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CLARK COUNTY
WASHINGTON

**PUBLIC WORKS
DEVELOPMENT ENGINEERING PROGRAM**

**AGENDA
DEVELOPMENT and ENGINEERING ADVISORY BOARD**

Thursday, October 2, 2014

2:30 – 4:30 p.m.
Public Service Center
6th Floor, Training Room



CP16

| <u>ITEM</u> | <u>TIME</u> | | <u>FACILITATOR</u> |
|---|--------------|-----------------|--------------------------------|
| | <u>Start</u> | <u>Duration</u> | |
| 1. Administrative Actions <ul style="list-style-type: none"> • Introductions • DEAB meeting is being recorded and the audio will be posted on the DEAB's website • Review/Adopt minutes • Review upcoming events • DEAB member announcements | 2:30 | 15 min | Odren |
| 2. Fall Bi-annuals Preview/Q&A | 2:45 | 15 min | Snell |
| 3. Infrastructure Percent Deduction/Follow up | 3:00 | 15 min | Golemo |
| 4. Population Growth-Buildable Land Supply/Q&A | 3:15 | 20 min | Howsley |
| 5. Final Plat Process /Q&A | 3:35 | 15 min | Wriston |
| 6. SWI Fees/ Update/Q&A | 3:50 | 15 min | Golemo/Gunther/ Shafer/Nutt |
| 7. Residential Impact Fee Delays/Follow Up | 4:05 | 15 min | Howsley/Snell |
| 8. Public Comment | 4:20 | 10 min | All |

Next DEAB Meeting:

Thursday, November 6, 2014
2:30 – 4:30 p.m.
Public Service Center
6th Floor, Training Room

Agenda:

Wetland and Habitat/Fall Biannuals - Tyler
Update to Tidemark replacement – Snell
Shoreline Permit/Exemption/Updates - Hardy



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**PUBLIC WORKS
DEVELOPMENT ENGINEERING PROGRAM**

BOCC Work Sessions and Hearings

BOCC Hearing – Routine Matters – Tuesday, October 7, 6:00 p.m.

BOCC Work Session – Budget and Economic Outlook – Wednesday, October 15, 9:30 a.m.

BOCC Work Session – Alternatives Maps – Wednesday, October 22, 10:30 a.m.

BOCC Work Session – 3rd Quarter of 2014 Financial Report – Wednesday, October 29, 10:30 a.m.

PC Work Sessions and Hearings

PC Work Session – Rural Industrial Land Bank-Introduction, CPZ2014-00001 Steigerwald Commerce Center (Port of Camas-Washougal) and CPZ2014-00005 Arterial Atlas: Fifth Plain Creek Area – Thursday, October 2, 5:30 p.m.

PC Hearing – CPZ 2014-00001 Steigerwald Commerce Center, CPZ2014-00005 Arterial Atlas: Fifth Plain Creek Area – Thursday, October 16, 6:30 p.m.

Note: Work sessions are frequently rescheduled. Check with the BOCC's office to confirm date/time of scheduled meetings.

PC – Planning Commission

BOCC – Board of Clark County Commissioners

#120

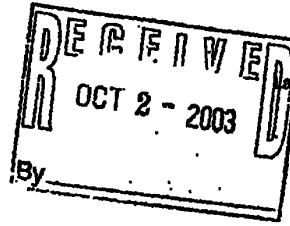


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August 28, 2003

James Howsley
Lane, Powell, Spears, Lubersky
900 Washington Street, Suite 800
Vancouver, WA 98660



Re: Infrastructure Percentage Study

In October 2000, the City of Vancouver submitted a request to change the assumption for the deduction for infrastructure from 38% to 28%. The request was based on 4 square miles within the City of Vancouver (Sections 14, 35, and 36 of T2N, R2E and Section 16 of T1N, R3E). The attached exhibit map however, showed an area of 6 square miles. Their conclusion was that the average infrastructure percentage for these 4 sections was 29% if the Evergreen Airport was considered infrastructure and 28% if it was not.

