

CLARK COUNTY RURAL INDUSTRIAL LAND BANK

Inventory of Possible Industrial Land Bank Areas

Prepared by:

BERK Consulting, in conjunction with
Cairncross & Hempelman
MacKay Sposito
Kittelson

Prepared for:



Clark County Community Planning

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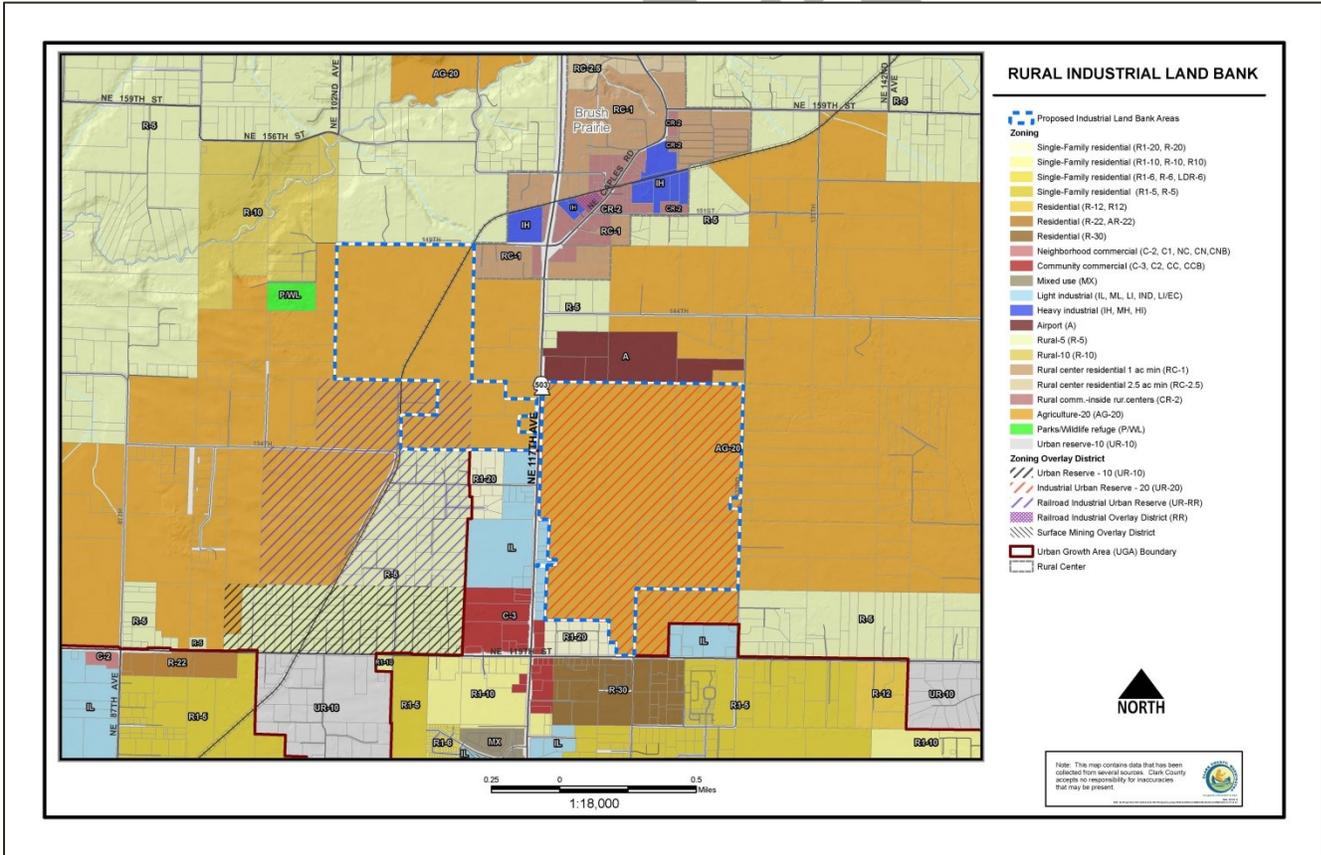
1.0 INTRODUCTION

In 1996, the Growth Management Act (GMA), RCW 36.70A, was amended with provisions to allow major industrial developments to be sited outside of urban growth areas (UGAs). RCW 36.70A.367 allows counties to establish up to two rural industrial land banks (RILBs) with the intent that they develop as industrial properties. In 2014, Clark County received a docket application to establish an RILB on properties that straddle SR 503 north of the Vancouver UGA:

- Ackerland property west of 117th Avenue, 223.72 acres.
- Lagler property east of 117th Avenue, 378.71 acres.

Exhibit 1 below shows these areas. Presently the zoning for both properties is Agriculture (AG-20). The requested zoning is Light Industrial (IL). The IL zone uses are listed in Clark County Code (CCC) Section 40.230.085.

