

Three Creeks Advisory Council
October 14, 2010
Clark Regional Wastewater District
10:00 am to 12:00 pm

Members Present: Dan Bodell, Jim Carlson, Michael Harris, Beth Holmes, Denny Kiggins, Ron Lauser, Vaughn Lein, Ila Stanek, Bud Van Cleve, Ron Wilson

Alternates: Brad Lothspeik, John Peterson

Absent: Hal Dengerink, Lynn Valenter, Dave Taylor, David P. Taylor, James Spinelli

Staff Present: Gary Albrecht, Colete Anderson, Laurie Lebowsky, Mike Mabrey, Mary Beth O'Donnell

Vaughn Lein called the meeting to order at 10:05A.M. Vaughn asked for corrections or additions to the minutes from August 12th. Hearing none, a motion to approve was made and seconded, minutes unanimously approved.

Laurie Lebowsky began with an update on the final Bicycle and Pedestrian master plan. She spoke to the group in August and returned now to report on revisions. A project map and executive summary were distributed. The executive summary shows the highlights of the report. Since the last Three Creeks meeting there have been two open houses, one in Vancouver and one in Battle Ground. 150 comments on the plan have been received. Public comment is shown in one of the plan's appendices and is also available online. The Bicycle and Pedestrian Committee met with the Bicycle Advisory Committee (BAC) to discuss major changes and recommendations, met with the Planning Commission in a work session and also with NACCC.

The major changes were to the project lists. One change recommended by the Three Creeks council was to consider NW 36th Avenue as the major north/south connection through Felida instead of using a route along NW 21st which is through a residential area. Also, Vancouver-Clark Parks made several recommendations.

Added bikeway projects: The one of most interest to this group is NW 2nd Avenue from 139th Street to NE 132 Street/15th Avenue.

Added restriping projects: The ones of most interest would be NE 78th Street, NE Edmunds Road, NE Salmon Creek Avenue and NW 21st Avenue.

Added trails: For the connectivity for NW 36th Avenue, we have a recommendation for a side pass along there similar to Padden Parkway. Also added per Parks recommendation is a North/South power line trail which is from the Highway 99 Plan.

Issues: The major issue is funding. This council recommended that we consider partnering with utilities as far as providing pathways. We included language in the plan and we will investigate that possibility.

Obligations: The adoption of this plan does not obligate us to do anything. We're not changing Title 40, the development code. We're adding language in the Comprehensive Plan when that is updated in 2014. We are also adopting a work program which is in one of the plan appendices and those are the plan implementation items. There is not specific language in the work program for changes to Title 40. It would be an implementation item where we look at changes that need

to be done to road design standards, then, as a separate project, go forward with proposed changes to Title 40.

Hearing schedule: Planning Commission hearing October 21st, Board work session November 3rd and Board hearing November 23rd.

Vaughn asked for comments before taking a vote. Beth asked if this plan would be updated before 2014. Laurie said between now and 2014 we will be going through the implementation of the work program with several smaller projects such as updating the CFP and updating the road standards process.

Ron Wilson commented that due to the weather in the NW, there are only about 4 months of the year when you can ride a bike. How much money will be spent by the county to promote something that's not used more than 4 months and how much will it cost to promote this? He would like a discussion.

Dan Bodell said there are days in the winter that are not rainy and he rides his bike year round.

Ila said, isn't the goal to offset an unhealthy lifestyle? If young kids get used to riding and walking they will continue to do so as adults.

Jim Carlson looks at it as an attraction to the community, not only for the health benefit but transportation is changing and it's up to us to make sure we have opportunity for multi-modal forms of transportation in this community.

Laurie commented that in the City of Portland the mode share of bicycles is at 9%. The cost of a freeway interchange is \$60M which is what was spent on the entire bicycle system. The health care cost to the county related to obesity and diabetes is about \$60M a year. The BAC recommendation to the county is to aggressively pursue grants for projects to build bike and pedestrian facilities. They supported the idea of forming a transportation benefit district where one component is money for non-motorized projects for bike lanes and sidewalks. It's important in these economic times that everybody be able to get to work and school and not everybody owns a car, especially students. For the foreseeable future, cars will be the dominate mode of transportation. We're trying to create a system of complete streets for everybody.

Bud asked what kind of feedback is coming from the bicycle organizations. Laurie said the BAC is writing a letter of support for the plan. The feedback has been very positive. Bud added that he has been run into three times by bikes and feels we need to put more emphasis on safety and traffic laws. Laurie said one of recommendations is education about bike and pedestrian safety which starts in the schools.