Summary

Based on present Clark County GIS data, my conclusion is: 1) the infrastructure deduction should not be averaged over the Comprehensive Plan Categories, 2) if it was averaged, then the "average" percentage in the 6 square mile study area should be 35% or 34% (Airport in or out). The correct percentages vary by use category as follows:

| | |
|----------------------------|--------------------------------|
| Residential Infrastructure | 38% |
| Commercial Infrastructure | 45% to 28% (Airport in or out) |
| Industrial Infrastructure | 9% |

Analysis

The simple formula for infrastructure percentage is:

$$\frac{\text{Infrastructure}}{\text{Total Built Lands} + \text{Infrastructure}} = \text{Infrastructure Percentage}$$

Excluded from both the numerator and denominator are vacant lands, underutilized lands, and critical lands. The formula then represents current infrastructure as a percentage of current built lands including infrastructure.

The City of Vancouver has been trying to recreate the 2000 study, and to date has been partially successful. They have been helpful in giving us what they have.

Based on the data received from the City, the differences may be in the assumptions used to create their formula. The denominator (the number on the bottom) appears to contain inappropriate parcels such as vacant and underutilized commercial and industrial parcels.

Z:\6000\6900\6920\6928 Infrastructure Percentage Study Ltr.doc
JCO/nsk

1way, Vancouver, WA 98660 • 503-289-9936 OR • 360-695-1385 WA • Fax: 360-695-8117 • staff@olsoneng

EXHIBIT C

It is difficult to critique their analysis because the study we duplicated was a 6 square mile area as shown on their exhibit vs. a 4 square mile area as shown in their table. I am still hoping to find the updated study from the City.

Another issue is that different land use types may have different infrastructure deductions. Residential lands seem to bear the largest of the deductions, mostly because of schools, parks, an intense street network, churches, and storm drainage. Commercial and Industrial properties may have streets and storm facilities within their boundaries, but many times they are private and do not show up as a deduction. Many public facilities such as post offices and libraries are located in commercial areas.

The data in our analysis comes from Clark County GIS for the 6 square miles and is attached. Fortunately the easements, exempt parcels, roads, and right-of-ways have an underlying Comprehensive Plan Designation and can be separated by land use. There is a "non" category but it is mostly schools. Some minor corrections needed to be made, mainly to VHA parcels that were listed as exempt. I made a field trip to visit most of the "infrastructure" parcels.

The study area may or may not be representative. I might add the following notes:


- It contains 2 high schools.
- It does not contain a regional park.
- It contains only a small piece of SR 500 as a freeway.
- It contains 2 large industrial parcels.
- The development of most of the area was at a time of larger lots than current zoning.
- The parks plan still shows some deficiencies for this area.
- Because of gravel soils and the age of the developments, there are few storm drainage tracts.

Attached are the following exhibits:

- Calculations for various infrastructures
- Table of Land Use Categories and Areas
- Study Area Map
- GIS Map of the Study Area
- GIS Map showing infrastructure

If you have any questions, please give me a call.

Sincerely,



Jerry C. Olson, PLS, PE



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August 26, 2003

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Urban Infrastructure Calculations

City of Vancouver Study Area

By Jerry C. Olson, PE, PLS

6 Square Miles (See exhibit of City Study Area)
Sections: 14, 15, 23, 35, 36, Township 2 North, Range 2 East
6, Township 1 North, Range 3 East

From Clark County GIS
Data as of July 1, 2002 (See Exhibit of Acreage Totals)
Field Checked for 3 hours 8/21/03

