

ADDENDUM PART II. ALTERNATIVE SITES ANALYSIS

CLARK COUNTY RURAL INDUSTRIAL LAND BANK

Programmatic Environmental Review pursuant to RCW 36.70A.367 (2)(b): Alternative Sites Analysis

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Table of Contents

1.0	Introduction and Purpose	3
2.0	Key Steps in Rural Industrial Land Bank Process.....	6
3.0	Criteria for Industrial Sites	6
4.0	Prior Evaluation of Sites	10
5.0	Assessment Comparison of Sites	12
6.0	References	26

Appendices:

Appendix A: Conceptual Plans, including Master Plan Objectives and Perimeter Setback Cross Sections

Appendix B: Agricultural Lands Analysis

Appendix C: Critical Areas Reports for Docket and Alternative Sites

Appendix D: Docket Application Checklist

Appendix E: Utilities Analysis, Docket Site

Appendix F: Transportation Analysis, Docket Site

Appendix G: 2007 EIS Summary Excerpt

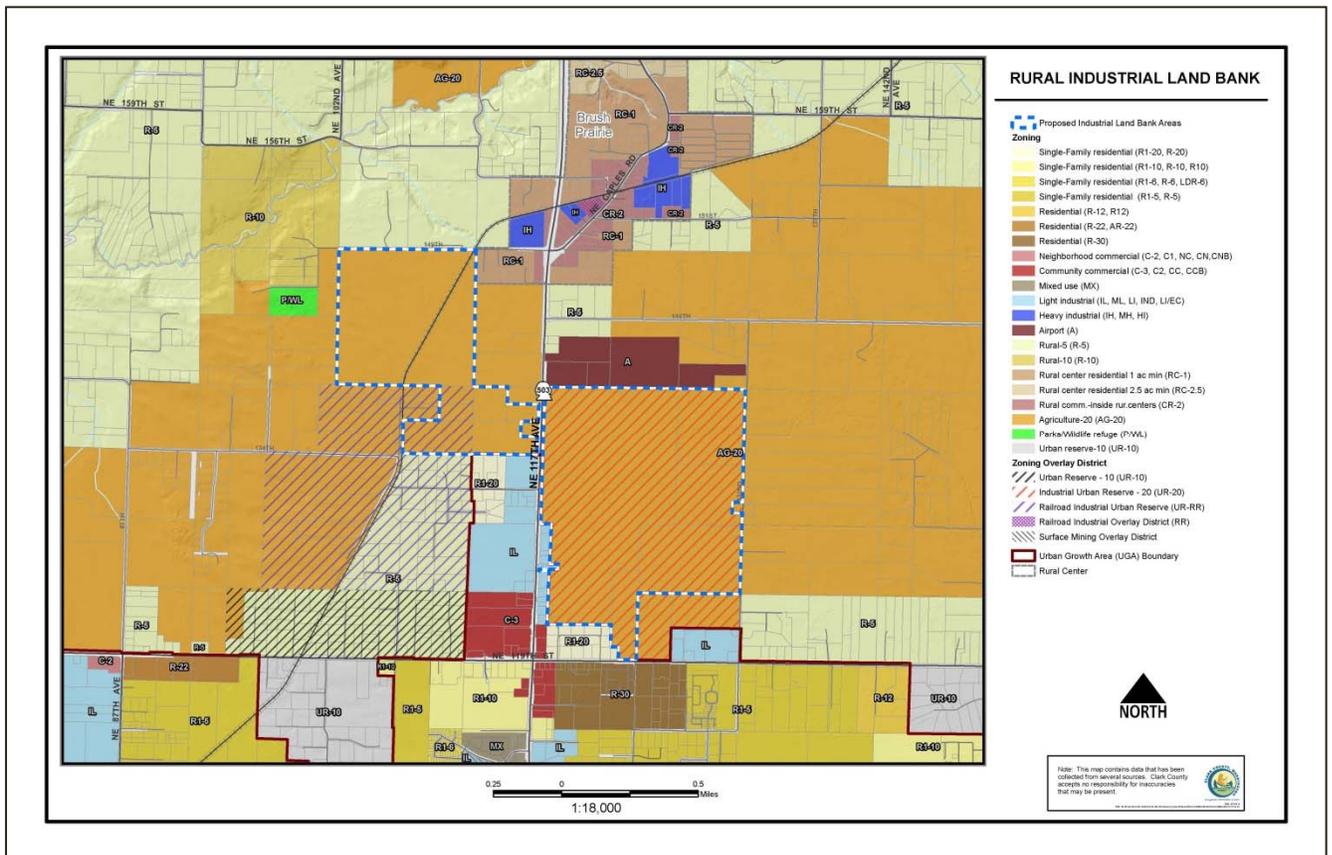
1.0 INTRODUCTION AND PURPOSE

Clark County is considering the establishment of a rural industrial land bank (RILB) as provided in the GMA under RCW 36.70A.367. Clark County received a docket application to establish the RILB on two properties that front 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.

