

Hwy 99 AND POINTS EAST
Planning a new direction

Highway 99 Sub-Area Plan

Clark County, Washington
December 16, 2008



Acknowledgements

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To the many residents,
neighborhood associations,
businesses, and individuals who
participated in this planning effort.
Thank you.



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Chapter 1

Introduction

Highway 99 and Points East Planning a New Direction

“Today we begin an adventure that is more than roads and cars, but will determine what our community will look like in 20, 30, 40, and more years.” Commissioner Betty Sue Morris

Purpose of this Plan

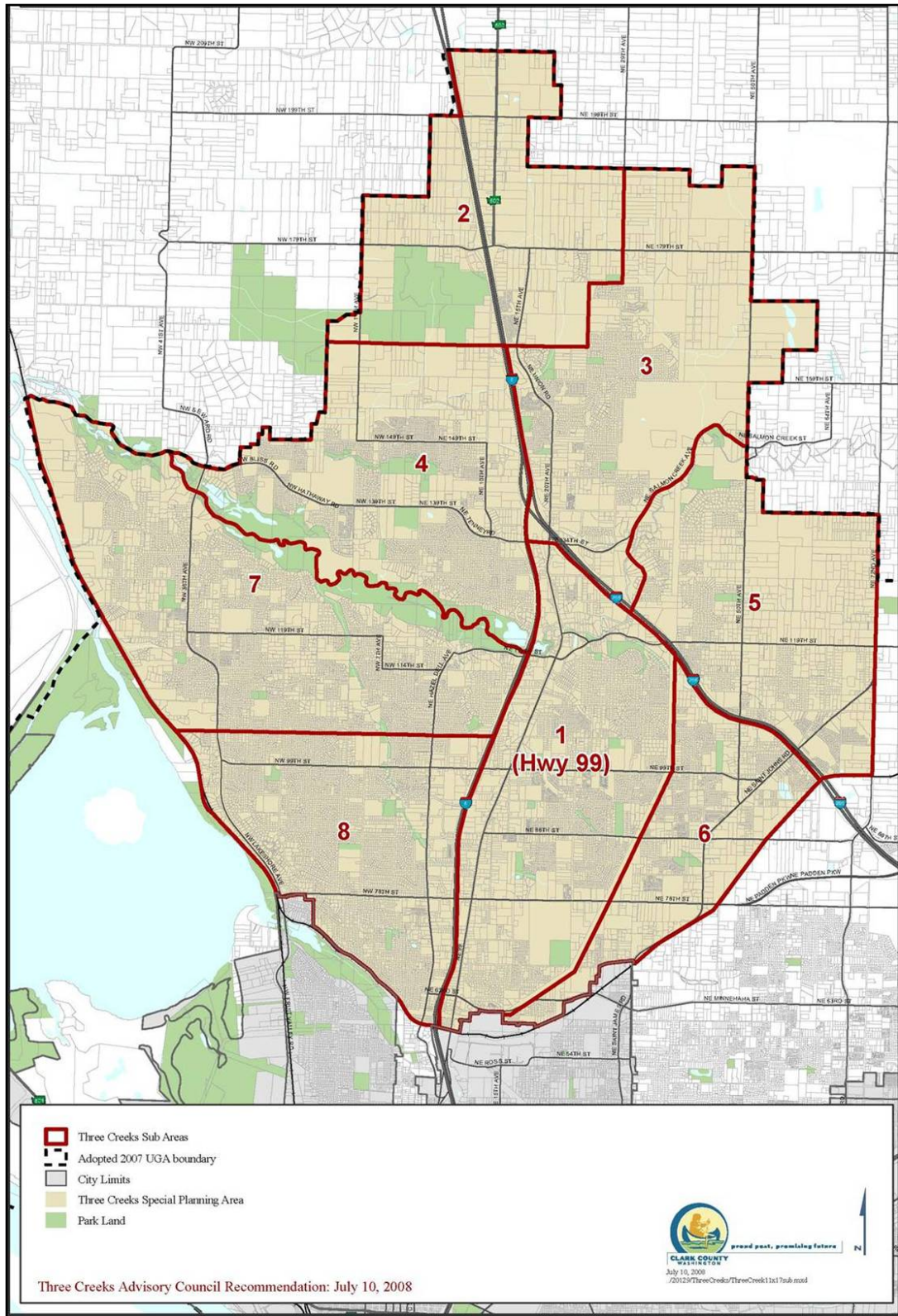
The community has long targeted this area as needing significant improvement. With the adoption of the Highway 99 Sub-Area Plan, the community has identified how the area will evolve into the future and be assured that positive change will occur. The plan includes a framework for design based on the general land use principles established by the Clark County Board of Commissioners. Redevelopment and in some cases new development will occur creating a sense of place. The public and private sector will be able to partner in implementing new developments, rehabilitating homes and buildings, and creating new jobs and economic opportunities.

