans are currently post 50% Design Stage

I-5/179th Street Interchange Replacement Project



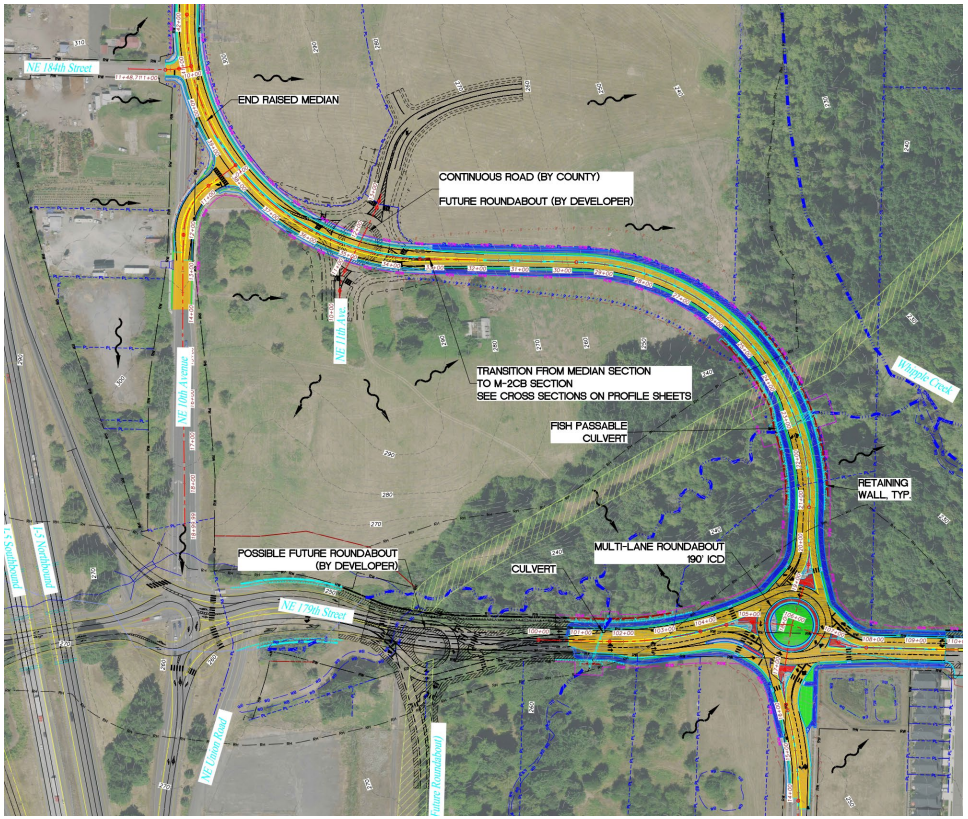
- Estimated Cost – Approved Budget $86.5M (WSDOT)
- Anticipated Schedule - TBD
- Current Status – Preliminary Engineering Funds Become Available July, 2023

Northeast 179th Street (I-5 Interchange to Northeast 15th Ave.)