Z:\6000\6900\6920\6928 Urban Infrastructure Calcs.doc

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009152

Residential Infrastructure

Numerator:

| Category | Category Description | Acres |
|---------------|---|------------|
| Category 9 | Easements – Non-categorized | 28 |
| Category 10 | Easements – Residential | 510 |
| Category 13 | Exempt – Non-categorized (<i>less -7 acres BPA</i>) | 270 |
| Category 14 | Exempt – Residential (<i>less -19 acres VHA</i>) | 78 |
| Category 23 | Right-of-Way – Non-categorized | 3 |
| Category 24 | Right-of-way – Residential | 4 |
| Category 25 | Roads and Easements – Residential | 63 |
| Total: | | 956 |

Denominator: (Total Residential) – Excludes Vacant, Underutilized & Critical

| Category | Category Description | Acres |
|---------------|----------------------------|-------------|
| | All items in Numerator | 956 |
| | Plus VHA Apartments | 19 |
| Category 17 | Mansions & Condominiums | 204 |
| Category 19 | Residences Built | 1286 |
| Category 4 | Residences Non-Categorized | 49 |
| | Plus Springbrook Apts. | 16 |
| Total: | | 2530 |

Residential Infrastructure Percentage = $956/2530 = 38\%$

Commercial Infrastructure

Numerator:

| Category | Category Description | Acres |
|---------------|-----------------------------|-----------|
| Category 7 | Commercial Easement | 60 |
| Category 10 | Commercial Right-of-Way | 0 |
| Category 11 | Commercial Exempt | 30 |
| | Less Springbrook Apartments | -16 |
| Total: | | 74 |

Denominator:

| Category | Category Description | Acres |
|---------------|--------------------------|------------|
| | Above Items in Numerator | 74 |
| Category 5 | Commercial Built | 145 |
| | Airport | 47 |
| Total: | | 266 |

Commercial Infrastructure Percentage: $= 74/266 = 28\%$

Commercial Infrastructure Percentage if Airport is considered Infrastructure: $= (74+47)/266 = 45\%$

Industrial Infrastructure

Numerator:

| Category | Category Description | Acres |
|---------------|-----------------------|-----------|
| Category 8 | Easement Industrial | 23 |
| Category 12 | Exempt Industrial | 4 |
| | Plus BPA Right-of-Way | 7 |
| Total: | | 34 |

Denominator:

| Category | Category Description | Acres |
|---------------|-----------------------------|------------|
| | Above Items in Numerator | 34 |
| Category 15 | Industrial Built Commercial | 7 |
| Category 16 | Industrial Built Industrial | 333 |
| Total: | | 374 |

Industrial Infrastructure = 34/374 = 9%

Totals

Numerator: 34 Ind + 74 Com. + 956 Res. = 1064

Denominator: 374 Ind + 266 Com. + 2530 Res. = 3170

Average Infrastructure Percentage: = $1064/3170$ = 34%

Average Infrastructure Percentage
if Airport is considered Infrastructure: = $(1064+47)/3170$ = 35%

