

FAIRGROUNDS NEIGHBORHOOD ASSOCIATION

Bridget Schwarz
Executive Board
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June 2015

PO Box 292
Ridgefield, WA 98642
360.573.5873

Greetings neighbors,

"Development pays for itself"? Traffic Impact Fees are imposed on new development to pay for impacts from added traffic on the county road system.

An explanation of the program involves a lot of TLAs (Three Letter Acronyms) like ADC, TIF, ITE, LOS, TIP and PHT. Page 3 describes the traffic study and fee calculation processes that determine TIFs. The projects in our area that are included in the 6 year program are listed on page 4.

At this point it is not possible to understand if the TIF reduction is in any way related to the 100% 'fee holiday' granted to all non-residential business applicants in unincorporated Clark County. The Board of County Councilors rejected the county Auditor's analysis of the 'fee holiday' impacts as unsustainable. But the Board has so far not provided a matrix that would allow an alternative evaluation of the fee holiday. Stay tuned!

NEIGHBORHOOD ASSOCIATION MEETING

Thursday, June 11, 2015 @ 7 pm

Community of Christ meeting room, 400 NE 179th Street

The WSU-V campus is within our neighborhood association boundaries so they are members of FGNA. Their impact on development in our area, especially on property adjacent to them, is significant. It's time for an update on their Master Plan, current status, and near term projects. To address any concerns you have, WSU-V staff, the Sheriff's office, and county Public Works will attend. You'll find a letter from WSU-V Chancellor Mel Netzhammer on page 5.

JULY MEETING

Waddya think? How about a change of plans for our July picnic at the Fairgrounds Community Park? The National Annual Sheriff's Night Out is always scheduled during the Clark County Fair. So our overworked Sheriff's deputies can't attend. But this year the fair starts a week later. Stay tuned for details. We're thinking about a potluck at the Fairgrounds Public Safety complex for the Sheriff's Night Out on Tuesday August 4.

BOARD of COUNTY COUNCILORS ELECTION

The adoption of the Home Rule Charter last November replaced the 3 County Commissioners with 5 County Councilors. The 2 new positions will be filled at the November 3 General Election. Under the previous County Commissioners form we were in District 1. Now we are in the new, open District 2 position. So we will vote on both Position 2 and County Chair at the Primary on August 4. The candidates are listed on the next page.

Bridget Schwarz
for the Executive Board

FAIRGROUNDS NEIGHBORHOOD ASSOCIATION

FAIRGROUNDS COUNTY COUNCILOR CANDIDATES

Ballot Name	Mailing Address	Contact Phone/Email	Filing Date
COUNTY COUNCILOR DIST. #2 (BEG 2016)	Clark		
COUNCIL, DISTRICT NO. 2 Partisan Office 3-year term			
Julie Olson (Prefers Republican Party)	16708 NE 30th Ct Ridgefield WA 98642	(360) 609-3145 julie.olson@comcast.net	5/11/2015 12:25:00 PM
Tanner Martin (States No Party Preference)	2019 NE 179th St #Z114 Ridgefield WA 98642	(360) 721-2392 tanner1129@gmail.com	5/11/2015 12:42:00 PM
Chuck Green (Prefers Democratic Party)	2705 NE 170th St Ridgefield WA 98642	(360) 449-2132 Chuck4ClarkCouncil@gmail.com	5/13/2015 2:07:00 PM
Mary Benton (Prefers Republican Party)	PO Box 5076 Vancouver WA 98668	(360) 574-7369 Marybenton149@gmail.com	5/15/2015 2:54:00 PM
Mike Pond (Prefers Democratic Party)	PO Box 70004 Vancouver WA 98665	(360) 433-1288 votepond@gmail.com	5/15/2015 3:20:00

CLARK COUNTY

Clark

COUNCIL, CHAIR (AT-LARGE)

 Partisan Office 3-year term

Tom Mielke (Prefers Republican Party)	PO Box 2503 Battle Ground WA 98604	(360) 608-6201 district18rep@msn.com	5/11/2015 10:37:00 AM
David Madore (Prefers Republican Party)	1400 NE 136th Ave Vancouver WA 98682	(360) 601-3056 david@davidmadore.com	5/11/2015 11:14:00 AM
Marc Boldt (States No Party Preference)	19405 NE 112th St Brush Prairie WA 98606	(360) 635-1708 marc@marcboldt.com	5/12/2015 12:49:00 PM
Jeanne E. Stewart (Prefers Republican Party)	PO Box 383 Vancouver WA 98666	(360) 695-5154 stwjevanc@aol.com	5/15/2015 10:28:00 AM
Mike Dalesandro (Prefers Democratic Party)	905 SE 9th Ct Battle Ground WA 98604	(360) 949-6328 mikedalesandro66@gmail.com	5/15/2015 3:33:00

FAIRGROUNDS NEIGHBORHOOD ASSOCIATION

TRAFFIC IMPACT FEE PROGRAM

The BoCC will adopt a Traffic Impact Fee (TIF) Program Update in July. As proposed, the cost for building within our neighborhood association boundaries is about to change. The size of the project determines the size of the impact area to be studied (from 1 to 3 miles). The traffic impacts may “warrant” a turn lane, a stop sign or signal, etc.