About the Sub-Area

The Three Creeks Special Planning Area is an urbanized area of unincorporated Clark County comprised of eight planning areas and is located between the cities of Vancouver and Ridgefield with a unique character and long standing history. Figure 1 illustrates Three Creeks’ eight planning sub-areas. The Highway 99 Sub-Area is the first planning sub-area for Three Creeks.

While the Highway 99 planning area contains a mix of housing, business, and green fields, it is regionally known for the old U.S. Highway 99. In 2000, Team 99, a group of concerned residents, businesses, and property owners, initiated a grass roots effort to remake the Highway 99 corridor. As Team 99 moved forward, the original Highway 99 project evolved from a corridor beautification project into an area-wide sub-area plan. The first steps toward transforming the Highway 99 corridor were identifying opportunities and issues affecting the area and developing a vision. The next step included the formulation of an Action Plan and the systematic implementation of the plan over time. The completion of the Highway 99 Sub-Area Plan implements the Action Plan’s Land Use and Zoning, Transportation, and Economic Development strategies.

Figure 1 | Three Creeks Special Planning Area Sub-Areas

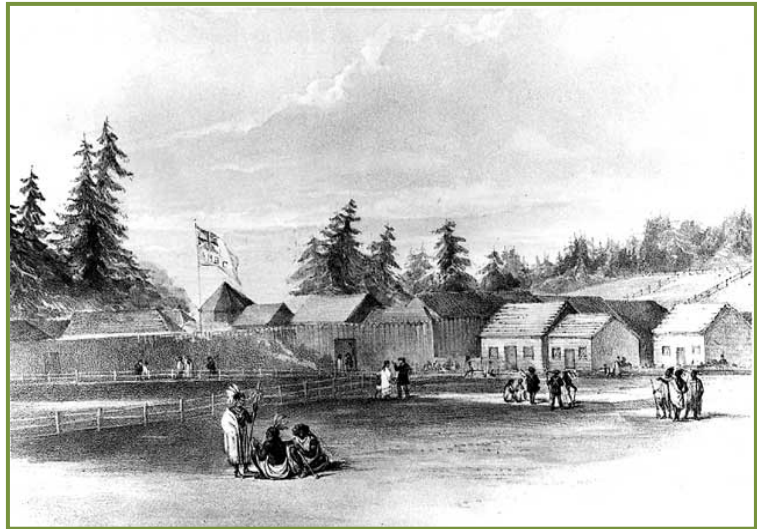


Chapter 2

Community and History

Moments through Time

Highway 99 Sub-Area planning area is rich in local lore and tied to the earliest settlements in the Pacific Northwest. Local history buffs refer to Clark County as the “Cradle of Pacific Northwest History.”¹ Clark County can trace its roots to the arrival of the Lewis and Clark Expedition in 1806. Ft. Vancouver one of the oldest settlements in Washington, was established in 1825 by the Hudson’s Bay Company. The surrounding area showcased areas of prairie surrounded by trees sloping upward to dense fir forests. As with all sublime and bucolic areas, the Euro-American explorers were not the first to explore the area. Early records note that Native American villages were located along the Columbia River.



Early settlement of Fort Vancouver as sketched by Lieutenant Henry Warré, 1845



Restored Gen. O. O. Howard House across from the Vancouver Barracks,

The Highway 99 planning area has a long standing history connecting settlements throughout the area and as a conduit between the fertile Willamette Valley and Puget Sound. Settlers pushed north out of Oregon to the land across the Columbia River. A territorial government was established in 1849 and the Vancouver Barracks became the largest military installation west of the Mississippi River. A military road was completed in 1860 from Ft. Vancouver north through what is known today as Hazel Dell and Salmon Creek to the cities of Olympia and Seattle.

¹ Gus Norwood, “Cradle of the Pacific Northwest History Clark County in Washington,” page 7.

After the departure of the Hudson Bay Company, the county developed mostly as an agricultural area. As the number of farms grew, small settlements grew to service them. Riverboats brought groceries and other supplies upriver and farm and lumber products downriver. From 1852 to 1918, Wells Fargo rushed customers' important business by any means - steamship, railroad, and, where the railroads ended; by stagecoach. Stagecoach lines traveled north/south along the old military road. By 1873, the Northern Pacific Railway connected Vancouver to Puget Sound.

Early Settlement of Hazel Dell & Salmon Creek

The planning area consists of two distinct settlements; Hazel Dell and Salmon Creek. Hazel Dell's destiny was to occupy a strategic crossroad on the old road leading north from Vancouver through the woods to Salmon Creek and beyond. An 1880's county land map identifies the locality as Anderson; named for the pioneer family residing there. The best known member of this family was Sarah J. Anderson, whose name has been given to the elementary school located on NE 104th Street. The Anderson home near NE 78th Street was the first stopping place for travelers.



