



Clark County Citizens United

"Promoting Rural Interests"

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Clark County Board of Councilors
P.O. Box 5000
Vancouver, Washington 98666

June 20, 2016
For the Public Record

Dear Councilors,


The rural and resource landowners of Clark County have watched county government destroy the character and culture of first, second, third and fourth generations, using growth management planning and large lot zoning. **Blocking up their land for cities and preservation and preventing them from living there, is discrimination.** Many of these folks are of a certain religion and have experienced an even greater impact to their way of life.

For the 2016 Comprehensive Plan update, the November 24, 2015 Preferred Alternative, was a composite of Alt 1, 2, 3, and 4, that gave something to everyone, while complying with the GMA. The Clallam County court actions, the Poyfair Orders, the Court of Appeals Division II Published Opinion, and many other similar court decisions, support the content of this Alternative. Alternative 4, was a composite of opinions from the public over rural and resource land densities. For Clark County Citizens United, Inc., representing approximately 6,000 people, Alternative 4 zoning designations was a substantial compromise from what was originally requested and substantiated, at the onset of the 2016 Comp Plan update.

The courts awarded CCCU, Inc. with a mandate to the county to comply with court Orders in the update. This would have allowed for the original request from CCCU, for particular zoning in the rural and resource lands. CCCU believes the rural and resource zoning, contained in the November 24, 2015 Preferred Alternative for the 2016 Comp Plan update, must be the choice the Councilors should be obligated to make.

CCCU, Inc. continues to believe all of the resource land designations were erroneously created in 1994 and have been kept in that erroneous state until today. The Record confirms that very little of those lands meet the definitional criteria for resource land, under the mandates of the GMA. CCCU, Inc. will not subscribe to the current erroneous resource lands designation. Those lands were arbitrarily created, capricious in the manner they were designated and do not legally comply with the directives and mandates set forth by the GMA. Clark County should be compelled to revisit all of the resource lands and correct the erroneous designations, created and perpetuated in the Plan, since 1994.

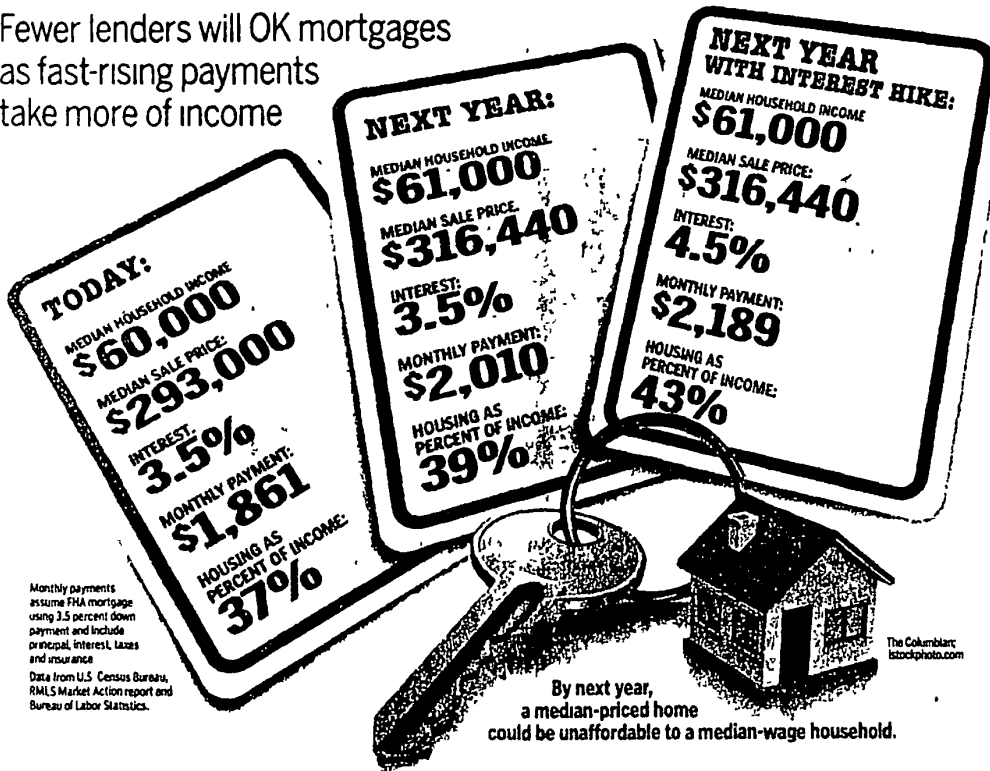
The arbitrary and capricious manner in which staff, on behalf of Clark County, manipulated the policies in the 2016 Comprehensive Plan update is erroneous. To once again use a biased unauthorized formula to create a Plan that was not a prescription of the citizens it will serve, is again clearly erroneous. History is repeating itself, as Clark County plans for the future. Clark County Citizens United urges the Board of Councilors to not go down that road again, as it will have a very different ending.