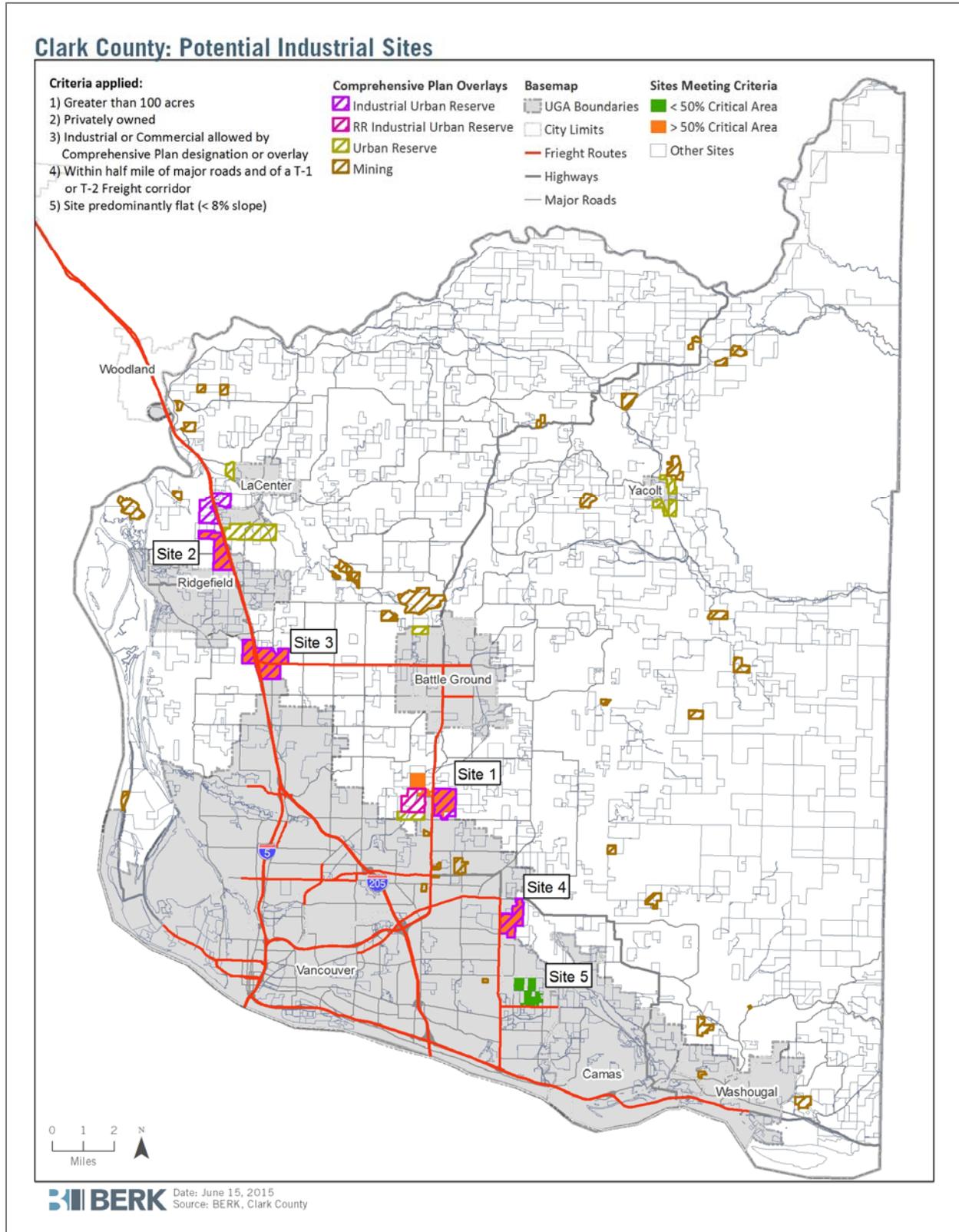
This Alternative Sites Analysis builds on the "Inventory of Possible Industrial Land Bank Areas" prepared in March 2015 by BERK Consulting et al. and presented at a public workshop in April 2015; the report was revised in September 2015. That inventory identified five sites – one site in the Urban Growth Area (UGA) and four non-UGA sites including the docket site for analysis as candidate alternative sites. The five sites are listed below and shown in Exhibit 2:

- 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.
- Site 5 consists of the Section 30 subarea plan site where the 2011 the *Clark County Employment Land Inventory* prepared by the Columbia River Economic Development Council (CREDC) studied two larger industrial properties.

This Alternative Sites Analysis document provides a comparative analysis of the sites using the criteria for what makes a good industrial site and provides a programmatic environmental review of the RILB application including: 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)). This document includes the following sections:

1. Introduction and Purpose
 2. Key Steps in Rural Industrial Land Bank Process
 3. Criteria for Industrial Sites
 4. Prior and Current Studies of Sites
 5. Assessment Comparison of Sites
 6. References
- Appendix A: Conceptual Plans, including Master Plan Objectives and Perimeter Setback Cross Sections
- Appendix B: Agricultural Lands Analysis
- Appendix C: Critical Areas Reports for Docket and Alternative Sites
- Appendix D: Docket Application Checklist
- Appendix E: Utilities Analysis, Docket Site
- Appendix F: Transportation Analysis, Docket Site
- Appendix G: 2007 EIS Summary Excerpt

Exhibit 2. Alternative Sites



Source: BERK Consulting, June 2015

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:

- 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 36.70A.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)).

Previously the “Inventory of Possible Industrial Land Bank Areas” prepared in March 2015 by BERK Consulting et al. and updated in September 2015 addresses Step A and B.1 by identifying potential criteria for a site and developing an inventory.

This Draft Alternative Sites Analysis addresses Step B.2. Under separate cover, a draft code has been prepared for Step D. Comprehensive Plan Amendments in Step C would be prepared when a site or sites is proposed for designation so that the appropriate amendments may be developed.

3.0 CRITERIA FOR INDUSTRIAL SITES

As described in the “Clark County Rural Industrial Land Bank: Inventory of Possible Industrial Land Bank Areas” (March 2015/Revised September 2015) industrial site criteria have been developed that address policy and practical considerations regarding what makes a good industrial site. See Exhibit 3. Topics address land use, economic development, utilities, topography and site configuration as well as compatibility. These criteria serve as evaluation criteria for the candidate alternative sites.

Exhibit 3. Industrial Site Criteria

Utilities	
1.	<p>System Development Charges</p> <ul style="list-style-type: none"> ● High costs ● Medium costs ● Low costs
2.	<p>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
3.	<p>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
4.	<p>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)
5.	<p>Sewer - Availability to wastewater disposal (<i>Clark Regional Wastewater District</i>)</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 (<i>Northwest Natural</i>)</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 - (<i>varies</i>)</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) • 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
<p>Transportation</p>
<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>

4.0 PRIOR AND CURRENT STUDIES OF SITES

All non-UGA sites were considered for industrial or employment center purposes in the 2007 Comprehensive Plan EIS; see the Alternative 3 map in Exhibit 4. Site 1 was also part of the Preferred Alternative in the Final EIS.

The 2007 EIS considered a range of natural and built environment topics addressing the cumulative effects of the subject Sites 1-4 becoming urban and changing to employment uses along with other urban and rural growth proposals. The implications of growth impacts to ecosystems, potential to convert agricultural resource lands to other land uses, disturbance of critical areas, increase in impervious area, increased demand for services, and contribution to traffic were evaluated. Policies, programs, and codes to reduce impacts were also identified.

