From: Oliver Orjiako
To: Darlene Ferretti
Cc: Jeffrey Delapena
Subject: RE: Supplemental Submission Regarding 2025 Comprehensive Plan Update
Date: Thursday, October 1, 2026 2:35:44 PM
Attachments: image003.png
image004.png
image005.png
image006.png
image007.png
image008.png

This is to confirm receipt. Thanks.

OLIVER ORJIAKO
Director
COMMUNITY PLANNING

564.397.2280

From: Darlene Ferretti <Darlene.Ferretti@jordanramis.com>
Sent: Thursday, October 1, 2026 2:27 PM
To: Cnty 2025 Comp Plan <comp.plan@clark.wa.gov>; Oliver Orjiako <Oliver.Orjiako@clark.wa.gov>
Cc: Sue Marshall <Sue.Marshall@clark.wa.gov>; Glen Yung <Glen.Yung@clark.wa.gov>; Michelle Belkot <Michelle.Belkot@clark.wa.gov>; Wil Fuentes <Wil.Fuentes@clark.wa.gov>; Matt Little <Matt.Little@clark.wa.gov>; Jeffrey Delapena <Jeffrey.Delapena@clark.wa.gov>; James D. Howsley <jamie.howsley@jordanramis.com>
Subject: Supplemental Submission Regarding 2025 Comprehensive Plan Update

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.

Good afternoon,

Please see attached letter dated today from Mr. Howsley. Please confirm receipt.

Thank you,
Darlene

Darlene Ferretti | Legal Assistant

Direct: (503) 598-5551

JORDAN RAMIS

1211 SW Fifth Ave, Suite 2700
Portland OR 97204

jordanramis.com | (888) 598-7070
Portland | Bend | Vancouver WA



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JORDAN RAMIS

Jamie D. Howsley
jamie.howsley@jordanramis.com
WA Direct Dial: (360) 567-3913
OR Direct Dial: (503) 598-5503

PACWEST, 27th Floor
1211 SW Fifth Avenue
Portland, OR 97204
T (503) 598-7070
F (503) 598-7373

October 1, 2026

VIA EMAIL ONLY

Clark County Community Planning
c/o Oliver Orjiako, Community Planning Director
1300 Franklin Street
Vancouver, WA 98660
Email: oliver.orjiako@clark.wa.gov
comp.plan@clark.wa.gov

Re: 2025 Comprehensive Plan Periodic Update – Urban Growth in Clark County's Discovery Corridor

Dear Mr. Orjiako:

On behalf of our several clients with affected properties, we write to submit this letter and the enclosed Exhibits A – F for inclusion in the GMA Update record. The exhibits show that the Discovery Corridor is, and for more than two decades has been, an area characterized by continuous urban growth within the meaning of the Growth Management Act.

The Discovery Corridor is the 12-mile area along Interstate 5 between Salmon Creek and Ridgefield. Following the passage of the Growth Management Act of 1994, Clark County adopted the Discovery Corridor Plan in 1999. It was designated in 1999 to develop the area for residential, industrial, commercial, and retail use, and includes three I-5 interchanges: Salmon Creek (I-5/I-205/NE 134th Street), NE 179th Street, and Ridgefield (SR 501 / Pioneer Street).

We request that the following exhibits be included in the record:

Exhibit A: Aerial imagery, 1998 – 2023. Clark County Maps Online aerial photos of the Ridgefield, NE 179th Street, Salmon Creek interchanges from 1998, 2007, 2016, and 2023 which show the corridor's continuing development over those years.

Exhibit B: Resolution No. 2006-05-26. Resolution No. 2006-05-26, effective May 30, 2006, lifted the urban holding overlay on sub-area A in the northern Vancouver Urban Growth Area which allowed further development in the Salmon Creek area.

Exhibit C: Clark County Comprehensive Plan designations 2004. The County's 2004 Comprehensive Plan map, which designates the corridor for urban development including urban low-, medium- and high-density residential, neighborhood, community and general commercial, mixed use, employment center, light industrial, and public facilities. This map illustrates that the County has planned this area for urban growth since at least 2004.

Exhibit D: Discovery Corridor Wastewater Transmission System. To support that urban development, the Clark Regional Wastewater District invested in the Discovery Corridor Wastewater Transmission System. This sewer system serves Ridgefield and the Discovery Corridor, conveying flows south to the Salmon Creek Treatment Plant. Phase 1 was completed in 2017 and the 20th Avenue Trunk Sewer upgrade was completed in 2023. Phase 2A upgraded the Pioneer Canyon, Neil Kimsey Regional and Legacy pump stations and is complete; Phase 2B, a new 20-inch force main serving the Legacy Pump Station, is under construction in 2026. These sewer investments and extensions support that current and future growth of urban development in the Discovery Corridor, and demonstrate the corridor is characterized by urban development.

Exhibit E: Discovery Corridor Query Tool User Guide – Phase 2 Report (January 15, 2020). The Discovery Corridor Economic Query Tool is an interactive, site assessment tool to be used by the economic and business community, and jurisdictions in the Discovery Corridor. It provides useful information to facilitate urban development in the corridor.

Exhibit F: "Strategy takes shape for marketing Discovery Corridor," Sue Vorenberg, Vancouver Business Journal (August 11, 2017). This article reports that on August 11, 2017 the corridor had four new freeway interchanges and new employers including Dollar Tree, Parr Lumber and United Natural Foods. It reported that ilani Casino had opened that April and that millions of dollars had been invested in freeway interchanges, sewer, roads and high-speed fiber optic communications. It also noted CREDC's 2016 Employment Land Study identified 16 employment-zoned sites of at least 20 acres along or near the corridor. These items are all evidence that the corridor is characterized by continuous urban growth.

Taken together, the exhibits show decades of urban planning, urban infrastructure investments and actual urban development throughout the Discovery Corridor. The corridor is indisputably characterized by expanding urban growth of the full range of residential and nonresidential land uses. Please include this letter and Exhibits A through F in the record. Thank you for your consideration.

Sincerely,

JORDAN RAMIS PC

James D. Howsley

Jamie D. Howsley
Admitted in Oregon and Washington

Ridgefield Interchange 1998





Legend

- Taxlots

Notes:

1,504.7 0 752.33 1,504.7 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - http://gis.clark.wa.gov

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.

Ridgefield Interchange 2007





Legend

- Taxlots

Notes:

1,504.7 0 752.33 1,504.7 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - http://gis.clark.wa.gov

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Ridgefield Interchange 2016





Legend

- Taxlots

Notes:

1,504.7 0 752.33 1,504.7 Feet

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Ridgefield Interchange 2023





Legend

- Taxlots

Notes:

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179th Interchange 1998





Legend

- Taxlots

Notes:

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179th Interchange 2007





Legend

- Taxlots

Notes:

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179th Interchange 2016





Legend

- Taxlots

Notes:

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179th Interchange 2023





Legend

- Taxlots

Notes:

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Salmon Creek Interchange 1998





Legend

- Taxlots

Notes:

1,504.7 0 752.33 1,504.7 Feet

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Salmon Creek Interchange 2007





Legend

- Taxlots

Notes:

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Salmon Creek Interchange 2016





Legend

- Taxlots

Notes:

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Salmon Creek Interchange 2023





Legend

Taxlots

Notes:

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Clark County, WA. GIS - http://gis.clark.wa.gov

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.

RESOLUTION NO. 2006-05-26 A

A RESOLUTION relating to land use; providing for removal of the urban holding overlay zone in an area of the Vancouver Urban Growth Area; and removing the urban holding overlay district applicable to sub-area A.

WHEREAS, Clark County adopted a 20-Year Comprehensive Growth Management Plan through ordinances 1994-12-47 and 1994-12-53 on December 20, 1994 to meet the goals and requirements of Chapter 36.70A RCW (also known as the Growth Management Act "GMA"); and amended through Ordinance 1998-07-19; and

WHEREAS, Clark County adopted an updated 20-Year Comprehensive Growth Management Plan through ordinance 2004-09-02 on September 7, 2004 to meet the goals and requirements of Chapter 36.70A RCW; and

WHEREAS, in the adopted Comprehensive Plan (Ordinance 2004-09-02) the urban holding overlay zone was applied to all lands brought into all unincorporated Urban Growth Areas. For those areas expected to annex into a city, urban holding is removed when the city can demonstrate that full urban services will be provided before or in tandem with development upon annexation, and

WHEREAS, for those areas in the northern section of the Vancouver Urban Growth Boundary, where annexation is not feasible in the foreseeable future, urban holding removal requires a more precise level of analysis than the general application; and

WHEREAS, a type IV legislative process initiated by the county will be used consistent with Comprehensive Plan criteria; and

WHEREAS, the plan policies were created to insure that a phasing plan was put in place and was kept in place until adequate facilities are available; and

WHEREAS, the Clark County Comprehensive Plan, Chapter 12 Procedural Guidelines states:

"The county applies the Urban Holding Plan and Zoning Overlay with an underlying urban zone when development policies require a legislative action or annexation prior to development. In these cases, identified criteria are established that must be met in order to remove Urban Holding Zoning Overlay and authorize an urban zone which is consistent with the Comprehensive Plan. Under certain circumstances a Master Plan which includes how and when an area develops and with what uses, may be required. In other cases, city plan policies may require annexation prior to development. Generally, urban services and facilities will also be needed or assured prior to rezoning." (p. 12-5); and

WHEREAS, any action to lift urban holding without annexation must be supported by findings that the land areas in question fulfill the requirements in the comprehensive plan text, which reads as follows:

"These areas may develop for more intensive uses through a change in zoning enacted by the county with the completion of a traffic circulation plan, if it can be demonstrated that the following conditions are met:

1. *full urban services can be provided by the applicable city and other special districts (including schools, fire protection, police protection as well as water, sewer, roads*

EXH. A
COV 2nd Amended
Petition for Review

and drainage) in conjunction with development and provision for future annexation is executed if immediate annexation is not geographically feasible;

2. *removal of urban holding shall be by sub-area appropriate for consideration of affected capital facilities, and not by individual site specific properties, through a Type IV process initiated by the county; and*

3. *open space corridors will be identified and maintained between urban areas." (pp. 12-7 and 12-8);* and

WHEREAS, the Clark County Board of Commissioners directed county staff in March of 2005 to initiate a process for lifting of the urban holding overlay zone in all of the areas added to the northern portion of the Vancouver Urban Growth Area; and

WHEREAS, for purposes of requiring that some form of a phasing plan be implemented to assure that the long term capital facilities can be provided where needed in the short term when development does occur, the urban holding overlay district was applied to sub-areas A through M; which mapping is attached hereto as Exhibit "A"; and

WHEREAS, the Clark County Planning Commission considered the lifting of urban holding and received testimony at a duly advertised public hearing on October 20, 2005; and has forwarded its recommendations to the Board; and

WHEREAS, the Board of County Commissioners took public testimony from interested parties, considered all written and oral arguments at a duly advertised public hearing on April 25, 2006; and

WHEREAS, the Board of County Commissioners also considered the staff report and the findings and recommendation of the Clark County Planning Commission; and

WHEREAS, the Board also finds that issues related to transportation and school facilities have been addressed for the area depicted in sub-area "A" and that implementation of the 20-Year Comprehensive Growth Management Plan is within the requirements of the Growth Management Act and is in the best public interest; now, therefore,

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

Section 1. Findings.

The findings and analysis contained in the Staff Memorandum dated October 20, 2005 relating to Urban Holding Policy Review and Considerations are hereby adopted and incorporated herein by reference except where inconsistent with the following.

Section 2. Water, sewer, drainage, frontage street improvements, fire protection and law enforcement.

1. Sewer, water, and frontage street improvements are available and required to be provided by the developer as part of the development process.

2. Fire and law enforcement are regional facilities that must keep pace with the development of an area as a whole. Only in very unusual circumstances does the development of an individual parcel create impact sufficient to alter service levels.

Section 3. Transportation Facilities.

For sub-area A, the existing, improved transportation network serves as a de facto circulation plan. No developer agreement or impact fee modification is required for sub-area A.

Section 4. School District Facilities.

No mitigation measures, in addition to those already in place, are required prior to lifting the Urban Holding designation for sub-area A.

Section 5. Board action.

The Board hereby lifts the urban holding overlay zone applicable to sub-area A as shown in the attached Exhibit "B".

Section 6. Severability.

If any section, sentence, clause, or phrase of this ordinance should be held invalid or unconstitutional by a court of competent jurisdiction or the Growth Management Hearings Board, such invalidity or unconstitutionality shall not affect the validity or unconstitutionality of any other section, sentence, clause, or phrase of this ordinance.

Section 7. Effective Date. This ordinance shall go into effect at midnight of May 30th, 2006.

Section 8. Instructions to Clerk. The Clerk to the Board shall:

1. Transmit a copy of this ordinance to the Washington State Department of Community Trade and Economic Development within ten days of its adoption pursuant to RCW 36.70A.106.

2. Transmit a copy of the adopted ordinance to Clark County Geographic Information Systems, to Community Development Department - Long Range Planning, and to Community Development Department - Development Services.

3. Record a copy of this ordinance with the Clark County Auditor.

4. Cause notice of adoption of this ordinance to be published forthwith pursuant to RCW 37.70A.290.

(Remainder of page intentionally left blank.)

ADOPTED this 30 day of May 2006.

Attest:

Clerk to the Board

Approved as to Form Only:

ARTHUR D. CURTIS
Prosecuting Attorney

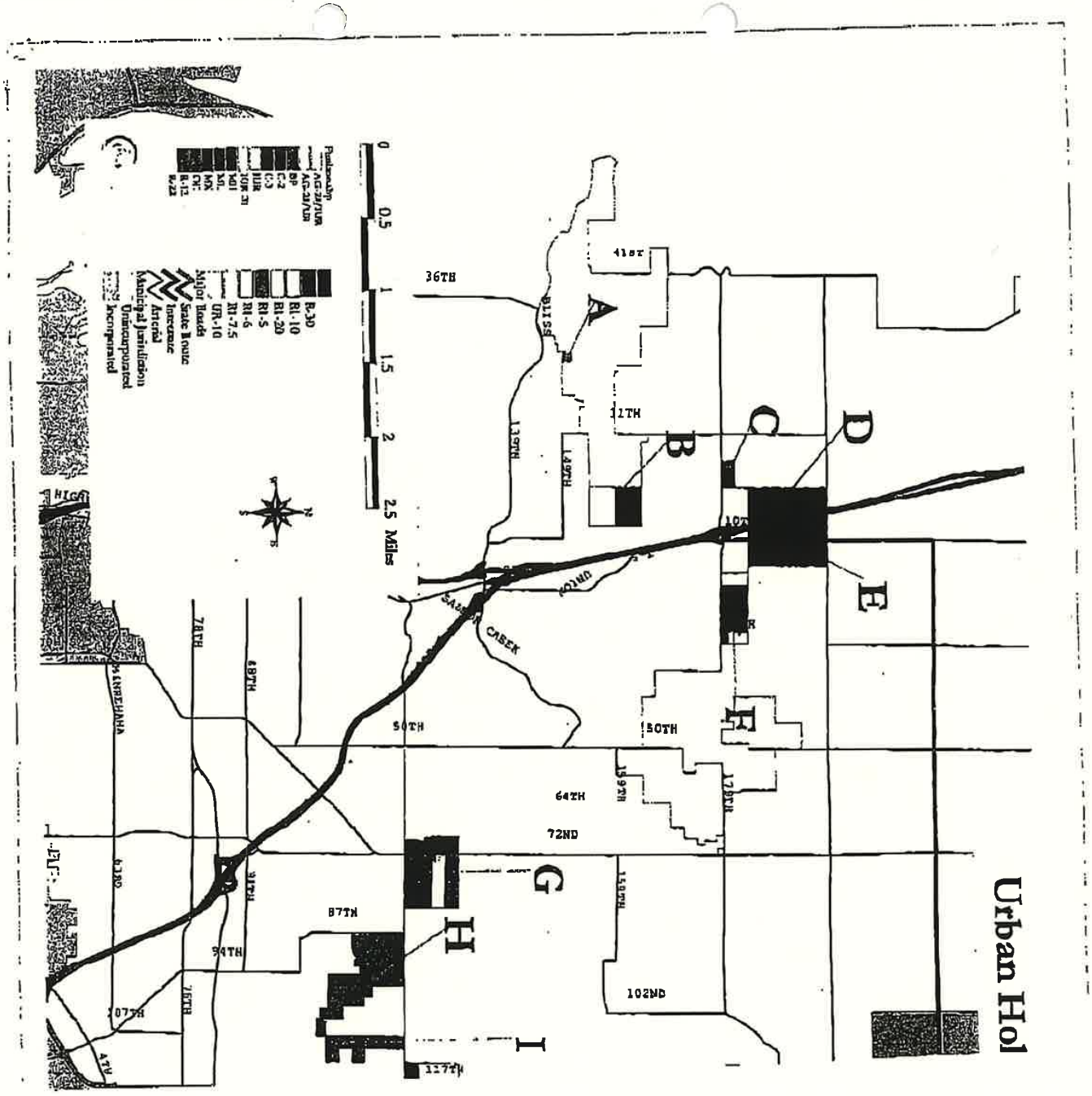
By:
Richard S. Lowry
Deputy Prosecuting Attorney