Exhibit 1. Ackerland and Lagler Properties



Source: Clark County GIS August 2014

The Clark County Comprehensive Plan identifies the subject areas as agricultural lands of long-term commercial significance. Portions of the properties are identified as Railroad Industrial Reserve or Industrial Reserve. No zoning implementing Comprehensive Plan overlays has been applied to the subject properties.

The sites were studied for a variety of agricultural and employment uses, including urban industrial uses, in a 2007 Environmental Impact Statement (EIS). Prior Comprehensive Plan amendments included the properties in the Vancouver UGA, but the expansions were removed after a Growth Management

Hearings Board determination and compliance order requiring the County to do so based on the agricultural land status. The sites have not previously been evaluated as part of potential RILB.

Clark County's approach to the RILB docket application is to:

- consider site requirements for industrial sites and identify possible areas for designation as an RILB; and
- analyze those possible RILB areas to identify the best place for an RILB and pursue re-designation and rezoning of the identified RILB location.

This document presents criteria on what makes a suitable industrial site and begins to screen properties with those criteria to identify possible RILB alternative sites. The document contains the following sections:

1. Introduction
2. Key Steps in Rural Industrial Land Bank Process
3. Locations Suited to Major Industrial Development
 - a. Prior Studies of Suitable Employment Land
 - b. Industrial Criteria and RILB Inventory Analysis
4. Candidate Alternative Sites and Next Steps

2.0 KEY STEPS IN RURAL INDUSTRIAL LAND BANK PROCESS

GMA allows consideration of major industrial activity outside UGAs. The process involves “[d]esignation of an industrial land bank area in the comprehensive plan; and subsequent approval of specific major industrial developments through a local master plan process ...” (RCW 36.70A.367(2)) Key steps in the RILB process include the following:

- Identifying locations suited to major industrial use,
- Identifying the maximum size of the bank area,
- Developing a programmatic environmental review with an inventory of developable land and alternative sites, and
- Developing comprehensive plan amendments and development regulations for the bank and future specific major industrial developments.

The requirements of RCW 36.70A.367 are further described below:

- A. Locations:** The Comprehensive Plan must identify locations suited to major industrial development because of their proximity to transportation or resource assets. The plan must identify the maximum size of the industrial land bank area and any limitations on major industrial developments based on local limiting factors, but the plan does not need to specify a particular parcel or parcels of property or identify any specific use or user. In selecting locations for the industrial land bank area, priority must be given to locations that are adjacent to, or in close proximity to, a UGA (RCW 36.70A.367(2)(a)).
- B. Programmatic Environmental Review:** The environmental review for amendment of the comprehensive plan must be at the programmatic level, and, in addition to a threshold determination, must include:
 1. An inventory of developable land as provided in RCW 36.70A.365; and

2. An analysis of the availability of alternative sites within UGAs and the long-term annexation feasibility of sites outside of UGAs (RCW 37.70A.367(2)(b)).
- C. Comprehensive Plan Amendments:** Final approval of an industrial land bank area under this section must be by amendment to the comprehensive plan adopted under RCW 36.70A.070. The amendment may be done at any time and is not subject to the once-a-year limitation on revising the comprehensive plan RCW 36.70A.130(2). Approval of a specific major industrial development within the industrial land bank area requires no further amendment of the comprehensive plan (RCW 36.70A.367(2)(c)).
- D. Development Regulations:** In concert with the designation of an industrial land bank area, the County is required to adopt development regulations for review and approval of specific major industrial developments through a master plan process (RCW 36.70A.367(3)).

3.0 LOCATIONS SUITED TO MAJOR INDUSTRIAL DEVELOPMENT

The purpose of this document is to address Key Steps A and B listed above – identify sites suited to major industrial development and to prepare an inventory of developable land and available and alternative sites. The inventory (Step B.1) references RCW 36.70A.365 as providing a method:

RCW 36.70A.365(h) An inventory of developable land has been conducted and the county has determined and entered findings that land suitable to site the major industrial development is unavailable within the urban growth area [UGA]. Priority shall be given to applications for sites that are adjacent to or in close proximity to the urban growth area.

RCW 36.70A.365(h) indicates the need to demonstrate that land suitable to major industrial development is unavailable within the UGA and that priority is to be given to sites adjacent to or in close proximity to a UGA.

In developing an inventory for the RILB, the County wished to consider available studies and supplement it as needed with further analysis. Prior studies and the present analysis are described below.

3.1 Prior Studies of Suitable Employment Land

A recent study was developed by the Columbia River Economic Development Council (CREDC). The CREDC established a Land for Jobs Committee the 2011 and completed the *Clark County Employment Land Inventory*. The process included the following steps:

- Define employment land as it relates to Clark County's economic development goals.
- Inventory currently undeveloped and underdeveloped employment land.
- Evaluate the current employment land inventory and its level of readiness to support development.
- Make recommendations to local leaders and appropriate parties for the preparation and preservation of employment land to meet current and future economic development goals.

