



Clark County Planning Commission

Steve Morasch, Chair
Ron Barca, Vice Chair
Rick Torres
Karl Johnson
Richard Bender
Matt Swindell
Robin Grimwade

CLARK COUNTY PLANNING COMMISSION THURSDAY, FEBRUARY 21, 2019 MINUTES OF PUBLIC HEARING

Public Services Center
Council Hearing Room, 6th Floor
1300 Franklin Street
Vancouver, Washington

6:30 p.m.

CALL TO ORDER & ROLL CALL

JOHNSON: Okay. It looks like we're ready. My name is Karl Johnson, I'm the Acting Chair tonight. Steve Morasch, our Chair, recused himself for conflicts of interest, and Ron Barca, our Vice Chair, missed a flight and he might be coming in here, so if we see Ron and you see us switch over on this, be patient.

First off, I'd like to introduce Rick Torres, Rick is a new Planning Commissioner, so go easy on him and remember all of us are volunteers up here, I'm a school teacher in the Battle Ground School District, we all come from different places and do our best to disseminate the information and give a recommendation to our County Councilors.

So I'll start off by calling this meeting to order. This is the Clark County Planning Commission of course, like I said I'm the chair. Right now is there any Councilor that would have a conflict of interest that they would like to disclose? Okay. Seeing none, can we get a roll call.

ROLL CALL

MORASCH: ABSENT
GRIMWADE: ABSENT
BARCA: ABSENT
SWINDELL: HERE
JOHNSON: HERE
TORRES: HERE
BENDER: HERE

Planning Commission Procedures

JOHNSON: And before we begin with our general and new business, I'd like to read something we do every time and it's probably good for tonight too.

So our procedures are as follows: We will begin the hearing with a staff report. The Planning Commissioners will ask the staff questions if they have any at that point. I will then open the hearing for public testimony.

Members of the audience who wish to testify on the hearing need to sign in on the sign-in sheets at the back of the room. So if you sign in, I'll get those sheets and they'll be up here and I'll just call you in the order you came. If you signed and you didn't want to speak, it's okay, I'll call your name and we'll go from there.

Members of the public wishing to give oral testimony, please come to the front of the room and face here, there's two microphones there. Mental note, make sure you say your name and who you are and go slow like I'm not doing because we have someone recording this.

The chair has discretion to make the following statement, and I will tonight, if reasonable and appropriate under the circumstances, testimony on this matter will be limited to three minutes per person. Your testimony should be related to the applicable standards for this hearing. The relevant standards are set out in the staff report copies of which are available on the table in the back of the hearing room.

If you have any exhibits that you want us to consider such as a copy of your testimony, photographs, petitions or other documents or physical evidence, please hand it to the staff and they will send it up to us. This information will be included for public record and we will consider it as part of our deliberations.

When you testify, you must testify at the front table in the front microphone so the court reporter can hear your testimony. State your name and address for the record and spell your name for the court reporter. Be relevant and concise and please do not repeat yourself or others testifying. I will then close the public testimony portion of the hearing.

The Planning Commission will deliberate and ask staff to answer questions or make rebuttals. The Planning Commission will then take a vote on their decisions. Our recommendation will be forwarded to the Board of County Councilors who have the final decision-making authority.

With that said, I'll take a motion for the approval of the agenda for February 21st, 2018.

GENERAL & NEW Business

A. Approval of Agenda for February 21, 2019

BENDER: Make a **MOTION** that we approve the agenda for April 21, 2019.

SWINDELL: I'll **second** it.

JOHNSON: Motion is moved and seconded. All those in favor?

EVERYBODY: AYE

B. Approval of Minutes for December 6, 2018

JOHNSON: I'll take an approval of the minutes for December 6th, 2018.

SWINDELL: **MOVE** that we approve the minutes from December 6th, 2018.

BENDER: **Second.**

JOHNSON: Hearing a motion and a second. All those in favor?

EVERYBODY: AYE

C. Communications from the Public

JOHNSON: All those opposed? Okay. This is a time right now where we'll take communications from the public for items that are not being talked about tonight.

So if you have something other than the two items, the University District or the Urban Holding, that you would like to come up and speak to, we can do that right now. Seeing none, we'll now move to the public hearing items.

PUBLIC HEARING ITEMS & PLANNING COMMISSION ACTION:

A. CPZ2019-00026 Clark County Unified Development Code (Title 40) Amendment:

No.	Title/Chapter/Section	Description
1	40.230.050	Amend. University District use table (40.230.050-1) to include dormitories as an outright permitted use.

Staff Contact: Laurie.Lebowsky@clark.wa.gov or (564) 397-4544

First on the docket is CPZ2019-00026, Clark County Unified Development Code Amendment, and we're looking at the Amendment of the University District, staff report.

ORJIAKO: Good evening members of the Planning Commission. For the record my name is Oliver Orjiako, Community Planning Director. And let me quickly introduce who will be giving you the presentation or the discussion tonight, that will be Laurie Lebowsky, Public Works, Lynn Valenter who is the Vice Chancellor of Finance and Operation for WSU-V and then Don Hardy a consultant from BergerABAM.

Before I continue the agenda for this evening, staff will give you background on the University District and WSU-V and present to you the proposed change to the University District and in essence discuss why are we making the change and why now followed by discussion of last year's open house, three in total, that the university conducted.

What I will say to that is that the university did that as a way to engage the community out there, those that live within the boundaries of the university, if you will, and the community at large to be transparent in terms of the proposal that we're going to be discussing with you and their master plan that will be coming later as part of the process, so they will discuss that I believe.

And then we will be discussing with you the process and timeline as it relates to this part of the proposal and the next step that the university will go through and then finally look to the Planning Commission for your direction or questions and then your recommendation to the Council.

So with that I will turn it over to Laurie Lebowsky.

LEBOWSKY: Thank you. Thank you, Mr. Orjiako. So I'm going to give the background on, for the university code update. This docket item will amend the use table in the university code and we'll talk a little bit about the open houses, but first let me give a brief history of both the University District Code and WSU Vancouver.

First of all, I want to say that both the university code and WSU Vancouver are not new to Clark County. In 1989, WSU Vancouver was located on the Clark College campus. Washington State also, Washington State University also established branch campuses in Spokane and the Tri-Cities also in 1989.

In 1992, the original campus master plan was prepared for WSU Vancouver. In 1994, both WSU Vancouver and Clark County collaborated on the establishment of the university zoning district and the university zone itself was established in our development code in 1995.

WSU Vancouver began admitting freshman. Originally the campus just had upper class students and graduate students; however, in 2006, WSU Vancouver began admitting freshman and sophomore students. And also in 2006, Clark College, the Clark College building on WSU

Vancouver campus was completed. In 2009, the undergraduate classroom was completed at WSU Vancouver.

I will also want to add that WSU Vancouver has paid approximately \$2 million for road improvements at the direction of the County to mitigate for current and future trips to and from the campus. In addition, every time WSU Vancouver goes through a site plan review for every single project they pay traffic impact fees.

This as far as this docket item, as you see in your binders, it's a simple text amendment to the development code. In Exhibit 1 of your binders, Page 4, you'll see that the only change to the code is to include dormitories as a use permitted outright in the development code. So this will allow, the reason we're doing this change to the code is that it will allow WSU Vancouver to proceed with their master plan update.

With that, I am going to turn the presentation over to Lynn Valenter.

ORJIAKO: Next slide.

VALENTER: Thank you. In addition to housing, it should also be pointed out that we were looking to site student serving buildings, non-state buildings reflect the addition of iTech Prep which has already been approved and is under construction, but was not included specifically in the master plan, so there are some other things, but housing is the primary motivator. Why housing, why now?

It has been since we started admitting freshman and sophomores in 2006, it's been the number one question asked by our current students at orientation. They want to know when we're going to get housing and they would like housing. Over 95 percent of our current freshman come from Clark County, so these are not students who are from elsewhere.

As one mother said, I love my child and I want them near but I don't necessarily want them in my house in their bedroom, so students feel much the same way I suspect. Traditionally housing is a bridge from being a minor student to being an adult on a university campus. So you live at home, you grow up and then you graduate high school and then when you go to college, you have a housing experience that provides that bridge from living on your own and apartment living and so it's not the same as living at home with mom and dad, but there is more independence but also some oversight.

The primary driver or one of the primary drivers, maybe the primary driver for offering student housing is the impact it has on graduation. Higher Ed institutions increasingly are focusing on how do we get students not just in the door, but how do we graduate them in a timely manner and without disruption to their educational experience.

Research shows that engaged students, which is a term of art, but engaged students are far more likely to be retained and then graduate. One of the ways that a student can become

engaged is by living on campus and housing. So their whole world now revolves around being a student. They may have a job off campus or not, they may have a significant other off campus or not, or parents, but their life primarily revolves around being a student and we find that that enhances their retention and graduation.

I think with that, I'd like to turn it over to Don to talk about the open houses that we held.

HARDY: Thanks, Lynn. I'm Don Hardy with BergerABAM. We worked with WSU as part of the process here, they've hired us to help them with the master plan process. Zimmer Gunsul Frasca is the lead architecture firm that put the master plan together and we're assisting them with that process.