BOARD OF COUNTY COMMISSIONERS
FOR CLARK COUNTY, WASHINGTON

By:
Marc Boldt, Chair,

By:
Betty Sue Morris, Commissioner

By:
Steve Stuart, Commissioner


Urban Hol
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36TH
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94TH
102ND
117TH
78TH
68TH
107TH
76TH
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R-30
R1-10
R1-20
R1-5
R1-6
R1-7.5
UR-10
Major Roads
State Route
Interstate
Arterial
Municipal Jurisdiction
Unincorporated
Incorporated

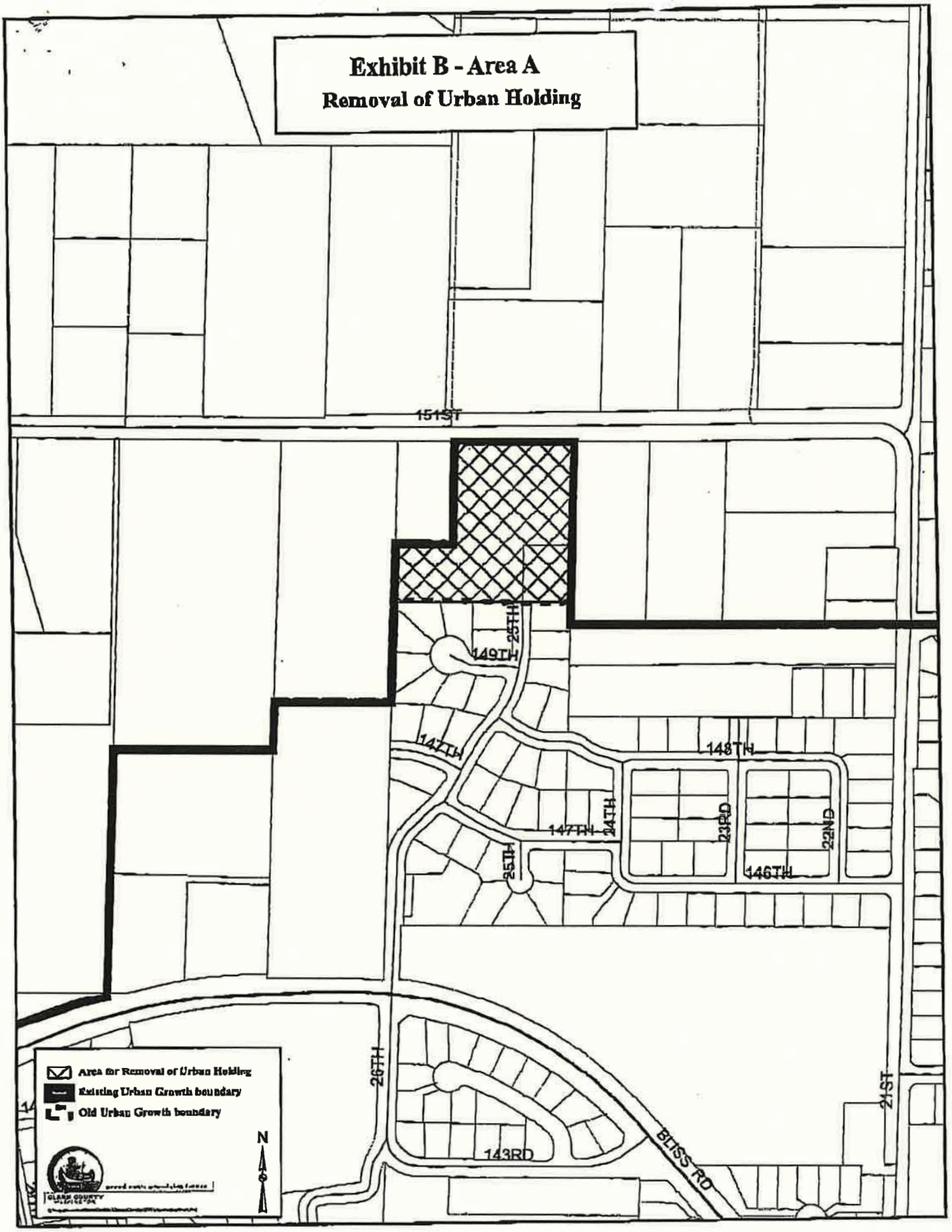
Exhibit B - Area A
Removal of Urban Holding
151ST
149TH
25TH
147TH
148TH
24TH
147TH
23RD
22ND
25TH
146TH
26TH
143RD
BUSS RD
21ST
Area for Removal of Urban Holding
Existing Urban Growth boundary
Old Urban Growth boundary
N

RESOLUTION NO. 2006-05-26 B

A RESOLUTION relating to land use; providing for a framework removal of the urban holding overlay zone in certain areas of the Vancouver Urban Growth Area; contingently removing the overlay district applicable to sub-area J, for properties with nonresidential zoning, conditioned upon execution of development agreements addressing transportation capital facilities issues.

WHEREAS, Clark County adopted a 20-Year Comprehensive Growth Management Plan through ordinances 1994-12-47 and 1994-12-53 on December 20, 1994 to meet the goals and requirements of Chapter 36.70A RCW (also known as the Growth Management Act "GMA"); and amended through Ordinance 1998-07-19; and

WHEREAS, Clark County adopted an updated 20-Year Comprehensive Growth Management Plan through ordinance 2004-09-02 on September 7, 2004 to meet the goals and requirements of Chapter 36.70A RCW; and

WHEREAS, in the adopted Comprehensive Plan (Ordinance 2004-09-02) the urban holding overlay zone was applied to all lands brought into all unincorporated Urban Growth Areas. For those areas expected to annex into a city, urban holding is removed when the city can demonstrate that full urban services will be provided before or in tandem with development upon annexation, and

WHEREAS, for those areas in the northern section of the Vancouver Urban Growth Boundary, where annexation is not feasible in the foreseeable future, urban holding removal requires a more precise level of analysis than the general application; and

WHEREAS, a type IV legislative process initiated by the county will be used consistent with Comprehensive Plan criteria; and

WHEREAS, the plan policies were created to insure that a phasing plan was put in place and was kept in place until adequate facilities are available; and

WHEREAS, the Clark County Comprehensive Plan, Chapter 12 Procedural Guidelines states:

"The county applies the Urban Holding Plan and Zoning Overlay with an underlying urban zone when development policies require a legislative action or annexation prior to development. In these cases, identified criteria are established that must be met in order to remove Urban Holding Zoning Overlay and authorize an urban zone which is consistent with the Comprehensive Plan. Under certain circumstances a Master Plan which includes how and when an area develops and with what uses, may be required. In other cases, city plan policies may require annexation prior to development. Generally, urban services and facilities will also be needed or assured prior to rezoning." (p. 12-5); and

WHEREAS, any action to lift urban holding without annexation must be supported by findings that the land areas in question fulfill the requirements in the comprehensive plan text, which reads as follows:

"These areas may develop for more intensive uses through a change in zoning enacted by the county with the completion of a traffic circulation plan, if it can be demonstrated that the following conditions are met:

1. *full urban services can be provided by the applicable city and other special districts (including schools, fire protection, police protection as well as water, sewer, roads*

EXH. B
COV 2nd Amended
Petition for Review

and drainage) in conjunction with development and provision for future annexation is executed if immediate annexation is not geographically feasible;

2. *removal of urban holding shall be by sub-area appropriate for consideration of affected capital facilities, and not by individual site specific properties, through a Type IV process initiated by the county; and*

3. *open space corridors will be identified and maintained between urban areas." (pp. 12-7 and 12-8);* and

WHEREAS, the Clark County Board of Commissioners directed county staff in March of 2005 to initiate a process for lifting of the urban holding overlay zone in all of the areas added to the northern portion of the Vancouver Urban Growth Area; and

WHEREAS, for purposes of requiring that some form of a phasing plan be implemented to assure that the long term capital facilities can be provided where needed in the short term when development does occur, the urban holding overlay district was applied to sub-areas A through M; and

WHEREAS, because of transportation concurrency constraints relating to the 179th Street interchange with I-5, lifting of urban holding within sub-areas B through F are not presently been considered; and

WHEREAS, the Clark County Planning Commission considered the lifting of urban holding and received testimony at a duly advertised public hearing on October 20, 2005; and has forwarded its recommendations to the Board; and

WHEREAS, the Board of County Commissioners took public testimony from interested parties, considered all written and oral arguments at a duly advertised public hearing on April 25, 2006; and

WHEREAS, the Board of County Commissioners also considered the staff report and the findings and recommendation of the Clark County Planning Commission; and

WHEREAS, the Board of County Commissioners finds that except for transportation, urban services such as fire protection, water, sewer and drainage can be provided in conjunction with development in accordance with existing code requirements; and

WHEREAS, the Board also finds that issues related to transportation facilities can be addressed through developers agreements and that implementation of the 20-Year Comprehensive Growth Management Plan is within the requirements of the Growth Management Act and is in the best public interest; now, therefore,

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

Section 1. Findings.

The findings and analysis contained in the Staff Memorandum dated October 20, 2005 relating to Urban Holding Policy Review and Considerations are hereby adopted and incorporated herein by reference except where inconsistent with the following.

Section 2. Water, sewer, drainage, frontage street improvements, fire protection and law enforcement.

1. Sewer, water, and frontage street improvements are available and required to be provided by the developer as part of the development process.

2. Fire and law enforcement are regional facilities that must keep pace with the development of an area as a whole. Only in very unusual circumstances does the development of an individual parcel create impact sufficient to alter service levels.

Section 3. Transportation Facilities.

For sub-areas G through M, traffic circulation plans have been adopted. In cases where annexation is not possible, any action to lift urban holding requires that the facilities needed for direct development of an individual site are in place. In this case, public roads become the primary public consideration. The central focus is assuring the readiness of the facilities that are a county responsibility, and over which the county has control. This assurance raises the issue of whether phasing development is necessary to insure that capital facilities are timely provided. Two sub issues emerge: (a) contribution to needed regional projects through enhanced traffic impact fees, and (b) insuring that local improvements which are needed short term will be provided. Both concerns can be addressed through development agreements which (a) commit developers to payment of "enhanced fees" for Orchards Traffic Impact Fees when adopted (with enhanced fees being guaranteed if not adopted at time of development subject to a reasonable cap) and (b) committing developers to undertaking local improvements which are needed short term (with determination made as to which are of regional significance so as to be eligible for placement on the TIF project list eligible for TIF credits, and potential concurrency guarantee as to local improvements). Engineering analysis is underway to identify potential TIF enhancement charges and to determine immediately needed local improvements, the developments necessitating such improvements, and the costs thereof.

Section 4. Development Agreements.

Developers have indicated that development agreements addressing the above issues on transportation are conceptually acceptable contingent upon final terms. Developers have identified common objectives with the County to address the transportation facilities issues that may be resolved with fully negotiated and executed development agreements. No obligations under this section are binding until such time that the agreements have been fully executed.

Section 5. Board action.

1. The Board will adopt a resolution formally lifting of urban holding in sub-area J shown in attached Exhibit A upon approval of development agreements addressing the road issues outlined above. A list of the affected tax parcels is attached and incorporated as Exhibit B.

   a) While analysis of lifting urban holding has been done on area-wide basis, pending adoption of an update to the TIF programs lifting will only be effective for those properties whose owners execute development agreements.

   b) During the interim, developers within sub-area J may file pre-applications to be processed assuming lifting of urban holding, but no vesting or approvals will be granted until urban holding is lifted.

Section 6. Severability.

If any section, sentence, clause, or phrase of this ordinance should be held invalid or unconstitutional by a court of competent jurisdiction or the Growth Management Hearings Board, such invalidity or unconstitutionality shall not affect the validity or unconstitutionality of any other section, sentence, clause, or phrase of this ordinance.

Section 7. Effective Date. This ordinance shall go into effect at midnight of May 30, 2006.

Section 8. Instructions to Clerk. The Clerk to the Board shall:

1. Schedule public hearings on development agreements pursuant to RCW 36.70B.200 once negotiated.

2. Cause notice of adoption of this ordinance to be published forthwith pursuant to RCW 37.70A.290.

ADOPTED this 30 day of ~~April~~ May 2006.