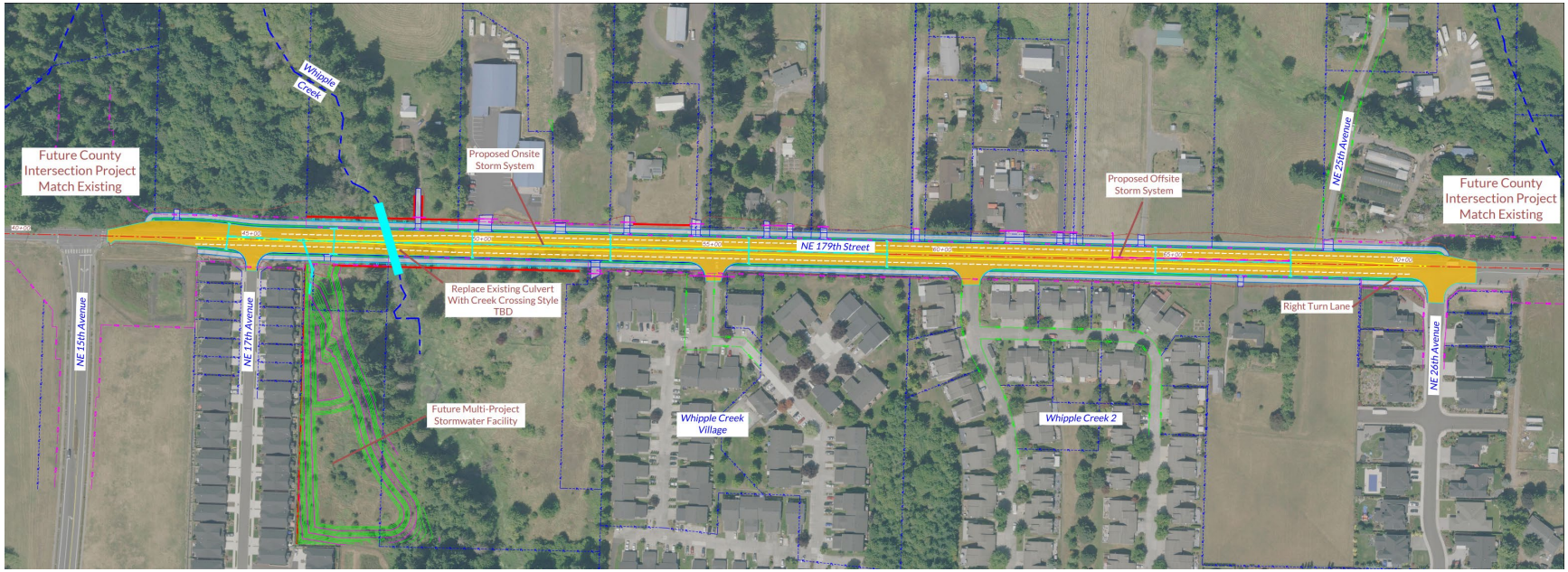
- Estimated Cost - PE - $1.1M ROW - $200K Construction - $2.2M **Total - $3.5M**
- Anticipated Schedule – Intended to be completed by WSDOT with the interchange project
- Current Status – Conceptual design (currently at the 5% Design)

Northeast 15th Avenue (Northeast 179th Street to Northeast 10th Avenue)



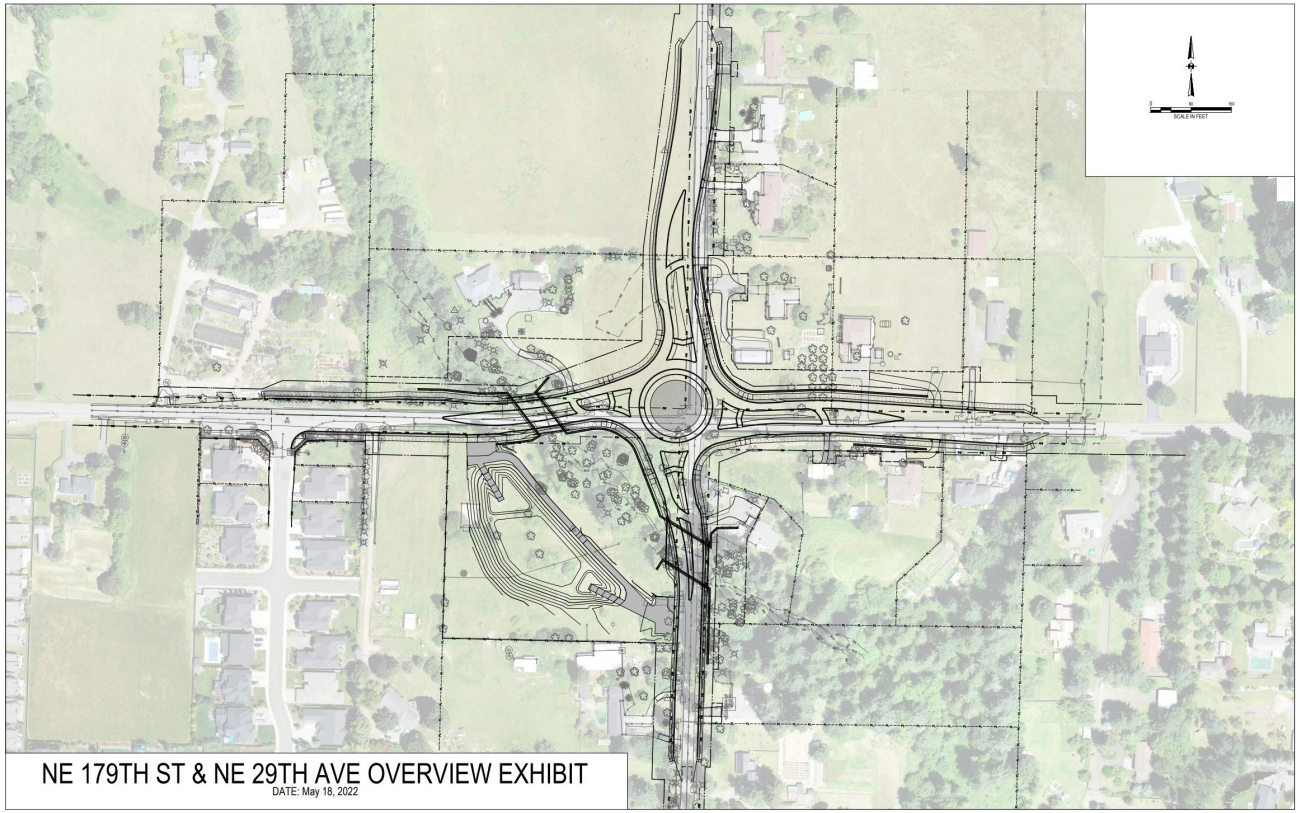
- Estimated Cost - PE - $2.8M ROW - $1.6M Construction - $20.3M **Total - $24.7M**
- Anticipated Schedule - Construction Start Summer 2028
- Current Status – Construction plans are currently post 50% Design Stage