This Alternative Sites Analysis similarly reviews the natural environment (critical areas), agricultural resources and land use, transportation, and utilities topics important to the potential designation of an RILB.

Two Section 30 properties are shown as Site 5 on Exhibit 2. The site was the subject of a subarea plan in 2004 and was annexed in 2008 and considered an employment center; a city led subarea plan and development agreements were prepared in 2009. See Appendix A for a subarea plan map. Environmental review has occurred as developments have been proposed.

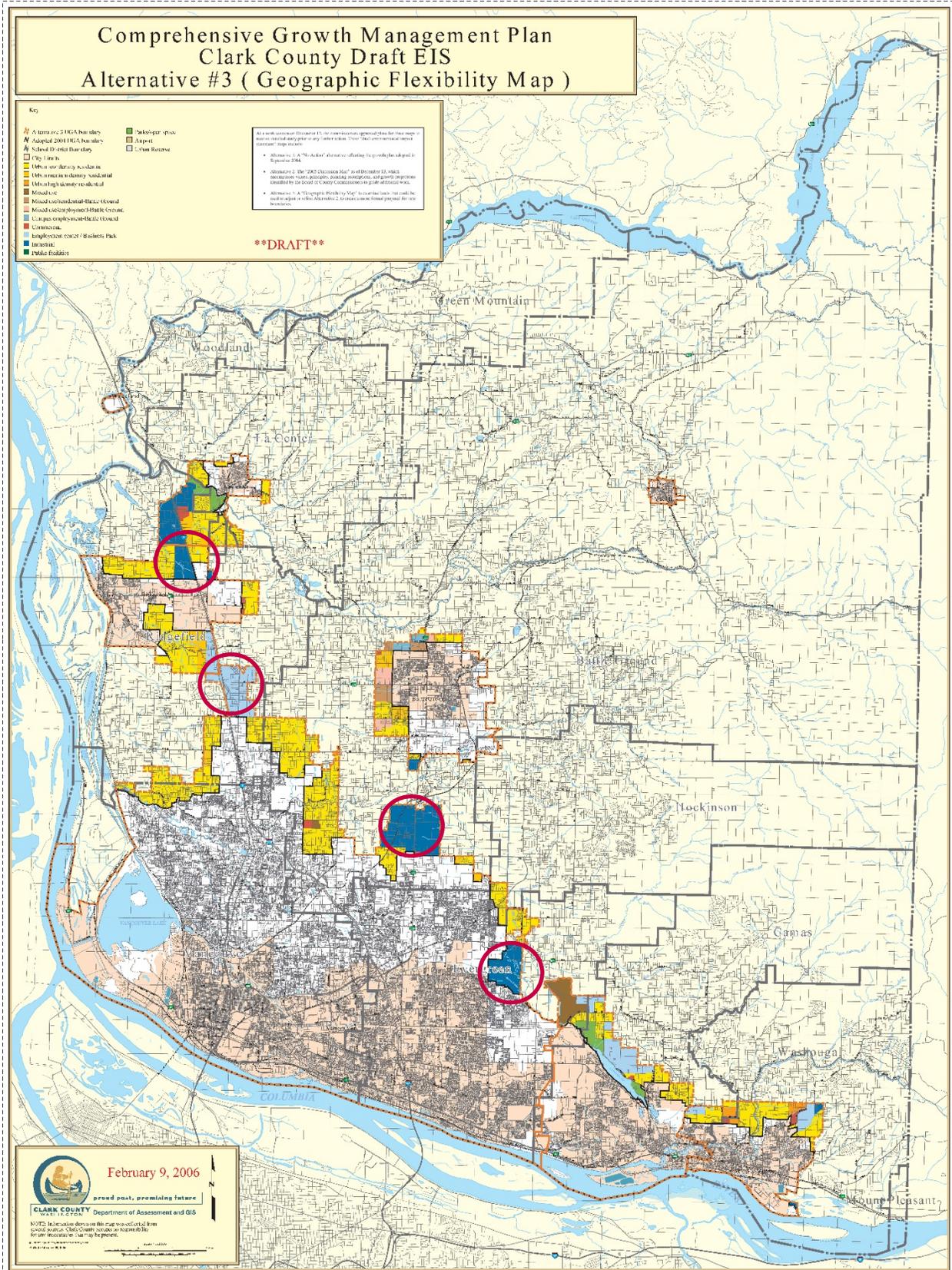
The potential to convert land in agricultural use to employment uses is considered in the Agricultural De-Designation analysis for all non-UGA Sites 1-4 (see Appendix B). All non-UGA Sites 1-4 have been reviewed at a planning level for critical areas presence in Appendix C. Section 30 plans have already considered environmental constraints and protections for Site 5.

Regarding Site 1 itself, the docket application has been considered (see Appendix D for the application SEPA checklist).

As part of preparing a concept plan (Appendix A) for Site 1, additional focused analysis has been prepared by the consultant team regarding utilities and transportation. See Appendix E Utilities Plan and Appendix F Transportation Study.

These prior and recent environmental studies have been considered in the evaluation of the Alternative sites in this report.

Exhibit 4. 2007 EIS Alternative 3



Source: Clark County 2006

5.0 ASSESSMENT COMPARISON OF SITES

Alternative Comparisons

Each site has been reviewed at a planning level for developability, and concept plans prepared (see Appendix A). Exhibit 5 shows basic information about site size and location for each alternative location. Considering site concept plans, presence of critical areas, and roads, each has different configuration and ability to be developed.

Site 4 has the most extensive critical areas and appears to have limited developability – about 6% of the total site area. The two developable areas mapped on Site 4 are separated by extensive critical areas. Appendix C indicates “Buffers on streams and wetlands as well as floodway development restrictions and the presence of a Bonneville Power Administration utility corridor would likely significantly limit buildable acreage at the site.” Thus this site is not further evaluated across all the industrial site criteria for what makes for a good industrial site. Prior environmental analysis in the 2007 EIS may be considered for Site 4.