Salmon Creek Methodist Church, ca. 1900

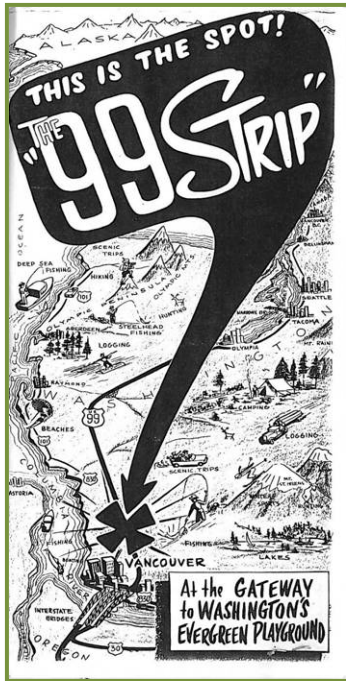
The first outpost after crossing Salmon Creek was near the historic Salmon Creek Methodist Church and the Marble home and sawmill. Early pioneers who were mostly millers, farmers and carpenters recognized the significance of the land along Military Road, which was rich in lumber, food, and water. Salmon Creek held a strategic location, just a few miles north of Vancouver on a direct route to Puget Sound. Salmon Creek was well known for the annual migration of thousands of salmon. Families would gather at the Marble dam, just east of Kline Line Bridge and gather salmon.

This area of Clark County also attracted pioneers seeking fame and fortune. During the 1850's, gold mining operations existed along the creeks flowing toward Vancouver Lake and the Columbia River. As time moved on, the southern end of the planning area holds another historical link to the early settlements that exists even today. The Clark County Poor Farm completed in 1926 stands as a reminder of the economic diversity of early pioneers.

Transportation

As settlements prospered, getting travelers out of the mud and moving people and goods between farms and market places was essential. By 1913, Washington established the Primary and Secondary System of State Roads. Parts of Military Road were improved and became part of the Pacific Highway auto trail that stretched from the Mexican Border across Clark County to Vancouver, British Columbia, Canada. In Clark County, the Pacific Highway was also known as Primary State Highway No. 1.

The U.S. numbered system was created in 1925 to replace the trail names for the nation's main interstate highways. Under the new U.S. Highway System, the Pacific Highway was renamed U.S. Highway 99 from Blaine, Washington to Los Angeles, California. Over the next 40 years,



U.S. Highway 99 became the primary route along the west coast linking the major cities of Washington, Oregon, and California. Like its cross-country cousin Route 66 which found fame in popular music, movies and television, U.S. Highway 99 developed a roadside commercial culture of ten-room motels, drive-in carhop restaurants, a skating rink, bowling alley, mini-golf, new/used car lot sales, and full service gas stations.

In the mid-1950's, when President Dwight D. Eisenhower authorized the Interstate system, U.S. Highway 99, with its colorful array of local attractions and commerce, did not meet the new federal guidelines for an interstate. A new north/south route was identified for Interstate-5. When constructed, Interstate-5 stretched "border to border" and bisected the communities of Vancouver, Hazel Dell and Salmon Creek.

The completion of Interstate 5 through Seattle in 1965 was a turning point for U.S. Highway 99. Between 1964 and 1972, the remaining road segments were either decommissioned as a U.S. Highway or converted into a state highway of the same number in all three states. Today, one of the largest continuous segments of Highway 99 in Clark County stretches approximately 4 miles from the Main Street and Interstate-5 interchange in Hazel Dell north to the junction between Interstate-5 and -205 in Salmon Creek. The corridor continues to reflect its long-standing history as part of the great migration and service district for travelers. The Highway 99 Sub-Area Plan recognizes the historical significance of roadways and their contribution to early settlements. More detailed Cultural and Historic information is included in Technical Report #7 of Appendix A



U.S. Highway 99, ca. 1950

Chapter 3

Existing Conditions

Study Area

The study area is located in unincorporated Clark County and includes the areas known as Hazel Dell and Salmon Creek. The planning area is approximately 2,400 acres or four square miles and extends from the Chelatchie Prairie Railroad Bridge near NE 63rd Street to the south, Interstate-5 to the west, NE 134th Street to the north, and the Bonneville Power Administration transmission line right-of-way corridor to the east as shown in Figure 2.

Quick Facts:

- Population is estimated at approximately 14,000.
- Population is evenly split between genders.
- Population age follows countywide trends: 62 percent are adults of working age.
- Owner-occupied housing is 68 percent of total housing.
- Median household income was \$46,780 in 2005.