The CREDC analysis was based on the County's Vacant Buildable Lands Model (VBLM) developed to analyze residential, commercial, and industrial lands within UGAs. Given the focus on economic development, the CREDC study addressed commercial and industrial land suitability in UGAs.

The commercial and industrial zoned properties in the VBLM were evaluated on a number of criteria including proximity to water, sewer, presence of critical areas, arterial access, and common ownership. The CREDC's study found:

- Of the 70 potential employment land sites 15 are constrained by critical lands or geologic hazards, 27 are not in proximity to water service, 38 are not near sewer service, 43 have poor or challenging access, and 30 have multiple owners.
- 31 identified sites are in proximity (100 ft.) of both water and sewer service.
- Only 3 of the sites in the inventory of 70 sites were 100 acres or larger.
- 12 properties, in total, are found to be under common ownership, have water and sewer access, and are easily accessible from a highway or minor arterial road and only 7 of these were zoned for industrial uses.

The 2011 study found that the majority of commercial and industrial development has occurred on sites 10 acres or less. There were few large sites in the analysis. The report concluded that large parcels of land are important in future progress, and that smaller parcels may continue to be critical to subsequent growth countywide.

Several of the VBLM sites in the CREDC study are partially developed with buildings taking up a portion of the site and others have been already approved for master planned developments in progress (for example, Section 30 in the Vancouver UGA). Most of the VBLM commercial and industrial sites are not within a 0.5 mile of a State designated freight route.

3.2 Industrial Criteria and RILB Inventory Analysis

The CREDC study has determined few large sites are available in the UGA. The CREDC study, however, does not address sites in non-UGA areas.

The RILB statute indicates the County must consider the availability of alternative sites within UGAs as well as the long-term annexation feasibility of sites outside of UGAs. (RCW 36.70A.367(2)(b)(ii)). The law also describes a number of criteria for the RILB related to size, access, etc. Therefore, Industrial Site Criteria have been developed for the purposes of this RILB inventory; they are similar to and more detailed than those in the CREDC study. See Exhibit 2.

Fundamental to the criteria is identifying land that is consistent with the County's economic development strategy and policies:

- **Policy:** The Clark County Comprehensive Plan identifies that Industrial Reserves should be 100 acres or more in size (Policy 1.6.2) and that new industrial sites in a major industrial land bank must have a minimum of 75 acres or more and shall not be subdivided less than 50 acres. Further, RILB sites must be zoned as Light Industrial (IL) (CCC 40.520.075). (See criteria 15, 16 and 21).
- **Strategy:** The Clark County Economic Development Plan (commissioned by CREDC in 2011), identifies target industries: technology, industry including traditional light manufacturing and distribution of goods, and professional and healthcare services. This plan is considered in the criteria (See criterion 21).

In addition to economic development policies and strategies, the criteria in Exhibit 2 also address a number of practical considerations regarding utilities, topography and site configuration as well as compatibility.

The purpose of the Industrial Site Criteria is to identify conditions under which industrial uses may be suitable to create an inventory of potential industrial sites for study that may then be further evaluated as alternatives. The analysis allows the County to consider the needs of industrial uses in general before analyzing the particular docket site that is to be considered.

Exhibit 2. Industrial Site Criteria

Utilities
<p>1. System Development Charges</p> <ul style="list-style-type: none"> • High costs • Medium costs • Low costs
<p>2. Process Water - Capacity and adjacency (Volume and disposal; national averages)</p> <p>Capacity</p> <ul style="list-style-type: none"> • High Tech Manufacturing 3 million gallons per day (GPD) • Light Industrial 20,000 - 40,000 GPD <p>Adjacency</p> <ul style="list-style-type: none"> • Adjacent to the property (within 100' of property) • Within one mile of the property • Further than one mile of the property
<p>3. Potable Water - Capacity and adjacency (Volume)</p> <p>Capacity</p> <ul style="list-style-type: none"> • High Tech Manufacturing 3 million gallons per day (GPD) • Light Industrial 20,000 - 40,000 GPD <p>Adjacency</p> <ul style="list-style-type: none"> • Adjacent to the property (within 100' of property) • Within one mile of the property • Further than one mile of the property
<p>4. Fire Flow – Capacity and adjacency</p> <p>Adjacency</p> <ul style="list-style-type: none"> • Adjacent to the property (within 100' of property) • Within one mile of the property • Further than one mile of the property <p>Capacity</p> <ul style="list-style-type: none"> • 1,200-1,800 gallons per day (preferred capacity) • 800-1,200 gallons per day (adequate capacity) • 400-800 gallons per day (minimal required capacity) <p>Pressure</p> <ul style="list-style-type: none"> • 95+ (exceeds pressure required) • 45-75 psi (preferred range) • 35 and lower (undesirable)
<p>5. Sewer - Availability to wastewater disposal (Clark Regional Wastewater District)</p> <p>Adjacency</p> <ul style="list-style-type: none"> • Adjacent to the property (within 100' of property) • Within one mile of the property • Further than one mile of the property