Attest:

Clerk to the Board

BOARD OF COUNTY COMMISSIONERS
FOR CLARK COUNTY, WASHINGTON

By: _____
Marc Boldt, Chair

Approved as to Form Only:

ARTHUR D. CURTIS
Prosecuting Attorney

By: _____
Richard S. Lowry
Deputy Prosecuting Attorney

By: _____
Betty Sue Morris, Commissioner

By: _____
Steve Stuart, Commissioner

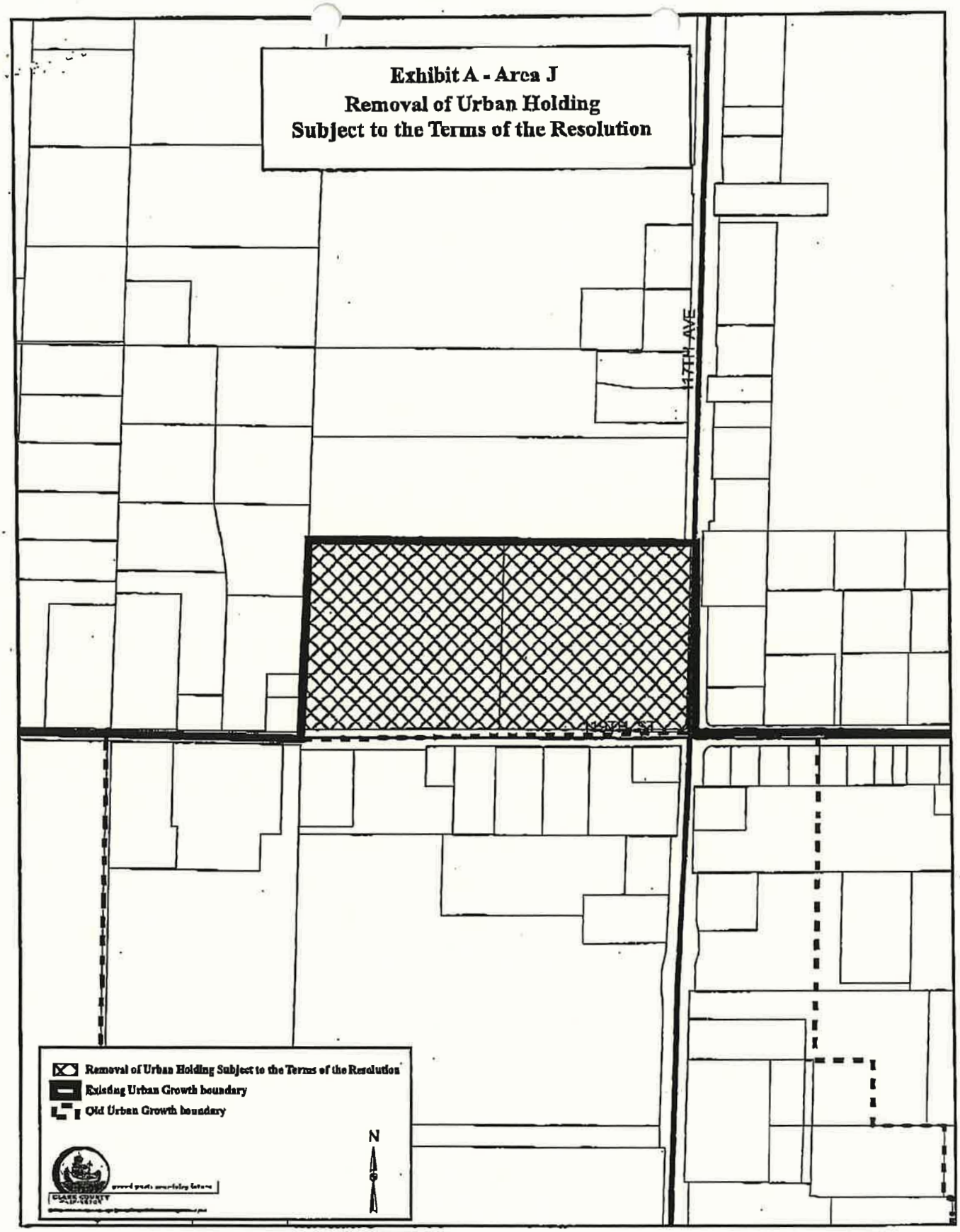
Exhibit A - Area J
Removal of Urban Holding
Subject to the Terms of the Resolution
47TH AVE
Removal of Urban Holding Subject to the Terms of the Resolution
Existing Urban Growth boundary
Old Urban Growth boundary
N

Exhibit B
Tax Parcels

Area J

198088-000
198089-000

RESOLUTION NO. 2006-06-05

A RESOLUTION relating to land use; providing a framework for removal of the urban holding overlay zone in certain areas of the Vancouver Urban Growth Area; contingently removing the urban holding overlay district applicable to sub-areas G through I and K through M conditioned upon execution of development agreements addressing transportation and school capital facilities issues.

WHEREAS, Clark County adopted a 20-Year Comprehensive Growth Management Plan through ordinances 1994-12-47 and 1994-12-53 on December 20, 1994 to meet the goals and requirements of Chapter 36.70A RCW (also known as the Growth Management Act "GMA"); and amended through Ordinance 1998-07-19; and

WHEREAS, Clark County adopted an updated 20-Year Comprehensive Growth Management Plan through ordinance 2004-09-02 on September 7, 2004 to meet the goals and requirements of Chapter 36.70A RCW; and

WHEREAS, in the adopted Comprehensive Plan (Ordinance 2004-09-02) the urban holding overlay zone was applied to all lands brought into all unincorporated Urban Growth Areas. For those areas expected to annex into a city, urban holding is removed when the city can demonstrate that full urban services will be provided before or in tandem with development upon annexation, and

WHEREAS, for those areas in the northern section of the Vancouver Urban Growth Boundary, where annexation is not feasible in the foreseeable future, urban holding removal requires a more precise level of analysis than the general application; and

WHEREAS, a type IV legislative process initiated by the county will be used consistent with Comprehensive Plan criteria; and

WHEREAS, the plan policies were created to insure that a phasing plan was put in place and was kept in place until adequate facilities are available; and

WHEREAS, the Clark County Comprehensive Plan, Chapter 12 Procedural Guidelines states:

"The county applies the Urban Holding Plan and Zoning Overlay with an underlying urban zone when development policies require a legislative action or annexation prior to development. In these cases, identified criteria are established that must be met in order to remove Urban Holding Zoning Overlay and authorize an urban zone which is consistent with the Comprehensive Plan. Under certain circumstances a Master Plan which includes how and when an area develops and with what uses, may be required. In other cases, city plan policies may require annexation prior to development. Generally, urban services and facilities will also be needed or assured prior to rezoning." (p. 12-5); and

WHEREAS, any action to lift urban holding without annexation must be supported by findings that the land areas in question fulfill the requirements in the comprehensive plan text, which reads as follows:

"These areas may develop for more intensive uses through a change in zoning enacted by the county with the completion of a traffic circulation plan, if it can be demonstrated that the following conditions are met:

EXH. C
COV 2nd Amended
Petition for Review

1. *full urban services can be provided by the applicable city and other special districts (including schools, fire protection, police protection as well as water, sewer, roads and drainage) in conjunction with development and provision for future annexation is executed if immediate annexation is not geographically feasible;*

2. *removal of urban holding shall be by sub-area appropriate for consideration of affected capital facilities, and not by individual site specific properties, through a Type IV process initiated by the county; and*

3. *open space corridors will be identified and maintained between urban areas." (pp. 12-7 and 12-8);* and

WHEREAS, the Clark County Board of Commissioners directed county staff in March of 2006 to initiate a process for lifting of the urban holding overlay zone in all of the areas added to the northern portion of the Vancouver Urban Growth Area; and

WHEREAS, for purposes of requiring that some form of a phasing plan be implemented to assure that the long term capital facilities can be provided where needed in the short term when development does occur, the urban holding overlay district was applied to sub-areas A through M; which mapping is attached hereto as Exhibit "1"

WHEREAS, because of transportation concurrency constraints relating to the 179th Street interchange with I-5, lifting of urban holding within sub-areas B through F are not presently been considered; and

WHEREAS, by Resolution 2006-05-26A, the Board of County Commissioners previously approved lifting the urban holding overlay district within sub-area A and by Resolution 2006-05-26B, the Board of County Commissioners previously contingently removed the urban holding overlay district applicable to sub-area J conditioned upon execution of development agreements addressing transportation capital facilities issues; and

WHEREAS, the Clark County Planning Commission considered the lifting of urban holding and received testimony at a duly advertised public hearing on October 20, 2005; and has forwarded its recommendations to the Board; and

WHEREAS, the Board of County Commissioners took public testimony from interested parties, considered all written and oral arguments at a duly advertised public hearing on April 25, 2006; and

WHEREAS, the Board of County Commissioners also considered the staff report and the findings and recommendation of the Clark County Planning Commission; and

WHEREAS, the Board of County Commissioners finds that except for transportation and schools, urban services such as fire protection, water, sewer and drainage can be provided in conjunction with development in accordance with existing code requirements; and

WHEREAS, the Board of County Commissioners finds that the development community has from time to time supported voter-approved school funding through financial contributions and endorsements and expects it to continue to do so again in the future; and

WHEREAS, the Board of County Commissioners finds that payment of enhanced school impact fees is necessary to help fund school facilities needed to serve residential development within sub-areas G through I and K through M; and

WHEREAS, the Board also finds that issues related to transportation and school facilities can be addressed through developers agreements and that implementation of the 20-Year Comprehensive Growth Management Plan is within the requirements of the Growth Management Act and is in the best public interest; now, therefore,

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

Section 1. Findings.

The findings and analysis contained in the Staff Memorandum dated October 20, 2005 relating to Urban Holding Policy Review and Considerations are hereby adopted and incorporated herein by reference except where inconsistent with the following.

Section 2. Water, sewer, drainage, frontage street improvements, fire protection and law enforcement.

1. Sewer, water, and frontage street improvements are available and required to be provided by the developer as part of the development process.

2. Fire and law enforcement are regional facilities that must keep pace with the development of an area as a whole. Only in very unusual circumstances does the development of an individual parcel create impact sufficient to alter service levels.

Section 3. Transportation Facilities.

For sub-area A, the existing, improved transportation network serves as a de facto circulation plan. For sub-areas G through M, traffic circulation plans have been adopted. In cases where annexation is not possible, any action to lift urban holding requires that the facilities needed for direct development of an individual site are in place. In this case, public roads become the primary public consideration. The central focus is assuring the readiness of the facilities that are a county responsibility, and over which the county has control. This assurance raises the issue of whether phasing development is necessary to insure that capital facilities are timely provided. Two sub issues emerge: (a) contribution to needed regional projects through enhanced traffic impact fees, and (b) insuring that local improvements which are needed short term will be provided. Both concerns can be addressed through development agreements which (a) commit developers to payment of "enhanced fees" for Orchards Traffic Impact Fees when adopted (with enhanced fees being guaranteed if not adopted at time of development subject to a reasonable cap) and (b) committing developers to undertaking local improvements which are needed short term (with determination made as to which are of regional significance so as to be eligible for placement on the TIF project list eligible for TIF credits, and potential concurrency guarantee as to local improvements). Engineering analysis is underway to identify potential TIF enhancement charges and to determine immediately needed local improvements, the developments necessitating such improvements, and the costs thereof.

Section 4. School District Facilities.

The following mitigation measures shall be used to address the impacts of residential development on public schools in the Battle Ground School District:

1. Acquisition by the Battle Ground School District of a suitable school site (20 acres of buildable land in an area that can serve students from residential property in the overlay areas), and if appropriate, that can be incorporated into residential development plans in the overlay areas; and

2. A commitment by developers to pay "enhanced school impact fees" in the amount that has been adopted by the Board at the time building permits are pulled, notwithstanding the right to vest school impact fees when the preliminary plat is approved.

Section 5. Development Agreements.

Developers have indicated that development agreements addressing the above issues on transportation and school facilities are conceptually acceptable contingent upon final terms. Developers have identified common objectives with the County to address the transportation and school facilities issues that may be resolved with fully negotiated and executed development agreements. No obligations under this section are binding until such time that the agreements have been fully executed.

Section 6. Board Action.

The Board will adopt a resolution formally approving partial lifting of urban holding in sub-areas G through I and K through M upon approval of development agreements addressing the issues regarding transportation and schools as outlined above. For properties whose underlying zoning is residential, a development agreement shall address both transportation and school capital facilities. For properties whose underlying zoning is non-residential, a development agreement shall address transportation capital facilities.

1. While analysis of lifting urban holding has been done on an area-wide basis, pending adoption of an update to the TIF/SIF programs lifting will only be effective for those properties whose owners execute development agreements. Following adoption by the Board of enhanced TIF/SIF fees, it is the intent of the Board to lift urban holding on any remaining properties within sub-areas G through M.

2. During the interim, developers within sub-areas G through M may file pre-applications to be processed assuming lifting of urban holding, but no vesting or approvals will be granted until urban holding is lifted.

Section 7. Severability.

If any section, sentence, clause, or phrase of this resolution should be held invalid or unconstitutional by a court of competent jurisdiction or the Growth Management Hearings Board, such invalidity or unconstitutionality shall not affect the validity or unconstitutionality of any other section, sentence, clause, or phrase of this resolution.

Section 8 Effective Date. This resolution shall go into effect at midnight on the date of its adoption.

Section 9. Instructions to Clerk. The Clerk to the Board shall:

1. Schedule public hearings on development agreements pursuant to RCW 36.70B.200 once negotiated.

2. Transmit a copy of this resolution to the Washington State Department of Community Trade and Economic Development within ten days of its adoption pursuant to RCW 36.70A.106.

3. Transmit a copy of the adopted resolution to Clark County Geographic Information Systems, to Community Development Department - Long Range Planning, and to Community Development Department - Development Services.

4. Record a copy of this resolution with the Clark County Auditor.

5. Cause notice of adoption of this resolution to be published forthwith pursuant to RCW 37.70A.290.

ADOPTED this 13 day of June 2006.

Attest:

Deputy Rebecca Tietz
Clerk to the Board

BOARD OF COUNTY COMMISSIONERS
FOR CLARK COUNTY, WASHINGTON

By
Marc Boldt, Chair.

Approved as to Form Only:

ARTHUR D. CURTIS
Prosecuting Attorney

By: Richard S. Lowry
Richard S. Lowry
Deputy Prosecuting Attorney

By:
Betty Sue Morris, Commissioner

By:
Steve Stuart, Commissioner

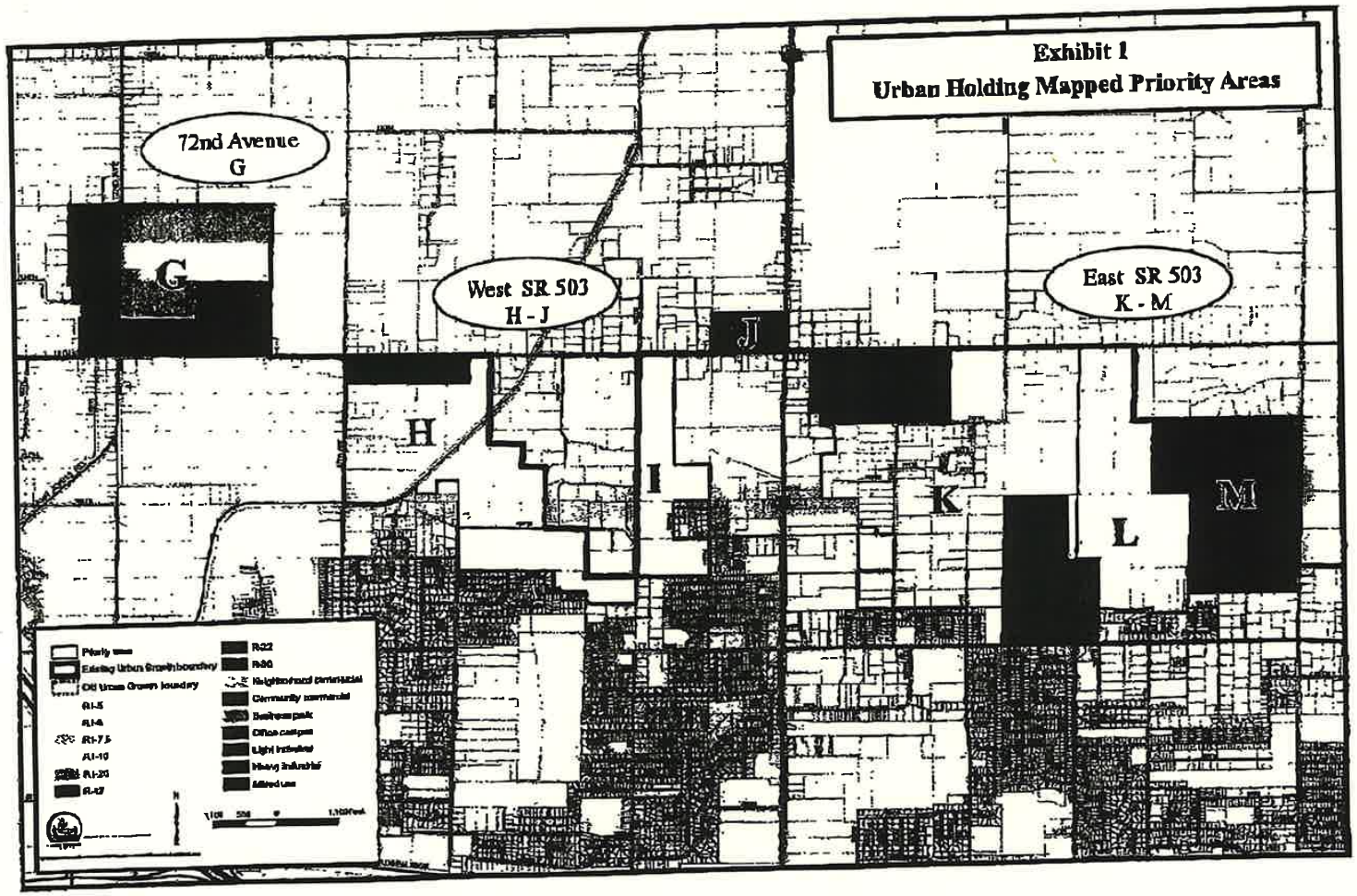
Exhibit 1
Urban Holding Mapped Priority Areas
72nd Avenue
G
West SR 503
H - J
East SR 503
K - M
G
H
I
J
K
L
M