| CASE_ | FREQUENCY | GISTXT | MODEL | AREA | ACRES |
|-------|-----------|---|-------|-------------------|-------------|
| 1 | 6 | | | 21,961808 | 0.000000 |
| 2 | 4 | | Ind | 211.042884 | 0.004845 |
| 3 | 208 | | non | 2058498.935267 | 47.256633 |
| 4 | 603 | | res | 2148682.265412 | 49.326958 |
| 5 | 141 | Commercial Built | com | 6338782.668846 | 145.517968 |
| 6 | 136 | Commercial Vacant | com | -163810349.228100 | 74.116596 |
| 7 | 123 | Easement | com | 2597492.637883 | 59.630219 |
| 8 | 51 | Easement | Ind | 1006054.022802 | 23.096822 |
| 9 | 98 | Easement | non | 1220286.351119 | 28.013904 |
| 10 | 372 | Easement | res | 22207336.208058 | 509.813166 |
| 11 | 30 | Exempt | com | 1294171.445003 | 29.710088 |
| 12 | 9 | Exempt | Ind | 171349.359820 | 3.933640 |
| 13 | 100 | Exempt | non | 12079086.637809 | 277.297670 |
| 14 | 220 | Exempt | res | 4245354.911319 | 97.459937 |
| 15 | 8 | Industrial Built | com | 301960.859684 | 6.832067 |
| 16 | 94 | Industrial Built | Ind | 14508274.774983 | 333.064159 |
| 17 | 131 | Mansions and Condos | res | 6901408.303553 | 204.348166 |
| 18 | 7 | Primary | Ind | 766008.174008 | 17.332803 |
| 19 | 8901 | Residential Built | res | 56033818.219971 | 1286.359471 |
| 20 | 219 | Residential Vacant | res | 4713505.859292 | 108.207205 |
| 21 | 10 | Right of Way | com | 1687.078019 | 0.038780 |
| 22 | 4 | Right of Way | Ind | 780.750948 | 0.017464 |
| 23 | 2 | Right of Way | non | 3.397970 | 0.000078 |
| 24 | 101 | Right of Way | res | 164658.760670 | 3.777749 |
| 25 | 144 | Roads and Easements | res | 2727439.882835 | 62.613408 |
| 26 | 3 | Secondary | com | 328250.992325 | 7.535606 |
| 27 | 13 | Secondary | Ind | 677377.265288 | 15.560443 |
| 28 | 7 | Tertiary | com | 208287.140626 | 4.780467 |
| 29 | 83 | Tertiary | Ind | 5569854.660079 | 127.868267 |
| 30 | 89 | Underutilized | res | 5049885.168180 | 115.928962 |
| 31 | 30 | Underutilized w/ Critical GT 50 Percent | res | 1317477.823924 | 30.245129 |
| 32 | 5 | Vacant Lots less than 5000 sq feet | com | 11804.168894 | 0.270986 |
| 33 | 25 | Vacant w/ Critical GT 50 Percent | com | 340455.878177 | 7.815791 |
| 34 | 182 | Vacant w/ Critical GT 50 Percent | res | 6388107.089543 | 146.650759 |
| 35 | 14 | Vacant with Critical | com | 443185.660810 | 10.174141 |



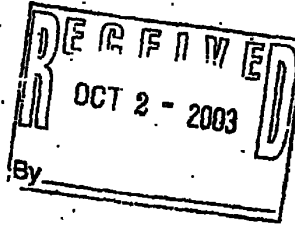
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September 18, 2003.

James Howsley
Lane, Powell, Spears, Lubersky
900 Washington Street, Suite 800
Vancouver, WA 98660



Re: Vancouver UGA Infrastructure Estimate .

At your request, we obtained a GIS report from Clark County listing the various categories of infrastructure for the total existing Vancouver UGA. The categories were broken down by their underlying comprehensive plan designations with the exception of 6982 ac. that was neither commercial, residential nor industrial. Visual study of the map showed much of this was schools, parks and easements in residential areas. A broad assumption was made to distribute the 6982 acres as 60% residential, 20 % commercial and 20% industrial.

Also, since the Port of Vancouver is a tax-exempt entity, all of the port property shows up as Exempt. Another assumption was made that the 2,264 acres of exempt industrial land should be distributed as 40% built, 30% vacant and 30% infrastructure.

This study only represents an approximation of the infrastructure percentages based on the data received from Clark County GIS as adjusted by the above assumptions. As in the previous report, vacant, underutilized land and critical lands are excluded.

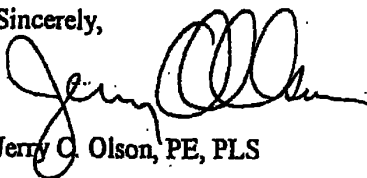
In summary the results are:

| | |
|--|----------------|
| <i>Residential Infrastructure</i> | 45% |
| <i>Commercial Infrastructure</i> | 55% |
| <i>Industrial Infrastructure</i> | 48% |
| <i>Weighted Average Infrastructure</i> | 47% |

Attached is the table received from Clark County, a map of the infrastructure, and a map of the built lands. The maps show that the categories listed as infrastructure are reasonably correct.