Part of what the university wanted to do at the outset is to get public input, community input on the master plan that they were, that's being proposed. It's not really being discussed in detail tonight, it's the university text amendment, but they wanted to get information from the community.

So they held three open houses, one in February, one in March and one in April of 2018. The first one was intended to get general information from the community about peoples thoughts about student housing.

The second one took that information and developed it into locational areas on the campus, which you see above you on this map, and part of the locational issues were looking at areas to have separation of housing from adjacent neighborhoods, putting it away from them, also having the ability to have students walk within a five-minute distance to student union and food services which is also part of the master plan. Most of the master plan that was done in 2007 is remaining the same, really the only additions are the student housing and student union building.

I wanted to speak a little bit about the 2007 master plan. We were involved with that process as well and that in 2007 there was the provision for graduate faculty housing that was added to that 2007 master plan. This would end up, this before you, if this is approved would be adding undergraduate housing as well. I'd be glad to talk more about the outreach in detail, but I just wanted to touch on a few things in terms of the outreach process.

There were a number of press releases that were done. The Columbian also ran three articles on the WSU and student housing. And in addition to that, there was a notification to the neighborhood associations regarding this. I'd be glad to go into detail on what was, a little more detail if you'd like on the input that was received from the open houses, but in general folks were generally focused on the location of student housing, also parking, lighting, those were issues that were brought up. There were folks that did not want housing, but the general gist of the open house information that we received, we provided that to Laurie and the County is that essentially people were most concerned about the location, and I'd be glad

to go into detail of that further if you'd like. Thank you.

VALENTER: The campus master plan updates existing campus plans that have been presented, developed and adopted. We're looking at very similar design elements, layouts. We did refine some elements to distinguish between things within the Loop Road and outside of the Loop Road and also tried to do a little better job of being specific with the elements that we anticipate carrying through the building designs, which include things like the camas basalt, the nature of the brick and the metal, green metal roof. Specific designs and attributes of each building are actually developed and addressed at each site plan review which we go through for every new project.

Parking was mentioned by several people and I thought I'd just provide a brief summary. We have around 1800 parking spaces on campus, so we have plenty of parking, we don't run out of parking. The fees for parking vary by lot, but in general they're about just over \$3 to 5 something per week, so for comparison that's similar to a roundtrip bus fare on C-TRAN within the county. I think we need to go back to the map so I can show where we're proposing housing.

HARDY: And could I add just one item. There would be a full master planning hearing through the Hearings Examiner process, that's one thing I forgot to mention, which will get into all the details of, and there's a master plan document that goes through and identifies standards the university will hold themselves to in addition to the University District Zone itself, so just to add that in. So that's a subsequent step to this hearing tonight which is really not on the master plan approval but on the text itself, the text, the university text change.

VALENTER: And so just for reference, we had called out in the previous master plan under site graduate and faculty student housing it was never built, there wasn't a market need for it, so the two new sites for undergraduate housing appear as W so they're right here. And for reference, my eyes are really bad, the entrance road kind of comes up here, there, and that's the conversion.

HARDY: Yeah. That's the O is the graduate faculty housing location which would also have undergraduate housing as proposed.

VALENTER: Thank you. Other elements are that trails are open to the public, and when we had the hearings, that was something that we got uniform appreciation of. And additional buildings will be in the character of development with WSU, but as I noted there, we are distinguishing somewhat between the internal and the external to the bus loop, for example, for iTech Prep but that's not really part of the text amendment so I'm not going to go into any more detail. With that, I'd like to refer back to Laurie.

LEBOWSKY: Okay. Thank you Lynn and Don. So I'm going to proceed to talk about the public review process for first regarding the Type III process for the master plan update which is

not what we're hearing tonight, but I do want to emphasize the opportunities for public involvement with the Type III process.

The different bullet points that you see on this slide, each point includes an opportunity for public notice and/or public comment from the pre-application review for Type III.

Neighborhood associations are noticed of pre-application reviews. The SEPA, the State Environmental Policy Act review for a Type III process is project specific, that provides opportunity for public comment. The notice of the Hearing's Examiner hearing, it's published to property, we send out notice to property owners within 300 feet of the action, and then there's the notice of the Hearing's Officer decision. So, again, I want to emphasize each point is an opportunity for public notice or public involvement associated with the Type III process.

Coming back to our process tonight, I want to talk about the public input or first the testimony that we've received for tonight. We've received many e-mails and letters that you on the Planning Commission have received copies of. We have also posted all of those e-mails and letters regarding this docket item tonight, they are posted on our web page.

We've received several letters opposing and also supporting the change to the University District Code. I also want to point out that the notice of Planning Commission tonight was mailed to property owners within 300 feet of WSU Vancouver and our department, Community Planning, had sent that out twice. Also, have the SEPA review as part of the University District Code update which you all have copies of in your binder, also the legal notices in your binder.

For the audience tonight, it was mentioned that there were sign-in sheets, there is a sign-in sheet that is specific to the University District Code update, I would ask you that if you want to keep receiving notice and updates regarding this process all along, please sign that sign-in sheet and please include your e-mail address and we will keep you updated as far as the docket process and the master plan update.

I also want to point out that we, as you see in the different squares up there for the public process, that we did go to the Development Engineering Advisory Board and they unanimously recommended approval of this Title 40 development code change. Since this is only a change to the development code, it's not a change to the comp plan, the comprehensive plan, so in this situation when this eventually, this item eventually goes to the County Council should they adopt the ordinance for this change, that would go into effect 15 days after it's approved, so we don't, it's not part of the annual reviews and dockets, it's a little separate because it's not a change to the comprehensive plan.

Staff recommends that the PC recommend approval of this Title 40 development code change as shown in Exhibit 1 of the staff report in your binder of the staff report. And with that, that concludes staff presentation tonight. And I'm happy to take any questions anyone here from the Planning Commission. Thank you.

JOHNSON: Okay. Thank you very much. Questions?

BENDER: Yeah. The housing, is it for all four years?

VALENTER: Well, it would be open to any student on the campus. Traditionally the primary occupants of housing like this would be freshman with some sophomores, but it would be open to others.

BENDER: But juniors and seniors though, theoretically?

VALENTER: Yes, to juniors and seniors and graduate students.

BENDER: Is there a curfew associated with the on-campus housing?

VALENTER: We've not developed any plans, we don't have a project. I'm sorry.

BENDER: The next question. The 3 to \$5 per week for parking, is that bought though as a package for the whole semester?

VALENTER: It's available on daily. It varies, there's daily pay, there's scratch permits, but typically people buy permits by the semester or the year.

BENDER: Rough estimate, how much of the parking lot during the week is actually occupied?

VALENTER: It varies. Peak demand this year tops out at 90 percent for a few hours on a few days, so it's somewhat less than 90 percent, we don't average it over the entire week just because peak is what we try to manage to.

BENDER: What I'm trying to wrap my head around is 29th Street and the side streets off of that, it's a sea of cars and the kids are walking up to the campus in congo lines and it seems like you're either trying to avoid the 3 to \$5 per week, which I can't see that because it's not that big of sum, or there just isn't enough parking. Any comment?

VALENTER: I know that it's not that we don't have enough parking. I think it's also a little more complicated because there's also topography issues, but we do have sufficient parking.

HARDY: And just to add to the parking issue. It's reviewed every time there's a site plan review, permit process for each academic building. There is a traffic study report that's been prepared for that that assesses the parking on the campus, and just to support what Lynn's saying, it's not a parking, lack of parking issue in terms of the issue of students parking off campus, so just to set the record straight on that issue, so I just wanted to make that clear.

BENDER: Well, what do you think the reason for using 29th Street and the side streets are

then?

VALENTER: Well, it's public and it's legal is part of it, it's also not a far walk, it's very close. So I think avoiding paying a permit is desirable, but I think people use it also to walk and it's not inconvenient.

BENDER: Thank you.

VALENTER: That is a little of speculation, it's somewhat puzzling.

BENDER: I understand.

SWINDELL: I just want to ask, with the, I know you don't have anything in the works or any plans or anything, but with students asking and I think a lot of people are probably wondering with this going through, do you speculate is it 2022, is it '25, how soon do you think there might be something brought forward?

VALENTER: So let me share what my research shows and what I'm, I don't have a time frame, but let me just share how I get to what I think if I may.

So in general we need somewhere upwards of 500 freshmen probably to make a project work. In general a project, I understand from others, we don't have housing, but needs about 300 beds to make it pencil out economically. So for us to be able to fill 300 beds, we need something upwards of 500 freshmen. We started with 200 freshmen in 2006 and we currently have around 350 to 370 freshmen. More recently our growth has stalled, and so we've been just a tiny bit up in the last several years, so really that's what's going to drive it.

Once we -- also because any time you build something new, economically there's more risk involved. And so as a first time project, the financing will need to be a lot more defensible, it's going to be held to a higher standard, and so I suspect it will be more than 500, but we have not put out RFPs because we don't have a project, it's not in our current -- we did do a feasibility study back in 2006 and it said that there may be, there was demand for student housing, but at that point it wasn't enough that we had a project. Does that --

SWINDELL: Yes.