<p>Capacity</p> <ul style="list-style-type: none"> • High Tech Manufacturing 2.4 million gallons per day (GPD) • Light Industrial 20,000-40,000 GPD
<p>6. Power - (Clark Public Utility)</p> <p>Adjacency</p> <ul style="list-style-type: none"> • Adjacent to the property (within 100' of property) • Within one mile of the property • Further than one mile of the property <p>Capacity</p> <ul style="list-style-type: none"> • High Tech Manufacturing 2 separate sources at 115KV or 20 MW continuous • Light Industrial 5,500 KW peak demand; 3,000,000 KWH/Month, 75% demand factor <p>Costs</p> <ul style="list-style-type: none"> • High • Medium • Low
<p>7. Natural Gas- Proximity, capacity, predictability, continuity, affordability (Northwest Natural)</p> <p>Adjacency</p> <ul style="list-style-type: none"> • Adjacent to the property (within 100' of property) • Within one mile of the property • Further than one mile of the property <p>Capacity</p> <ul style="list-style-type: none"> • High Tech Manufacturing 2,000 MCF @ 8 PSI • 50,000 therms or 5,000 MCF/Month <p>Costs</p> <ul style="list-style-type: none"> • High • Medium • Low
<p>8. Telecommunications - (varies)</p> <p>Adjacency</p> <ul style="list-style-type: none"> • Adjacent to the property (within 100' of property) • Within one mile of the property • Further than one mile of the property
<p>Physical Parcel Constraints</p>
<p>9. Site Topography</p> <ul style="list-style-type: none"> • 0-8% Slopes (highly developable) • 8-15% Slopes (moderately developable) • 15%+ Slopes (undesirable)
<p>10. Soils</p> <ul style="list-style-type: none"> • Hydric soils (wetlands) • Infiltration capacity (High, Medium or Low)

<ul style="list-style-type: none"> • Foundation bearing capacity (High, Medium or Low) • Seismic vulnerability (High, Medium or Low) • Moisture content (High, Medium or Low) • Spill containment, (High, Medium or Low)
<p>11. Presence of sensitive onsite critical areas (e.g. wetlands, floodplains, aquifer recharge areas/wellhead protection areas, fish and wildlife habitat conservation areas, geologic hazards)</p> <ul style="list-style-type: none"> • Yes • No
<p>12. Environmental Contaminants (prior uses, including Agriculture)</p> <ul style="list-style-type: none"> • Yes (High, Medium or Low contamination) • No
<p>13. Geometry of the parcel(s)</p> <ul style="list-style-type: none"> • Rectangular (preferred) • Square (acceptable) • Broken parcels (unacceptable) • Common ownership (may assist parcel geometry to be acceptable or preferred instead of unacceptable) • 400' parcel depths or conglomeration to make these depths (preferred) • 100 acres minimum parcel requirement (contiguous property preferred) ○ Policy 1.6.2. The Industrial Reserve Area overlay should be applied at certain freeway or arterial interchanges or other sites well served by existing or planned transportation systems, or adjacent to technological or research related uses associated with industrial uses. The IRA designation shall be applied in a limited number locations, in contiguous areas of 100 acres or more. ○ Policy 9.3.1, last bullet. New industrial sites that are part of a major industrial land bank shall be required to have a minimum of 75 acres or more and shall not be subdivided less than 50 acres. • Adjacent parcels allows for future expansion
<p>14. Ownership</p> <ul style="list-style-type: none"> • Common ownership of properties (minimal acquisition time) • Multiple ownerships (maximum acquisition time)
<p>Land Use</p>
<p>15. Comprehensive Plan and Zoning</p> <ul style="list-style-type: none"> • Identified for commercial or industrial purposes through designation or overlay, or zoned for such • Agricultural lands of long-term commercial significance / Agricultural-20 zone <p>16. Compatibility</p> <ul style="list-style-type: none"> • Industrial friendly neighborhoods: Adjacent Industrial or commercial zones, limited conflict with residential uses, common adjacent land uses and zoning • Visual quality - Ability to provide a buffer or increase quality of development • Proximity to complementary/ancillary uses • Proximity to employee workforce • Proximity to housing options