If you have any questions, please give me a call.

Sincerely,


Jerry C. Olson, PE, PLS

Z:\6000\6900\6920\6928 UGA Infrastructure Est Memo.doc
JCO/nsk

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EXHIBIT D

Approximate Infrastructure For Total Vancouver Urban Growth Boundary

By Jerry C. Olson

Residential Infrastructure Calculations – Total Vancouver UGB

Numerator – Infrastructure

| Category | Category Description | Area |
|-------------|-----------------------------------|--------|
| Category 9 | Easements - Residential | 6797 |
| Category 13 | Exempt – Residential | 1509 |
| Category 18 | Open Space - Parks | 540 |
| Category 22 | Residential Exempt | 15 |
| Category 27 | Right of Way – Residential | 145 |
| Category 28 | Roads and Easements – Residential | 520 |
| Category 10 | Exempt – Non (60% of 5627 ac) | 3376 |
| Category 6 | Easements Non (60% of 1066 ac) | 640 |
| Category 24 | Right-of-way Non (60% of 298 ac.) | 173 |
| Total | | 13,715 |

Denominator – Infrastructure and Residential Built

| Category | Category Description | Area |
|----------|---------------------------|----------------|
| | Above Items | 13,715 |
| | Mansions and Condominiums | 1,585 |
| | Residential Built | 14,875 |
| Total | | 30,175 =45% |

Commercial Infrastructure Calculations – Total Vancouver UGB

Numerator – Infrastructure:

| Category | Category Description | Value |
|--------------|-------------------------------------|-------------|
| Category 6 | Easements – Non (20% of 1066 ac.) | 213 |
| Category 7 | Easements – Commercial | 782 |
| Category 10 | Exempt – Non (20% of 5627 ac.) | 1125 |
| Category 11 | Exempt – Commercial | 377 |
| Category 20 | Public Facilities – Non | 59 |
| Category 24 | Right-of-Way – Non (20% of 289 ac.) | 58 |
| Category 25 | Right-of-Way – Commercial | 14 |
| Total | | 2628 |

Denominator – Commercial Infrastructure Plus Built Commercial:

| Category | Category Description | Value |
|--------------|----------------------|-------------|
| | Above items | 2,628 |
| | Commercial Built | 2,175 |
| Total | | 4803 |
| | | =55% |

Z:\6000\6900\6920\6928 Approx. Infrastructure Total UGB.doc
JCO/mak

Industrial Infrastructure Calculations – Total Vancouver UGB

Numerator - Infrastructure

| Category | Category Description | Value |
|--------------|---------------------------------------|-------------|
| Category 3 | BPA | 13 |
| Category 6 | Easement – Non (20% of 1066 ac.) | 213 |
| Category 8 | Easement – Industrial | 782 |
| Category 9 | Exempt – Non (20% of 5627 ac.) | 1125 |
| Category 10 | Exempt – Industrial (30% of 2264 ac.) | 679 |
| Category 26 | Right-of-Way – Industrial | 58 |
| Total | | 2870 |

Denominator – Infrastructure plus Industrial Built

| Category | Category Description | Value |
|--------------|---------------------------------|----------------------------|
| | All Items in Numerator | 2870 |
| Category 12 | Exempt Industrial (40% of 2264) | 634 |
| Category 14 | Industrial | 4 |
| Category 15 | Industrial Built | 2509 |
| Total | | 6017 =48% |