Northeast 179th Street (Northeast 15th Avenue to Northeast 26th Avenue)



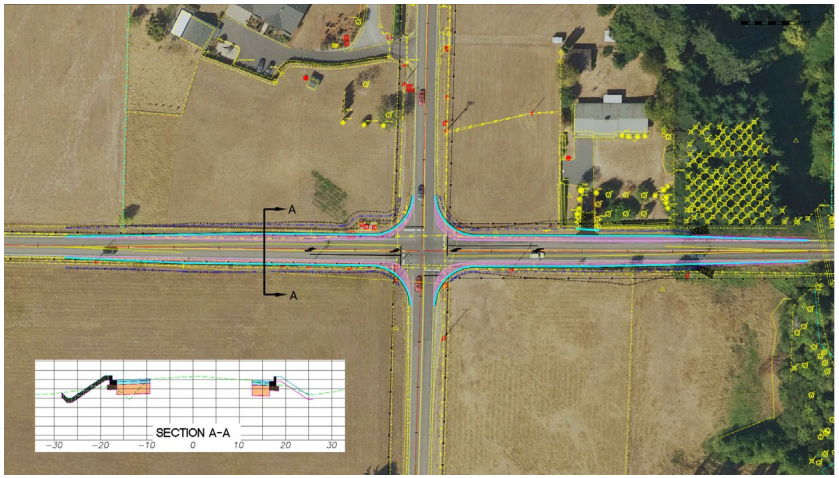
- Estimated Cost - PE - $1.3M ROW - $1.7M Construction - $17.3M **Total - $20.3M**
- Anticipated Schedule - Construction Start Summer 2028
- Current Status – Construction plans are currently post 50% Design Stage

Northeast 179th Street and Northeast 29th Avenue Intersection Improvement

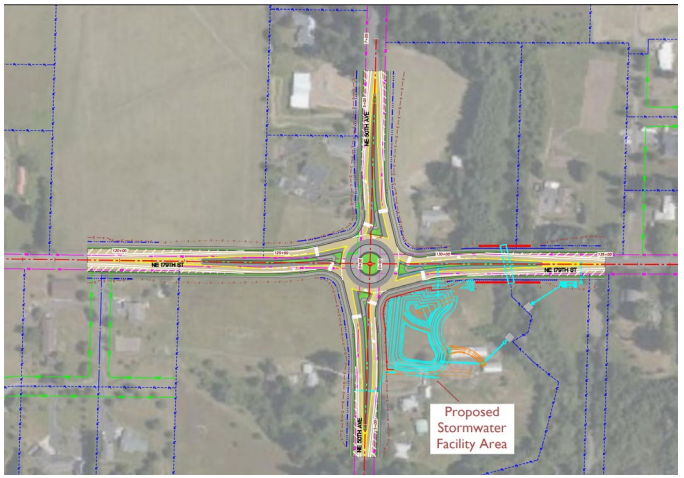


- Estimated Cost - PE - $1.7M ROW - $2.3M Construction - $20.2M **Total - $24.2M**
- Anticipated Schedule - Construction Summer 2025 & 2026
- Current Status - Construction plans, specifications, and engineer's estimate are currently at 90% - Environmental permits applications have been submitted – Real Property Services has acquired approximately 50% of the required right-of-way needed for the project.