Transportation
<p>17. Transportation impact fee burden</p> <ul style="list-style-type: none"> • High Costs • Medium Costs • Low Cost
<p>18. Access to a Regional Roadway Facility</p> <ul style="list-style-type: none"> • Convenient access (less than 0.5 mile driving distance) to a major road or minor or major arterial roadway facility as designated by the Clark County Arterial Atlas • Convenient access to a designated freight route. The Washington State Freight and Goods Transportation System (FGTS) Classification System designates roadways and railways based on tonnage. Roadways designated at T-1 or T-2 are considered to be Strategic Freight Corridors. The T-1 designation represents roadways carrying more than 10 million tons per year while the T-2 designation represents roadways carrying 4 million to 10 million tons per year. Per WSDOT, the FGTS is primarily used to establish funding eligibility for Freight Mobility Strategic Investment Board (FMSIB) grants, fulfill federal reporting requirements, support transportation planning process, and plan for pavement needs and upgrades. • Balances site circulation and access needs with regional mobility • Site circulation provides for appropriate separation between freight, employee, and nearby neighborhood access • More than one access point • Site is located in proximity to existing and planned residential areas within the County to ensure convenient access for employees
<p>19. Rail Access</p> <ul style="list-style-type: none"> • Adjacent to site (within 100' of property) • Rail Spur could be extended (1 mile length maximum) • Mainline can be easily accessed (5 mile radius maximum)
<p>20. Travel time to International Airport</p> <ul style="list-style-type: none"> • 20 minutes preferred • 40 minutes acceptable • 40 minutes or more undesirable
Other criteria
<p>21. Ability to accommodate desired Economic Development Plan and Light Industrial Zoning Uses</p> <p>Suitability for existing industrial cluster or targeted cluster consistent with the Clark County Economic Development Plan (commissioned by CREDC in 2011), and compatibility with Light Industrial (IL) zone uses [CCC 40.230.085 Employment Districts (IL, IH, IR, BP)]. See Appendix A for more details.</p>

First Round, Initial Screen Results

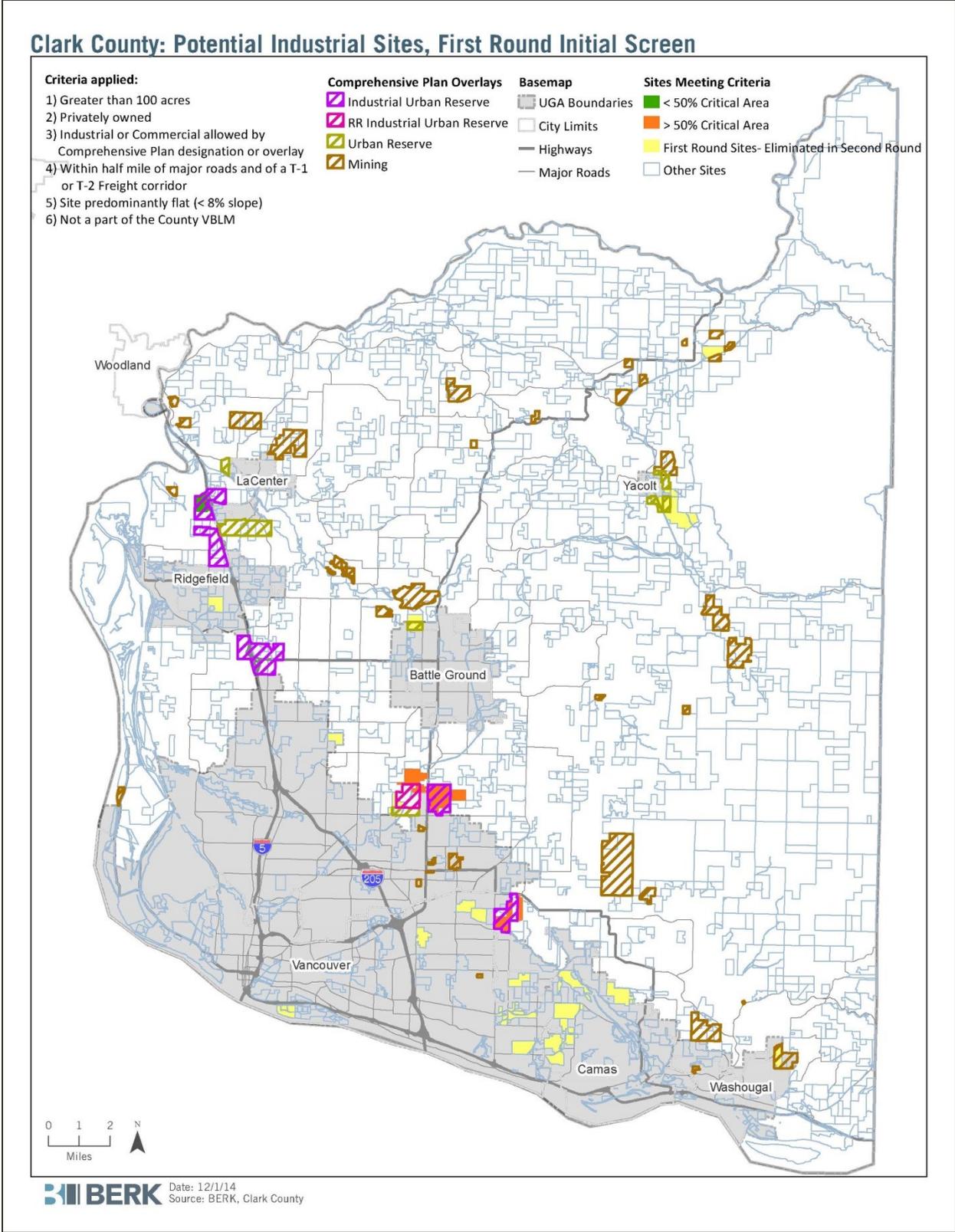
A test of the criteria was made in a first round of analysis. Corresponding to the criteria numbers above, the initial screen used geographic information system (GIS) data to identify sites with the following characteristics:

- 13 – size and privately owned,
- 15 – commercial or industrial land use designation,
- 18 – proximity to roads (at the time based on designated major roads not freight routes),
- 9 – slopes, and
- 11 – critical areas.

The initial screen considered sites across the County inside and outside of UGAs. Exhibit 2 shows potential industrial sites that met initial site criteria in the first round.

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Exhibit 3. First Round Initial Screen of Potential Industrial Sites Greater than 100 Acres



Source: Clark County GIS and BERK Consulting 2014

Second Screen, Revised Results

The initial screen proved valuable to make corrections due to changed circumstances in land ownership and classification, and to consider more refined criteria. Changes include:

- **Corrected Boundaries:** As a result of initial evaluation some incorrect UGA boundaries along the northern Battle Ground and Washougal UGAs were corrected to match more recent County information and Growth Management Hearings Board decisions.
- **Changes in Ownership and Purpose:** A site west of La Center purchased for tribal purposes was suitable but no longer available for fee simple ownership and is being identified for other tribal purposes; thus the site was removed from consideration.
- **Transportation and Freight Criteria:** Criteria regarding transportation facilities were also amended including extending the distance to arterials from 0.25 to 0.5 miles, and by adding a criteria regarding access to freight routes also within 0.5 miles. Large sites within a half mile of an arterial and freight route could support industrial activities. Designated freight routes identified as T-1 or T-2 by Washington State Department of Transportation signify Strategic Freight Corridors. The T-1 designation represents roadways carrying more than 10 million tons per year while the T-2 designation represents roadways carrying 4 million to 10 million tons per year.
- **UGA Sites already included in CREDC Study:** UGA sites were already addressed in the CREDC's 2011 study with similar criteria, and vetted by a committee; they included sites inventoried in the County's VBLM. Thus, these sites were eliminated in the second screening, to focus on the non-UGA sites that were not previously screened. Recommendations for UGA sites are made below in reference to the CREDC study.

Following are the revised, GIS-based criteria applied in the second round screen. The second screen considers sites that are:

- 1) *Greater than 100 acres;*
- 2) *Privately owned;*
- 3) *Industrial or Commercial as allowed by Comprehensive Plan designation or overlay;*
- 4) *Within half mile of major roads and of a T-1 or T-2 Freight corridor;*
- 5) *Predominantly flat (< 8% slope); and*
- 6) *Not a part of the County VBLM.*

Non-UGA sites: Exhibit 3 shows the sites meeting the updated second screen criteria. Two sites appear to meet the revised screening criteria and lie adjacent to UGAs – the RILB application site (Site 1) and another site to the southeast (Site 4).

Two additional sites on Exhibit 3 (Site 2 and Site 3 along I-5) meet the above criteria except that they are between 50-75 acres under common ownership. These two sites are located within an Industrial Reserve Overlay area that is larger than 100 acres, and, thus, they are included as candidate alternative sites.

UGA sites: The 2011 CREDC study identified the following sites as greater than 100 acres and potentially ready to develop within 18-36 months:

- Site 41, Section 30, Industrial, 224.81 acres, Vancouver
- Site 42, Section 30, Industrial, 100.19 acres, Vancouver

One other site (#65, Gateway) at the Port of Vancouver was identified at 500 acres in size along the Columbia River and was considered less ready to develop (readiness at greater than 36 months); the site was considered to have access to water and arterials, but not to sewer. It is also publicly owned at this time.

Sites 41 and 42 combined appear to be similar to the non-UGA sites in that they are under private ownership and have potential access to water, sewer, and arterials. They are shown on Exhibit as “Site 5” collectively.