VALENTER: -- answer you as well as --

SWINDELL: Yeah, as well as you can answer that.

VALENTER: I would also say that we're a university, we don't -- it's not often we do things quickly, and so our State projects take six years from predesign through construction, this could be somewhat less, but I still anticipate it would take at least three or four and we'd have to do

the demand analysis, the market analysis before that, so I would think it would be very, very difficult to have it in anything less than four years and that would be assuming everything fell into place.

SWINDELL: Okay. Great thank you.

TORRES: I have a question. Is there any research been done or data that you have saying how many new student or transfer students are electing to not even look at the school because there is no housing or I mean how many do we lose?

VALENTER: No. We do have our student body president here who may testify to that a little bit later because he conducted, went before you as president, he conducted tours for prospective students, but that's one of the challenges is that there are a lot more graduates in Clark County that we feel like we could serve if we had housing, but they're looking for residential experience, so it's hard to get data on who your customers aren't because, you know, they just look on the website which is mostly how students find colleges.

So it's suggested that it's certainly significant, but how significant, I don't have any way of knowing, and that's probably what would be done through a marketing study is we'd probably try to survey like high school juniors and seniors and see what they're looking for, why do you, why don't you consider, et cetera.

TORRES: Thank you.

JOHNSON: So it's always about balance to me, and whenever we get a room full of people it is interesting because, and you're kind of getting the backlash of this, is that we get community members saying, you know, look, these are our concerns and they're real.

And I used to, you know, I used to always have it in my head what I was going to do before, you know, okay, I know what I'm going to do, but then we would find out I would hear somebody say something they go that's reasonable, and a lot of the testimony that we've got is on parking and things to me that are reasonable.

And I was a student, I call WSU the best kept secret in Clark County. You don't probably want to hear that, but it's a jewel, it's a beautiful place and it's a beautiful neighborhood behind it, but I have seen that parking issue. And so my question kind of looks backwards and says look, all right, kind of what did you do or what have you done, and sometimes you can't do anything because like you said it's legal and the kid is going to park, you know, where he doesn't have to spend his money, but do you -- where do you get most -- okay.

First off, do you have a complaint place where we're funneling these complaints? These are kind of simple questions I know, but like where does it go? If someone from the community says, you know, I'm getting sick and tired of the cars blocking my driveway, who do they call at

the university, do you have a complaint department?

VALENTER: We don't have a centralized complaint department as it were. Typically they would reach out probably to the parking office, sometimes we get complaints from facilities. We honestly don't get a lot of complaints.

And before everybody behind me rises up, I just want to be forthright, it doesn't mean they like it, it's just they've been living with it. So the idea that our students or faculty or staff or campus visitors, anyone can park on the streets, it's difficult because it's legal and it's public streets and they're open to the people that want to park there.

JOHNSON: Sure. Yeah, and I don't -- I want you -- my line of questioning is to kind of bring in that voice and say, look, this is an issue, it's an issue in the testimony, it's an issue that I've heard before that how do we do that. And I always go, okay, how do you mitigate that, and we're not at that process now, but we have people here that are going to say, hey, look, this is a real issue.

There are those that are going to say I don't care what it is, I don't want anything else, I like it how it is, but at the same time there is that person that says every day I have this. So one other question, do we still have the campus police?

VALENTER: Yes.

JOHNSON: They are a real police officer; correct?

VALENTER: They are real police officers.

JOHNSON: Do they have authority to drive outside and police anything?

VALENTER: So there's a Mutual Aid Agreement with the Clark County --

JOHNSON: Clark County Sheriff, okay.

VALENTER: -- Sheriff's Office; however, that like we responded to a rape and we were the close, an alleged rape and we were the closest responding, we have the authority to do that. We do not have the authority to go off of campus and ticket it or enforce parking off of campus, that is under the jurisdiction of the sheriff's office, but for emergencies or crimes we do have a Mutual Aid Agreement.

JOHNSON: That's very important because then the, yeah. Okay.

VALENTER: And if I can just offer one other thing. In partnership with maybe some of the people behind me, I don't know, but they came to us and said there's a problem and so we did

collaborate on designating some streets and the County was part of that designating some streets as two-hour limits only certain, during certain hours, and so we did work to communicate and supported that process, it's imperfect, but...

JOHNSON: No, and that's really kind of where I'm going is that a lot of this is a partnership and I would encourage you going forward to really -- I liked what Laurie said, opportunities in partnership, and through this process it's critical because that's how we solve some of these problems and we don't land them up here and say, look, for the last five years I've been dealing with this and I've not been heard and now it is reasonable to me when a community member says, look, you're going to put in dorms, more kids, more parking or whatever and we haven't either been heard or we don't have a process to make this, you know, to mitigate this.

So I would really encourage you to, and I know we're doing it with the outreaches, but to really hear that voice especially on the backside there because, you know, it is a real issue and I remember hearing about it 10 years ago, 13 years ago.

VALENTER: Well, the County did make some of the roads, they shortened the, there's a no parking zone and so they did shorten that, and to the best of my knowledge that's been honored, so there may be that there's something else that can be done, but that's outside of my area of expertise.

JOHNSON: Okay. Thank you. Any other questions? Okay. We will bring it back here now and we're going to open this up for the planning, or excuse me, for the community to testify. And I have your names here, and again, if you just wrote your names and you don't want to testify or if something's redundant, feel free to go, Karl, I'm good.

I'm going to hold you to three minutes only because we've got another issue right behind you too, so you've got the red, yellow button, just be good to us because I hate having to cut you off in the middle of it, it's not fun, so...

Public Testimony

So first up I have Marcella Huennekens; is that correct?

HUENNEKENS: My son-in-law will read my letter.

JOHNSON: Okay. Your son-in-law, can he come up right now and state your name and all this stuff.

DUKE: William Duke and this is for Marcella, so...

HUENNEKENS: I've been involved from the beginning in the early '90s when three different options for the 350 plus acres were presented to the interested neighbors.

When meeting with WSU and representatives from other prospective parties, they explained their plans and ideas to us and we then were able to ask questions and share our opinions. It finally came down to WSU Vancouver which most of the community felt best fit into our neighborhood. We queried Dean Hal Dengerink and Glenn Ford, the go-between man, about how it would be structured, how many years and what subjects would be taught.

We were assured time after time that it would be upper graduate only and they would not be changing the elevation nor would they be building dormitories on the property because there was plenty of apartments and/or homes to rent around the site. The County and school both realized the multiple problems it would cause with the extra traffic and walkers leaving trash, soda cans, food wrappers and bags thrown items on the ground or behind bushes.

They promised there would not be any changes to the elevation, then they started moving the dirt to the southwest corner. Mount WSU and each of the many times we called, their comment was we need a place to put the dirt for now but will be using the fill dirt for later. The change in elevation would only be six inches and will not interfere with anyone's views.

The need for parking garage was suggested many times and the answer we received is it's just too expensive. The school needs a parking garage way more desperately than dormitories with the cars currently parking from 139th Street going up the hill to who knows where. I've seen them parking up 29th Avenue to 159th Street and some using the side streets as well.

Basically we have tried to be good neighbors working with WSU Vancouver all these years and we all want WSU Vancouver to succeed, but I also expect them to keep their word and/or handshake. Thank you.

JOHNSON: Thank you. William, you were just on the list, do you want to speak yourself?

DUKE: That is correct. I have a letter also.

JOHNSON: Oh, okay. So this will be a separate three minutes. William Duke is next on here, so...

DUKE: We have a property directly across 29th Avenue from WSU campus. We had worked with WSU representatives from the outset and trusted that what they told us to be true including the following: No elevation changes, views would not be interfered with; upper graduate university only; no entrance or exit from 29th Avenue except emergency vehicles. We've seen actually the campus police using that as an entrance or exit. No emergency but they're using it as a travel path, bad precedent. It was going to be a commuter campus, meaning no on-site housing.

The first to go was the elevation change when they started excavating and storing the dirt in

the southwest corner along 29th Avenue directly in front of our property. We questioned Hal Dengerink at meetings about Mount WSU and were told it has to go somewhere. We used to be able to see the valley below but no longer.

As far as keeping it upper graduate only, that change was fine, except that it brings in so many more students who don't want to pay the parking fees so they park all over the neighborhoods and main streets. We can't even park in front of our own homes anymore unless we have a permit, which Lynn spoke on that.

WSU needs to find a way to either include parking fees with tuition or stop charging them so their students will park on campus. No entrance or exit from 29th Avenue needs to be kept for emergency vehicles only. 29th Avenue has heavy traffic and parked vehicles that already create a multitude of hazards for both pedestrians and vehicles. Adding even more traffic will increase the danger to the area. It must be remembered that the WSU Vancouver site is within a neighborhood, not a commercial area.

This neighborhood includes a five-acre county park located along 29th Avenue directly across from WSU. Children, their pets and families come to play and have fun and enjoy themselves. Opening an entrance or exit from 29th Avenue could have devastatingly tragic consequences.