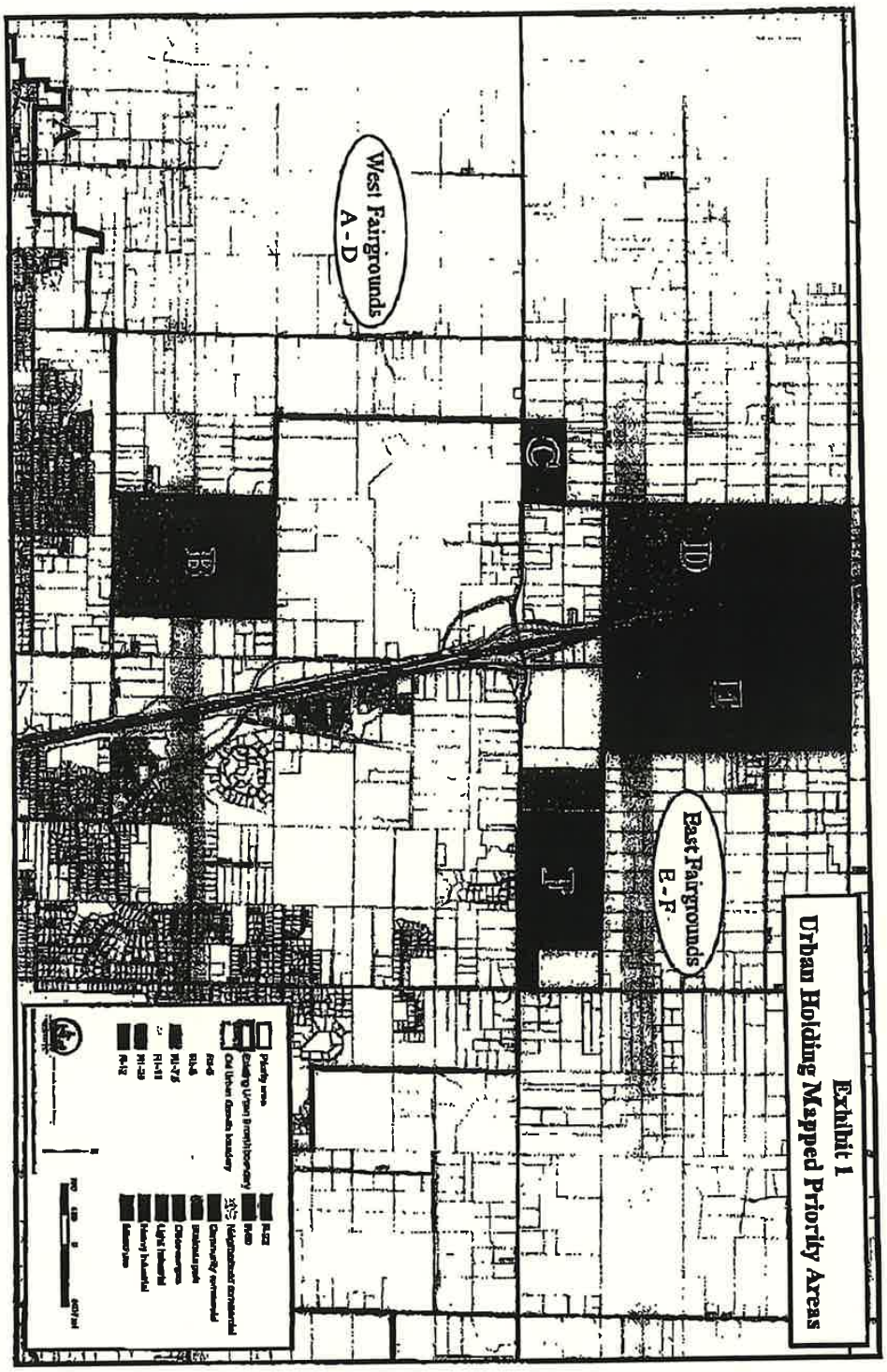

Exhibit 1
Urban Holding Mapped Priority Areas

NOTICE OF ADOPTION

NOTICE IS HEREBY GIVEN pursuant to RCW 36.70A.290 the Board of County Commissioners of Clark County, State of Washington, did enact:

May 30, 2006, Resolution 2006-05-26A relating to land use; providing for removal of the urban holding overlay zone in an area of the Vancouver Urban Growth Area; and removing the urban holding overlay district applicable to **sub-area A.**

May 30, 2006, Resolution 2006-05-26B relating to land use; providing for a framework removal of the urban holding overlay zone in certain areas of the Vancouver Urban Growth Area; contingently removing the overlay district applicable to **sub-area J**, for properties with nonresidential zoning, conditioned upon execution of development agreements addressing transportation capital facilities issues.

May 30, 2006, Ordinance 2006-05-27 relating to critical areas; updating the **wetlands** protection ordinance (CCC 40.450) to include best available science pursuant to RCW 36.70A.172.

May 2, 2006, Ordinance 2006-05-02 relating to land use; adopting amendments to the Clark County Zoning Map – **Business Park(BP)/Light Manufacturing (ML).**

May 2, 2006, Ordinance 2006-05-01 relating to building, fire, and land use regulations; adopting **minor bi-annual amendments** to Clark County Code Title 6, Application and Service Fees; Title 14, Buildings and Structures; Title 15, Fire Prevention; and Title 40, the Unified Development Code.

April 25, 2006, Ordinance 2006-04-18 relating to land use and zoning; and adopting amendments to Clark County Code, Section 40.230.020 **Mixed Use District**, Section 40.520.070 Master Planned Development, Section 40.100.070 Definitions, Section 40.500.010 Summary of Procedures and Processes, and adding a new Appendix D Mixed Use Design Standards.

May 2, 2006, Ordinance 2006-05-04 relating to land use, and regulating the development of lands within the Columbia River **Gorge** National Scenic Area (CRGNSA) portion of Clark County – repeal CCC chapter 40.240; new chapter CCC 40.240; effective date 11/2/06.

Louise Richards

Clerk of the Board

For alternate formats or to request auxiliary aids, contact the Clark County ADA Office Voice (360) 397-2025, TTY (360) 397-2445, Email: ADA@Clark.WA.GOV

Publish: June 9, 2006
C70265

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RESOLUTION NO. 2006 - -

A RESOLUTION relating to land use; providing for removal of the urban holding overlay zone in certain areas of the Vancouver Urban Growth Area; removing the urban holding overlay district applicable to sub-area A; contingently removing the urban holding overlay district applicable to sub-areas G through M conditioned upon execution of development agreements addressing transportation and school capital facilities issues.

WHEREAS, Clark County adopted a 20-Year Comprehensive Growth Management Plan through ordinances 1994-12-47 and 1994-12-53 on December 20, 1994 to meet the goals and requirements of Chapter 36.70A RCW (also known as the Growth Management Act "GMA"); and amended through Ordinance 1998-07-19; and

WHEREAS, Clark County adopted an updated 20-Year Comprehensive Growth Management Plan through ordinance 2004-09-02 on September 7, 2004 to meet the goals and requirements of Chapter 36.70A RCW; and

WHEREAS, in the adopted Comprehensive Plan (Ordinance 2004-09-02) the urban holding overlay zone was applied to all lands brought into all unincorporated Urban Growth Areas. For those areas expected to annex into a city, urban holding is removed when the city can demonstrate that full urban services will be provided before or in tandem with development upon annexation, and

WHEREAS, for those areas in the northern section of the Vancouver Urban Growth Boundary, where annexation is not feasible in the foreseeable future, urban holding removal requires a more precise level of analysis than the general application; and

WHEREAS, a type IV legislative process initiated by the county will be used consistent with Comprehensive Plan criteria; and

WHEREAS, the plan policies were created to insure that a phasing plan was put in place and was kept in place until adequate facilities are or can be made available; and

WHEREAS, the Clark County Comprehensive Plan, Chapter 12 Procedural Guidelines states:

"*The county applies the Urban Holding Plan and Zoning Overlay with an underlying urban zone when development policies require a legislative action or annexation prior to development. In these cases, identified criteria are established that must be met in order to remove Urban Holding Zoning Overlay and authorize an urban zone which is consistent with the Comprehensive Plan. Under certain circumstances a Master Plan which includes how and when an area develops and with what uses, may be required. In other cases, city plan policies may require annexation prior to development. Generally, urban services and facilities will also be needed or assured prior to rezoning.*" (p. 12-5); and

WHEREAS, any action to lift urban holding without annexation must be supported by findings that the land areas in question fulfill the requirements in the comprehensive plan text, which reads as follows:

"*These areas may develop for more intensive uses through a change in zoning enacted by the county with the completion of a traffic circulation plan, if it can be demonstrated that the following conditions are met:*

1. *full urban services can be provided by the applicable city and other special districts (including schools, fire protection, police protection as well as water, sewer, roads and drainage) in conjunction with development and provision for future annexation is executed if immediate annexation is not geographically feasible;*

2. *removal of urban holding shall be by sub-area appropriate for consideration of affected capital facilities, and not by individual site specific properties, through a Type IV process initiated by the county; and*

3. *open space corridors will be identified and maintained between urban areas." (pp. 12-7 and 12-8);* and

WHEREAS, the Clark County Board of Commissioners directed county staff in March of 2005 to initiate a process for lifting of the urban holding overlay zone in all of the areas added to the northern portion of the Vancouver Urban Growth Area; and

WHEREAS, for purposes of requiring that some form of a phasing plan be implemented to assure that the long term capital facilities can be provided where needed in the short term when development does occur, the urban holding overlay district was applied to sub-areas A through M; the mapping of such sub-areas being attached hereto as Exhibit "A"

WHEREAS, because of transportation concurrency constraints relating to the 179th Street interchange with I-5, lifting of urban holding within sub-areas B through F is not presently been considered; and

WHEREAS, the Clark County Planning Commission considered the lifting of urban holding and received testimony at a duly advertised public hearing on October 20, 2005; and has forwarded its recommendations to the Board; and

WHEREAS, the Board of County Commissioners held multiple workshops which were noticed and open to the public, took public testimony from interested parties, and considered all written and oral testimony and arguments at duly advertised public hearing on April 25, 2006; and

WHEREAS, the Board of County Commissioners also considered the staff report and the findings and recommendation of the Clark County Planning Commission; and

WHEREAS, the Board finds that the criteria for removing the urban overlay district applicable to sub-area A, which is less than four acres in size, are fully met; and

WHEREAS, the Board of County Commissioners finds that except for transportation and schools, urban services such as fire protection, water, sewer and drainage can be provided within sub-areas G through M in conjunction with development in accordance with existing code requirements; and

WHEREAS, the Board finds that issues related to transportation and school facilities necessary to serve sub-areas G through M can be addressed through development agreements and that implementation of the 20-Year Comprehensive Growth Management Plan is within the requirements of the Growth Management Act and is in the best public interest; and,

WHEREAS, the Board finds that the development community has historically supported voter-approved school funding through such means as financial contributions, in-kind contributions and endorsements, and expects the development community to continue such support; and

WHEREAS, the Board finds that payment of enhanced school impact fees is necessary to help fund school facilities, and expects developers that enter into a development agreement to support the imposition and payment of enhanced school impact fees; and

WHEREAS, this resolution provides the framework for lifting urban holding within sub-areas G through M through developer agreements which address short term transportation infrastructure and school capacity deficiencies and long term capital facilities needs; now, therefore,

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

Section 1. Findings--General.

The findings and analysis contained in the Staff Memorandum dated October 20, 2005 relating to Urban Holding Policy Review and Considerations are hereby adopted and incorporated herein by reference except where inconsistent with the following.

Section 2. Findings--Water, sewer, drainage, frontage street improvements, fire protection and law enforcement.

1. Sewer, water, and frontage street improvements are available and required to be provided by the developer as part of the development process.

2. Fire and law enforcement are regional facilities that must keep pace with the development of an area as a whole. Only in very unusual circumstances does the development of an individual parcel create impact sufficient to alter service levels.

Section 3. Findings--Transportation Facilities.

For sub-area A, the existing, improved transportation network serves as a de facto circulation plan. For sub-areas G through M, traffic circulation plans have been adopted. In cases where annexation is not possible, any action to lift urban holding requires that the facilities needed for direct development of an individual site are in place. In this case, public roads become the primary public consideration. The central focus is assuring the readiness of the facilities that are a county responsibility, and over which the county has control. This assurance raises the issue of whether phasing development is necessary to insure that capital facilities are timely provided. Two sub issues emerge: (a) contribution to needed regional projects through enhanced traffic impact fees, and (b) insuring that local improvements which are needed short term will be provided. Both concerns can be addressed through development agreements which (a) commit developers to payment of "enhanced fees" for Orchards Traffic Impact Fees when adopted (with enhanced fees being guaranteed if not adopted at time of development subject to a reasonable cap) and (b) commit developers to undertaking local improvements which are needed short term (with determination made as to which are of regional significance so as to be eligible for placement on the TIF project list eligible for TIF credits, and potential concurrency guarantee as to local improvements). Engineering analysis is underway to identify potential TIF enhancement charges and to determine immediately needed local improvements, the developments necessitating such improvements, and the costs thereof.

Section 4. Findings--School District Facilities.

Mitigation measures such as the following should be used to address the impacts of residential development within sub areas G through M on public schools in the Battle Ground School District:

1. Locating suitable school sites (20 acres of buildable land in an area that can serve students from residential property in the overlay areas) that the District can acquire for market value, and if appropriate, that can be incorporated into residential development plans in the overlay areas;

2. A commitment by developers to pay "enhanced school impact fees" in the amount that has be adopted by the Board at the time of building permit application, notwithstanding the right to vest school impact fees upon preliminary plat approval;

3. The District has the right but not the obligation to be a signatory on any development agreement as provided for in Section 5 below. Upon execution of a development agreement the District will be a third party beneficiary as to any provisions within the development agreement regarding the payment of school impact fees. The District may use the executed development agreement in necessary ways to support school district capital funding needs. The execution of a development t agreement by the District will be deemed by Clark County as evidence of the availability of adequate school facilities for purposes of Title 58 RCW as to any subdivision to be permitted on property that is the subject of a development agreement.

Section 5. Development Agreements.

Development agreements addressing transportation and school capital facilities are authorized by RCW 36.70B.170-.210.

Section 6. Board action.

1. The Board hereby lifts the urban holding overlay zone applicable to sub-area A.

2. The Board will adopt a resolution formally approving lifting of urban holding for properties within sub-areas G through M upon execution by the owner(s) thereof of a development agreement addressing the issues regarding transportation and school facilities as outlined above.

   a) While analysis of lifting urban holding has been done on area-wide basis, lifting will only be effective for owners who execute development agreements pending adoption of and update to TIF/SIF program. Following adoption by the Board of enhanced TIF and SIF fees, it is the intent of the Board to lift urban holding on any remaining properties within sub-areas G through M.

   b) During the interim, developers within sub-areas G through M can file pre-applications to be processed assuming lifting of urban holding, but no vesting or approvals will be granted until urban holding is lifted.