More detailed Land Use and Demographic information is included in Technical Report #1 of Appendix A.



Figure 2 | Highway 99 Planning Area

Land Use Characteristics

Currently, this four-square mile area is one of the most diverse in Clark County both in terms of history, natural setting, and development. The terrain is broken into three distinct areas; Salmon Creek, North Hazel Dell and South Hazel Dell.

Salmon Creek

Unincorporated Salmon Creek sits predominantly on a natural plateau. This flat area includes the junction of Interstate-5 and -205, NE 134th Street, NE 20th Avenue, and Highway 99. Medical Office, Commercial and service oriented development has occurred adjacent to the transportation hub and is relatively new.

South of NE 134th Street the terrain drops about 90 feet down to Salmon Creek. Nestled next to Salmon Creek remnants of early settlements are still visible. Steep wooded hillsides rise to the east and transition into residential areas. Hillside slopes range from 25% to more than 40%.



Salmon Creek, looking north at the Interstate-5 and 205 Junction – Highway 99 parallels Interstate-5 on the right.

North Hazel Dell

Traveling south from Salmon Creek, the terrain transitions to gentle slopes interspersed with rolling pasture from approximately NE 117th Street to NE 99th Street. Tenny Creek provides habitat areas for wildlife and opportunities for open space and trails. Remnants of U.S. Highway 99 are clearly visible with converted service stations and roadside motels. Zoning in this area is a blend of commercial, industrial, and multi-family residential.



Highway 99 at NE 121st Street looking south

South Hazel Dell

On the southern end of the planning area between NE 99th Street and NE 63rd street, the character of South Hazel Dell is distinctly different. The terrain is relatively flat and is a blend of mid-70's commercial strip construction and converted motels. To the east of Highway 99, commercial uses transition to medium density and single-family uses. The Clark County Poor Farm or 78th Street Property is located approximately ½ mile east of Highway 99.



Highway 99 at NE 72nd Street looking north

Environmental Constraints

Clark County's diverse natural landscape is made up of broad river valleys, narrow river canyons, wetlands, lakes, riparian zones, forests, mountains, meadows, foothills and farms. Clark County is fortunate to have almost 80,000 acres of natural areas that are managed by public agencies for natural resources and recreation. Major landowners include the Washington Department of Natural Resources (60,000 acres), the Washington Department of Fish and Wildlife (3,067 acres), the US Fish and Wildlife Service (6,243 acres), the Gifford Pinchot National Forest (1,239 acres), and Clark County/Vancouver-Clark Parks and Recreation (7,433 acres).

The county's approach to natural resources is to protect and conserve. Several state and county programs were created to place sensitive and legacy areas into public ownership. One such program, Legacy Lands, protects these lands highly valued for habitat, scenic corridors, low-impact recreation and other qualities that enhance our local environment. The program works with public agencies, non-profit conservation organizations, private landowners and the community to establish, restore, and maintain an interconnected system of parks, natural areas, trails and open spaces that:

- Contributes to our economy and tourism;
- Preserves natural areas for wildlife habitat and recreation;
- Enhances our air and water quality;
- Promotes health, fitness and personal well-being;
- Connects our communities with trails and greenways; and
- Supports an ecologically sustainable metropolitan region.

As shown on Figure 3, the natural environment within the Highway 99 Sub-Area is crisscrossed by several waterways, including Salmon Creek, NE 114th Street Tributary, Tenny Creek, Cougar Canyon Creek, and Lalonde Creek. These features historically have played a large role in encouraging human settlement in the area. Since the advent of the automobile and the construction of U.S. Highway 99, this area is better known for commercial uses along the "strip." Much of the study area is developed and, in the case of parcels along the highway, the landscape has been significantly altered by development. The Legacy Program and Vancouver-Clark Parks and Recreation have identified the Highway 99 planning area for future conservation. Conservation areas include the Salmon Creek Greenway and Trail System, Lalonde Creek and Trail, and Tenny Creek.