We were assured there would be no dormitories or on-site housing needed since this would be a commuter campus and that if housing was needed, there was enough rentals nearby. To date it's even more true with many new homes and apartments that were developed since WSU Vancouver has come into our neighborhood, so on-site housing is just not needed.

For the most part we enjoy having the campus here and would like for us all to be good neighbors. We realize things change as time goes by, but being true to your word and what has been represented should never change. Thank you.

JOHNSON: Thank you. Next up, Pam Wolle.

WOLLE: Pass.

JOHNSON: Okay, Pam, pass. Glenn Tribe.

TRIBE: Pass.

JOHNSON: Pass, Glenn. Okay. Debbi Patton. Pass, okay. Mike Tribe. Michele Huffman.

HUFFMAN: No.

JOHNSON: No, okay. Denny Huffman. Vince Chavez.

CHAVEZ: Hello. I'm Vince Chavez. I go to WSU Vancouver right now. I'm current --

HOLLEY: Spell your last name, please.

CHAVEZ: Chavez, C-h-a-v-e-z. I'm the current student body president and I'm here to talk about housing and I just want to give you a little bit of background on me.

I study biology and neuroscience right now, I'm one year away from graduating and I was last a student ambassador and what that entails is giving towards to prospective students. As Lynn mentioned, in orientation that was one of the questions that was always asked, but to students who were coming and looking at our campus, that was also one of the most frequent questions I got without fail. It was every other tour that I would get, is there housing on campus, on this campus or what are the housing options around.

There are students who commute up to 45 minutes from Longview to get to our campus, and I currently am fortunate enough to still live with my mom and my two brothers. If housing was an option, I know that more students would be able to take that option and really not have to potentially clutter the streets.

And I will say I'm guilty of that. My freshman year during the summer I didn't need a pass for school, so to play basketball and to walk the trails and to do my exercise on campus, I would park on that side street and, yeah, play basketball, and I know people don't want to hear that, but that's just the reality of things.

Like you all said, if there is an option, university students, I don't think that many people can relate to us in this room, but we're tight on money and tuition has increased a lot, and whenever there is an option to look at something more feasible, that is an option that we take, and I know that student housing would be really important for our students. And I'm here not just to represent the current students, but really the best interests of all students moving forward and, yeah. Thank you.

JOHNSON: Thank you, Vince, appreciate it. Okay. I think it's Troy Fitzgerald, did I get it right, the first name right? I couldn't read it, I'm sorry.

FITZGERALD: Troy Fitzgerald. I just have a couple of questions and I'll keep it simple.

I believe her name was Lynn mentioned a Mutual Aid Agreement with the Clark County Sheriff's Department. I've only lived in this neighborhood maybe 15 months. I've noticed a bunch of, you know, the whole parking issue, everybody wants to bring up the parking issue, but with the influx of students and the potential of dorms, would there be an increase of law enforcement presence?

Currently we see them sporadically and we know that funding for law enforcement is at a minimal and the way the patrol distribution plan works obviously X amount of people, X amount of police. So would the influx of students, is that going to increase our police presence?

Next is what impact would commercial zoning, these students, there aren't, there aren't many close proximity eating establishments, college students don't want to eat in a cafeteria. So what impact will that start doing for commercial zoning down the road? That's pretty much it.

JOHNSON: Yeah. I would encourage you, Laurie, if I'm right here, to forward those and at least we can get some type of response if we can because if I tried to answer it, so I don't know if we have the answers right now, Laurie, or if we want to just get his e-mail.

ORJIAKO: We will take your name and work with you and anyone else that has similar concerns. As the university representative indicated they have not proposed any type of student dorm, the number of capacity or the number of rooms that they're going to be proposing, all those are going to come in the future, and as that comes or becomes clear, I think those type of conversation will then be more crystalized.

JOHNSON: It looks like is it Relth, Relth Tom?

TOM: Just visitor. Thank you.

JOHNSON: Just visitor. Okay. Mike Olson.

ODREN: Odren.

JOHNSON: Excuse me?

ODREN: Odren.

JOHNSON: Odren. Sorry, Mike. I tried, man.

ODREN: No worries. Mike Odren, O-d-r-e-n. I'm here representing the Development Engineering Advisory Board.

On January 3rd we did hear a presentation from Ms. Lebowsky on the proposed code amendment to allow housing on the WSU-V campus. We did have a couple of questions for her during that presentation and Ms. Valenter during that one did come up with regards to potential increase in traffic as well as, well, the increase in traffic would be addressed certainly during the Type III master plan review with additional traffic studies.

One thing that struck me as I was sitting back there and thinking about this, as this is a

commuter campus and if they allow students to live on campus, that would actually kind of translate into a reduction in trips to and from campus.

The other comments that came up during that time was whether or not if they had on-campus housing whether or not that would also cause for a need in food service that their response was, well, they didn't have anything programmed at this time so they didn't know, might be a public/private partnership but who knows what that would be, that again would keep those internal trips to the campus itself, so...

I'm here just as a representative of the DEAB and have any, you know, I'm here to answer any questions that you might have.

JOHNSON: Questions of the DEAB? Nothing? No.

ODREN: Appreciate it.

JOHNSON: Thank you. Last on our list is Stephan Abramson.

ABRAMSON: I wasn't planning to testify.

JOHNSON: Okay. Thank you very much. Okay. Is there anybody else that did not get on the list that would like to testify? Come on up to the microphone, please. Thank you.

MURPHY: My name is Randy Murphy, M-u-r-p-h-y. I'm actually here for the other one, but I live due north, 40 acres of WSU. My curiosity is on the map. Where would the entrance and exit be onto the traffic for where a dormitory would be put in?

LEBOWSKY: It would be the existing entrance and exit that's --

ORJIAKO: That's Salmon Creek.

LEBOWSKY: -- yeah, Salmon Creek.

MURPHY: The windy one that goes up the Snowball Hill?

LEBOWSKY: The other one on 29th.

JOHNSON: The yellow, is that the yellow road?

LEBOWSKY: Yeah, the yellow road right there.

MURPHY: So that's the road right on Salmon Creek Avenue itself?

LEBOWSKY: Right.

MURPHY: Which the creek runs west which hits the banks which that is probably de-staled the bank in the last 20 years of a good foot and a half. What is the impact of another 500, possibility of another 500 vehicles on that Salmon Creek Road? Already it's congested at times during the day with college students.

JOHNSON: Well, again, you know, we're looking at a Type III review that would address all those at that time --

MURPHY: I was just curious though.

JOHNSON: -- and in that is the traffic impact and what those impacts are, we don't know and I mean those would be determined. So at this time I don't -- I don't -- I understand what you're saying, you know, is there more, is there less, I think that's an unknown, I think you could look at the cup both ways that, well, if you had them there on campus, maybe there would be less.

MURPHY: I was just curious, I didn't know whether --

JOHNSON: I think the biggest thing you need to know here, and I'll just reiterate it, and correct me if I'm wrong, Oliver, is that this process to go forward to say, okay, we're going to build these, that Type III process is where that's another great opportunity for the community to say, okay, look, if this is approved by the County Councilors that these things need to be addressed and to a fine detail that they'll be held to that standard and so I don't, I think that that's the part where you kind of go, yeah, that's the concern, it's a reasonable concern and let's make sure we do it right or not do it I suppose.

MURPHY: I travel it every day, so...

JOHNSON: Yeah. No, and that's a fair question. Oliver.

ORJIAKO: Yeah, I have nothing else to add except to say that it's my understanding that the entrance to where the housing will occur will be the existing entrance. So at some point as they begin to develop their site plan if this is approved, then that conversation will continue to occur where will access be and whether there's going to be any other alternative access, but my understanding is that the access to where the campus housing will occur will be from the existing access from, I believe from Salmon Creek Avenue.

Now there has been some conversation about the road that 29 will play, I don't know that at this point, it's unknown. So as more information as they come in with their site plan and their scale and so forth and the number of student housing or unit that they will be providing, then those type of issues will be the time to be developed, those conversation will be made more clear. I will ask that you sign up so that we can notify you when we move to that next phase

so that you can continue to participate and be made aware of the proposals coming from the university.

MURPHY: Okay. Thank you.

JOHNSON: Thank you. Any others that would like to testify that didn't get their name on the list? That being said, let's bring it back to the Planning Commission for discussion.

Return to Planning Commission

SWINDELL: Well, I guess I'd actually like to really ask a question and that is a little bit of a concern that the public was told years ago never going to be any student housing, never going to be any freshmen and things are changing along the way, I mean I'm just curious what, you know, if I could ask, do we have any recollection of what was actually said? Do we have any history on that and how that was presented to the community in the past if I could? Sorry.

VALENTER: I'm just going to speak in general. I was not part of the university at that time, but I have been told by numerous credible people that people were told by a variety of individuals, State legislatures or other people that there would not be housing, and in fairness I don't want to throw anyone who used to be part of anything under the bus, at that time I believe they were speaking the truth and that's why we're here today because we can't have a change of that magnitude without the opportunity for public input, so I would not dispute and I've heard from numerous people who they themselves as former legislatures told people that there would not be housing, so I do, I would validate that. Is that what you were looking for?