Section 7. Severability.

If any section, sentence, clause, or phrase of this resolution should be held invalid or unconstitutional by a court of competent jurisdiction or the Growth Management Hearings

Board, such invalidity or unconstitutionality shall not affect the validity or unconstitutionality of any other section, sentence, clause, or phrase of this resolution.

Section 8 Effective Date. This resolution shall go into effect at midnight on the date of its adoption.

Section 9. Instructions to Clerk. The Clerk to the Board shall:

1. Schedule public hearings on development agreements pursuant to RCW 36.70B.200 once negotiated.

2. Transmit a copy of this resolution to the Washington State Department of Community Trade and Economic Development within ten days of its adoption pursuant to RCW 36.70A.106.

3. Transmit a copy of this resolution to Clark County Geographic Information Systems, to Community Development Department - Long Range Planning, and to Community Development Department - Development Services.

4. Record a copy of this resolution with the Clark County Auditor.

5. Cause notice of adoption of this resolution to be published forthwith pursuant to RCW 37.70A.290.

ADOPTED this _____ day of May 2006.

	BOARD OF COUNTY COMMISSIONERS
Attest:	FOR CLARK COUNTY, WASHINGTON
_____	By:_____
Clerk to the Board	Marc Boldt, Chair,
Approved as to Form Only:	
_____	By:_____
ARTHUR D. CURTIS	Betty Sue Morris, Commissioner
Prosecuting Attorney	
By: _____	By:_____
Richard S. Lowry	Steve Stuart, Commissioner
Deputy Prosecuting Attorney	

SAMPLE ONLY		Potential Revenue		
		Battle Ground School District Impact Fees	**District updates Capital Facilities Plan**	**Total Potential Revenue**
		$3,000	$2,000	
New Single Family Residence		1,000	1,000	
Revenue		$3,000,000	$2,000,000	$5,000,000
Finance costs	1 year		$160,000	
	90 days		$40,000	
Total	1 year		$2,160,000	**$5,160,000**
	90 days		$2,040,000	**$5,040,000**

Assumptions:

Developers build 1,000 homes in the Battle Ground School District upon lifting Urban Holding in (sub-areas G-M) with needed infrastructure in place.

Battle Ground School District updates Capital Facilities Plan and increases their impact fees from $3,000 to $5,000 during term ($2,000 increase per Single Family unit).

Developer pays $2,000,000 at an 8% interest rate financing costs for one year.

SAMPLE ONLY		Potential Revenue		
		Battle Ground School District Impact Fees	**District updates Capital Facilities Plan**	**Total Potential Revenue**
		$3,000	$2,000	
New Single Family Residence		1,000	1,000	
Revenue		$3,000,000	$2,000,000	$5,000,000
Finance costs	1 year		$160,000	
	90 days		$40,000	
Total	1 year		$2,160,000	**$5,160,000**
	90 days		$2,040,000	**$5,040,000**

Assumptions:

Developers build 1,000 homes in the Battle Ground School District upon lifting Urban Holding in (sub-areas G-M) with needed infrastructure in place.

Battle Ground School District updates Capital Facilities Plan and increases their impact fees from $3,000 to $5,000 during term ($2,000 increase per Single Family unit).

Developer pays $2,000,000 at an 8% interest rate financing costs for one year.

SAMPLE ONLY		Potential Revenue		
		Battle Ground School District Impact Fees	**District updates Capital Facilities Plan**	**Total Potential Revenue**
		$3,000	$2,000	
New Single Family Residence		1,000	1,000	
Revenue		$3,000,000	$2,000,000	$5,000,000
Finance costs	1 year		$160,000	
	90 days		$40,000	
Total	1 year		$2,160,000	**$5,160,000**
	90 days		$2,040,000	**$5,040,000**

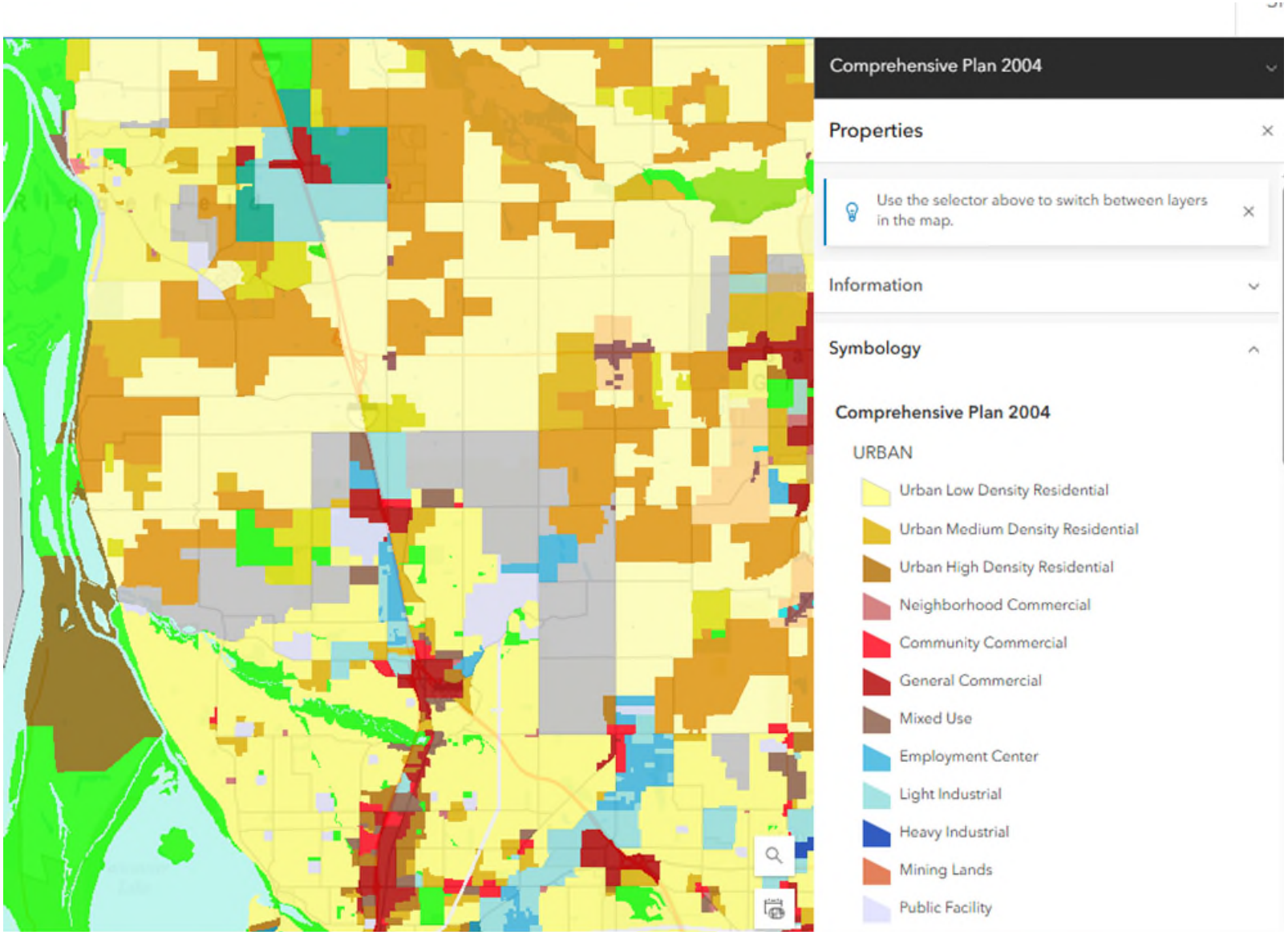
Assumptions:

Developers build 1,000 homes in the Battle Ground School District upon lifting Urban Holding in (sub-areas G-M) with needed infrastructure in place.

Battle Ground School District updates Capital Facilities Plan and increases their impact fees from $3,000 to $5,000 during term ($2,000 increase per Single Family unit).

Developer pays $2,000,000 at an 8% interest rate financing costs for one year.

Clark County Comprehensive Plan Designations 2004



DISCOVERY CORRIDOR WASTEWATER TRANSMISSION SYSTEM PHASE 2

Population in our service area is growing, so we're starting a second construction phase to increase capacity. We're splitting the work into two projects. *Neither will interrupt your sewer service.*

- **Phase 2A** (winter 2024 through fall 2025) will have only brief traffic interruptions to stage large equipment, including on North Royle Road north of Pioneer Street.
- **Phase 2B** (summer 2026 through winter 2026) will affect traffic and business access along NE 20th Avenue and at its intersections with NE 134th Street and NE 129th Street. We'll be in touch with affected businesses and residents to reduce the impacts. Tapani Construction has been hired as the construction contractor and will be in touch with area businesses throughout construction.

PROJECTS

- Projects
- Capital Program
- Septic Elimination Program (SEP)
- Construction Activity
- Construction History

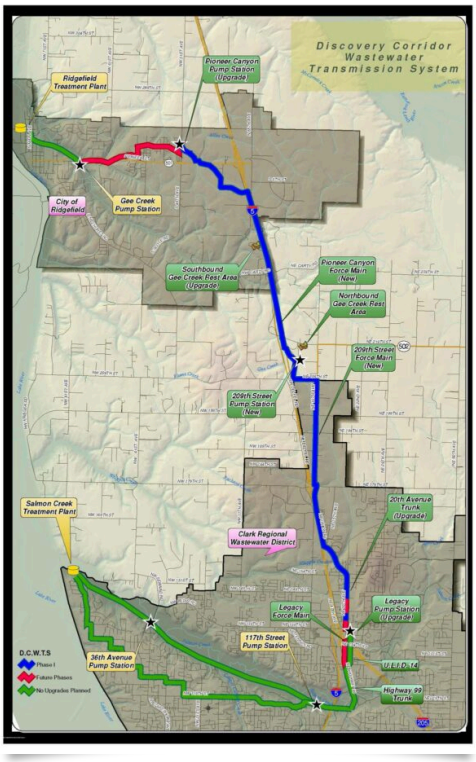
- Construction Methods
- DCWTS Phase 2
- Wallace Heights SEP
- Stutz Road SEP
- NE 179th St Corridor
- Ridgefield Sewer Redirection Project – Phase 1
- Neil Kimsey Regional Force Main Upgrade Project

FOR MORE INFORMATION

Vanessa Johnson, PE
Capital Program Manager

Sign up for email updates as we complete planning and begin construction. Read on for background and details.

Background

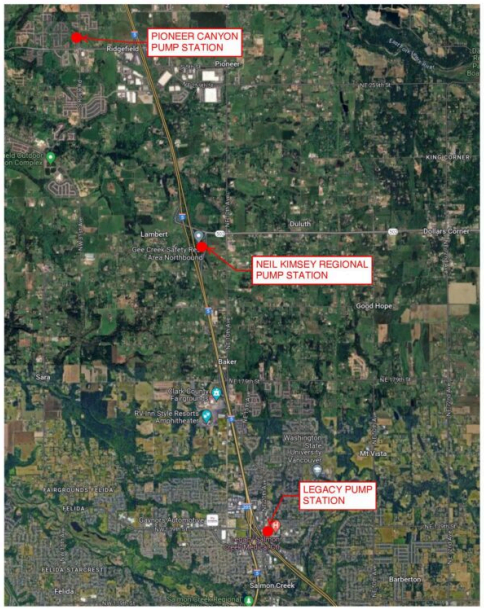


The Discovery Corridor Wastewater Transmission System (DCWTS), which provides service to the City of Ridgefield and the Discovery Corridor, is a multi-phased regional conveyance system that directs wastewater southward to the Salmon Creek Treatment Plant. The existing City of Ridgefield sewer treatment plant is approaching capacity, and local comprehensive plans call for significant industrial and commercial development in and around Ridgefield. These large employment centers generate significant sewer demand, and the Salmon Creek Treatment Plant offers reliable low-cost wastewater treatment capacity to meet those needs.

Initial construction (Phase 1) was completed in 2017, and an upgrade to the 20th Avenue Trunk Sewer was completed in 2023. Recent planning work identified upgrades to three components of DCWTS to accommodate growth in the service area: Pioneer Canyon, Neil Kimsey Regional (previously known as 209th Street) and Legacy pump stations. To provide efficient delivery, this work has been split into two packages called DCWTS Phase 2A and 2B. Phase 2A includes work on

the three pump stations, and Phase 2B adds an additional force main to serve the Legacy Pump Station.

Phase 2A



The DCWTS Phase 2A project will upgrade the capacity of the Pioneer Canyon and Neil Kimsey Regional pump station and force main systems. The project will also address current facility deficiencies at Pioneer Canyon, Neil Kimsey Regional, and Legacy and enhance monitoring of the facilities. Additional project details are available in the project profile.

Project Profile - DCWTS Phase 2A

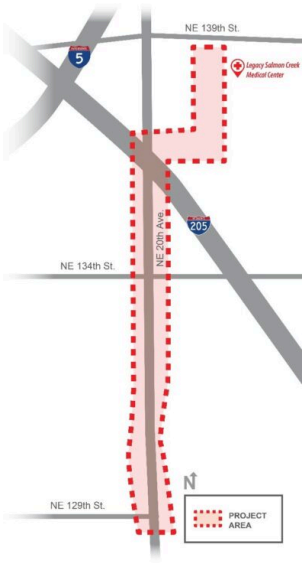
Schedule

Design and construction are complete.

Funding

Funding for the project came from a low-interest Public Works Board Loan that is being repaid by system development charge revenue, which is collected from new development.

Phase 2B



The DCWTS Phase 2B project will upgrade the capacity of the Legacy pump station and force main system by installing a 20-inch diameter force main. Following a thorough review of alternatives, the District selected a preferred alignment which will extend south from the Legacy Pump station, passing through Legacy Salmon Creek Hospital property to the NE 20th Avenue overpass. The alignment will continue via trenchless boring under NE 134th Street and proceed under the center lane from NE 134th to Highway 99. The alignment will shift to the southbound lane from Highway 99 to NE 129th Street and discharge to the gravity sewer at NE 129th.

The selected alignment follows the existing force main and original planned route. The project team looked into alternatives that reduced the impact to 20th Avenue, but none fit the project criteria.

Additional project details are available in the project profile.

If you would like to receive updates on the project, please sign up for project updates at the bottom of this website.

Project Profile - DCWTS Phase 2B

Schedule

Design is complete and the project is currently in the construction phase.



Construction Impacts

Construction methods to install the sewer generally include the use of open-cut excavation methods, which consist of digging a trench, laying pipe, and backfilling. The trenchless boring portion of construction near 134th will go underground beneath the road without tearing up the surface. Careful planning is taking place to minimize impacts to local businesses and the traveling public. Close coordination with Clark County and Washington State Department of Transportation is ongoing.

Sewer service will be maintained during construction.

What to expect during construction:

- Construction of the sewer pipeline will impact businesses, residents, and the travelling public along NE 20th Avenue and intersections at NE 134th Street and NE 129th Street.
- Construction on 20th Avenue will occur during nighttime hours to maintain daytime traffic flow beginning in June through July.
- At least one lane will remain open in each direction along 20th Avenue.
- Temporary nighttime closures of I-205 travel lanes under the 20th Avenue Bridge (the freeway itself will remain open). Bridge work will take place November through December.
- Work on the Legacy Pump Station and areas nearby will occur from July through September and will include bypass pumping activities.

Access to businesses and essential services will be maintained. The District is committed to maintaining regular and consistent communication with affected businesses and residents to minimize and mitigate the impacts of construction.

Funding

Funding for the project will come from a low-interest Public Works Board Loan to be repaid by system development charge revenue, which is collected from new development.