4.0 CANDIDATE ALTERNATIVE SITES AND NEXT STEPS

The County will need to study alternative sites adjacent to the UGA and within the UGA. Based on the inventory described in this document, the following non-UGA sites are recommended to be carried forward as candidate alternative sites (see Exhibit 4):

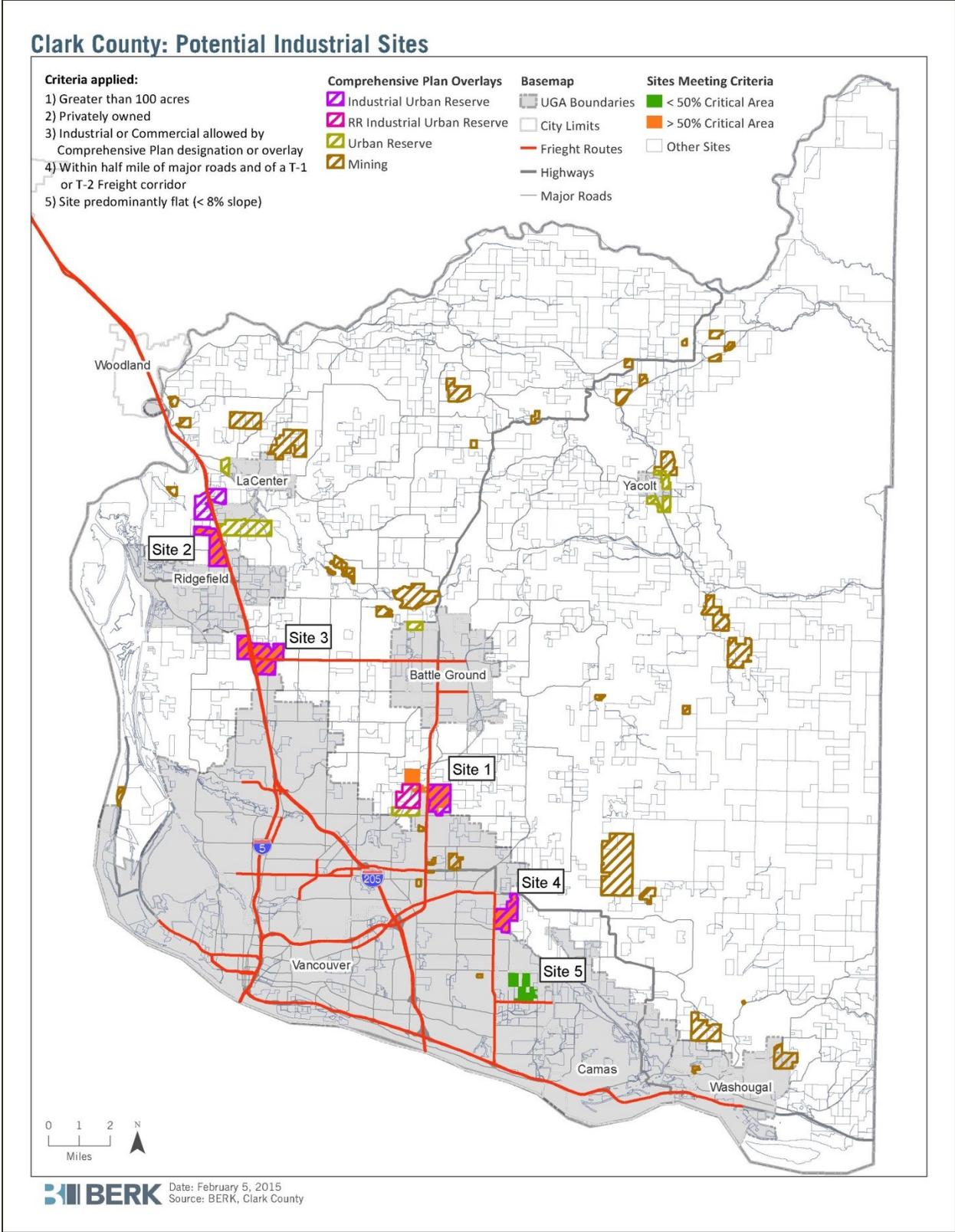
- Site 1 is the subject docket site north of the Vancouver UGA.
- Site 2 is adjacent to the Ridgefield UGA.
- Site 3 lies between the Vancouver and Ridgefield UGAs.
- Site 4 is adjacent eastward of the Vancouver city limits.

All four non-UGA sites are in Industrial Land Reserve Overlays. All except Site 3 have predominantly AG-20 zoning. Site 3 has predominantly Rural Comprehensive Plan designations implemented by Rural-5 and Rural Commercial zoning as well as some AG-20 zoning. All sites lie outside of a UGA but lie adjacent to one or more UGA. Following the more detailed criteria review, these sites would be considered candidate locations for an Industrial Land Bank area.

The consultant team suggests studying at least one UGA location for comparison sake. Two Section 30 properties identified as Sites 41 and 42 in the CREDC study are shown as Site 5 on Exhibit 4. They are two of the three larger sites studied by the CREDC and have greater readiness for development than the third large Port-owned site (Site 65). Both Sites 41 and 42 would be studied together as candidate Site 5.