SWINDELL: Yeah. And I guess I'd just say that for someone to say that without knowing being able to tell the future that just seems like a very bad thing to do to the public to tell them that this is never going to happen because you never know what's going to happen, you don't know the growth, you don't know what's going to happen around you, you don't know the opportunities.

So I'm of the opinion that I'm really curious to see, to move forward to see if having housing on the site is actually going to reduce maybe some of these parking issues, it might actually help that, it seems like it would, but I don't know. Have you guys, has anybody even looked at that, see how that might look?

VALENTER: I would just note that the architect who couldn't be here tonight has done projects all over the United States and he felt it was an important point that typically residential housing would reduce traffic impacts, but that's not a certainty we would be held accountable for that, but in general they're residential so they don't need cars to commute to and from campus.

HARDY: I'd just like to add to that a little bit more specifically. We provided this to the

County, we have a technical memorandum from SCJ Alliance, they're traffic consultants, they're experts in their field, Anne Sylvester's been working on the campus for more than 20 years and she did a study for both parking and traffic generation on the campus and as was suspected if you're, the conclusion of the report was as suspected, if you have dormitories, student housing on a university, you actually have a reduction in trips, it makes sense logically that you would have that situation.

The kids that are parking there, they are going to use food services, I mean that really is the intent here. There could be some kids driving off the campus, but again, you're looking at the finances of the student, most of them are probably cash dropped.

The parking issue, there would be a slight increase in parking because you've got the student fare; however, the important thing to remember here is that the 2007 master plan set the stage for student head count and that's remaining, so the student head count is not changing.

A few other things that were brought up, I just want to address those items. There's no proposed access on 29th Avenue. What was approved was bus access in the 2007 master plan, that's the only thing that would remain, so there's no intent to open that access point up.

Just a little bit more background. The university in addition to what Laurie identified in terms of mitigation, there's two Development Agreements WSU has with Clark County, one is from 1999 and one is from 2008. Unlike a lot of developments, it just happened once and they're done, the university continues to grow and expand and part of that is having predictability.

So the university has spent a lot of money and done actual physical improvements at traffic signals, one for example at Salmon Creek Avenue and 119th, they paid for that signal. They paid for the proportional share of the signal at 50th and 119th as well. They will be looking at issues for access dealing with campus access here for our students coming down the hill which would be the main access, each site plan review looks at issues like traffic signal warrants, at some point there may be a signal at that intersection. The university is also donating land as part of the Development Agreement along Salmon Creek Avenue, it is on the TIP for being approved, that roadway there.

So the university really wholistically has looked at a long-term picture here unlike other developments that really have not been perhaps tested to the same level, and that was intentional so that they could continue to expand. We all see traffic, we see that in this community. Part of what they're trying to do is be proactive and address traffic issues as they happen.

There have been very intensive traffic study information that's been done for the university, but essentially they've mitigated for the impacts that they are planning to have long-term, it's a long-term play, and so that's part of this is, is they're not done like a Fred Meyer, one shot and you're done, this is going to continue, there's multiple buildings that are still planned, academic

buildings on the campus.

Yes, you know, there is additional traffic, but the university has gone through and done that Development Agreement in advance. It didn't go into those level of detail since that's kind of the master planning piece that's going to be tested later.

I just wanted to give you guys some more background. So I'd be glad to answer other questions as well.

TORRES: You made a point about head count not increasing.

HARDY: Yes.

TORRES: Can you explain that a little more clearly.

HARDY: So head count in 2007 was the ultimate head count is 14,070, the head count that's identified in the master plan in 2007, that is not going to be increasing. Head count is the basis for the trip generation, not square footage on the campus. So it's all formulated based on that determination. So that generates traffic generation that's looked at for level-of-service throughout the community.

WSU in the last 2007 master plan was working with WDOT, that was before the 139th Street interchange was happening. So we were looking at proactively at how to integrate that traffic, what was going to happen when 139th was going to come through. So head count is a determination and they're locked into that. So it's essentially there's going to be no increase in terms of what the anticipated impacts would be for traffic, they've all been addressed.

TORRES: Okay. Thank you.

JOHNSON: Dick, any questions? Any other questions?

BENDER: I get it. Institutions evolve and they grow especially as the population that they serve grows. A lot of the citizenry was given certain promises which haven't come to fruition and that makes for bad relationships between the neighbors around the institution and the institution.

There is one problem although I think that can be solved and that's the on-street parking, and I would encourage the university and the citizenry to form a joint committee and talk to Public Works and talk to the Sheriff's Department, try to come up with a plan.

I know in other cities that I visited in California when a neighborhood is overrun with parking, the parking permits are issued to the people that own property there and those permits must be viewed in their car in order for having on-street parking, that's one potential that could be

looked at.

Another is folding into the tuition. I know nobody wants to see tuition go up, but you got a problem here. Parking is mandatory as far as buying a permit in your tuition, that means that everybody would have a parking permit and that could use up to a hundred percent of the current on-site parking.

You have three years to solve this problem for this code change that you want to have made, maybe even longer, I think that would be more than enough time, I wouldn't see more than six months needed to solve the problem and talk to the various agencies that are involved with this.

So I can't see bringing more grief to the citizenry around the institution that we're talking about until at least one little problem, one little bone is given to the citizenry and that is parking in their own neighborhoods where they live and want to enjoy the tranquility of their neighborhood.

JOHNSON: Yeah. I, again, you know, one of my complaints, and like I alluded to earlier, is this general idea of a way to communicate with the people around whatever we're doing, bear with me here, but the surface area mining people are coming up on both sides and this one lady came up and all she said was my house shakes and it was heart wrenching and it was real and I remember going, you know, somebody didn't listen to this poor lady and that didn't get solved.

So my encouragement is it's all about balance, you know, and my questions kind of center around a way to communicate as you grow. It is a beautiful campus, it is a worthy campus. It is something that Clark County can be proud of. I call it the jewel, it is, and I'm biased, I went there, but the idea is that it's going to grow, students are going to grow, traffic's going to grow, right on the table behind us is 179th, you know, that whole area is just going to, it's going to do it. So how we mitigate it and how we communicate with each other really comes back to the university and I like what you said about, you know, we've done a lot of things and we're being very proactive.

I think these are real complaints, I think they're reasonable. I remember talking to late Hal, the gentleman before, and he had told me the opposite, we're going to grow, you know, and that was Hal, he was just an on fire guy, you know, and I don't want to throw him under the bus because I know that his heart was for the university, but as we go forward I think it is very prudent that we lay out a path for the citizens to have a voice in this and do better just generally because a lot of it seems like there was some things that weren't happening.

To the community, I think this is an opportunity to be a part of something. Growth is growth, and I understand and I understand when things change and we are changing and we are growing and this is a place in Clark County that everybody wants to be and you put dormitories in a university and they will come and we have to recognize that and go, okay, but how do we

make it so your views, I like your comment on Mount WSU, I didn't know that was there, that's cool, but blocking views and things like that, look it, those are things that I think if we talk about it and we work through them, we don't just say, well, it's going to be there, it is reasonable what is coming from our community.

And so I encourage you going forward that we really heartfelt try to find a way to pull the community in and fight to get them in here and say let's have conversations. I'm a teacher and I teach, I teach wood shop in Battle Ground School District and I teach middle school and teach an 8th grader about hope and about out there is a great world, one of the conversations you can go to a university right down the road and nobody knows about it, don't tell them, okay, but, no, it's right there, you don't have to go to Pullman or you don't have to cross the river and I think that's incredibly important.

So, you know, I vote to support this, but I want you to understand it's nerve racking and I get really frustrated, and I know Commissioner Barca isn't here and I think he does too, is that sometimes your community comes forward and says you're not hearing, you're not hearing us, you're not hearing us, and the stakeholders say, yes, we are, we are but we're not dealing with the issues, and that doesn't mean we always get our way but that means these are real issues, those kids park there, we just heard the WSU president say he did, and somehow we got the knuckle head factor from our kids, we got to stop that because that's their home, so that's all I got to say.

Any other questions or comments? Okay. With that, roll call. Whoa, I need a motion.

COOK: Motion.

JOHNSON: Excuse me. I need a **motion**. Chris, you're good, you're fast. I need a motion and a second, please.

SWINDELL: I **MOVE** that we approve CPZ2019-00026, Clark County Unified Development Code.

TORRES: **Second**.

JOHNSON: Okay. With that, hearing a motion and a second, can we get a roll call, please.

ROLL CALL VOTE

SWINDELL: AYE
TORRES: AYE
BENDER: NO
JOHNSON: AYE

JOHNSON: Hearing 3 out of 4, **motion passes**, and we move on. Okay. Up next we have CPZ2018-00021, this is in regard to the Urban Holding of I-5 and 179th Street Plan Phase 2.