Project Sign-Up

Sign up for project updates below:

"*" indicates required fields

Name *

First

Last

Email *

SIGN UP

QUICK LINKS:

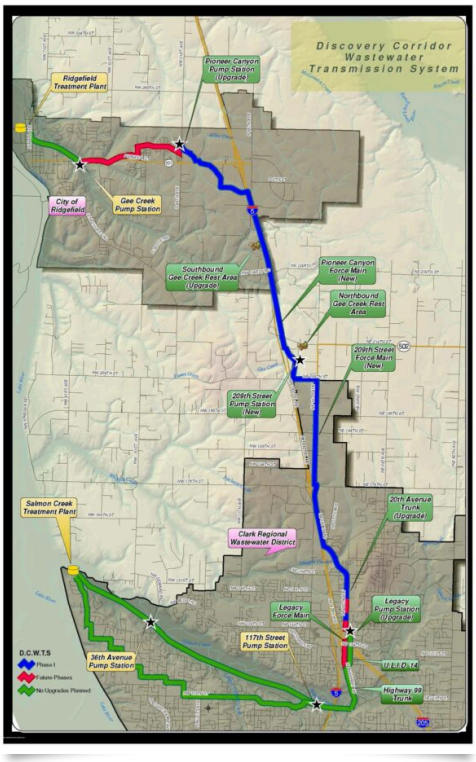
DISCOVERY CORRIDOR WASTEWATER TRANSMISSION SYSTEM PHASE 2

Population in our service area is growing, so we're starting a second construction phase to increase capacity. We're splitting the work into two projects. *Neither will interrupt your sewer service.*

- **Phase 2A** (winter 2024 through fall 2025) will have only brief traffic interruptions to stage large equipment, including on North Royle Road north of Pioneer Street.
- **Phase 2B** (summer 2026 through winter 2026) will affect traffic and business access along NE 20th Avenue and at its intersections with NE 134th Street and NE 129th Street. We'll be in touch with affected businesses and residents to reduce the impacts. Tapani Construction has been hired as the construction contractor and will be in touch with area businesses throughout construction.

Sign up for email updates as we complete planning and begin construction. Read on for background and details.

Background

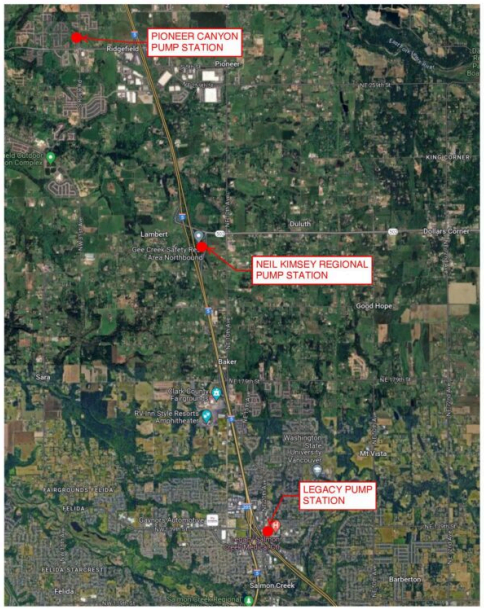


The Discovery Corridor Wastewater Transmission System (DCWTS), which provides service to the City of Ridgefield and the Discovery Corridor, is a multi-phased regional conveyance system that directs wastewater southward to the Salmon Creek Treatment Plant. The existing City of Ridgefield sewer treatment plant is approaching capacity, and local comprehensive plans call for significant industrial and commercial development in and around Ridgefield. These large employment centers generate significant sewer demand, and the Salmon Creek Treatment Plant offers reliable low-cost wastewater treatment capacity to meet those needs.

Initial construction (Phase 1) was completed in 2017, and an upgrade to the 20th Avenue Trunk Sewer was completed in 2023. Recent planning work identified upgrades to three components of DCWTS to accommodate growth in the service area: Pioneer Canyon, Neil Kimsey Regional (previously known as 209th Street) and Legacy pump stations. To provide efficient delivery, this work has been split into two packages called DCWTS Phase 2A and 2B. Phase 2A includes work on

the three pump stations, and Phase 2B adds an additional force main to serve the Legacy Pump Station.

Phase 2A



The DCWTS Phase 2A project will upgrade the capacity of the Pioneer Canyon and Neil Kimsey Regional pump station and force main systems. The project will also address current facility deficiencies at Pioneer Canyon, Neil Kimsey Regional, and Legacy and enhance monitoring of the facilities. Additional project details are available in the project profile.

Project Profile - DCWTS Phase 2A

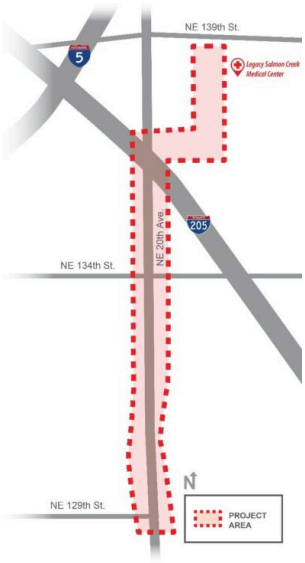
Schedule

Design and construction are complete.

Funding

Funding for the project came from a low-interest Public Works Board Loan that is being repaid by system development charge revenue, which is collected from new development.

Phase 2B



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Additional project details are available in the project profile.

If you would like to receive updates on the project, please sign up for project updates at the bottom of this website.

Project Profile - DCWTS Phase 2B

Schedule

Design is complete and the project is currently in the construction phase.



Construction Impacts

Construction methods to install the sewer generally include the use of open-cut excavation methods, which consist of digging a trench, laying pipe, and backfilling. The trenchless boring portion of construction near 134th will go underground beneath the road without tearing up the surface. Careful planning is taking place to minimize impacts to local businesses and the traveling public. Close coordination with Clark County and Washington State Department of Transportation is ongoing.

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"*" indicates required fields

Name *

First

Last

Email *

SIGN UP

CONTACT US

Clark Regional Wastewater District

8000 NE 52nd Court
Vancouver, WA 98665

360-750-5876
24-hr Emergency Line

360-993-8800
SelfPay Bill Payment System

Email CRWWD

UPCOMING MEETINGS

30 SEP, WED

13 OCT, TUE
Board Meeting (In-Person & Virtual At

20 OCT, TUE
Board Meeting (In-Person & Virtual At

27 OCT, TUE

VIEW FULL CALENDAR

English

PNWS-AWWA

Know what's below. Call before you dig.

Search...

Providing customer-focused, professional wastewater services in an environmentally and financially responsible manner.

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Our Commitment to Web Accessibility





Phase 2 Report

Discovery Corridor Query Tool User Guide

Submitted to:
City of Ridgefield
Washington State Department of Transportation

[January 15, 2020]

Prepared By:
Otak, Inc.
700 Washington Street, Suite 300
Vancouver, WA 98660

Project No. 18768

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Overview

Developed under the Discovery Corridor Adaptive Infrastructure and Practical Solutions Analysis project co-sponsored by the City of Ridgefield and the Washington State Department of Transportation, the Discovery Corridor Economic Query Tool is an interactive, site/locational assessment tool to be used by the economic and business community, and jurisdictions in the Discovery Corridor. The tool is an interactive GIS (Geographic Information Systems) database query which outputs availability of infrastructure and development suitability for medium- and large-size non-residential developments in the Corridor.

The tool allows the user to search for larger undeveloped or underutilized commercial, industrial, office, or mixed-use parcels in the Discovery Corridor which may be of interest to them for economic development. The tool provides suitability ratings metrics as far as transportation access, I-5 travel measures, proximity to major utilities and broadband, walkability, area assets including parks, recreation and schools, and potential costs for needed infrastructure investments related to a site. The tool is linked to Clark County's Geographic Information System (GIS) database, as well as capital improvement plans of each of the jurisdictions or utility providers. The end objective was to make this tool transferable to other economic corridors or practical solution locations in the State.

The tool has links to PortEngine for in-process development in the City and Port of Ridgefield areas, and the Columbia River Economic Development Council (CREDC) for parcels tracked in their Lands for Jobs study update.

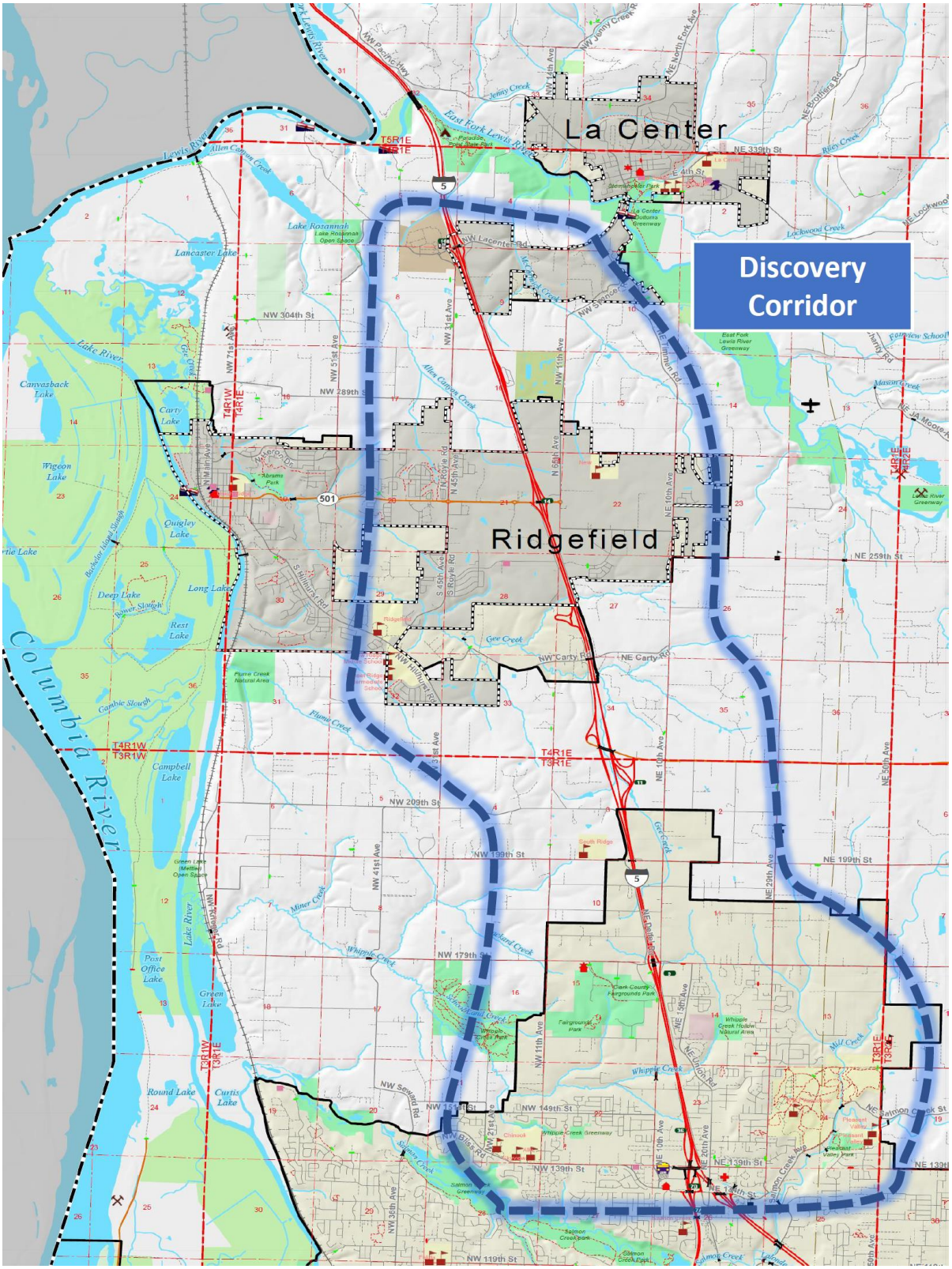
The Discovery Corridor Economic Query Tool has been developed by:

- Otak: Chuck Green (project manager) and Nathan Jones (GIS developer)
- FCS: Todd Chase and Tim Wood (economic development planners)
- Rayne Studios: Jason Rayne (drone/aerial mapping support)
- JLA: Adrienne DeDona and Katy Belokonny (stakeholder involvement and Westside Economic Study tour and workshop).

The Discovery Corridor

Straddling I-5 for approximately 1-1 ½ miles on each side of the freeway, the Discovery Corridor stretches from the intersection with I-205 in Vancouver north to LaCenter. The original intent of the Discovery Corridor was to establish an attractive and thriving economic corridor with I-5 as its transportation spine, promoting the talent and expertise of those living and working in the corridor. In the almost twenty years since the concept of a Discovery Corridor emerged out of the I-5/I-205 North Corridor Study, there have been several discussions and significant planning work to establish an identity and vision for the Corridor.

The Discovery Corridor is shown below.


La Center
Ridgefield
Discovery Corridor
Columbia River
Lewis River
Lake River
Lake Rosannah
Lancaster Lake
Canvasback Lake
Carty Lake
Wigeon Lake
Quigley Lake
Deep Lake
Long Lake
Rest Lake
Gamble Slough
Campbell Lake
Post Office Lake
Green Lake
Round Lake
Curtis Lake
Miner Creek
Whipple Creek
Allen Canyon Creek
Jenny Creek
Lockwood Creek
Riley Creek
Mason Creek
Flume Creek
Gee Creek
Salmon Creek
Mill Creek
NW 179th St
NW 209th St
NW 139th St
NW 119th St
NW 149th St
NE 259th St
NE 199th St
NE 139th St
NE 339th St
NW 304th St
NW 289th St
NE Carty Rd
NW Carty Rd
NW Lacenter Rd
NW Pacific Hwy
NE Lockwood Rd
NE Bolles Rd
NW Sewell Rd
NW Bliss Rd
T5R1E
T4R1W
T4R1E
T3R1W
T3R1E
T4R2E
T3R2E
501

Data Sources and Methodology

The Discovery Corridor Economic Query Tool is an online GIS-based platform which contains several layers of undeveloped or underutilized commercial, office/business park, employment, mixed use, and other non-residential parcels. These parcels are sourced from Clark County's GIS platform and then aggregated with data from other sources from local jurisdictions to provide even further insight. Parcels must meet a minimum threshold of ten (10) acres of contiguous, developable land.

The Tool contains the latest information on existing, programmed (1-6 years), or planned (up to 20 years) transportation and utility infrastructure. The utility infrastructure includes clean water, sanitary sewer, power/electricity, natural gas, and broadband. Only connector and regional service lines are included; site specific or private service is not.

Capital or Transportation Improvement Programs (5-6 year program of projects) as well as long-range capital plans (up to 20 years) were included for WSDOT, Regional Transportation Council, C-TRAN, Clark County, City of Ridgefield, City of La Center, Clark Regional Wastewater District, Clark Public Utilities, Northwest Natural Gas, and the Port of Ridgefield. The larger infrastructure projects were included in the database.