Sincerely, 
Carol Levanen, Exec. Secretary
Clark County Citizens United, Inc.
P.O. Box 2188
Battle Ground, Washington 98604



Median households losing hope for MEDIAN HOUSES

Fewer lenders will OK mortgages as fast-rising payments take more of income



Monthly payments assume FHA mortgage using 3.5 percent down payment and include principal, interest, taxes and insurance

Data from U.S. Census Bureau, RMLS Market Action report and Bureau of Labor Statistics.

By **BROOKS JOHNSON** and **PATY HASTINGS**
Columbian staff writers

If you're an average family in Clark County, you can buy an average house — at least, according to the numbers. Sadly, the real world of housing and finance can be a much bleaker place.

The Columbian's analysis found that a household earning the county's median household income, about \$60,000 per year, can just manage to get into a median-priced home, which in May had a sale price of \$293,000. Monthly payments on that house would devour just over a third of the household's income, the standard recommendation for spending on housing.

Given the strong public concern about housing affordability in Clark County and the larger metro area, that seems like good news. But looking at a continued rise in prices and demand, a potential interest rate

"Every household has its own financial situation, so it's hard to say what percentage of income should go toward a mortgage payment. ...

"Only you can determine what you can afford."

Chris Hill
Branch manager for NW Capital Mortgage

hike, a lack of housing supply and stagnant wages shows the median home slipping out of median earners' reach as soon as next year.

"Homes will start to get more expensive, which will affect affordability, which will affect the number of people who can purchase homes, which will slow activity in the market and stem appreciation," said Terry Wollam, managing broker for Wol-

lam & Associates in Vancouver

Most adults in the US think housing affordability is a national problem, even with the recession in the rearview mirror. They also think it's more challenging to afford a house today than it was for previous generations, according to a report released Thursday by the MacArthur Foundation.

With the Portland-based listing service RMLS showing a nearly 8 percent one-year rise in the county's median home sale price — and one-year wage growth pegged by the Bureau of Labor Statistics at just 1.5 percent — there is evidence the current market is not working in homebuyers' favor.

"If everything works as it should, then wages should increase as (home) prices increase," Wollam said. "Then there's other extenuating circumstances (such as) less inventory on the market, which puts pres-

HOUSING, Page A2



Derailed oil tanker cars litter the t Mosier, Ore., on June 3.

Washington officials demand moratorium

By **LAURENDAKE**
Columbian staff writer

After a fiery derailment in River Gorge National Scenic Area, officials have declined to join counterparts in calling for a moratorium on shipping crude oil by railroad.

The train, bound for Tacoma, Mosier, Ore., and several tank cars prompting Oregon officials to call for a halt to oil trains barreling through the state. They also voiced concerns about rail safety inspectors' ability to ensure rail lines are in working order.

However, a Washington state law plays a similar role — and is taking safety in the state — said calling government to stop oil trains would.

Amanda Maxwell, a spokeswoman for Washington Utilities and Transportation Commission, which oversees rail industry, "does not have the authority to stop train traffic," because interstate laws give the federal government over railways.

The Oregon Department of Transportation doesn't have the authority to prohibit, but still made the request.

"Our role is to bring attention to the Federal Rail Administration safety program, our inspectors are having," said a spokesman for the Oregon Department of Transportation.

OIL TR.