Denny asked if anyone is pursuing funding from manufacturers that come into the community. Laurie said another recommendation in the plan is to pursue opportunities to partner with private organizations and other jurisdictions for providing facilities as well as establishing a voluntary fund for bicycle facilities.

Colette added that another aspect of the plan includes updating road standards. In many cases the roads slated for restriping are wide enough for a bike lane. When Maintenance goes out to reseal they can easily put down the bike lane stripes and stencils. Much of what is recommended are things that can be done internally as we maintain our roads. It's not a significant cost if we do it in the cycle and it will happen over a period of time. There will be a cost, but overall in that context it will be very small.

Ila commented that we all have responsibilities as drivers and bicyclists. We need to remind people of basic safety. There needs to be a bike manual with the rules of sharing the road. Licensing of bikes can be prohibitive due to enforcement costs. Some cities have abandoned

licensing because of that. Bud thinks trails are important and this plan supports that. Bike trails are also walking trails, such as the Salmon Creek trail. He feels it is an important part of helping the community attract more businesses and people to locate here. Vaughn feels education is important for bicyclists. In Portland they have put in many bike lanes and you have to be careful as the bikes have taken over. Some riders do not adhere to stop signs and lights.

A poll of the council resulted in a unanimous vote in favor of recommending the plan.

Gary Albrecht then spoke about the county's Commercial Code update. He worked with a Technical Advisory Committee (TAC) for 1-1/2 years. The update has been on hold for about a year waiting for the implementation of the form-base code and is now being completed with some of the recommendations from TAC. The TAC was a mix of developers, commercial real estate, BIA, a NACC representative, and city planning staff.

In Phase I, Highway Commercial was renamed to General Commercial and references to strip commercial development were removed. As the second part of the update, the proposals are:

1. Eliminate Limited Commercial (CL) District because it's an in-between zone.
2. Change the Commercial Code use list to reduce the number of conditional uses and increase permitted uses (because of eliminating Limited Commercial).
3. Create a new section for rural commercial districts, separating it out from urban commercial. There are no changes, just moving it to the rural section. Last week the BOCC approved an emergency ordinance that will allow Security and Patrols to be added in the use list and it will go to hearing mid-November.
4. Repeal Commercial Code guidelines. The current design guidelines have been in place since the late 1970s and are not used at all. In the Landscape and Screening section, language for screening of drive-thrus (fast food and banks) will be added. This will take care of some design issues along Highway 99 where much of the Limited Commercial is located.

Staff and the TAC looked at current zoning for properties that would be affected by eliminating Limited Commercial (i.e. 99th and Hazel Dell Avenue). None of the existing properties would be made non-conforming with this new zoning. A good chunk of CL is in the Highway 99 area. Gary and Colete worked hard to make sure that whatever changes were proposed would not affect the form-base code.

Regarding public involvement:

There was an open house last week attended by 10-12 people. Some were concerned about the zone change but once it was explained to them that most of the changes were improvements, they were okay with it. There isn't really a downside. As far as taxes go, it shouldn't change anything. Approximately 365 property owners in the area received a mailing informing them of the proposed rezoning so they are aware of it. Colete added that almost all of this area in question is built-out. There's very little green space. The goal was to try and find another zone that would enhance the existing or did not add non-conforming uses. We looked at every business and our goal was to do no harm. Every property owner was contacted with the proposed change and there hasn't been any negative responses.

Gary posted 30 signs for the upcoming hearing on the 21st at various locations in the area.

They worked with the city of Vancouver in particular with the zoning along 4th Plain in the Orchards area. The city did not object to those proposed changes.

Jim C. stated that he was for it as it simplifies things. But there may be added components that some neighbors may not understand or know about. Under conditional use they'd have to go through more processes to get a large building into place. Colete said in most places the building already exists so all it would be is a tenant improvement. They would go through the TIF

evaluation and the size of their improvement would go through public process. The TIF has already been taken care of with the original construction. You'd have to tear down several facilities to build a larger one or combine several parcels. Example is the old Albertson's store in Hazel Dell. It was a grocery store and will probably stay a grocery store so whoever the new owner is would have to go through the permit processes.

Gary completed explaining the new permitted uses. The area covers about 265 acres total.

The next step is the Planning Commission hearing Thursday, October 21, the BOCC work session November 3, and the BOCC hearing on November 23.

A poll of the council was taken and the majority voted to recommend approval.