Exhibit 5. Site Feature Comparison: Sites 1 through 5

Feature & Criteria	Site 1	Site 2	Site 3	Site 4	Site 5
a. Location	Docket: SR 503 & NE 119 th Street	Ridgefield North: NW 31 st Avenue & N 10 th Street	North of Vancouver UGA and South of Ridgefield: I-5 and SR 502 Junction	Anderson Dairy, East of Vancouver city limits at NE 162 nd Avenue and SR 500	Section 30, Vancouver city limits, NE 172 nd and NE 18 th
b. Primary Address	13207 NE 117th Ave, Vancouver, 98662 (east) 10901 NE 149th St, Brush Prairie, 98606 (west)	Multiple owners, agriculture use.	Multiple owners.	4507 NE 162nd Ave, Vancouver, 98682	Multiple owners.
c. UGA Adjacency	Vancouver UGA abuts to south	Ridgefield UGA abuts to south	Ridgefield UGA abuts to north and Vancouver UGA abuts to south.	Vancouver UGA to west	Inside Vancouver city limits
d. Gross parcel acres	602	412	764	366	325
e. Net Buildable Acres (Appendix A), estimated	378	179	219	23.5	Some grading and arterial needs. Percent buildable on two sites likely high but unknown.
f. Percent Developable, estimated	63%	43%	29%	6%	If subarea planned industrial and industrial office land uses occur on two sites: 66% potential industrial use.

Sources: Clark County GIS; City of Vancouver; MacKay Sposito; Anchor QEA LLC

Sites 1, 2, 3 and 5 are further evaluated in Exhibit 6 across all criteria. Information is based on information gathered from planning documents, website resources, and field observations. See Chapter 6, References and Appendices. Comparative analysis about the sites include:

- **Ability to Develop and Topography – All Sites:** Site 1 has the most area under 8% slope which is considered a feature important for an industrial site. Site 1 appears to have more acres available for industrial development potential (378 acres) than all sites, urban or rural. The second site with 213-325 acres of potential industrial area is Section 30. The low range is the estimated land demand in the subarea plan and the upper end are the total parcel acres of sites in CREDC study; the upper end likely overstates potential for development due to slopes and internal access that would be needed.
- **Critical Areas – Rural Sites:** Based on a site tour completed for the candidate alternative Sites 2, 3, and 4 in comparison to Site 1 where a reconnaissance was performed, the mapped environmental constraints at Sites 2-4, appear to be more significant than those mapped for Site 1, in particular due to topographical features, the presence of mapped fish bearing streams, and mapped floodways that are not present on Site 1. While each site contains mapped wetlands, the wetland features of the candidate alternative sites are more directly adjacent to mapped streams or other wetland features and exist within less disturbed or undeveloped habitat, whereas wetlands that may exist within Site 1 would all occur within agricultural lands. The available environmental information and visible site characteristics at the candidate alternative sites support the premise that development potential is more environmentally constrained at these sites than at Site 1.
- **Critical Areas – Urban Site:** As a site that was formerly mined in part, there are no mapped or known wetlands or streams. Site 5 has some geological hazards (steep slopes; landslide hazard areas) and wellhead protection areas. A challenge to developing the site includes multiple ownerships and the need to execute a coordinated grading plan.
- **Agricultural Lands of Long-Term Significance:** All sites in the non-UGA areas would result in a change from agricultural to industrial use if an RILB is approved. The sites meet some agricultural classification criteria and do not meet other classification criteria as identified in Appendix B.
- **Utilities:** Sites 1, 3, and 5 have access to water lines though upgrades for industrial use would likely be needed. All sites would require extension of sewer service. A conceptual sewer plan has been submitted by Site 1 applicant based on coordination with the Clark Regional Wastewater District. Through a Subarea Plan, Site 5 has a coordinated sewer plan. Site 2 has the least available adjacent utilities currently.
- **Transportation:** Sites 1, 3 and 5 have access to major roads and abut freight routes. Site 2 does not have direct access to I-5 and its network abutting the site is rural in nature. The road network would not substantively change if industrial uses were located in Sites 2 and 3 beyond the layout that exists today. With Site 1, the County could advance greater east-west connectivity per its proposed arterial plan and would help distribute traffic associated with the industrial development. Site 1 is the only site with rail access.
- **Coordinated Development and Land Use Compatibility:** All sites abut urban growth boundaries, and other properties with urban and rural uses. Site 1 with two common owners and large parcel sizes could be master planned with regional stormwater and wetland protection and perimeter buffer compatibility measures included. Sites 2 and 3 have multiple owners and a more complex pattern of critical areas that would make a coordinated development pattern with compatibility measures more challenging to implement. Site 5 is larger and has been planned in a coordinated way, but challenges include multiple property owners and differential topography.

Note: Site 4 has the most extensive critical areas and appears to have limited developability – about 6% of the total site area. Thus this site is not further evaluated across all the industrial site criteria for what makes for a good industrial site in Exhibit 6.

Exhibit 6. Matrix Evaluation of Sites with Industrial Site Criteria: Sites 1, 2, 3, and 5

Feature & Criteria	Site 1	Site 2	Site 3	Site 5
Water: Service Provider	Clark Public Utilities	Potential: City of Ridgefield	Clark Public Utilities	City of Vancouver
1. System Development Charges: High costs, Medium costs, Low costs	Charges to be determined. Published rate for 8" water meter is \$ 475,130 (2012). No published rate for 12".	Charges to be determined. City of Ridgefield: 1.5x In-City SDC (Per Meter Equivalent Size (MES)) For each MES \$3,950.00 8" water meter is 80 MES. At 1.5 times: \$474,000. No published rate for 12".	Charges to be determined. Published rate for 8" water meter is \$ 475,130 (2012). No published rate for 12".	Charges to be determined. Rate per one MES \$2,360.00 (2010). Meter Size 8" = 80.0 MES. Equal to: \$188,800. Meter Size 12" = 231.0 MES. Equal to: \$545,160.
2. Process Water - Capacity and adjacency (Volume and disposal; national averages)				
Capacity: High Tech Manufacturing 3 million gallons per day (GPD); Light Industrial 20,000 - 40,000 GPD	Usage depends on future user but would be consistent with IL Zone if RILB is designated. Water service to the project would need to be extended along the major roadways to provide water for processing, potable water needs, and fire protection. It is anticipated that water main extensions would need to be at least 12" diameter and improvements to the existing off-site water system will likely be required to increase capacity to the site.	Usage depends on future user but would be consistent with IL Zone if RILB is designated. There is no water infrastructure within the site area. Water service would need to be extended to site to provide for process water.	Usage depends on future user but would be consistent with IL Zone if RILB is designated. Water mains would likely need to be upgraded for industrial use.	The City of Vancouver will be the purveyor of water as Section 30 develops. The Section 30 utility concept plans show the approximate location of the water mains needed to complete a connected system to serve Section 30. Twelve inch water mains should be sufficient for most development; however, if an exceptionally large water user were to locate in Section 30, additional improvements may be necessary to handle the intensive industrial water needs.
Adjacency <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 	Current Infrastructure is adjacent to the property: Water Mains in NE 117th Ave (SR 503) (10"/12" Water Main), NE 119th Street (12" Water Main), and NE 144th Street (12" Water Main), NE 124th Street (12" Water Main)	There is no water infrastructure within the site area. Both City of Ridgefield and Clark Public Utility water lines lie to the east of the site east of I-5 about 350 feet from the eastern edge of the parcel. The size of these is water pipes is 8-inch diameter. Additionally, there is an existing 12-inch diameter water line about 0.3 miles south of the site in the City of Ridgefield.	Water lines are present on the eastern edge of the property east of I-5. The size of the water lines are unknown. There are no water lines west of I-5 in the vicinity of the site.	A few 12 inch water distribution mains exist within portions of the street right-of-ways located along the boundaries of the plan area.