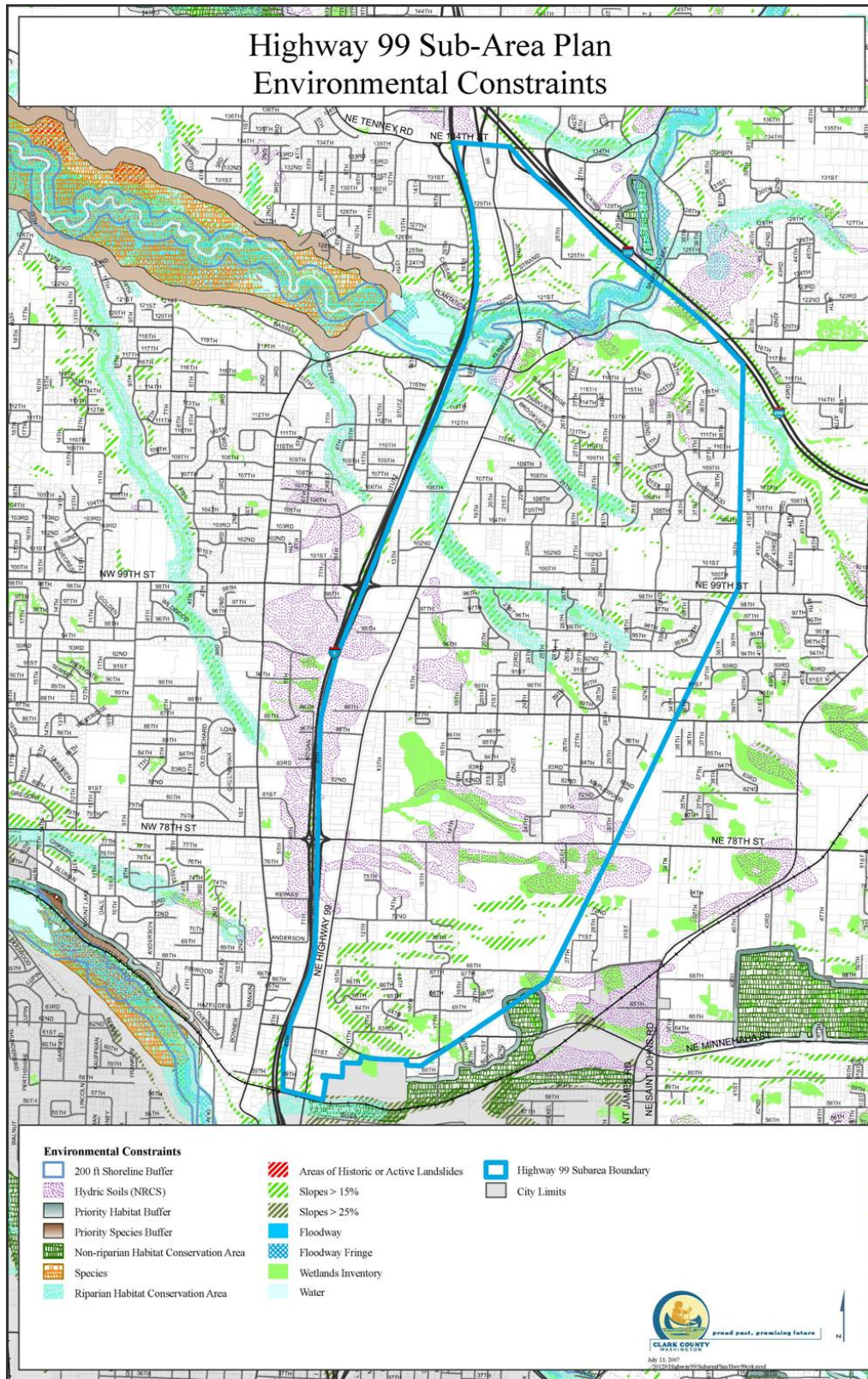


Figure 3 | Highway 99 Environmental Constraints

Land Use Inventory and Zoning

Table 1 shows the current land use and zoning within the sub-area. Each zoning category includes the total percentage of land use. This table illustrates the abundance of commercial designated land (19.98%). Technical Report #1 in Appendix A contains a more comprehensive land use inventory breakout.

Table 1 | Land Use Inventory

Land Use Inventory for Sub-Area Plan		
Land Use	Acres	Percent
Urban Low Density	1,154.32	46.93%
Urban Medium/High Density	371.91	15.12%
Mixed Use	125.82	5.12%
Employment Center	0	0.0%
Commercial	491.50	19.98%
Industrial	29.88	1.21%
Open Space/Parks	150.93	6.14%
Public Facilities	31.19	1.27%
BPA	99.17	4.03%
Water	4.87	0.20%
Total	2,459.59	100%

Source: Clark County Department of Assessment and GIS

Vacant Buildable Lands Inventory

Clark County uses a Vacant and Buildable Lands Model to identify places that could be developed, including both vacant parcels and those that are classified as underutilized.

The model developed in 1992 and recalibrated in 2006 is a broad based tool to determine the potential capacity of urban growth areas to accommodate potential growth. Information for Table 2 is provided by Clark County Department of Assessment and GIS using Vacant Land Model 2007V. It shows built, vacant, and underutilized acres within the Highway 99 planning area.