Mike Mabrey presented the proposal recently initiated by the BOCC to release Urban Holding (UH) for an area east of I-5. He showed a map of the area (.53 square miles) north of 199th zoned Business Park (BP) and other Light Industrial. The Board asked concurrency staff to look at whether there's enough traffic capacity at the two interchanges of 179th and 219th Street to allow some development between those two and allow the release of UH. The area was expanded south of 199th due to interest by a property owner in developing there. Traffic analysis concluded that full build out of these properties, if it happened within six years, would not result in failure at any of the signalized intersections. The unsignalized intersections would operate well on 10th Avenue but on 194th Street there would be delays in getting out assuming that all the traffic would come out there in that one location (which is unlikely). The remaining traffic issue was queuing at the 179th interchange. The traffic study noted that there would be some increase in queue lengths and recommended that staff monitor queuing as development proceeds, because it's hard to predict what that might be in six years.

Timeline: Meet with Fairgrounds NA tonight. Mailers inviting all affected property owners were sent along with the notice of hearing. The Planning Commission hearing will be October 21 followed by the BOCC hearing on November 16.

Jim C. asked if property is already optioned to develop. When does the County plan to start releasing other areas? Mike said the plan is to complete the 179th interchange related projects, whatever that turns out to be. The scope hasn't been decided yet. The BOCC picked an employment related area adjacent to the freeway with access to two interchanges and asked the question, can this be released for development without us building capacity improvements at 179th interchange. I think the answer we arrived at is yes. It's in the sewer district boundary but there is no sewer yet. There are plans to put in a pump station around 199th Street and 10th Avenue. This area is easier to serve and would probably be first rather than 194th to 179th.

Jim C. asked why they don't release everything. Let concurrency fall where it may. There's a ton of open property all over that area and he thinks this is cherry picking and doesn't agree with it.

Dan B. asked about the land to the south of this and how much of it is in UH. Mike said there are a few parcels north of 179th that aren't in UH. UH is roughly north of 179th Street. There are areas on the west side of I-5 down to south of 164th. The remainder is in UH up to the boundary line at 199th Street. If you take the wetlands out it's a very small portion of developable land. Much of the wetlands are on the east side, south of 199th. The criteria for lifting UH are you have to demonstrate that the critical links and intersections for transportation are going to be adequate to support the area you're releasing.

John Peterson commented on sanitary: The area we're talking about is east of I-5 along 10th Avenue between 194th and 209th Street. The district has a plan to serve this and a much larger area. The district's plan is a 50-year general sewer plan that goes up to 219th Street and this broader area. There is a program plan of future pump stations and pipe lines on an incremental

basis as it get developed. On a concept level there is a plan. If you're interested in specifics he could provide that. Jim C. would like specifics and will get that later.

Dan B. asked if this is the last hurdle for lifting UH, or if this action happens and the sewer is still not there, would UH be on major development in that area? Mike said UH is the formal designation that the county gives it. The criteria for lifting here is whether the traffic will be okay. The last plan update simplified the criteria for UH. Does it need a subarea plan? Is the regional traffic going to be okay? Are the main roadway links and intersections going to be adequate for the time frame you're looking at?

Dan B. is personally concerned about leapfrogging development. Ron W. asked how much BP property south of this do we have? Mike said it's mostly Light Industrial down to the 179th intersection. Parcels north of that which are not in UH are Commercial and Mixed Use or Industrial. Ron said his question is do we have adequate BP zoning south of there to accommodate anyone that would want to come in to fit that zoning? Are we really leapfrogging? Ron L. said all you're doing is lifting UH, the zoning is already there.

Laura H. asked about the proposal to combine employment zones. Mike said it is not clear yet what zones will be combined. Most likely it will be BP and Office Campus because they're so similar. Whether ML gets folded into that is debatable. Community Planning is recruiting an advisory committee right now to look at that. Brad L. said he was on the TAC that looked at this issue. The reason why it ended up BP is because of so many wetlands. It's the only thing from a business standpoint that can be built in that area. Along 10th Avenue north of 199th it wasn't feasible to put anything else there. A lot of the ML was proposed to be BP because there are lots of wetlands south of 199th Street. The conclusion was that BP type developments can build around wetlands easier than Light Industrial.

Vaughn asked for a vote of the council. The majority ruled in favor of approval.

Colette Anderson gave a preview of the work the TAC has done for the Salmon Creek sub-area plan (SAP). It's still in the first quarter phase of the project.