Feature & Criteria	Site 1	Site 2	Site 3	Site 5
3. Potable Water - Capacity and adjacency (Volume)				
Capacity: High Tech Manufacturing 3 million gallons per day (GPD); Light Industrial 20,000 - 40,000 GPD	See #2 above.	See #2 above.	See #2 above.	See #2 above.
Adjacency <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 	See #2 above.	See #2 above.	See #2 above.	See #2 above.
4. Fire Flow – Capacity and adjacency				
Adjacency <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 	See #2 above. Hydrants adjacent.	See #2 above. No water lines or hydrants in site, and would need to be extended.	See #2 above. Hydrants located where there are businesses along NE 10th and 219 th on the east side of I-5.	See #2 above. Hydrants are located on peripheral streets.
Capacity <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) 	See #2 above.	See #2 above.	See #2 above.	See #2 above.
Pressure <ul style="list-style-type: none"> • 95+ (exceeds pressure required) • 45-75 psi (preferred range) • 35 and lower (undesirable) 	See #2 above.	See #2 above.	See #2 above.	See #2 above.
5. Sewer / Wastewater Provider	Potential: Clark Regional Wastewater District.	Potential: Clark Regional Wastewater District or City of Ridgefield	Potential: Clark Regional Wastewater District or City of Ridgefield	City of Vancouver Potential: Site 41 Served: Site 42
Adjacency <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 	Within 1 mile. Gravity sewer main is present in NE 124th Avenue about 1000 feet south of the property (i.e. south of NE 119th Avenue, at the intersection of NE 124TH Avenue and NE 114th Street).	No sewer lines in site or abutting land. Exists within one mile of the property. City of Ridgefield Comprehensive Sewer plans show extension south of the site. New forcemain and pump	Further than one mile south of the site is a small (4-inch diameter) forcemain. This force main would not have capacity for an industrial development. Gravity sewer lines are further south in the Vancouver UGA or further north in the Ridgefield UGA (about 3 miles	Gravity sewer service to existing sewer mains is not feasible for most of Section 30. A 12-inch sanitary sewer main is located near the intersection of SE 1st Street and NE 192nd Avenue. This main will provide a discharge

Feature & Criteria	Site 1	Site 2	Site 3	Site 5
	<p>Conceptual plan for extension prepared with docket application.</p>	<p>station planned south of N 10th per 2013 Sewer Plan. Site not in analysis of plan.</p>	<p>north to gravity sewer lines in the City of Ridgefield). Clark Regional Wastewater District has some of this area included in its 2013 Comprehensive Plan Update (Basin #48). A pump station is proposed near 209th Street on the east side of I-5. Additionally, City of Ridgefield Comprehensive Sewer plans show extension of sewer to area just north of the site. New forcemain and pump station planned on NW Carty Road per 2013 Sewer Plan. Site not in analysis of plan.</p>	<p>point for domestic sewage pumped from Section 30.</p>
<p>Capacity: High Tech Manufacturing 2.4 million gallons per day (GPD); Light Industrial 20,000-40,000 GPD</p>	<p>Sewer service to this project would be provided through the construction of two sanitary lift stations. On-site sanitary sewer would gravity drain to one of the two lift stations. The northern lift station would pump to the southern pump lift station; the southern lift station would pump to the existing off-site sanitary sewer system in NE 124th Avenue.</p> <p>Area was considered for inclusion in UGA in 2007 Environmental Impact Statement, and calculated as part of potential sewer flows and costs in Alternative 3 and the Preferred Alternative.</p>	<p>Area not currently planned for inclusion in sewer planning area.</p> <p>Area was considered for inclusion in UGA in 2007 Environmental Impact Statement, and calculated as part of potential sewer flows and costs in Alternative 3.</p>	<p>Area was considered for inclusion in UGA in 2007 Environmental Impact Statement, and calculated as part of potential sewer flows and costs in Alternative 3.</p>	<p>The City of Vancouver will be the purveyor of sanitary sewer as Section 30 develops. The utility concept plans show the approximate location of the sewer mains needed to complete a connected system to serve Section 30. Twelve inch sanitary sewer mains should be sufficient for most development; however, if an exceptionally large water user were to locate in Section 30, additional improvements may be necessary to handle the intensive industrial water and wastewater needs.</p> <p>For efficiency and cost effectiveness, a maximum of two public pump stations should be sited to serve all of Section 30.</p>