Table 2 | Vacant Buildable Lands Model

Land Use	VBLM Classification	Acres	Percent	Percent of Overall Total
Urban Low Density Residential	Built	685.99	61%	
	Parks and Open Space	38.87	3%	
	Roads and Easements	207.60	18%	
	Vacant and Underutilized	194.38	17%	
	Urban Low Density Residential Total	1,126.85		
Urban Medium/High Density Residential	Built	172.28	47%	
	Parks and Open Space	12.84	4%	
	Roads and Easements	42.85	12%	
	Vacant and Underutilized	136.22	37%	
	Urban Medium/High Density Residential Total	364.19		
Commercial	Built	311.79	64%	
	Roads and Easements	113.01	23%	
	Vacant and Underutilized	62.01	13%	
	Commercial Total	486.81		
Mixed-Use	Built	44.55	39%	
	Roads and Easements	19.88	17%	
	Vacant and Underutilized	50.99	44%	
	Mixed Use Total	115.42		
Industrial	Built	20.82	70%	
	Roads and Easements	4.43	15%	
	Vacant and Underutilized	4.64	16%	
	Industrial Total	29.88		

Source: Clark County Department of Assessment and GIS

Redevelopment Potential

The framework of the Plan is to revitalize key areas into mixed use activity centers. While there are some vacant and under-utilized sites within these centers, a significant amount of redevelopment will also be necessary to achieve the vision for the Highway 99 corridor. Large-scale development opportunities can serve as the catalysts for multiple smaller changes in the surrounding areas. These sites provide the most leverage for encouraging additional private investment. Since the plan will be a long-term conceptual plan it is important to identify locations where significant change can occur.

Development is typically easier on land that is vacant or underutilized. There are usually fewer site constraints, resulting in lower development costs. Further, with little or no income being generated, there is often economic pressure to put the land into a higher use in order to produce revenue to cover taxes and maintenance. On the other hand, the time and expense of redevelopment often does not make economic sense for properties that are already highly developed and have an existing revenue stream.

Several factors other than positive cash flow influence the redevelopment potential of privately-owned sites: size, location, and the ratio of land value to improvement value. For the purposes of this Plan, the county classified the redevelopment potential of properties based on the ratio of land value to improvement value. If the value of the underlying land exceeds the value of improvements on the land (land to improvement ratio greater than one), the parcel or site is considered to have at least some redevelopment potential. Figure 4 illustrates the potential for redevelopment based on the land to improvement value ratio.