Each of these sites is proposed for review as alternative sites in greater detail applying the criteria in Exhibit 2. Once evaluated the sites will be part of the environmental analysis required in the RILB review process.

Exhibit 4. Second Screen and Candidate Sites Selected for Further Evaluation



Source: Clark County GIS, BERK Consulting 2014

APPENDIX A. INDUSTRIAL CRITERIA – ECONOMIC DEVELOPMENT AND LIGHT INDUSTRIAL USES

This appendix provides more detail on the types of industry sectors addressed in the Clark County Economic Development Plan and allowed in the County’s Light Industrial Zone.

Industrial Uses – Economic Development Plan and Light Industrial Zone
<p>Suitability for existing industrial cluster or targeted cluster consistent with the Clark County Economic Development Plan (commissioned by CREDC in 2011), and compatibility with Light Industrial (IL) zone uses [CCC 40.230.085 Employment Districts (IL, IH, IR, BP)].</p>
<ul style="list-style-type: none"> • Technology <ul style="list-style-type: none"> ○ Manufacturing. of instruments & devices for medicine & science ○ Manufacturing of components for solar energy production ○ Data processing, software, & broadcast media ○ R&D services ○ Related IL Zone Uses <ul style="list-style-type: none"> • Computer and electronic product manufacturing • Publishing industries • Motion picture and sound recording industries • Broadcasting (except Internet) • Internet publishing and broadcasting • Telecommunications
<ul style="list-style-type: none"> • Industry (traditional light manufacturing and distribution of goods where allowed by IL zone) <ul style="list-style-type: none"> ○ Food manufacturing, beverage and tobacco product manufacturing ○ Logistics & distribution, wholesale trade, transportation and warehousing (rail, truck, transit, pipeline, freight, etc.), warehousing and storage ○ Other IL zone uses <ul style="list-style-type: none"> • Utilities • Construction • Textiles, apparel, footwear, and other leather and allied product manufacturing • Truss and other wood product manufacturing • Converted paper product manufacturing, printing, and related activities • Pharmaceutical and medicine manufacturing • Pharmaceutical and medicine manufacturing • Soap, cleaning compound, and toilet preparation manufacturing • Plastics and rubber products manufacturing • Clay product and refractory manufacturing • Glass and glass product manufacturing • Cement and concrete product manufacturing • Fabricated metal product manufacturing • Machinery manufacturing • Electrical equipment, appliance, and component manufacturing • Transportation equipment manufacturing

Industrial Uses – Economic Development Plan and Light Industrial Zone
<ul style="list-style-type: none">• Furniture and related product manufacturing• Miscellaneous manufacturing
<ul style="list-style-type: none">• Professional Services<ul style="list-style-type: none">○ Wealth management services○ Computer & engineering services○ Related IL Zone Uses<ul style="list-style-type: none">• Internet service providers, web search portals, and data processing services• Other information services• Professional, Scientific, and Technical Services• Management of Companies and Enterprises
<ul style="list-style-type: none">• Healthcare Services<ul style="list-style-type: none">○ Centralized services○ Related IL Zone Uses<ul style="list-style-type: none">• Ambulatory health care services

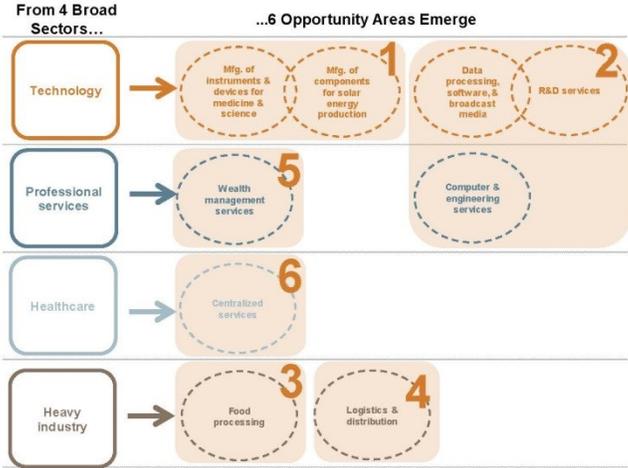
Based on the Clark County Economic Development Plan, the CREDC is focusing the following targeted industry sectors, addressing technology, traditional light manufacturing and distribution of goods, and professional and healthcare services.¹

¹ http://www.clark.wa.gov/planning/2016update/documents/FINAL_Clark-County-ED-Plan-9_2011.pdf

INDUSTRY OUTLOOK

Figure 61

Proposed target industries
Industries with job growth potential that also suit Clark County's capacity



INDUSTRY OUTLOOK

Figure 62

Proposed target industries
Industries with job growth potential that also suit Clark County's capacity