Feature & Criteria	Site 1	Site 2	Site 3	Site 5
6. Power: Clark Public Utilities (CPU)				
<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>Electrical infrastructure in NE 119th Avenue and along Highway 503 (NE 117th Ave). CPU has an existing substation located at the southeast corner of the project site, along NE 119th Street. This substation has some existing capacity to serve a portion of the proposed industrial properties development depending on electrical demand. The existing substation has capacity to provide approximately 5.5 MW.</p>	<p>Power lines are visible in aerial mapping on NE 31st Avenue. Substation location appears to be southeast of I-5 at the eastern boundary of Ridgefield (CPU Union Ridge Substation 8427 S 5th St).</p>	<p>Power lines are visible aerial mapping on main roads: SR 502 (NE 10th Avenue, NE 219th Street). North of the Site, there is a CPU Pioneer Switching Station, 23910 NE 11th Ave. South of site is CPU Jones Substation 15325 NE 10th Ave, and west of the site is the CPU Clark Substation, 3414 NW Carty Rd.</p>	<p>Electric power is supplied to the planning area by CPU. Power lines are visible in Google Earth on main roads: NE 1st Street, NE 18th Street, and NE 192nd Avenue. West of the site appears to be CPU Fishers Substation, 16612 SE 1st St, and east of the site is CPU Lacamas Substation, 6100 NW Friberg-Strunk St. BPA maintains a high voltage transmission line that runs in the east-west direction along the north edge of the plan area.</p>
<p>Capacity: 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>	<p>Electrical service to the industrial development would require installation of backbone electrical infrastructure to a central area of the project. Additional electrical infrastructure in the form of distribution conduits and conductor and distribution transformers would also be needed.</p> <p>If the project demand is greater, then a new substation would be needed somewhere in the project. This substation could be setup with a redundant transmission source and with redundant transformers to improve system reliability depending on the ultimate users' power needs.</p>	<p>Capacity unknown. With no nearby substation, likely improvements would be greater than for Site 1.</p> <p>Area was considered for inclusion in UGA in 2007 Environmental Impact Statement. The 2007 EIS indicated: <i>CPU has instituted an aggressive energy conservation policy and provides incentives to customers to encourage their participation in conservation efforts. For this reason, CPU expects to be able to expand the electrical system to serve development, no matter which alternative is selected. Likewise, availability of electricity is not expected to be a limiting factor for new development. (However, industries with special power needs – either total amount or reliability – may prefer to locate near existing substations or in areas where the power grid is more fully developed.)</i></p>	<p>Capacity unknown. See Site 2 for information about 2007 EIS Power discussion. Improvements likely similar to Site 1.</p>	<p>Capacity unknown. Improvements likely similar to Site 1.</p>

Feature & Criteria	Site 1	Site 2	Site 3	Site 5
Costs: High, Medium, Low	Electrical system upgrades are paid for by the developer. Rates will depend on use. CPU has identified industrial rates.	See Site 1.	See Site 1.	See Site 1.
7. Natural Gas- Proximity, capacity, predictability, continuity, affordability (Northwest Natural)				
Adjacency <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 	Adjacent. 6" Main in NE 117th Ave (Hwy 503).	In Northwest Natural service area. Adjacency is unknown.	Same as Site 2.	Private utility providers to the Section 30 plan area include Northwest Natural Gas. Adjacency is unknown.
Capacity <ul style="list-style-type: none"> High Tech Manufacturing 2,000 MCF @ 8 PSI 50,000 therms or 5,000 MCF/Month 	NW Natural is planning significant backbone infrastructure reinforcement in this area within the next few years that will exceed the 2,000-5,000 mcf/month demand usage load requirement.	Local capacity unknown. Area was considered for inclusion in UGA in 2007 Environmental Impact Statement. 2007 EIS indicated: <i>The demand for electricity, natural gas, and other natural resources would increase in Clark County as growth occurs.</i>	Same as Site 2.	Local capacity unknown.
Costs: High, Medium, Low	To be determined based on particular uses. Northwest Natural will be investing in area.	To be determined based on particular uses	To be determined based on particular uses	To be determined based on particular uses
8. Telecommunications: Century Link QC				
Adjacency <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 	Fiber optic data infrastructure is installed along Highway 503 (NE 117th Avenue), in NE 159th Street, and NE 119th Street. Copper data infrastructure is installed in various locations around the perimeter of the proposed industrial property, see Utility exhibit for locations.	Telephone lines visible similar to power lines – see #6.	Telephone lines visible similar to power lines – see #6.	Telephone lines visible similar to power lines – see #6.

Feature & Criteria	Site 1	Site 2	Site 3	Site 5
Site Features				
<p>9. Site Topography</p> <ul style="list-style-type: none"> 0-8% Slopes (highly developable) 8-15% Slopes (moderately developable) 15%+ Slopes (undesirable) 	Whole site less than 8% slope.	64% is less than 8% slope based on soil classification data.	80% is less than 8% slope based on soil classification data.	Western quarry slopes are steep and high. Subarea plan notes: <i>Site elevation and grade transition between properties should be coordinated to maximize the development potential of Section 30.</i>
<p>10. Soils</p> <ul style="list-style-type: none"> Hydic soils (wetlands) Infiltration capacity (High, Medium or Low) 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>Well drained to moderately well drained. Mapped hydic soils.</p> <p>Soil limitations to foundations (moderate to severe limitations; severe based on hydic soils).</p> <p>National Earthquake Hazards Reduction Program (NEHRP) predominantly Class D except for peat soils.¹</p> <p>Liquefaction risk Very Low to Low except for peat soils.</p>	<p>Moderately well drained. Mapped hydic soils.</p> <p>Soil limitations to foundations (moderate to severe limitations; severe along stream corridors).</p> <p>NEHRP Class C. Liquefaction risk Very Low to Low except for stream corridors which are Low to Moderate.</p>	<p>Moderately well drained. Mapped hydic soils.</p> <p>Soil limitations to foundations (moderate to severe limitations; severe along stream corridors).</p> <p>NEHRP Class C and D. Liquefaction risk Very Low to Low except for stream corridors which are Low to Moderate.</p>	<p>Excessively drained. No mapped hydic soils.</p> <p>Slight limitations predominantly. NEHRP Class C. Liquefaction risk Very Low.</p>
<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>See Anchor QEA report February 2015. Small area of liquefaction, NE corner. Oregon white oaks and other habitat in NE corner. About 66 acres of wetlands based on site reconnaissance, less than based on GIS mapping database.</p> <p>Category 2 Critical Aquifer Recharge Areas on both properties. Wellhead Protection Area on west side.</p>	<p>See Appendix A, Anchor QEA June 2015. Riparian habitat conservation areas and biodiversity areas located throughout the site likely are comprised of mature forest and complex understory of sub-canopy. Riparian area good or excellent quality habitat and may support fish and wildlife. Oak Woodland conservation areas to north. Wetlands are likely to be associated with jurisdictional tributaries.</p> <p>The area lies in Category 2 Recharge Area.</p>	<p>Numerous tributaries to Gee Creek exist throughout the site with moderate to good condition riparian areas. Potential unmapped seasonal tributaries. Effective buffers smaller due to existing impervious area.</p> <p>Lies in a Category 2 Recharge Areas.</p> <p>There are some wellhead protection areas to the west and north.</p>	<p>As a former mine site the area is highly altered. There are steep slopes and potential landslide hazard areas. There are Category 1 and 2 Critical Aquifer Recharge Areas.</p> <p>There are public and private wellhead protection areas.</p> <p>A Bonneville Power Administration easement and owned lands with high voltage transmission lines would also present a constraint.</p>

¹ NEHRP Soil Site Classes categorizes the potential for enhanced or amplified ground shaking and range from A (the best - hard rock) to F (the worst - soft clay or swamp muck). See Clark County Code - Chapter 40.430 for more detail.