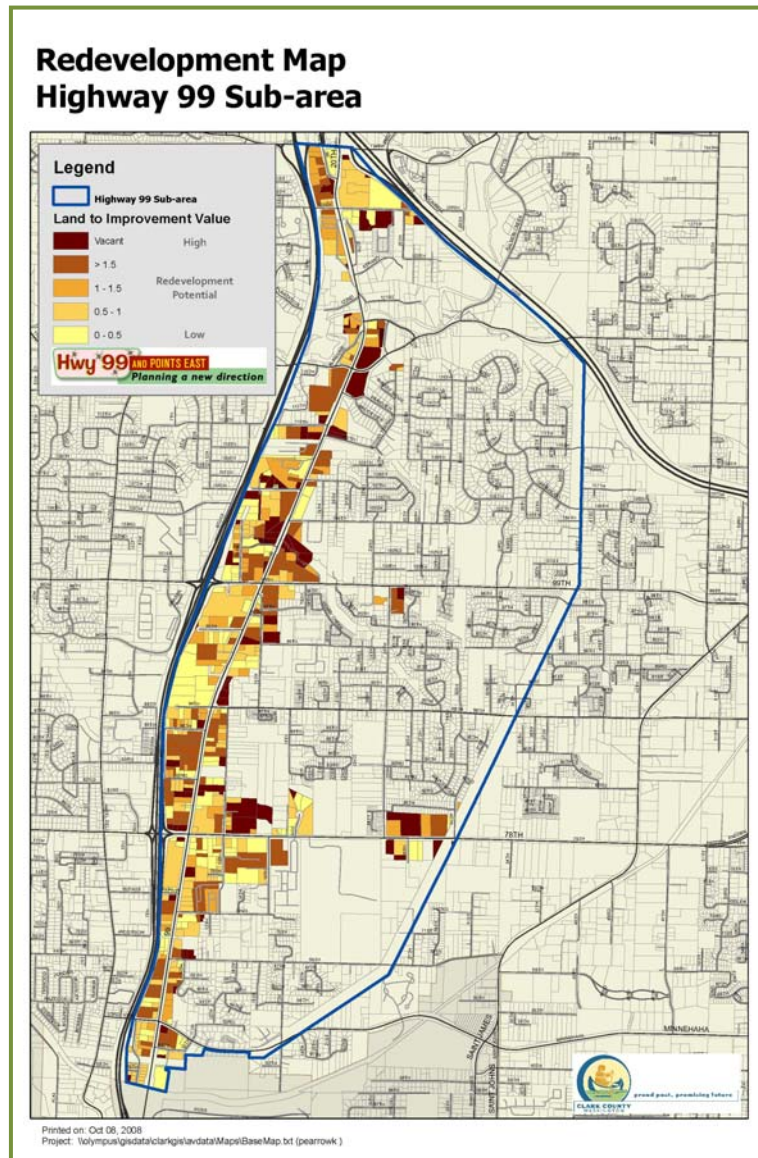


Figure 4 | Areas with Redevelopment Potential

Market Conditions and Outlook

Clark County undertook an evaluation of market conditions in the Clark County region as compared to the primary trade area and study area. Figure 5 shows the primary trade area in relation to the planning area. The evaluation focused on key questions for revitalization of the study area: 1) How much commercial development and redevelopment can be supported in the area; and 2) what type of residential development is most likely? Answers to these questions have provided insight into the economic health of the planning area and shaped land use recommendations. Technical Report #8 in the Appendix provides an in-depth analysis of the economic health of the planning area. Key findings included in the report are highlighted below.



Figure 5 | Highway 99 Primary Trade Area

Key Findings

- **Characteristics of existing commercial properties.** Unincorporated Vancouver UGA is a good location for businesses that need large acreage sites such as auto dealers and big-box stores. Businesses that prefer urban centers are less likely to locate in the Highway 99 Sub-Area. Compared with commercial properties in the total Vancouver UGA (includes the City of Vancouver and Unincorporated Vancouver), office buildings in the Highway 99 Sub-Area have higher vacancies and rents, and retail buildings have lower vacancies and rents. Competing retail developments could be an obstacle to developing more traditional retail in certain locations of the study area.
- **Comparisons of supply and demand for commercial land.** The vacant and underutilized supply of commercial land (62.02 acres) exceeds projected demand for commercial land (42.9 acres) in the study area. Redeveloping larger sections of the study area would create more commercial land than the study area will be likely to absorb. The type of commercial composition in the study area under current zoning conditions indicate that retailers selling convenience goods (food, drugs, and cards), sit-down restaurants, and mid-priced retailers such as Circuit City and Toys R Us may be most likely to succeed.
- **Estimated supply of commercial land.** The existing supply of vacant and underutilized commercial land in the study area is 62.02 acres. If the entire study area were built to the amount of commercial land available, then the area could increase the supply of built land from 311.79 acres to 373.81 acres, or about 3.6 acres per year for the remainder of the 20-year planning period. So, at current zoning 62.02 acres would be added to the built total.
- **Estimated demand for commercial land.** Estimated existing demand for commercial land in the study area is 2.378 acres per year for the remaining 20-year period: demand for retail and entertainment space will make up about 2.1 acres annually and demand for office space will make up about 0.274 acres annually.
- **Estimated supply of housing.** The planning area has 5,378 housing units, of which 3,675 or 68.3 percent are owner occupied, and 1,703 or 31.6 percent are renter occupied. The Department of Assessment and GIS also indicates that twenty eight percent of the study area's housing units are multi-family. The current vacant lands model (vlm2007v) indicates that Highway 99 Sub-Area can accommodate an additional 1,323 multifamily housing units through 2024.
- **Estimated demand for housing.** Based on the increasing barriers for first time homebuyers to purchase a home and declining vacancy rates for apartments in the Portland Metro Area, there is a growing market for multifamily development in mixed-use projects in Clark County. Currently, few urban amenities are offered in the existing sub-area. If the number of desirable amenities (including retail, recreational, and pedestrian-oriented opportunities) were to increase, other residential product types might become more feasible.
- **Comparisons of supply and demand for housing.** The current vacant lands model indicates that the Highway 99 Sub-Area can accommodate an additional 1,323 multi-family housing units through 2024. Recent trends in the single-family and multi-family residential markets show that multi-family residential demand is increasing throughout the Portland Metro Area. If the market for added multi-family housing continues to grow, the demand for multi-family housing is likely to increase in the Highway 99 corridor.

Public Services and Facilities

Parks, Trails, and Open Space

Clark County possesses a rich culture and environmental heritage. It is a beautiful place that provides opportunities to experience this beauty through outdoor activities. Well developed parks and trails encourage recreational activities.

Clark County owns approximately 7,335 acres of parks and open space lands. Parks are divided into two categories: urban and regional facilities. Urban facilities include neighborhood parks, community parks, trails, and open space. Regional facilities include regional parks, conservation and greenway systems, trails, and special facilities.

Recreational facilities are operated by the Vancouver-Clark Parks Recreation Department through a City of Vancouver and Clark County interlocal agreement. The following table is an inventory of recreational facilities within the Highway 99 planning area. The facilities are located within the Vancouver-Clark Parks Recreational Department Impact Districts 8 and 10.