Several years ago, the worst case scenario resulted in the Salmon Creek development moratorium. The area road system could not handle any more cars during the peak traffic hour without causing the travel speed to fall below the level of service (LOS) standard in county code. Under the traffic concurrency program, that triggered the development moratorium. The moratorium was lifted, not when the traffic improvements were built, but when they were funded under the 6 year Transportation Improvement Program (TIP) described on the next page.

The amount of the Traffic Impact Fee a developer pays is determined by the daily trip count. The daily trip count is based on custom studies or data from the Institute of Traffic Engineers (ITE). Trip counts are conducted during Peak Hours Traffic (PHT) which is generally during the evening commute.

As we learned with the Amphitheater, Wal Mart and Costco project applications, the developers’ research into traffic impacts fell well below the actual traffic counts we conducted.* Why? Could it be because they will have to pay a fee for every trip their project adds to the Average Daily Count (ADC)?

HOWEVER. The Board of County Councilors generously passed a fee waiver resolution that offers 100 percent TIF waivers to all non-residential business applicants that create at least 1 job, regardless of industry, including some non-profit entities (with the exception of businesses relocating within the county). Although the fee holiday program has been in place for several years the only analysis of the impacts by the county Auditor was rejected by the Board. We have no way to evaluate the impacts on road improvement financing..

* Learning how to conduct a traffic count was an above and beyond task for FGNA members who volunteered. Actually doing counts was even more important. But sharing our experience and expertise has helped countless other neighborhood associations to follow our footsteps. Pat yourselves on the back!

PROPOSED TIF RATES

Traffic Impact Fees (TIF) help fund road projects listed on the 6 year Transportation Improvement Program (TIP). The county has established six Traffic Impact Fee (TIF) funding areas, each with a different TIF rate.

The process for ranking road improvement projects is technical. You can find details, funding sources and the proposed 2015-2020 projects at <http://www.clark.wa.gov/planning/PCmeetings.html> under June agenda topics.

Under the existing system the TIF rate for our area has been \$613 per trip. The new TIF rate will be \$437.

The next page lists the priority ranking and cost for road projects in our neighborhood that rank high enough to be on the 2015-2020 Transportation Improvement Project (TIP) program. Under county code, the criteria to designate these road projects as “reasonably funded” is not met. In the past, several road improvement projects around our neighborhood that were not reasonably funded were later deleted from the TIP.

FAIRGROUNDS NEIGHBORHOOD ASSOCIATION

TRANSPORTATION IMPROVEMENT PROJECTS

The county adopted a 6 year list of Transportation Improvement Projects (TIP) for 2015-2020. These projects implement the county Growth Management Act (GMA) and Capital Facilities Plan (CFP).

Reasonably funded projects are scheduled for completion within the 6 year time period. None of these road improvements are at that funding point.

Rank	Road	From	To	Cost	Unfunded
3	NE 10 th Avenue	NE 154 th Ave	NE 164 th Ave	\$21,706,000	\$ 100,000
4	NE 10 th Avenue	NE 149 th Ave	NE 154 th Ave	\$10,195,000	\$ 8,058,000
6	NE 179 th Street	Delfel Road	NE 15 th Ave	\$20,873,000	\$19,451,000
8	NE 15 th Avenue	NE 179 th Street	NE 10 th Ave	\$10,560,000	\$ 2,970,000
9	NE Salmon Creek	WSU entrance	NE 50 th Ave	\$19,741,000	\$17,811,000

Other projects (not ranked) include bridge repair, road preservation, safety improvement, etc.

179th STREET / 1-5 INTERCHANGE

According to neighbors I have talked to, there are no complaints about how the 179th Street freeway interchange functions. That's because both the new interchanges at 139th and 219th have relieved congestion – *except* during concerts at the amphitheater.

Regardless, the 179th interchange will be unable to handle increased traffic that the Discovery Corridor and residential development will bring to our neighborhood. At this time the interchange improvement is a \$60 million investment that is not even on the radar at the state legislature.

There is little benefit to improving the freeway interchange and then dumping increased traffic on roads that do not have the capacity to handle it. Nor does it make sense to improve local roadways if the freeway interchange does not have the load capacity to bring drivers with new jobs and homes here.