Northeast 179th Street and Northeast 50th Avenue Intersection Improvement



Interim Improvement



Ultimate Improvement

- Estimated Cost (Interim Improvement) – PE - $922K ROW - $207K Construction - $819K **Total - $1.9M**
- Anticipated Schedule - Construction Summer 2024
- Current Status - Construction plans, specifications, and engineer's estimate are currently at 90% - Environmental permits applications have been submitted – Real Property Services has begun acquiring the required right-of-way needed for the project.

Community Outreach



179th Street Corridor Project Forecast

with 2019 Urban Holding Presentation Estimates for Comparison

Step One 179th Street Projects (Option 8)	2019[1]-2022	Six-Year Forecast 2023	2024	2025	2026	2027	2028	2029 Forward	Total[2]	2019 Estimates - Option 8
Revenue										
REET II Transfers in	7,374,000	1,459,000	202,000	4,993,000	6,700,000	1,500,000	5,500,000	10,000,000	37,728,000	15,400,000
TIF Transfers In	3,974,000	759,000	726,000	1,183,000	1,719,000	533,000	3,697,000	8,967,000	21,558,000	26,600,000
Loans	-	-	-	-	-	-	-	-	-	
Grants	3,653,000	601,000	256,000	1,415,000	70,000	40,000	7,000,000	1,300,000	14,335,000	11,000,000
Other (Partnerships, CAPP, etc.)	-	-	-	500,000	1,669,000	-	-	-	2,169,000	
County Road Fund	866,000	1,360,000	1,032,000	124,000	4,178,000	575,000	1,339,000	1,003,000	10,477,000	13,522,000
Total Revenue	**15,867,000**	**4,179,000**	**2,216,000**	**8,215,000**	**14,336,000**	**2,648,000**	**17,536,000**	**21,270,000**	**86,267,000**	**66,522,000**
Expenditures										
300322 - NE 179th Street at NE 29th Avenue Intersection Ir	1,207,000	2,617,000	139,000	5,660,000	13,050,000	1,500,000	9,000	-	24,182,000	15,000,000
300422 - NE 179th Street at NE 50th Avenue Intersection Ir	888,000	235,000	816,000	9,000	-	-	-	-	1,948,000	
310122 - NE Delfel Road NE 179th Street-NE 189th Street	684,000	438,000	550,000	1,928,000	150,000	50,000	6,177,000	10,000,000	19,977,000	
323322 - NE 10th Avenue NE 149th Street-NE 154th Street	11,577,000	275,000	20,000	20,000	-	-	-	-	11,892,000	10,487,000
372222 - NE 15th Avenue NE 179th Street-NE 10th Avenue	852,000	474,000	505,000	523,000	1,061,000	1,023,000	11,275,000	9,028,000	24,741,000	14,990,000
390222 - I-5/NE 179th Street NE Delfel Road-NE 15th Aven	659,000	140,000	186,000	75,000	75,000	75,000	75,000	2,242,000	3,527,000	26,045,000
Total Expenditures	**15,867,000**	**4,179,000**	**2,216,000**	**8,215,000**	**14,336,000**	**2,648,000**	**17,536,000**	**21,270,000**	**86,267,000**	**66,522,000**

[1] Financial "option 8," selected and adopted in August of 2019, funded step 1 project estimates at that time, from 2019 through completion.

[2] Totals now include utility reimbursable work, which was not a factor in 2019 estimates.

Step Two 179th Street Projects	2019-2022	Six-Year Forecast 2023	2024	2025	2026	2027	2028	2029 Forward	Total
Revenue									
REET II Transfers in	-	300,000	50,000	70,000	-	-	-	1,287,000	1,707,000
TIF Transfers In	-	81,000	434,000	341,000	875,000	410,000	4,300,000	9,436,000	15,877,000
Loans	-	-	-	-	-	-	-	-	-
Grants	-	-	260,000	490,000	-	600,000	4,400,000	2,500,000	8,250,000
Other (Partnerships, CAPP, etc.)	-	-	-	-	-	-	2,000,000	800,000	2,800,000
County Road Fund	113,000	1,000	1,000	25,000	29,000	30,000	100,000	12,681,000	12,980,000
Total Revenue	**113,000**	**382,000**	**745,000**	**926,000**	**904,000**	**1,040,000**	**10,800,000**	**26,704,000**	**41,614,000**
Expenditures									
320122 - NE 179th Street NE 15th Avenue-NE 26th Avenue	113,000	381,000	744,000	876,000	854,000	15,000	9,400,000	5,300,000	17,683,000
900356 - NE 179th Street NE 29th Avenue-NE 50th Avenue	-	1,000	1,000	50,000	50,000	1,025,000	1,400,000	21,404,000	23,931,000
Total Expenditures	**113,000**	**382,000**	**745,000**	**926,000**	**904,000**	**1,040,000**	**10,800,000**	**26,704,000**	**41,614,000**