Totals – Infrastructure Built plus Infrastructure

| | | | |
|--------------------|--------------|--------------|------------|
| <i>Residential</i> | 13,715 | 30,175 | 45% |
| <i>Commercial</i> | 2,628 | 4,803 | 55% |
| <i>Industrial</i> | <u>2,870</u> | <u>6,017</u> | <u>41%</u> |
| | 19,213 | 40,995 | 47% |

| CASE_ | FREQUENCY | Q1STXT | VLMODEL | AREA | ACRES |
|-------|-----------|---|---------|--------------------|---------------|
| 1 | 1 | Agriculture / Wildlife | | 20.584153 | 0.000472 |
| 2 | 108 | Agriculture Tier 1 And Tier 2 | | 182096.667638 | 3.508119 |
| 3 | 343 | BPA | | 573484.066824 | 13.185612 |
| 4 | 3808 | Commercial Built | com | 94733555.308801 | 2174.783178 |
| 5 | 1282 | Commercial Vacant | com | 35768788.298477 | 820.862402 |
| 6 | 2273 | Easement | | 48443811.738277 | 1068.206502 |
| 7 | 2119 | Easement | com | 80212500.824834 | 1382.288809 |
| 8 | 1100 | Easement | ind | 34073711.182247 | 782.224773 |
| 9 | 6506 | Easement | res | 296087934.826590 | 6797.243871 |
| 10 | 2618 | Exempt | | 245118894.904270 | 6627.155621 |
| 11 | 603 | Exempt | com | 16438892.211132 | 377.385038 |
| 12 | 979 | Exempt | ind | 98634181.746776 | 2264.329467 |
| 13 | 2949 | Exempt | res | 65711245.018927 | 1508.522610 |
| 14 | 124 | Industrial | ind | 191436.680504 | 4.394781 |
| 15 | 1801 | Industrial Built | ind | 109296740.886520 | 2509.107913 |
| 16 | 34 | Industrial Reserve | | 22893.223303 | 0.525836 |
| 17 | 1289 | Mansions and Condos | res | 69062676.347819 | 1585.400887 |
| 18 | 1343 | Open Space/Parks | | 23501029.340231 | 539.509396 |
| 19 | 84 | Primary | ind | 14688205.998716 | 336.735874 |
| 20 | 589 | Public Facilities | | 2668197.372501 | 59.857699 |
| 21 | 72001 | Residential Built | res | 647959403.194980 | 14875.101058 |
| 22 | 19 | Residential Exempt | res | 641870.044434 | 14.780717 |
| 23 | 4446 | Residential Vacant | res | 107805883.233030 | 2474.882072 |
| 24 | 874 | Right of Way | | 12590885.163776 | 289.046850 |
| 25 | 230 | Right of Way | com | 809808.021586 | 13.987787 |
| 26 | 244 | Right of Way | ind | 2513150.243374 | 57.693991 |
| 27 | 1641 | Right of Way | res | 8331940.679851 | 145.361354 |
| 28 | 2215 | Roads and Easements | res | 22634827.026680 | 619.824127 |
| 29 | 208 | Secondary | ind | 14668578.628608 | 336.514612 |
| 30 | 1 | Sum | | -2861727369.548000 | -61104.852046 |
| 31 | 1742 | Tertiary | ind | 73267845.037768 | 1681.993685 |
| 32 | 11 | Underutilized | com | 666517.899512 | 15.117493 |
| 33 | 2810 | Underutilized | res | 128857616.805500 | 2978.627011 |
| 34 | 1374 | Underutilized w/ Critical GT 80 Percent | res | 42486823.696439 | 975.363268 |
| 35 | 30 | Underutilized w/ Critical GT 80 percent | com | 1093120.805668 | 25.094601 |
| 36 | 6 | Underutilized with Critical | com | 196798.347858 | 4.517868 |
| 37 | 286 | Unknown | | 3037698.778898 | 69.740880 |
| 38 | 2309 | Urban High Density | res | 8824845.211827 | 186.676887 |
| 39 | 4318 | Urban Low Density | res | 17007712.692728 | 390.443358 |
| 40 | 178 | Urban Reserve | | 298278.082873 | 6.801562 |
| 41 | 383 | Vacant Lots less than 5000 sq feet | com | 1111701.884193 | 25.521168 |
| 42 | 658 | Vacant w/ Critical GT 80 Percent | com | 1680064.699312 | 385.688360 |
| 43 | 2288 | Vacant w/ Critical GT 80 Percent | res | 68368929.196617 | 1339.897982 |
| 44 | 285 | Vacant with Critical | com | 8011180.286093 | 206.867775 |
| 45 | 1800 | Water | | 272918309.511110 | 6268.288851 |