Feature & Criteria	Site 1	Site 2	Site 3	Site 5
<p>12. Environmental Contaminants (prior uses, including Agriculture)</p> <ul style="list-style-type: none"> • Yes (High, Medium or Low contamination) • No 	Use is in agriculture. Use of herbicides.	Use is in agriculture. Likely use of herbicides.	Highway commercial may have current or former sites using hazardous materials. There is an existing gas station subject to state standards for underground storage tanks. Some parcels in agriculture or rural residential use.	Former County landfill in part of Section 30 adjacent to private owned sites. Clay cap installed. Groundwater monitoring occurring.
<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)^{2, 3} • Adjacent parcels allows for future expansion⁴ 	<p>Total site area is 602 acres. Parcel sizes range from 1 to over 100 acres, but are in two ownerships that each equal over 100 acres. Parcels are over 400 feet in depth.</p> <p>A land use concept shows developable areas of 10-60 acres served by a new circulation plan, regional stormwater system, and wetland protection.</p> <p>As the area would subdivide in the future, many 400 foot deep parcels are possible. Adjacent parcels may be appropriate for similar designations of industrial.</p>	<p>Total site area is 412 acres. Typically rectangular. Parcels range from 5-75 acres in size, with some in common ownership exceeding 100 acres. Most parcels have 400 foot parcel depths.</p> <p>However, as shown on the concept plan, the site is ribboned with streams. The actual developable area is more limited and in chunks that are typically less than 25 acres; one developable area is about 44 acres. Developable areas may cross parcel boundaries of different owners.</p>	<p>Parcels range from 1-75 acres in size and are rectangular and square. Some parcels have 400 foot parcel depths and some less than that (e.g. rural residential lots).</p> <p>Chunks of developable land are 30-47 acres east of I-5 and smaller west of I-5 are smaller. Developable areas may cross parcel boundaries of different owners.</p>	Typically rectangular and with 400 foot depth. Parcels range in size and are around 25 acres in size; some are in common ownership.
<p>14. Ownership</p> <ul style="list-style-type: none"> • Common ownership of properties (minimal acquisition time) • Multiple ownerships (maximum acquisition time) 	While there are multiple parcels, there are two owners.	Multiple owners and moderate parcelization.	Multiple owners with greater parcelization.	Multiple owners and moderate parcelization.

² 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.

³ 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

⁴ Once two land banks are designated, no further expansion would be feasible under the Rural Industrial Land Bank provisions of GMA.

Feature & Criteria	Site 1	Site 2	Site 3	Site 5
Land Use				
<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>Agriculture (Ag) with Industrial Urban Reserve & Railroad Industrial Urban Reserve Overlays. See Appendix B for dedesignation analysis.</p>	<p>Ag with Industrial Urban Reserve Overlay. See Appendix B for dedesignation analysis.</p>	<p>Rural Commercial, Rural-5, and Ag with Industrial Urban Reserve Overlay. See Appendix B for dedesignation analysis.</p>	<p>Industrial Comp. Plan Land Use and Employment Center Mixed Use (ECX) zoning Planned Non-Retail or Mixed Uses are: Office Industrial 100 acres, Industrial 113 acres.</p>
<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 	<p>Most of surrounding area is designated Agriculture. North of the site east of SR 503 is a small airport.</p> <p>South (and west) of site along SR 503 frontage there is compatible Industrial zoning. Industrial use would be more developed in character than surrounding areas.</p> <p>There is an ability to provide a landscaped buffer – 100 feet assumed in concept plan. See Appendix A for cross-section of the perimeter buffer.</p> <p>Site lies north of a Community Commercial node at NE 119th Street.</p> <p>Close to potential workforce and housing options in Vancouver.</p>	<p>Adjacent to the west Agriculture is designated in unincorporated County.</p> <p>South of the site are the Ridgefield city limits where residential and light industrial uses are planned.</p> <p>Across I-5 to the east Office Park is planned.</p> <p>To the north the County’s Agricultural designation is applied. A tribal casino is planned on a tribal trust land though designated Agricultural.</p> <p>Within the site, streams and buffers would separate development. Due to the location of streams, development would likely be closer to roadways with less setbacks possible compared to Site 1.</p>	<p>Site is fully in Industrial Urban Reserve with Rural Commercial, Rural-5, and Agriculture designations.</p> <p>On the periphery Industrial is planned in the Vancouver UGA to the south, and in Ridgefield to the north. To the east and west of the boundaries are additional Agricultural designations.</p> <p>Within the site, Industrial uses could be clustered around a central Rural commercial area which could have design standards; parcelization may make significant buffers on peripheral agriculture and rural residential areas more challenging.</p> <p>The site is between Ridgefield and Vancouver UGAs where there are housing options, and a potential workforce.</p>	<p>To the north, east and west are Urban Low Density Residential designations. To the south is Industrial designated land. A Commercial node is located to the southeast.</p> <p>Close to potential workforce and housing options in Vancouver.</p>
Transportation				
<p>17. Transportation impact fee burden [Fee per trip: County 2013]</p> <ul style="list-style-type: none"> High Costs Medium Costs Low Cost 	<p>Orchards North: \$735.00 Rural 1: \$365</p>	<p>Rural 2: \$79</p>	<p>Rural 1: \$365</p>	<p>City Fee – Cascade District: \$223 (2015)</p>