PUBLIC HEARING ITEMS & PLANNING COMMISSION ACTION, continued

B. CPZ2018-00021 Urban Holding I-5/179th Street Area, Phase 2:

The proposal will remove the comprehensive plan and zoning urban holding overlay. The proposed comprehensive plan map amendment will occur on six properties (181581000, 181548000, 181466000, 181580000, 181701000, and 181702000). These properties are designated with Single Family Residential Land Use and Zoning. The approximate area of the proposal is 143 acres

Staff Contact: Matt Hermen at (564) 397-4343 or Matt.hermen@clark.wa.gov

JOHNSON: Once, again, just kind of reminder of the kind of three-minute rule, I'm not going to hold you, you know, if it's a second or two, I don't mind, but just be good stewards of what we're doing there. With that, can we get a staff report, please?

ORJIAKO: Again, Planning Commission members, for the record, Oliver Orjiako. With me is Matt Hermen, Public Works, we also have Ahmad who is the County Engineer and also Director of Public Works who will be also staff giving you the presentation this evening.

This is a request to release urban holding in the I-5/179th corridor. I think the Planning Commission saw the first phase which was Killian/Three Creeks and you approved that and the Council also did approve your recommendation. So this is Phase 2 within the 179/I-5 corridor and we're calling this Phase 2 Holt Homes.

So Matt Hermen will go over the staff presentation, give you some background, the criteria for releasing urban holding, and then Ahmad will focus on where we are in terms of helping us to meet the criteria of lifting urban holding, and we have Randy Printz who is representing the applicant, so you'll hear from Randy, he already asked me should he take more than three minutes, I say, well, that's up to the Planning Commission, but in any case, we will work with him, so with that, I'll turn it over to Matt Hermen.

HERMEN: Good evening, Planning Commissioners. My name is Matt Hermen with Clark County Public Works.

In order to orient you to this proposal I will first talk about the binder. The relevant information that you'll find in your binder is on Tab 4, this contains the staff reports as well as all of the other applicable materials.

To begin, this is CPZ2019-00021, Holt Homes. Okay. Let me do my presentation. Go ahead, next slide, please. So these are the following -- it's working now -- this is the following topics that I'll address tonight during the staff report process. Okay.

First off, urban holding is a phasing tool that we use in Clark County. Urban holding is both a zoning overlay as well as a comprehensive plan overlay. It is applied to areas that are newly expanded in the urban growth area where the infrastructure is not in place to serve the urban development.

In this particular area, urban holding was applied in 2004 and then expanded in 2007. Today, the 179th Street urban holding area consists of approximately 2,200 acres. In September of 2018, you recommended approval for Phase 1 which was 40 acres just north of 179th and east of 10th Avenue. Phase 2 is 143 acres located north of 179th Street with some area to the south and directly west of 50th Avenue.

The potential economic development that could occur with the releasing of urban holding as a whole for the entire urban holding acres, the 2,200 acres are the following, is the potential to have an additional around 5,000 housing units, which would roughly be apportioned to 13,000 people. Total number of jobs that would result in this urban holding area is approximately 2600, of those you can see from these figures that that's separated into office, retail and industrial jobs.

The total revenue from the construction of the entire urban holding area is estimated at \$188 million with 23 -- 23 million ongoing from the annual property tax collection. This information was provided by numerous studies, the Hovee study and then verified through our vacant buildable lands model.

These 143 acres that I talked about earlier is shown in this area in red, mostly north of 179th Street and west of 50th Avenue. The conceptual planned unit development for Holt Homes or Mill Creek PUD has the build-out of approximately 606 single-family homes with 99 townhomes. Those in combination consist of a forecast of 657 new PM peak hour trips. When I say PM peak hour trips, those are commonly referred to as rush hour traffic.

In order to lift urban holding for this, there is a Development Agreement that's proposed in association with the removal of the urban holding. That Development Agreement requests the following or consists of financial contributions to these projects. In total these projects are \$116 million worth of investment to the local roads, 50 million of that is for the interchange replacement alone. That replacement has been authorized by the Connecting Washington Bill in the 2016 legislature and was allocated 50 million in 2016 and then an additional 500,000 was added by the legislature in 2017.

The local roads of which 179th from Delfel, which is west of the interchange, to 15th Avenue east of the interchange. Another project is 15th Avenue, this is a new extension from the three-way intersection at 179th Street and ultimately connecting at 10th Avenue, and then following two intersections both on along 179th Street, one at 29th Avenue and one at 50th Avenue, those local projects consist of approximately \$66 million worth of investment. Those projects for those visual learners are located on this map.

Along with the financial contributions to those local projects, there's mitigation that will be required with this proposal, it includes mitigation that's directly on-site for the development. It includes stop signs for access on to the property as well as turn lanes at connections with 179th and 50th Avenue.

The criteria for lifting urban holding is defined by Clark County Code as well as the comprehensive plan. Clark County Code defines the first four criteria. The comprehensive plan defines completion of localized critical links and intersection improvements are reasonably funded shown on the County's Six Year Transportation Improvement Program or through a Development Agreement. This proposal is associated with the Development Agreement route.

The first phase was 40 acres that was approved eventually by the Clark County Council on December 18th. The second phase is what you're reviewing today; it's Holt Homes which I have briefly explained previously.

This, yeah, I'll invite Ahmad Qayoumi from the Director of Public Works to present at this point.

QAYOUMI: Thank you. For the record, Ahmad Qayoumi, with Public Works.

So I think just to give a little history on how this project came together. Back in November of 2018, I think this project was up for a hearing. At that time when I was talking with the planning community staff, we could not declare the project was reasonably funded, which means that the mechanism for area (inaudible) can go ahead and move forward with a project that there's going to be capacity.

So we looked on, because at that time we didn't have a clear direction in terms of how the project is going to be built or funded. We worked on finding ways to come up with 80 percent of public share and then the other 20 percent which falls in line with the State of Washington law and also the TIF requirement to get the project reasonably funded, planning ways that are funding that are available, the funding that we could get through grants, road funds and other means. So we worked on that and we also present that a couple of times with County Council in a way to move forward.

Council directed us to form a committee that consist of the developers, development community, county staff, the neighboring city, City of Ridgefield, City of Battle Ground, City of Vancouver to be a part of the committee and we've had three meetings so far, we're going to have another meeting, the final meeting which will be on February 25th to, for the final recommendation. So the committee is going to read all the options that the staff has come together, put together and they will pick one or two or three of the options to present so we can present to Council to a workshop and then finally through a public hearing process so they can finally approve those options and declare a reasonably funded.

So, so far we're moving forward with those project and when we presented the project and the options to Council in 2018 during December, at that time Council took one of the first steps and they increased the road levy funds by one percent, that will contribute \$2.5 million or \$2.6 million within six years toward as part of road fund levy that could be used for this project, that's step one, but we still have other options that we continue to work with the committee and we'll present that to the County Council for final approval to declare the project's reasonably funded.

All the projects that Matt mentioned are reasonably significant projects and these are required to be built as the capacity is created, and not only allowed the urban holding to be lifted, but also to allow other capacity for the projects not part of the urban holding so they can also move forward some of their projects. I know there is a couple of projects that already have vested trips, they can move forward, but I think some of the new projects or new projects that comes in, they have capacity constraints at this point.

HERMEN: So with that, staff is recommending a conditional approval recommendation, that conditional approval is based on these two criteria; number one, the County Councilors adoption of a formal finding that the critical links and intersection improvements needed to create capacity sufficient to accommodate the trips generated by the proposal are reasonably funded; and, two, the associated Development Agreement is approved and accepted by the Clark County Council. I'll take any questions.

BENDER: Make sure I understand on the options. The developer's portion of the projects is what, 20 percent did you say?

QAYOUMI: Approximately it would be 20 percent. Right now as part of our proposal we are asking almost approximately \$7 million from about four big projects to do contribution based on their size and trips toward the project and then there will be other funding through either surcharge or possibly a traffic impact fee overlay to create additional funding, but that will, the total will be about 20 percent, 15 to 20 percent of private share which allowed by law to collect for those projects.

BENDER: On your proposal you're going to give to the Commissioners, the Councilors, excuse me, is there a CPM, a Critical Path of Management, for completion of all these projects?

QAYOUMI: Right now our goal is, as Matt mentioned, there is a State project which is for the interchange. There's also going to be another project that's going to be led by the private development on 179th and the rest of them will be County. We're going to try to coordinate those and our goal is to, once the Council approve that funding package, to start the design of all those projects at the same time and get the right-of-way and permit and environmental process cleared so by the time 2024, 2023 comes, then we're going to go construction of all those four projects, so that's the kind of the tentative plan in terms of approaching those for those projects.

BENDER: Thank you. Matt, I have a question for you. Of all those jobs projected, do we have a handle on how many are going to be actually in Clark County?

HERMEN: Those are --

BENDER: They're all Clark County? Oh, good.

HERMEN: Those job numbers that I showed are directly in the urban holding area.

BENDER: Great. Thanks.