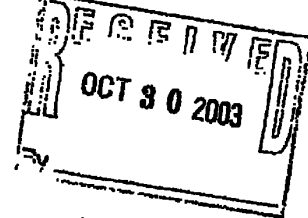
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LLP

#Letter
#275

James D. Howaley
(503) 778-2196
howaley@laneapowell.com

October 30, 2003



Mr. Vaughn Lien
Chair Planning Commission
Clark County
1300 Franklin Street
Vancouver, WA 98666-9810

Re: Infrastructure and Covenant Information

Dear Vaughn & Members of the Planning Commission:

This letter is written as a follow-up to a previous letter sent by our office regarding our concerns with several assumptions used in developing the land needs analysis. This letter seeks to clarify concerns raised in testimony by the City of Vancouver two weeks ago at a Planning Commission hearing.

A representative from the City of Vancouver testified on October 16, 2003 that the observed infrastructure deduction should be approximately 28% based upon a study conducted by the City in 2000. As stated in our original letter to the Planning Commission, the City of Vancouver study shows a study area map of six square miles, but the attached table provides analysis for only four square miles. Within this four square mile study area the City of Vancouver grouped all land use categories together to arrive at the 28% infrastructure deduction. Grouping all land use categories together is inconsistent with the County's Comprehensive Plan which requires that infrastructure be calculated "as a percentage of new development, by land use type..." We strongly believe that our study accurately reflects the amount of land needed for infrastructure in residential development.

The City of Vancouver also pointed the Planning Commission to the County's Plan Monitoring Report and hinted at other studies such as Metro's infrastructure studies. We are taking the opportunity here to respond to those points as well. The County's Plan Monitoring report only looked at infrastructure within development. This includes streets, roads, easements and stormwater facilities. Recognizing this fact, there still needs to be land available for other public facilities such as fire stations, schools, parks, and other public facilities. These facilities are more than likely to be located on residential lands and will reduce the residential lands inventory unless accounted for in some

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Tacoma, WA
London, England

Mr. Vaughn Lien
October 30, 2003
Page 2.

method. Including them as part of the overall infrastructure is the best way to ensure adequate land for these uses.

Metro's infrastructure number is similar to the 28% advocated by the City of Vancouver. This figure reflects the infrastructure in existing development. Metro also has additional set asides for parks and schools, which would increase the 28% to somewhere closer to the 38% that we are advocating.

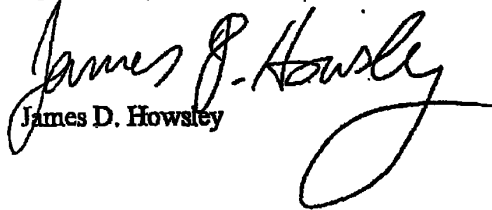
Please refer to a letter sent by Todd Johnson from Olson Engineering, dated October 30, 2003 for the additional information requested by the Planning Commission on the covenants, conditions, and restrictions analysis performed by our office and Olson Engineering. The attached exhibit to that letter shows the study area.

See #263

In conclusion, we believe that the Planning Commission should recommend to the Board of County Commissioners that the infrastructure on residential development be reinstated to 38% consistent with the 1994 Comprehensive Plan and the 2003 Draft Environmental Impact Statement. Please note that we are not advocating the higher infrastructure percentage that was supported by our analysis of the entire Vancouver Urban Growth Area, for reasons previously testified to in the record. In addition, we also ask that the market factor for residential lands be reinstated at 10%. We thank you for the opportunity to comment on this matter further.