The current link to the Discovery Corridor Economic Query Tool is here:
https://otak.maps.arcgis.com/apps/MapSeries/index.html?appid=0a997ebdbf134ccfbbb188dc362e2b21#

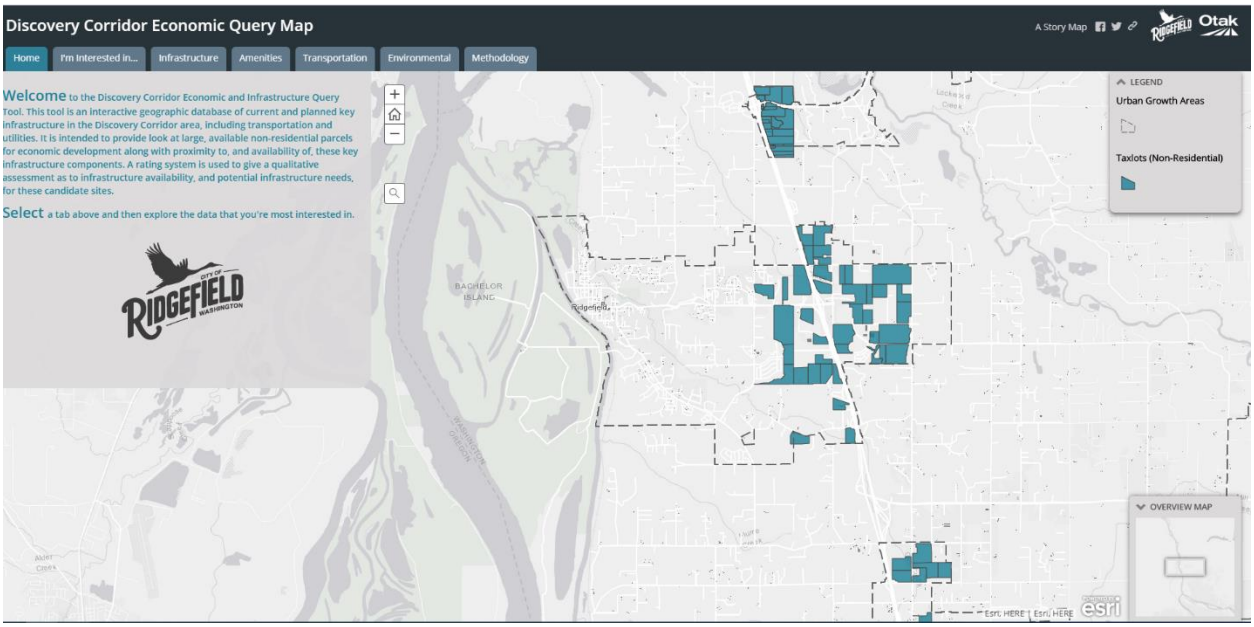
It is expected that at a future point in time this tool will be migrated to another agency site.

Step 1: Entry Screen

An initial screen provides a background of what the tool is useful for and how it can be used. The first screen will ask about their economic interest area based on general land use/zoning category. These categories were identified from a review of current comprehensive plan and zoning map designations in La Center, Ridgefield, and unincorporated Clark County within the Discovery Corridor.

Across all screens, the map can be zoomed, panned, and generally explored as it is not static. The tool also contains a legend, location map, search bar, and share links across all screens. The tool can be shared via a simple link for use by anyone.

The entry (landing) screen is shown below:

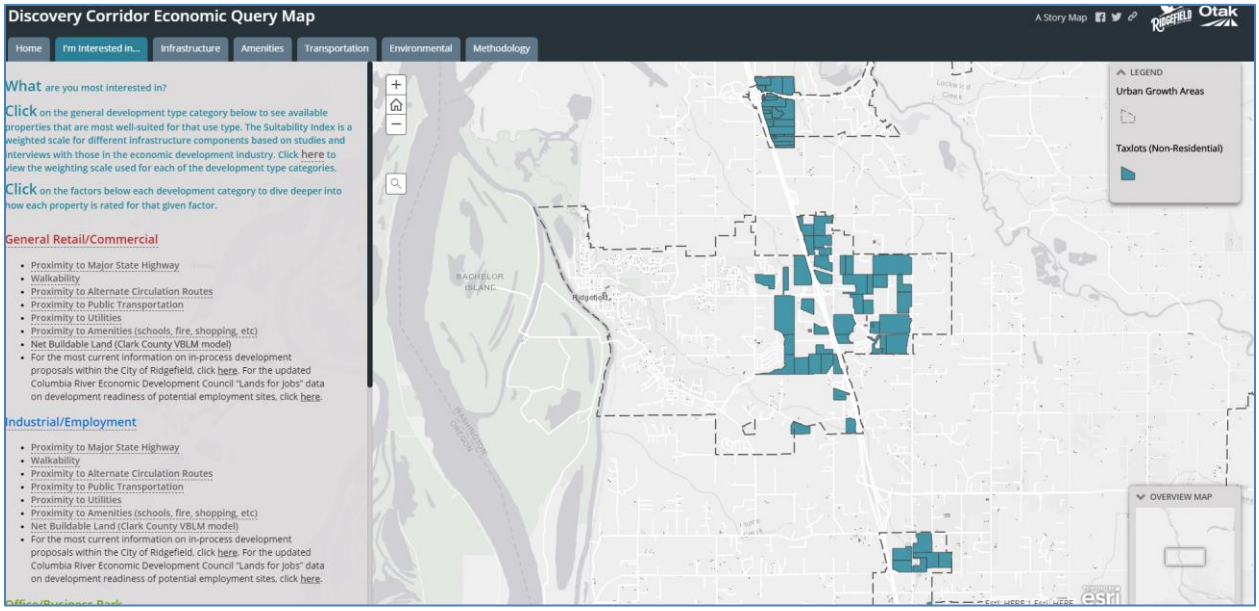


There will be several tab choices to click at this point:

- "I'm Interested In…" will show several general development type categories (non-residential) to view available properties that are most well-suited for that use type with the transportation and utility infrastructure (and other amenities) in the area. See discussion on ratings and Suitability Index below.
- "Infrastructure" will show non-transportation infrastructure in the form of the various utilities available or planned in the vicinity.
- "Amenities" include parks, schools, pedestrian and bicycle trails, economic centers, institutional and education centers, and fire stations.
- "Transportation" will show existing and planned collectors and higher classified corridors, as well as current and planned trails.
- "Environmental" includes erosion hazards, wetlands, habitat, etc.
- A separate tab for the rating systems used (see below).

Tab: Land Use of Interest

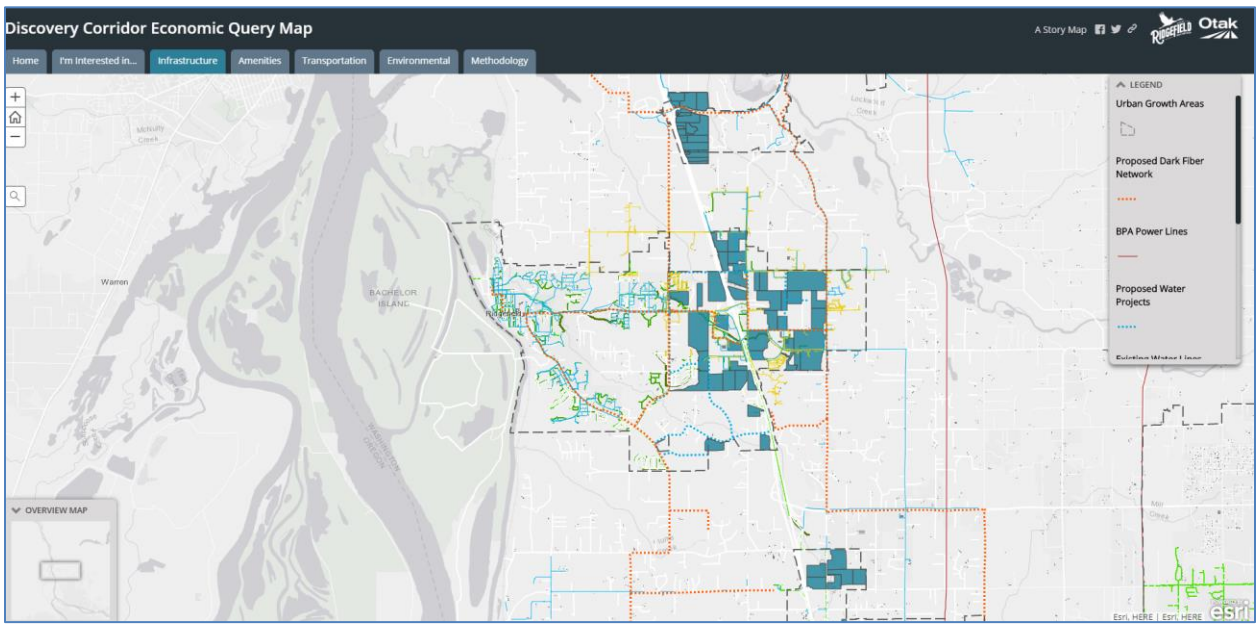
Clicking on the “I’m Interested In…” tab shows the following screen:



The user is prompted with the question, “What are you most interested in?” They can click on the general development type category to see available properties that are most well-suited for that use type. They can click on the factors below each development category to dive deeper into how each property is rated for that given factor. Only those available properties matching the general land use category will show up in the map in that specific category.

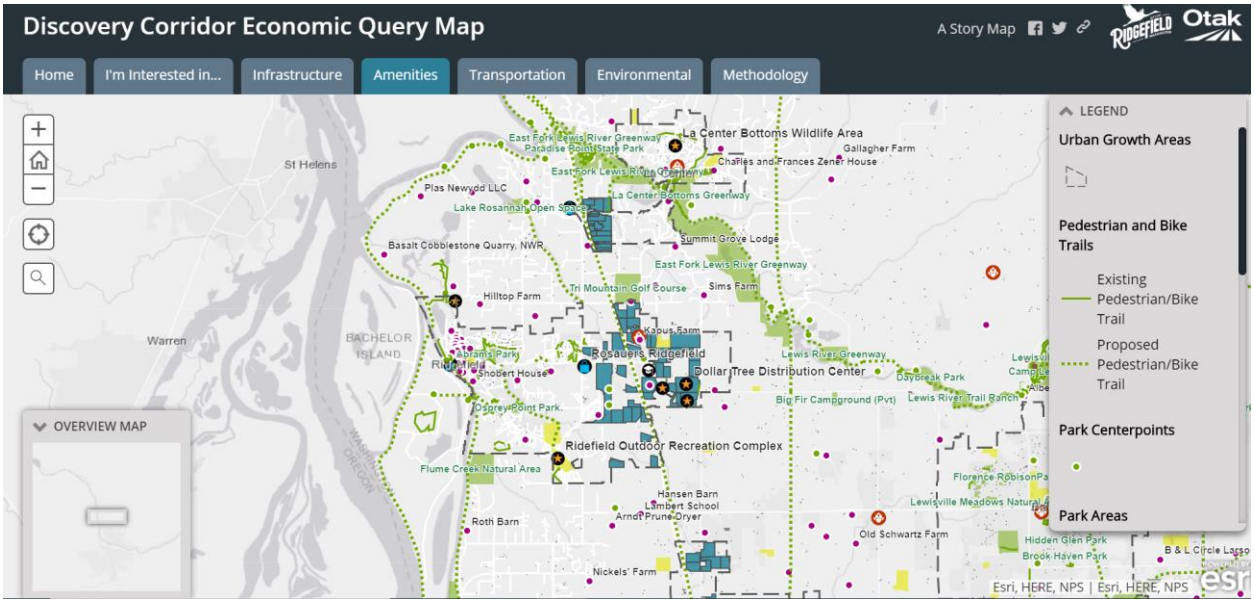
Tab: Infrastructure

Clicking on the Infrastructure tab will show the following screen:



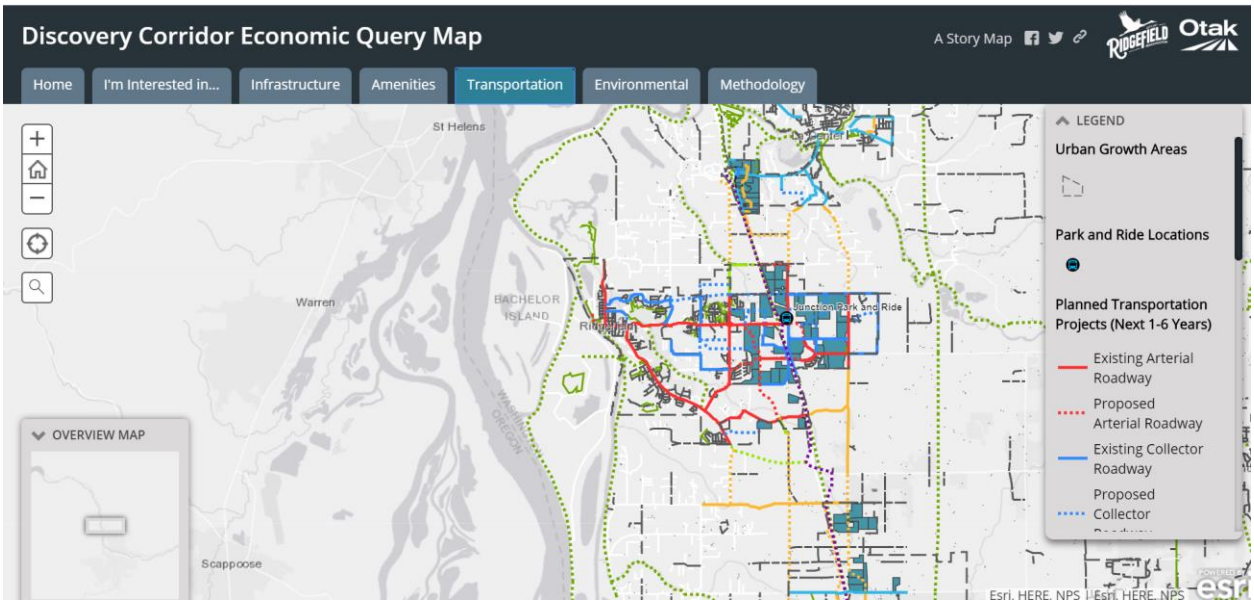
Tab: Amenities

Clicking on the Amenities tab will show the screen below. Amenities include parks, schools, pedestrian and bicycle trails, economic centers, institutional and education centers, and fire stations. Market research has shown that major amenities such as regional and natural recreational sites (Ridgefield National Wildlife Refuge, Ridgefield Outdoor Recreation Complex, La Center Bottoms, among others), as well as a comprehensive trail system and availability and proximity of public services, are attractive to major economic employers and developers when deciding to locate to an area. Other important factors include commercial/retail centers as well as institutional/ education centers (such as Legacy Salmon Creek Hospital, Clark College Boschma Farms campus, and Washington State University Vancouver).



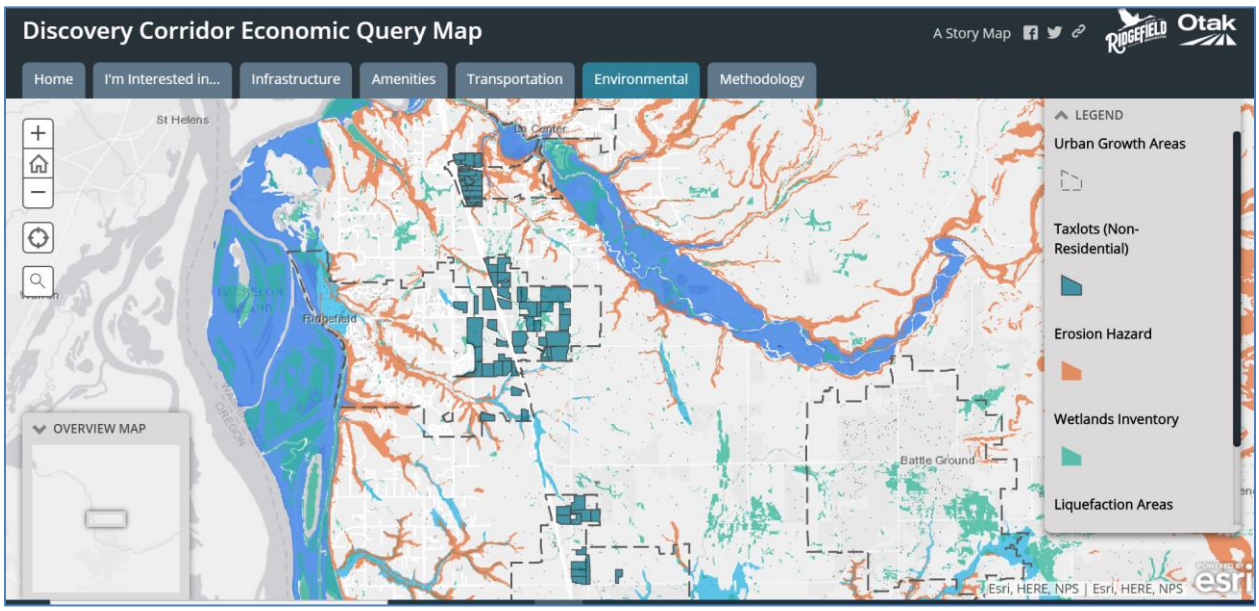
Tab: Transportation

Clicking on the Transportation tab will show the screen below. The network represents a combination of existing, programmed (1-6 years), and planned (up to 20 years) corridors. Also included are additional strategic corridors that are proposed to provide transportation circulation in the Discovery Corridor and to preserve the operational capacity of I-5. Examples of Strategic Investment Corridors include the Ridgefield South Interstate Access corridor (otherwise known as the NW 219th Street Extension), and completion of or improvements to north-south arterial corridors both east and west of I-5.