JOHNSON: Any other questions? So, Matt, I have one on, I know we talked about this at the work session on grants, and I forgot the number you said, I just want to clarify, so part of the funding is grants and you calculated, correct me if I'm wrong, 80 percent of those grants being fulfilled, and so there's two parts, is that correct, and b, does that normally happen?

HERMEN: So with our funding partners we have relationships that are built, so we can look at our past projects and find out which ones have been approved through grant applications. With our current forecast and the projects that are necessary, the 80 percent estimate that I gave was 80 percent acceptance of those grants from those funding agencies.

QAYOUMI: And I can add a couple of things on that one. Typically the past was, there was like 30 percent local share or 50 percent local share. In order to get a high probability of getting more grants, we're adding like a local share, we wanted to make sure we get it up to 80 percent. We had some conversation with our funding partners and they are feeling comfortable if we could come up with 80 percent, the likelihood of us getting more grants or those grants are higher.

At this point, we're estimating about \$11 million over a six-year period to get that much money in terms of grants from different agencies that we work with, so that increases our probability once we provide more local share and that coming from road funds or REET funds and also the private share also is accounted for as a local share, so that increases our chance of getting more grants.

JOHNSON: One more question. So the State's 50 million, 50.5 million is based on the County's ability -- no. Okay.

HERMEN: No. The 50.5 million is directly allocated from the State legislature to this interchange project, it is not County money, it is State money.

COOK: And that's already occurred.

JOHNSON: No, I understand that. But it's not -- it doesn't have -- my question kind of is,

well, what if this isn't approved, does that money go away?

HERMEN: No.

JOHNSON: That's going to happen, 179th interchange from the State's perspective and the State's money is going to happen no matter what, it will just dive into whatever's there basically; right?

HERMEN: Correct. Once the money gets allocated from the legislature it's there.

JOHNSON: Okay. Any other questions? Okay. With that, let's take some, bring it to the public. Again, you know, we've got a shorter list here, so...

ORJIAKO: Mr. Chair.

JOHNSON: Yeah.

ORJIAKO: I think the representative of the applicant first so you can hear from him and then start opening it up for the public.

JOHNSON: Okay. He only gets 32 seconds.

PRINTZ: Much like WSU I'm sort of the applicant here. My name's Randy Printz, P-r-i-n-t-z, 805 Broadway. I will make this as brief as I can for you.

It is, it's been a long time getting here. We've been at the table with the County and some of our other local private sectors, partners, WSDOT, for about four or five years working on this funding package, this is now put together at least 99 percent of it. A little bit of context for you for tonight for this action.

One, what we're doing is we are implementing the comprehensive plan that this Planning Commission adopted in '07. We are implementing the zoning, the underlying zoning, the densities that were adopted by this Planning Commission and the Board, then they were the Board of County Commissioners. We're not changing any densities, any amounts of development. All of these impacts have been fully analyzed under SEPA. The previous EIS that went with the comp plan should be part of this record and analyses, all of those things, all of the adverse environmental impacts of any of this development that's there.

We're not reinventing the wheel in removing urban holding or taking this action. The County has done this routinely with the urban holding areas around the county. This is probably the last one that's out there of any size, 119th, two on Fifth Plain Creek out on the east side of the county.

And in a very similar way, although it wasn't removal of urban holding, and Ahmad and I worked on this back with the City of Vancouver many years ago, the flyover at Chkalov off of 205, that whole area was in de facto moratorium which is essentially sort of the same thing as urban holding and a public/private partnership and additional planning came together to fund that.

139th that Lynn Valenter talked about tonight, actually WSU was very instrumental along with some of its private sector partners and gained the funding for 139th along with the County and very similar to things that are happening here.

You asked the question about, Commissioner Bender, about is there, is there a construction management plan in place for timing for all of this, good question. In a technical sense of the way you would normally approach a construction project the answer's no and nobody, we're not anywhere near that point yet, nor do we have to be and the reason for that is that the standard both in the comp plan and in the Growth Management Act for what we're doing is, is whether or not something is reasonably funded within a six-year period.

So is there a plan, a funding plan that the County has that is makes it reasonable to believe that within six years of now that there will be funding in place to then construct those future improvements, so that's the standard.

So there is a timing plan for those things that's part of what Ahmad talked about, but I just wanted to be, I wanted to make sure that you, we weren't misleading you, that there isn't a true, (inaudible), construction management plan sitting there that says, okay, we're going to start grading on this date and all those sorts of things, but all those things will happen.

Since 2016 we've been meeting with staff, WSDOT, private sector partners, outside traffic consultants and at least two County Councilors on basically a monthly basis until we finally collectively came, came up with all of the traffic improvements that needed to be created, needed to be constructed for this entire area. So in this record there's hundreds and hundreds of thousands of dollars of transportation engineering that has been paid for both by the County and by Killian and Holt using Kittelson, who is an extremely well thought of credible transportation engineering firm in the region and they have identified, and County staff agrees with all of the improvements that they have identified that need to be ultimately constructed in order to create the capacity that we're talking about.

So then the next component of that was the funding side. So through that group and then this committee that Ahmad also talked about, we've been meeting on a weekly basis to narrow down all the funding components, the funding options, and we know what they are, there is plenty of money, there's more than an adequate amount of money in those pots collectively.

The question will be what does the Board decide for how much we're going to use of each one of those, whether how much road fund are we going to use, how much additional surcharge are

we going to put on the development community on top of their TIFs and whether or not any REET component or any other funding sources that are out there that the Board wants to use, but the pots of money that have been well identified, the amounts that are there that can be used are there and it's going to be ultimately up to the Board to make the determination about which how much of each of those they want to do.

So what I'm asking you to do and I think what staff is asking you to do to shorten this up is to implement the comprehensive plan with the zoning and all the densities and the plan that was adopted in '07 and do it in the following manner, do it in a way that conditionally approves or recommends to the Board that if, and only if the Board adopts a funding plan that reasonably funds within six years the transportation improvements that are, everybody understands and agrees are needed, then you would recommend that the comp plan get implemented and urban holding gets removed. If the Board doesn't do that, then that doesn't, and that's exactly what the Development Agreement that you have for Holt says, so... I'm happy to answer any questions.

I guess one other point just for the folks in the audience is this does not, this action whatever the Board does, but if the Board were to recommend or the Planning Commission were to recommend removal of this and the Board adopted it, it doesn't approve any development, all of the subsequent, we got to go through, you know, Hearing's Examiner, preliminary plat applications, all of that, that's a long ways off, so anyways, that's all I've got. Be happy to answer any questions.

JOHNSON: Any questions?

TORRES: Yeah, I just want to say I appreciate your clarification on the reasonableness standard for the funding, I think that's an important concept to understand.

PRINTZ: And I'll be around to answer any questions raised by the public or you guys at the end.

JOHNSON: I don't know if you can answer this one, on the school district, so when they, I don't know if you know, when they make their growth assessments, do they do it based on if an urban holding was removed? So their growth is saying basically potentially there's 5,000 homes there, we're prepared for that, whenever that happens; correct?

HERMEN: Their capital facilities plan is evaluated along with the growth projections of the build-out of the urban holding area.

PRINTZ: And, again, nothing in this action is creating more development or less development than what the existing comprehensive plan and zoning provides for, that would be a completely different process than what we're doing.

The very short version of this is simply the UH issues in areas where adopt a comp plan but you say, you know, we could use some additional capital facilities planning in these particular areas and so we're going to wait until that gets done until we remove UH, it's true for all of the urban areas, all of the areas, the urban growth areas that are small, Battle Ground being one, Ridgefield, in those cases it's transportation, sewer and water for example, but so here it's just transportation for this area, yeah.

JOHNSON: Okay. Thank you.

PRINTZ: Thank you.

Public Testimony

JOHNSON: Okay. From the public we have P. Siracusa.

SIRACUSA: I'll pass.

JOHNSON: Okay. Eileen Hochberg.

HOCHBERG: I'll pass.

JOHNSON: Pass. Okay. Dan Smith.

SMITH: Pass.

JOHNSON: Dan, you're going to pass. How about Jodi.

SMITH: Pass.

JOHNSON: Okay. Kevin McWilliams.

MCWILLIAMS: Pass.

JOHNSON: All right. Oh, man, this looks like Roofu, you live on 174th.

MURPHY: Randy Murphy.

JOHNSON: Sorry, Randy. I can't read. Oh, there you are, Randy.

MURPHY: My name is Randy Murphy, M-u-r-p-h-y. I'm here in regards to Phase 2. I was born and raised on this property, I've live there for 60 years. I can tell you where every little good fishing hole there is on Mill Creek. I can tell you where the deer run. I can tell you where the beaver hide.

My concern is the traffic. What are they going to do with all the little streams that run into Mill Creek. One runs in front of my house. When I built my house, I had to abide by the County laws, so many feet off the fence, so many feet away from the wetlands. When you open this up and remove, then that seems to all go away.

For us that have lived there for years in regards to this is our retirement, this is where we want to raise our families and yet now we're going to bring in this housing development in the middle of this farm somewhat housing community with 5 acre, 10 acre, 20-acre lots impact the intersection, the worst road in probably Clark County is 179th from 50th Avenue to 29th, it's roller-coaster alley, how are you going to widen that road without taking property away from people that live on that road right now.