In the long term, much of 179th Street is planned to be a Principal Arterial. Over time, that roadway classification will be built from NW 11th Avenue east to NE 112th Avenue. Here's the Arterial Atlas description:

Roadway type	Right of Way	Roadway Width	Travel Lanes	Lane Width	Design Speed	Design Volume
Pr4-cb	100'	72'	4	12'	50 mph	24,000
<i>Principal Arterial with 4 lanes, center left turn lane or median, bike lanes, access at intersections</i>						

The 179th Street improvements will be an expensive project. Dealing with the vertical curves (that's what traffic engineers call a hill – don't you love jargon?) east of I-5 will be a challenge. Cost estimates are broken down into sections: NW 11th Avenue to Delfel Road; Delfel Road to NE 15th Avenue, NE 15th Avenue to NE 29th Avenue, NE 29th Avenue to NE 50th Avenue; etc.



Dear Neighbor,

WSU Vancouver will begin construction on a new parking lot north of Loop Road and an addition to the Blue Daily Pay lot beginning in early June and concluding in September. We want to let you know what to expect during construction.

- The bulk of the work will take place on weekdays from 7 a.m. – 6 p.m. and will be in compliance with Clark County's noise ordinance.
- Weekend or evening work will take place at the discretion of the contractor and will also comply with the noise ordinance. Sometimes weather delays call for make-up days.
- A variety of heavy equipment will come and go. Some of it could be noisy or smelly and it might kick up dust. If dust becomes excessive, the contractor will water the site.
- The construction site will include a job-site trailer, two portable toilets and erosion control devices to keep the soil in place. All of this will be removed at the end of the project.

WSU Vancouver has taken steps to lessen the impact on our closest neighbors.

- Clark County code requires a minimum landscape buffer of 10 feet. WSU Vancouver is installing 20 feet of landscaping and a 4-foot-tall berm to screen the lot. A variety of trees and shrubs have been selected to provide an attractive and dense screen once the plants mature.
- To improve safety, a new paved sidewalk will connect NE 159 St. to the trails that lead to NE 158 NE 160 streets.
- LED lights in the lot will be shielded to cast light downward, and 2/3 of them will be off at night. The remaining 1/3 of the lights will be on at night to provide for safety.

Parking at this location has been a part of WSU Vancouver's Master Plan since 2007—although it was originally conceived as a tiered parking structure. There were three sites under consideration, and this site was selected for several reasons:

- Future building development at WSU Vancouver will continue north on the Mount St. Helens Corridor. Parking to the north will serve that growth.
- This location provided for the best stormwater management.
- WSU Vancouver is self-funding the new parking lot from money saved from parking fees. This location was cost-effective.

Other sites were dismissed at this time because they either were not within WSU Vancouver's Master Plan, they provided significant engineering difficulties, the existing stormwater management pond wasn't big enough or it was going to cost too much.

While I understand that not all of our neighbors are happy about this change, the new parking lot is within the law, within Clark County code and in keeping with our Master Plan. Providing sufficient parking on campus is an important service for students, staff and visitors. It also minimizes off-campus parking in nearby neighborhoods. There was a lot of thought given to this decision, and it was the best decision for our campus at this time.

We are committed to making sure all of your questions are answered as we move through the construction phase of this project. I invite you to reach out to me, my Chief of Staff Renee Bartocci (360-546-9580) or the Project Manager Jessie Steiger (360-546-9237) if anything comes to mind. An updated FAQ is available on our website at: vancouver.wsu.edu/lots.

We know projects like this have an impact on our neighbors during construction. We appreciate your patience.

Sincerely,

Mel Netzhammer Chancellor
WSU Vancouver

mel.netzhammer@vancouver.wsu.edu

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P.O. Box 292
Ridgefield, WA 98642

2015 FGNA EXECUTIVE BOARD

Libby Adcock	910.6731	adcocklibby@gmail.com
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Melvin Rodda	887.3295	ordda@pacifier.com
Bridget Schwarz	573-5873	bridget@bridge-i-t.com

MONTHLY MEETINGS:

WE MEET at 7 PM ON SECOND THURSDAYS AT THE COMMUNITY of CHRIST MEETING ROOM
400 NE 179TH STREET, 1/2 MILE WEST OF I-5

OUR BOUNDARIES :

NORTH, 219TH STREET

WEST, LAKE RIVER

EAST, NE 72ND AVENUE

SOUTH – WEST OF I-5, NW 151ST STREET TO NW 41ST AVENUE TO NW / NE 164TH STREET;
SOUTH - EAST OF I-5, NE KLINELINE RD TO NE 119TH ST TO SALMON CREEK TO NE 50TH AVE
TO NE 149TH ST TO NE 72ND AVE

The fine print:

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