Feature & Criteria	Site 1	Site 2	Site 3	Site 5
<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 route⁵ • 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>The study area is bisected by SR 503, a five-lane state highway. Approximately 24,000 to 26,000 vehicles per day were projected to traverse the segment of SR 503 between NE 119th Street and NE 149th Street per data in WSDOT’s 2014 Annual Traffic Report.</p> <p>SR 503 is a freight route.</p> <p>The site has more than one access point.</p> <p>SR 503 will be limited in terms of signal location.</p> <p>Development of the Rural Industrial Land Bank Concept has the potential to result in a need for transportation improvements.</p> <p>The SR 503 Circulation Plan and Arterial map unit would require implementation to distribute traffic.</p> <p>The site is located near Vancouver with source of employees.</p> <p>A preliminary capacity assessment at a planning level was conducted and found that with the proposed road network in place, there is sufficient capacity along SR 503 and County-maintained collectors and arterials in the vicinity to accommodate development of the RILB properties for industrial use. See Appendix F.</p>	<p>Abuts I-5 as freight route but does not have direct access. Access would be primarily via north-south NW 31st Avenue corridor linking to I-5 via interchanges at LaCenter Road to the north or Pioneer Street to the south.</p> <p>Very limited connectivity/options.</p> <p>NW 31st Avenue is a rural 2-lane road, appears to be designated R-2 (Rural Major Collector).</p> <p>N 45th Avenue/Pioneer Street roundabout to the south needed to access I-5 is operating close to capacity at Comprehensive Plan buildout and probably could not absorb Site 2 trips without mitigation (intersection is already programmed as a multi-lane roundabout).</p> <p>LaCenter Road interchange proposed to be reconstructed in conjunction with Cowlitz Tribal Development proposal.</p>	<p>SR 502 bi-sects site east-west and connects to I-5.</p> <p>WSDOT is now widening SR 502 to four lanes with a median barrier between I-5 and Battle Ground. Completion projected in 2016.</p> <p>Access to SR 502 likely not allowed except at key signalized intersections.</p> <p>No County Roads shown serving property west of I-5. Potential future NW 219th Street extension shown in yellow west of I-5 – this is a project desired by Ridgefield but unfunded.</p> <p>Virtually no roads to west of site connecting to I-5; this may mean there would be a need to construct 219th west of I-5 to serve site and modify interchange.</p>	<p>A recent study was developed by the CREDC, indicating “Limited access or challenges in obtaining access” for Site 5.⁶ Congestion in the study area is on Mill Plain Boulevard and on 164th Avenue per the Section 30 subarea plan.</p> <p>The existing perimeter roads although classified as principal and minor city arterials, are today 2 lane unimproved rural type roadways.</p> <p>A subarea plan was prepared for Section 30 by the City of Vancouver in 2009.</p> <p>The City has a detailed traffic study and a long list of infrastructure needs, many of which the City is working towards (NE 1st Street corridor is currently under conceptual design), future NE 18th Street and NE 192nd Avenue widening to 5-lanes linking SR 14 interchange to the south and new I-205 interchange to the west.</p>

⁵ 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.

⁶ The CREDC established a Land for Jobs Committee the 2011 and completed the Clark County Employment Land Inventory. It applied to urban areas.

Feature & Criteria	Site 1	Site 2	Site 3	Site 5
<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) 	Chelatchie Prairie Railroad traverses the western site.	Not available	Not available	Not available
<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 	About 18 minutes without traffic.	About 26 minutes without traffic.	About 22 minutes without traffic.	About 16 minutes without traffic.
Other Criteria				
<p>21. Suitability for existing industrial cluster or targeted cluster consistent with the Clark County Economic Development Plan (commissioned by CREDC in 2011)⁷ and compatibility with Light Industrial (IL) zone uses [CCC 40.230.085 Employment Districts (IL, IH, IR, BP)].</p>	<p>Technology and traditional light manufacturing and distribution of goods would likely be possible where allowed by IL zone. Professional services and health services limited by zoning and GMA provisions for the RILB establishment.</p>	<p>Same at Site 1. The presence of streams and buffers may mean smaller industrial uses.</p>	<p>With parcelization likely that light industrial uses would be smaller.</p>	<p>Light industrial and tech/flex, office, retail and residential planned in Section 30 plan. Some not compatible with RILB statute (i.e. residential, more than accessory levels of retail).</p>

⁷ http://www.clark.wa.gov/planning/2016update/documents/FINAL_Clark-County-ED-Plan-9_2011.pdf

Mitigation Measures

At a programmatic level the following policy and code standards would reduce potential environmental impacts.

Clark County Rural Industrial Land Bank Draft Development Regulations: Several elements of the draft RILB development standards would minimize natural and built environment impacts associated with light industrial development where the RILB is established:

- **Land Uses:** Generally, IL zone uses would be allowed with a focus on light manufacturing. Some uses would be restricted either due to potential incompatibilities with onsite industrial uses or abutting rural residential uses.
- **Perimeter Setback:** A 100-foot perimeter setback is proposed that is greater than the standard setback for the IL zone.
- **Landscaping:** A dense screen and berming is proposed within the 100-foot perimeter setback.
- **Street Standards and Stormwater Quality:** Private road standards are included to be more compatible with the concept of the regional stormwater and rural character of the industrial land bank.
- **Application of Environmental Quality Measures:** The County's critical areas and stormwater regulations would apply to protect ecosystems and water quality. The Southwest Clean Air Agency Regulations would also apply addressing air quality. County roadway concurrency and commute trip reduction requirements would likewise apply to ensure County levels of service are met and roads are improved concurrent with development.
- **Infrastructure:** Future RILB development would have to demonstrate adequate and available infrastructure and services and would be responsible for the extension of infrastructure as appropriate.

Master Plan Concept: The Site 1 Master Plan Concept would protect critical areas functions and values and accounts for buffers, and develops a stormwater solution that mimics the natural hydrology of the site. The Site 1 Master Plan Concept includes 100-foot perimeter landscaped buffers for compatibility with rural residential areas abutting the site. The Site 1 Master Plan Concept incorporates onsite circulation and a circulation plan that advances the SR 503 Circulation Plan and the County's Arterial Plan. New infrastructure would follow the circulation plan; utility providers have been contacted regarding extension of sewer.

6.0 REFERENCES

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