Very truly yours,

LANE POWELL SPEARS LUBERSKY LLP


James D. Howsley

JDH:jdh
cc: Clients
Jerry Olson
Todd Johnson
Bryan Snodgrass
999999.0040/433600.1

P.O. Box 1995
Vancouver, WA 98668-1995



www.ci.vancouver.wa.us

October 19, 2000

Chairman Vaughn Lien, Clark County Planning Commission
and Fellow Commissioners
1408 Franklin
Vancouver, WA 98686

Formal Request for Clark County to Update 38% Land Factor to Realistic Number

The City of Vancouver analyzed the actual land use development patterns on four square miles of land within the City and found that a factor of 28% realistically represents the amount of land that should be removed from gross land area to determine the net buildable land area.

The City has inventoried the land uses of four sections of land (randomly selected) within the eastern City Limits that were annexed in 1997. These four sections constitute a total of 2,542 acres, most of which are now developed; though a large percentage of them were vacant in 1995. All land uses are classified including roads, schools, parks, critical lands, and so on.

The purpose of this inventory is to demonstrate the actual amount of land that is used for various purposes within a growing urban area. Below are two tables. Table 1 indicates the accumulated acreage by land use classification for sections 14, 35 and 36 of T2NR2E and section 6 of T1NR3E. This inventory sample reviews four square miles of area that has undergone rapid development over the last five years. Table 2 indicates the accumulated acreage for infrastructure only. When critical lands were removed from the total land supply, the total land used for infrastructure is just over 29% including airports. If airports are not considered, then the infrastructure total decreases to just under 28%.

EXHIBIT B

009165

The study area does not include any regional parks, which may affect the percentages slightly. However, all other factors directly correlate with those analyzed by Metro, in Portland, in their consideration developing the 38% factor.

Table 1

| | | |
|---|---------------|---------------|
| Single family parcels | 816.4 | 32.2% |
| Multi family parcels | 216.4 | 8.5% |
| Acres (as land available for further subdivision) | 154.0 | 6.0% |
| Industrial | 283.6 | 11.2% |
| Open Space/Parks | 87.1 | 3.4% |
| Rights-of-Ways | 405.3 | 15.9% |
| Other (churches, public facilities, etc.) | 9.5 | 0.4% |
| Schools | 101.5 | 4.0% |
| Commercial | 215.9 | 8.5% |
| Airport | 43.1 | 1.7% |
| Critical 1 | 1.4 | 0.1% |
| Critical 2 | 127.3 | 5.0% |
| Critical 3 | 20.0 | 0.8% |
| Total w/o Critical | 2344.7 | 92.2% |
| Total w/Critical | 2542.3 | 100.0% |

Table 2

| | | |
|--|--------------|--------------|
| | | |
| | | |
| Acres (as 25% to be developed as infrastructure) | 41.8 | 1.6% |
| | | |
| Open Space/Parks | 87.1 | 3.4% |
| Rights-of-Ways | 405.3 | 15.9% |
| Other (churches, public facilities, etc.) | 9.5 | 0.4% |
| Schools | 101.5 | 4.0% |
| | | |
| Airport | 43.1 | 1.7% |
| | | |
| | | |
| | | |
| Total w/o Critical & w/o Airport | 644.4 | 27.6% |
| Total w/o Critical & with Airport | 688.6 | 29.3% |

We recognize that the County's goal in completing their Comprehensive Plan update by January 2002 and we support this goal. But within reason. The 38% factor did not receive formal adoption by the Board of County Commissioner nor was the former discussion on this factor by the County opened to include the Cities' elected officials

Therefore, I am requesting that the County Planning Commission direct staff and formally request the Board of County Commissioners to discuss the 38% Factor at the Steering Committee using the proposed revision to 28 - 30%. Our community depends on us to use the best available information when making major decisions. Reassessing the 38% factor is needed before we can proceed with reasonable assurance that our base assumptions are correct

Sincerely,

Tamara DeRidder
 Planning Manager, Long Range Planning Department
 City of Vancouver

CC: BOCC
 City of Vancouver City Council & City Manager
 Clark County Staff