My other concern is I will take the biggest impact of the home. I have -- they're building would be on the west side of me and on the north side of me, and I just I have to ask, why just this property the overlay would be removed, why not the adjoining properties? Why can't my property have the overlay removed?

I don't want to do subdivision, I want to do two homes for my daughters. I'm paying taxes, I've paid taxes for probably 25 years and it's almost to the fact I feel like I'm trying to -- you're forcing me, you're trying to tax me out so I can't keep my property. I can't do anything with it. We don't pay them anymore, but yet I can't build and provide for my family and yet this community comes in and wants to do this and build X amount of homes.

I can sit in my window and I watch on a Saturday I counted 3,000 cars just on 179th to 50th Avenue, ten semi-trucks, truck and trailer 45 foot, 25 motorcycles. How many homes are they going to build? How much traffic is going to be added? I guess I ask that on the property lines amongst the people that live within the community they have single-story homes and the overlay be lift from my property so I can also build. Thank you.

JOHNSON: Thank you. I think a lot of those again get your e-mail and maybe some of those questions can be answered the best we can and we don't, and I don't mean just, you know, blowing smoke, I mean to really say look, you know, these are obvious concerns, but I encourage you to communicate with staff because I know that they continuously, they respond. Whether you agree with it or not, I don't know, but they absolutely come back and say here's the deal and, so...

ORJIAKO: Yeah. And, Planning Commission members, if I may, given the capital projects that have been working with Public Works that they've identified, if the findings is made and the Council makes a decision on the funding that those projects are reasonably funded within the six-year time frame, the goal is to lift urban holding so that if his property is within the current urban holding, which I think it is, then that will make it clear that his property will be included when the urban holding is lifted, the goal is to lift urban holding for everyone where

the urban holding currently applies.

COOK: Though that is not the current application before the Planning Commission.

JOHNSON: But at least we get closer to one of your questions. And I know the streams and things like that, all of that is going to come up in a different place, and trust me, it's, you know, it is a different world now and 60 years being here, I'm sure 60 years ago if you tried to build it you just build, but now the mitigation and the requirements from the State, from the Federal government, from the County, it's not going to be just throw it out there, so... Okay. Again, I can't read the next one, you live on 28th Court. Is it Eileen F., help me out here, 15711 N.E. 28th Court. Okay. It looks like Fitzgerald, 29th Avenue.

ORJIAKO: WSU.

JOHNSON: Huh?

ORJIAKO: WSU. I think they wrote their names maybe on both sheets.

JOHNSON: Brooks. Sorry, I couldn't read your first name.

BROOKS: Dan.

BROOKS: Dan. Okay, Dan. Come on up, man.

BROOKS: Hi. My name is Dan Brooks. I live at 4012 N.E. 179th Street and I'm just here to ask that also the overlay be lifted on my property and please consider that. Thank you.

JOHNSON: Okay. Thank you, Dan. And finally I have Randy Printz. Randy, you're there. Okay. Any other people that want to speak? Come on up and just give your name and where you live.

HUFFMAN: My name is Michele Huffman and I accidentally signed up on the WSU list, and my address is 3819 N.E. 188th Street.

We live very close to this Phase 2 and this is the first time that we've actually become aware of this proposal, so it's new to us. 657 additional vehicular trips in the PM peak hour, that's a lot for the 29th Street and 179th Street intersection which we are very familiar with.

And as the gentleman said before me, it's very, very crowded, so I would love to see not only a conditional approval but a contingency that should the money not actually materialize for the development, that the project would be denied, so it's not just a plan in place to get the funding but actually get the funding and actually do the development. These streets cannot handle this kind of additional traffic unless the improvements are done.

And the other comment I would like to make to get on the record, it has nothing to do with traffic, but in our area virtually all of the homes that are there now depend on well water, 100 percent for our water, and I'm reading about, oh, more than 700 homes in this one development, not to mention the thousands anticipated, my caution flags come up saying, uh-oh, what kind of contingencies are in place to ensure that the water table is not adversely impacted for existing private wells because we have no alternative, we need water for the homes that are there now, where's the water coming from to support these, you know, it's not in this document obviously, but we need to make sure that these kind of developments do not adversely impact existing homes and existing communities, people that have been living there and depend on the natural resources that are there now. So those are the two comments I had.

JOHNSON: Thank you. Is there anybody else that I had on the other list by accident that I called and you didn't want to testify? Any other, anyone want to comment? Going once? Okay. With that said, we'll close the public portion and bring it back to the Planning Commission. Gentlemen.

Return to Planning Commission

SWINDELL: So I just want to make sure I'm understanding and clarifying that I think back on one of the slides it might show it that we've got Holt Homes, there's two other, there it was right there, there we go, oh, yeah, Holt, Hinton, Wollam, the Killian, now we've already talked got Killian.

So I guess my point is we've got some developers coming together with staff saying let's try to solve this issue which is the 179th Street overpass which is holding up everything out in that area for the urban holding to be lifted so they're investing hundreds of thousands of dollars risking, you know, obviously with the potential of development --

PRINTZ: Millions, millions.

SWINDELL: -- millions and millions to get this to come through kind of being the tip of the sword if I can put that that way, so it will hopefully, if you're wanting the urban holding lifted, it's going to benefit you and during that process all these issues with the streets and the water and all those things, those are all going to come forward and public testimony is going to be taken and all those development steps, so you'll be able to ask those questions and staff will address those things.

So it's my understanding this is really a huge partnership to come together to solve that problem at 179th Street. So I just want to make sure I understood that. Is that correct?

HERMEN: Yes.

ORJIAKO: Yes.

COOK: Well, the interchange itself is a State project because that's a State facility. The \$66 million in addition to the 50 that the State is going to devote to the interchange will go to the projects like 179th and 50th and 179th and 29th and so those are the local projects and, yeah, the developers are coming to the table with the County to figure out how to get that done.

SWINDELL: Okay. Thank you.

TORRES: Is there any chance that the State project on 179th would impact or delay the infrastructure work for this project or vice-a-versa?

HERMEN: I'll let my County engineer answer that.

QAYOUMI: My thing is that we have already started the conversation with the State and we are meeting with them on a monthly basis, one of the things is we want to continue to work with them to make sure the project moves forward in terms of right now they're working on the design to get the design done and environmental process and other right-of-way issues settled so by the time the funding comes together in like 2023, that they can go to construction.

So we're pushing hard and we're also working with the State legislature to advance some of the money so the projects keeps moving forward instead of waiting until 2023 to start the designing or other steps so that we can coordinate with our projects. Our goal is to make sure that we start the projects all at one time so that our residence get start at one time instead of piecemealing those projects.

TORRES: Right, that's what I'm getting at. So the interchange is scheduled for 2023; correct?

QAYOUMI: Yes, and our goal is to get our projects ready for construction for those times as well.

JOHNSON: Dick, anything?

BENDER: No, I'm okay.

JOHNSON: You know, it would be unconscionable, I know what you're saying, Chris, (inaudible), the State is building this massive interchange, if we look at just Battle Ground, La Center with the casino, it's just a natural, you know, this has been a, the interchange I'm talking about itself has been a mess, you know, with all the fairgrounds and the concerts and things like that and fixing that has always been something that we've talked about and I like what you said getting there is and getting the investment and the partnerships are critical.

So it's coming with lifting the urban holding, water, as a teacher, schools, you know, we can't pass a bond out there no matter what we do, but the idea is that those things will be addressed, it has to be addressed, so we're not at that stage right now, and again we are doing what the comp plan says to do, we're removing urban holding, and no one, I could not see anybody building anything without this being, a, fully funded at one point or another, we're not going to put 600 homes out there without dealing with 29th or 179th or 50th and I wouldn't think the County would even say we're going to have this great nice beautiful interchange and then it just drops off into an abyss.

And so I want to encourage once again, the same thing I said in the last thing, is that be a part of this, you know, we have to make sure that it's done right and your voice is heard, so thank you gentlemen. Any other questions? With that I would take a motion.

BENDER: I would like to make a **MOTION** for conditional approval of CPZ2018-00021, Amendments of Comprehensive Plan and Zone Maps to Remove Urban Holding Overlay Phase 2.

TORRES: **Second.**

JOHNSON: Roll call, please.

ROLL CALL VOTE

SWINDELL: AYE
TORRES: AYE
BENDER: AYE
JOHNSON: AYE

JOHNSON: Okay. With that, motion passes.

OLD BUSINESS

None.

NEW BUSINESS

JOHNSON: Any new business? Just one more thing, I want to thank Rick, his first job, he's not a rookie, he's a veteran, so thank you for being here.

COMMENTS FROM MEMBERS OF THE PLANNING COMMISSION

None.

ADJOURNMENT

JOHNSON: Thank you for coming.

The record of tonight's hearing, as well as the supporting documents and presentations can be viewed on the Clark County Web Page at:

<https://www.clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>

Television proceedings can be viewed on CTVV on the following web page link:

<http://www.cvtv.org/>

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