Two maps were handed out, Environmental and a composite of TAC recommendations. Three Creeks was set up into eight different planning areas. Highway 99 was the first planning area and was completed in 2008. Discovery is the second area and is awaiting Board decision on employment zoning. Salmon Creek is the third area under review. In Salmon Creek, the population is about half the size of Highway 99 with 6,700 people. Median household income is about \$80k. There are many service providers and three school districts. There are two large activity centers, WSU and Legacy Hospital and its support nodes around it. The southern area which includes the university and follows the Mill Creek line has been in UGB since 1994. In 2007 we brought in the NE section; north and east of Mill creek. In our study of the area we found significant urban build-out in the southern half and rural character in the northern part due to its recent inclusion in the Vancouver UGB. The goal of the TAC was to put together a comprehensive network, identify areas that needed improvement, and create an overall long-term vision.

Colette reviewed the environmental constraints slide. It has a rolling topography with slopes exceeding 15% along the creeks and streams. It's wet in many areas with difficult terrain. We did a complete sidewalk inventory. County Public Health has done the first part of a health impact assessment. They created a walkability index where you look at the sidewalk inventory and review where the connectivity is between neighborhoods and user areas and rank it. On the southern end it's not too bad, better than other areas of unincorporated Clark County. But on the northern end there's lots of work to do. We did a bike lane inventory to look at opportunities and identified the roads needing to be restriped or partial lanes that needed to be fixed. We linked with the Bicycle Advisory Committee so the recommendations are included in Laurie's project.

Another aspect is where the parks and open space areas are and the walkability and connection to those for a person living or working in the area. Good statistics would be that 40% of the residents live within ½ mile of a facility.

We've met with all the service providers, Fairgrounds NACC, Legacy and WSU. The TAC met eight different times not counting our partners like Parks and the city of Vancouver.

Key things we wanted to achieve: with two diverse activity centers, what do they need for atmosphere, services, amenities, connections so they can continue to grow? We asked Legacy the question, how big are they going to get? They keep buying property and currently have enough space to build two more towers, another parking garage and another medical office. We see this as being a significant hub so we need places for people to stay, activities for employees and visitors, and a link with WSU.

WSU said they're growing faster than expected. They have a master plan that goes out to 2023 and at this point are not sure how much they will grow. They asked the TAC to assume over the long-term WSU may become a full service university.

The southern section is pretty much built-out. What green fields there are, we recommended that the property be rezoned from single-family detached housing to multi-family category. We added trails to connect green spaces and parks throughout the SAP.

We have a zoning category that is not used much, Office Residential (OR) that provides for the opportunity to build professional offices or multi-family. The TAC believes the OR zone is the best zone to place throughout the activity areas to provide flexibility. We're trying to let the market determine what grows there.

WSU is considering developing a research facility along 50th Avenue. The TAC is recommending the Business Park (BP) zoning for that area. Unfortunately, the BP zone in the Salmon Creek SAP will have the same challenges as the Discovery corridor SAP did. As the employment zone streamlining efforts progress in 2011, we'll review this area for future modifications. If WSU goes to a full service university, the majority of unencumbered property is along 50th Avenue. This area may have a "U" village, multi-family, Mixed Use to support the students. NE 50th Avenue would then become more congested than it is today.

We've looked at the classifications, where the bike lanes go, etc. WSU is interested in coordinating location of the trails they develop on-campus to the existing and contemplated network of multi-use bike lanes and trails. On the map there are a lot of orange lines that indicate trails for future.

We also looked at the north side of 179th Street. In the Discovery corridor, along Interstate 5 and NE 179th Street, there is a commercial and industrial activity center. With that in mind, the TAC decided not to include significant rezones to commercial along 179th Street. We settled on Mixed Use and a little C3. We had a difficult time applying the zoning due to environmental constraints. We based it on where the creeks were and finding enough usable property.

The next steps: The first open house is scheduled in January-March. Planning Commission is in April then we will be back to you at the April meeting to let you know what was said and look for a recommendation. The plan will be put together by then and it may change from what it is now after the public involvement process.

As far as numbers, we almost doubled the forecasted population and kept the job numbers the same. WSU, as a school, is not counted in the job numbers. We're basing this on our computer model as it is now. We believe we're going to do a lot better but we can't guess how many more jobs that will be.

Bud asked what the target completion date is for 139th interchange. 2015 is probable date.

Public comment: Mike Bomar of SW Builder's Association was in attendance listening.

Colete asked if the council was receiving the Aging Readiness Task Force invites. They are not. Colete explained that it is a new plan that the county is working on to prepare as the aging population increases over the next 20 years. She will make sure the council gets on the invite list for the workshops. There has been one workshop to date which was well attended by about 92 people.

Vaughn adjourned the meeting at 11:28 P.M.