Road Fund Forecast Update

	Actuals 2022	Current Year Estimated 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028
Beginning Fund Balance	**28,218,581**	**36,119,397**	**40,833,171**	**39,304,463**	**40,529,310**	**36,524,986**	**35,352,535**
General Revenues	52,602,318	60,024,112	60,847,920	61,643,624	62,411,659	63,152,519	63,866,748
Property Tax	40,544,307	43,602,119	44,425,927	45,221,631	45,989,666	46,730,526	47,444,755
Fuel Tax - Roads	6,407,434	7,200,000	7,200,000	7,200,000	7,200,000	7,200,000	7,200,000
Other	5,650,577	9,221,993	9,221,993	9,221,993	9,221,993	9,221,993	9,221,993
General Expenses	38,565,410	45,998,337	46,676,629	48,004,777	50,030,984	53,670,970	53,354,235
Road Fund Available for Capital (general revenue less expense)	**14,036,908**	**14,025,775**	**14,171,291**	**13,638,848**	**12,380,675**	**9,481,549**	**10,512,514**
Transportation Improvement Program (TIP) Revenue	19,929,861	23,003,000	21,223,000	27,817,000	26,818,000	11,322,000	34,388,000
REET II Transfers-In	3,644,815	3,660,000	1,874,000	5,548,000	8,386,000	2,293,000	7,880,000
TIF Transfers-In	3,797,130	1,983,000	4,014,000	3,620,000	5,420,000	3,039,000	11,108,000
Grants	10,639,485	13,288,000	14,012,000	17,449,000	10,643,000	5,290,000	12,700,000
Loans	-	-	-	-	-	-	-
Other (Partnerships, CAPP, etc.)	1,848,431	4,072,000	1,323,000	1,200,000	2,369,000	700,000	2,700,000
Transportation Improvement Program (TIP) Expense	26,065,953	32,315,000	36,923,000	40,231,000	43,203,000	21,976,000	46,336,000
Ending Fund Balance	**36,119,397**	**40,833,171**	**39,304,463**	**40,529,310**	**36,524,986**	**35,352,535**	**33,917,048**
Reserve Amount (policy pending)							
Monthly Operating Expense		(3,833,195)	(3,889,719)	(4,000,398)	(4,169,249)	(4,472,581)	(4,446,186)
Reimbursable Expenditures Reserve		(2,071,269)	(2,143,669)	(2,487,369)	(1,806,769)	(1,271,469)	(2,012,469)
10% Annual Construction Program		(3,231,500)	(3,692,300)	(4,023,100)	(4,320,300)	(2,197,600)	(4,633,600)
Emergency Capital Repair		(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)
Projected Available Fund Balance		**30,697,207**	**28,578,774**	**29,018,443**	**25,228,668**	**26,410,885**	**21,824,793**

Developer Agreement activity and status

DEVELOPMENT	DEVELOPER	LOTS APPROVED	PHASES PLATTED	BUILDING PERMITS ISSUED	PROJECT STATUS
MILL CREEK NE 50th Avenue/ NE 179th Street	Holt Homes	654 (SFR)	Phase 1A/1B 97 lots	49	Building construction underway
M&H SUBDIVISION NE 174th Street	Hinton	72 (SFR)			Site construction underway
NORTH HAVEN NE 11th Avenue/ NW 179th Street	Wollam	321 (SFR)	• All phases • Phase 1A/2A 98 lots • Phase 4 87 lots • Phase 1B/3/5/6 132 lots	37	Building construction underway
THREE CREEKS NE 15th Avenue/ NE 179th Street	Killian	• 175 (SFR) • 500 student elementary school			• Master Plan, PUD, Site Plan and CUP Land Use approved • Construction plans in review for residential subdivision (Phase 1)

SFR = Single Family Residential

179th Street Corridor Update

Questions?

We enhance Clark County's quality of life by providing transportation, environmental, and parks facilities and services

Thank you!

Comments and questions

Clark County Public Works Department

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Vancouver, WA 98666-5000