Tab: Environmental

Clicking on the Environmental tab will show the screen below. These are factors which can influence or impact major economic development and land developability, including erosion hazards, wetlands, habitat, and unstable slopes. Although not directly factored in the land use suitability ratings, the Environmental category is a factor in developability and land form.



Tab: Methodology

Clicking on the Methodology tab will show the land parcel and suitability rating system. That rating system is described in detail in the following section.

Discovery Corridor Economic Information Tool – Rating System

The rating system incorporated into the Query Tool is a two-tiered system:

- **Infrastructure and amenities ratings** based on availability, cost to make available (or extend), and proximity.
- **Land use suitability ratings** incorporate research and input from economic developers in the various land use categories included in this tool.

The non-residential Discovery Corridor parcels, which have been identified with eligible zoning designations (as described above) and are shown as vacant and undeveloped or underutilized in Clark County's Vacant and Buildable Lands Model, are included in this rating system.

Infrastructure and Amenities Attributes Rating System

A rating system of 1-Low to 3-High is assigned to various attributes based on quantitative information pulled from the Clark County GIS database or calculated and assigned to parcels if the measurement is not available from GIS. There is a maximum of three points per criterion. **Table 1** shows attributes rating system.

This step allows the user to ask questions of the query tool if they are interested in "what it takes to improve" certain assessment ratings. This will pull up the reasons why a parcel received a specific rating, which will help guide them into understanding, qualitatively, what it could take to improve certain site characteristics of interest.

For example, the user could be interested in a parcel which received a Gas rating of 1 or 2. This could be due to the current gas service lines being located on the opposite side of I-5 from the site. The user could then look at the map of gas lines (current and planned) to identify where the current line ends, which would help them understand what may be necessary to extend the gas line to their site.

Order-of-magnitude cost estimates were developed to assess the cost of extending or improving different infrastructure components to each parcel included in the Query Tool. If extending the infrastructure required crossing a Major State Highway (I-5), the rating was decreased by one point to reflect the increased cost and process associated with extending infrastructure across a major state highway.

Land Use Suitability Rating System

A Land Use Development Suitability System was developed based on market research and economic development interviews, as well as outcomes of the Westside Economic Alliance (Portland metro) Study Tour and Workshop from June 2019.

For this Tool, "Suitability" is in terms of the availability (or lack) of transportation and utility infrastructure, and other important considerations, for general land use categories (as shown in the "I'm Interested In" tab). This is not necessarily the suitability or developability of the land itself, it is in reference to the available infrastructure.

Suitability ratings are based on weighting of various infrastructure and amenity categories as shown in **Table 2**. A Suitability Index is calculated by multiplying the Component Rating by the Weight for each category and land use group.

The resultant Suitability Index for each parcel is identified by the following Suitability classification:

- Low: 65 and below
- Medium: 66 – 79
- High: 80 and higher

Table 1: Infrastructure and Amenities Rating System

Metric	Criteria	Relative Measurement Scoring: 1 (Low) to 3 (High)	Other Considerations
Net Buildable Land Area	Developable/ buildable Acres on parcel in question >10 acres	1 = 10 acres 2 = 11-24 acres 3 = 25 acres or more	Add a point for adjacent parcels with 10 or more developable/ buildable acres and compatible/ same zoning
Infrastructure			
Natural Gas	Proximity of and cost to extend natural gas line(s) to serve the site	1 = Over $1 million 2 = >$200,000 to $1 million 3 = Less than $200,000	Rating goes down 1 if gas line needs to cross a major state highway to get to site
Broadband/ Telecommunications	Proximity of and cost to extend broadband communications to serve the site	1 = Over $1 million 2 = >$200,000 to $1 million 3 = Less than $200,000	Rating goes down 1 if broadband line needs to cross a major state highway to get to site. Rating goes up 1 if Port or other entity have project planned within ½ mile of site
Sewer	Proximity of and cost to extend sewer to serve the site	1 = Over $1 million 2 = >$200,000 to $1 million 3 = Less than $200,000	Rating goes down 1 if broadband line needs to cross a major state highway to get to site.
Water	Proximity of and cost to extend potable water to serve the site	1 = Over $1 million 2 = >$200,000 to $1 million 3 = Less than $200,000	Rating goes down 1 if broadband line needs to cross a major state highway to get to site. Deduct a point if City cannot or may not be able to provide water service and would need to contract with Clark Public Utilities

Amenities			
Parks	Proximity of community and regional parks	1 = No parks within 3 miles 2 = 1-4 parks within 3 miles 3 = 5 or more parks within 3 miles	Rating goes down 1 if no parks within 1 mile on same side of major state highway as site. Rating goes up 1 if site proposal includes a new park.
Schools	Proximity of public and technical schools and colleges.	1 = No schools within 3 miles 2 = 1-4 schools within 3 miles 3 = 5 or more schools within 3 miles	Rating goes up 1 if within 1 mile of community or technical college or university.
Regional Key Destinations	Major regional destinations within 20 minutes of site	1 point for each major destination, including: PDX Airport, Vancouver CBD, Vancouver Mall, WSU Vancouver, Clark College Boschma Campus, Port of Ridgefield waterfront, Ilani Casino, Port of Vancouver, Port of Portland Marine Terminals	
Transportation			
Major Highway Access	Proximity of site to a major state highway	1 = More than 15 minutes away 2 = 5-15 minutes away 3 = Less than 5 minutes away	Additional point if new crossing of major highway in TIP or if development proposes to build one.
Alternative Transportation Circulation Routes	Proximity to existing or planned key parallel corridors to major state highway. For the Discovery Corridor, these include:: 45th Avenue/NW 31st Avenue/Royle, 51st Avenue/Lambert, Hillhurst/219th Extension, 10th Avenue/85th Avenue/ Timmen Road.	1 = >1 mile from route parallel to major highway 2 = 0.1-1 mile from parallel route 3 = adjacent to key parallel corridor	Deduct 1 point if near part of corridor that does not exist Add 1 point if extension of parallel corridor is in TIP or developer would fund missing link.

Public Transportation	Proximity to Park-and-Rides, Transit Centers, and C-TRAN Express routes.	1 point for each park-and-ride or transit center within 2 miles of site. Additional point for express route/stop within 1 mile of site. Incorporates Walkscore.com rating for transit access and proximity.	Add 1 point if development agrees to provide or help pay for first mile/ last mile service to nearest transit center or express bus stop, or other service similar to LSW's "RYD" service in downtown Vancouver.
Area Walkability/ Bikeability	Proximity of interconnected trail system and/or pedestrian/ bike paths	1 = no trails/paths within 1 mile of site 2 = trails/paths ½ to 1 mile away 3 = continuous trail within ½ mile Uses Walkscore.com ratings for walkability and bike access	Deduct 1 point for each $500,000 cost to extend trail or path to site. Deduct 1 point if nearest interconnected path/trail is on other side of major state highway from site. Add 1 point if funded project in TIP brings system within ½ mile of site or if development agrees to help pay to extend to within ½ mile of site.
Site Readiness			
Development Readiness for Lands for Jobs (CREDC database)	General summary based on attributes shown above. Including something like CREDC's tiering system for shovel readiness (months to permits) may need further discussion.	Consider months or years until building permit or shovel ready status	No formal rating but leave open ended for user interpretation.

Table 2: Land Use Suitability Rating System

Metric	General Retail / Commercial	Employment / Industrial / Light Industrial	Office / Business Park	Mixed Use	Other Special Use
Net Buildable Land Area: From Clark County's Vacant and Buildable Lands model; factors in the configuration of the parcel being queried	3	3	3	2	2
Proximity to Major Highway System: measured by travel time from nearest freeway or major highway access	3	3	2	1	2
Proximity to Regional/Local Transportation System: measured by proximity to current or planned regional and local arterials crossing or paralleling major highways.	2	2	2	3	2
Proximity to Regional Public Transportation Facilities: proximity to transit centers, park-and-ride facilities, and regional/ high capacity transit service	2	1	2	3	2
Utilities: Includes Natural Gas, Broadband/ Telecommunications, Sanitary Sewer, Water.	2	3	3	3	2
Amenities: Includes Parks and Recreational Facilities, Shopping Centers, Schools, Emergency Services	3	2	2	3	3
Walkability: ability to connect to current or planned trail or pedestrian/ bicycle route system, or ability to provide interconnected routes within the possible development	2	1	2	3	2
Regional Key Destinations: Major regional destinations within 20 minutes of site.	1 point for each major destination, including: PDX Airport, Vancouver CBD, Vancouver Mall, WSU Vancouver, Clark College Boschma Campus, Port of Ridgefield waterfront, Ilani Casino, Port of Vancouver, Port of Portland Marine Terminals				

VANCOUVER BUSINESS JOURNAL

VANCOUVER BUSINESS JOURNAL

Strategy takes shape for marketing Discovery Corridor

Local economic stakeholders are meeting & discussing how to best tell the story of the growing area

Aug 11, 2017



Economic developers have been working on Southwest Washington's Discovery Corridor for almost 20 years now, and that forward planning is starting to pay off.



With the entertainment draw of ilani Casino, a host of new restaurants in Ridgefield and new job creators like Dollar Tree and Parr Lumber moving in, the corridor, which stretches along I-5 from the Clark County Fairgrounds to the new casino, is poised for booming growth. And there's every indication that growth is coming, according to Brent Grening, CEO of the Port of Ridgefield.

"We have four new freeway interchanges with a lot of undeveloped land around, a growing metropolitan area to the south in Portland, and we're 20 minutes to the airport," Grening said. "Areas like that across the U.S. just don't exist."

The Discovery Corridor was designated in 1999 with a goal of developing the area for residential, industrial, commercial and retail use, Grening said.

"It really came from north county, the Port of Ridgefield," he said. "We had a lot of talks about economic development. We were kind of off the map; the map stopped at the fairgrounds. And beyond? Here be dragons. We wanted to change that."

The goal is to build up a good mix of residential, commercial, industry and support services in order to create a thriving economy in the area – and that has started to happen.

"The Discovery Corridor is being currently marketed as a great active recreation and entertainment destination for both tourism and talent attraction in relation to economic development," said Mike Bomar, president of the Columbia River Economic Development Council. "It is also the top area for large development-ready sites in the region and is poised for tremendous growth."

Along with Parr Lumber and the Dollar Tree distribution center, United Natural Foods Inc. has also moved into the region, with many other businesses exploring the idea, Grening said.

"What we see happening now was predictable back when we first started," Grening said. "Portland's land use is constrained. They've put barriers in to halt growth. Clark County is a great outlet for that growth."

ilani, which opened on April 24, and other improvements by the Cowlitz Tribe have also helped to push growth forward and drawn new people to the area, Bomar said.

"The investment made by the Cowlitz Tribe to complete the recently constructed La Center interchange has created new opportunities for both the ilani Casino Resort as well as surrounding development sites," Bomar said. "The cities of La Center and Ridgefield have done an excellent job at aligning planning efforts and infrastructure investments to be able to capitalize on the increased visitor trips and casino-related investments."

Millions of dollars have also been spent in the intervening years on infrastructure projects to prepare Ridgefield, La Center, Salmon Creek and Battle Ground for an influx of new residents. Investments include new freeway interchanges, sewer and road development and installation of high speed fiber internet infrastructure in Ridgefield.

"In some ways we've done phenomenally well," Grening said. "If you look at north county from the map, the roads out here are on a mile square grid, with only a few miles of missing link."

And they're fixing some of those links – like the Whipple Creek Crossing on 10th by Fred Meyer and the fairgrounds.

"It's being planned now, and with that link, people will be able to get around locally without getting onto I-5," Grening said.

Forward planning also helped move some parts of the Discovery Corridor forward during the Great Recession, despite the economic downturn, he added.

Because the interchange projects were pretty much shovel-ready early in the planning process, local governments were able to get recovery project funding for highway interchange improvements from the federal government.

"We've done a lot of transportation work in the last 17 years or so," Grening said. There's also an educational and industrial development part of the plan. Washington State University Vancouver's expansion to a four-year research institution is part of that, as is Clark College's growth and focus on areas like mechatronics and advanced manufacturing.

"When we think forward, with Clark College coming in and doing tactical job skills, basic skills plus that next level of technical skills, we think we'll be well placed to grow industries like advanced manufacturing and 3-D printing," Grening said. "I see a suite of things coming in the vein of mechatronics, virtual reality, augmented reality and robotics."

Legacy Hospital's Salmon Creek campus, which has spawned a few medical complexes in the area, is another growing industrial sector, he said.

"There's several hundred workers now coming to work in Ridgefield that weren't before," Grening said. "It wasn't because we named the corridor, but by putting a name to it and defining it, we were able to say hey, this is a tremendous opportunity for Southwest Washington."

Grening likes to describe what economic developers are creating in the region as a "talent habitat."

"We're working with Ridgefield, La Center, even a bit of Battle Ground trying to figure out what this will look like in the future," Grening said. "We've taken the Discovery Corridor idea and talked to people about it from an investment-ready standpoint to the development

community. We may not be as well poised for large companies doing complete campus development, but we have developers ready to prepare lots for business."

And there's plenty of room for other industries to expand into the area as well, Bomar said.

"CREDC's 2016 Employment Land Study identified 16 sites of at least 20 acres that are currently zoned for employment and situated along or very near the Discovery Corridor," Bomar said. "We expect these to be among Clark County's top opportunity sites for new development over the next several years. Companies that value active employee experiences, require proximity to I-5 and benefit from access to higher education institutions will find this area very attractive. This could range from advanced manufacturing to corporate headquarters, or even niche creative firms."

Officials are still working on the full marketing plan for the Discovery Corridor, but a much more comprehensive plan is not far on the horizon, Bomar said.

"Both local stakeholders and regional marketing entities have been meeting to discuss how to best tell the story of this area." Bomar said. "The CREDC's new comprehensive economic development plan will help guide a focused effort around marketing strategies and resources aimed at attracting targeted spending and investment in the corridor and other key employment sites in Clark County."

In the coming years, developers think the region will turn into a bustling corridor of commerce, housing, recreation, education and entertainment amenities. One that's much less expensive to live in than Portland, Grening said.

"This is a very affordable place," Grening said. "You can buy a lot easier here than you can in Downtown Portland. Companies pay a steep price for that proximity (to I-5), and there's more services on this side of the river every month. We're getting to a critical mass."

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