Salmon Creek / Klineline Park

Table 3 | Recreational Facilities Inventory

<i>Name</i>	<i>Undeveloped Acreage</i>	<i>Developed Acreage</i>	<i>Total Acreage</i>
Neighborhood Parks			
Gaiser Middle School Park		5.00	5.00
Sarah J. Anderson Elementary	7.70		7.70
Tenny Creek Park		8.25	8.25
Tenny Creek School Site	5.00		5.00
Greyhawk NH Park		5.00	5.00
Community Parks			
Hazel Dell		20.00	20.00
Open Space/Natural Area			
Salmon Creek Greenway	20.18		20.18
Sherwood Meadows UOS	0.17		0.17
Sherwood North	3.39		3.39
Sherwood Ridge	14.50		14.50
Regional Park/Trails & Greenways			
Salmon Creek / Klineline Park	123.00	35.00	158.00
Salmon Creek Greenway	430.20	5.80	436.00
Burnt Bridge Creek Greenway	158.50	7.50	166.00
Total Inventory	762.64	88.43	849.19

Source: Vancouver-Clark Parks and Recreation Comprehensive Plans, Recreation, & Open Space Plan, May 2007

Vancouver Clark Parks has identified current and future recreational needs and developed a financing strategy for implementation of future capital and non-capital projects. Within the Highway 99 planning area, the plan has identified the need for three additional neighborhood parks, one community park, and future connectors to the regional trail and bicycle system. More detailed Parks and Trail information is included in Technical Report #6 of Appendix A.

Fire District



Fire Station #1, ca 1950

Fire protection is provided throughout the Highway 99 planning area by Fire District 6. The District provides service to approximately 60,000 residents throughout a 37 square mile territory. Service is provided by four facilities. The study area is located within the heart of the district and is served by two fire stations; #63 located at 13419 NE Clark Road and #61 located on 8819 NE Hazel Dell Avenue. The average response time for District 6 is 3 minutes 41 seconds, well within state standards. A third fire station located in District 5 at NE 63rd Street and Andresen Road provides backup coverage to District 6. Fire District 6 does not foresee any difficulty providing service to an enhanced Highway 99 Sub-Area.

Law Enforcement

The Clark County Sheriff's Office provides law enforcement services throughout the unincorporated area and in the Town of Yacolt. Regional or shared law enforcement and correction facilities are provided by the county including the main jail, the Jail Work Center, the Juvenile Detention Center, the Clark-Skamania Drug Task Force, the 911 Emergency Center (CRESA), and a leased facility for the Child Abuse Intervention Center (CAIC). The study area is located within the Clark County Sheriff's West Precinct district.

Crime deeply affects the quality of life for everyone. High crime rates mean more crime victims. Fear of assault is not only a leading cause for anxiety but a major reason people choose not to walk, use recreational facilities, or allow their children to play outside. Crime data was analyzed for the planning area in twelve different categories. A comparison between the Highway 99 planning area and 10 nearby neighborhoods shows that the planning area has the highest rates per 1,000 people for 4 of the 12 crime categories (assault, drugs, burglary, and forgery). The NE Hazel Dell Neighborhood had the highest crime rates for 7 out of 12 crimes with the majority of problems focused on the area around Highway 99 itself. While many variables influence violence and crime in communities, aspects of the physical environment can both encourage and discourage



NE 78th Street east of Highway 99.

crime. Crime prevention through the natural environment linked with aggressive code enforcement and adequate levels of community policing will reduce crime and create a healthier environment. More detailed discussion on community safety and health can be found in Technical Reports #15 and #9 of Appendix A.

Library

The Fort Vancouver Regional Library District (FVRLD) serves an area of approximately 4,200 square miles and nearly 410,000 people in four counties. The District provides a total of 70,405 square feet of library space in eight branches serving the county. Regional library service to the planning area is provided through the Three Creeks Community Library, a 13,000 square foot facility located at 800 C NE Tenny Road.

Electricity

Clark Public Utilities and the Bonneville Power Administration (BPA) provide a network of local and transmission lines throughout the project area. Clark Public Utilities (CPU) currently provides access to their transmission poles for other service providers such as, Comcast Cable, Verizon, and Quest. The utility routinely reviews the county's growth plans and coordinates the construction of new facilities. CPU has been participating in the planning discussions throughout the Highway 99 area and foresees no problem in providing additional electricity to the area. Other items of discussion centered on their transmission and distribution lines within the view corridor of Highway 99. Throughout this planning process the public has expressed the desire to "bury" the utility lines. CPU has not discounted this option, but points to the cost/benefit of reducing the visual clutter by burying their lines. CPU has agreed to review coordinate with the County on future projects.

Natural Gas

Granted its service territory by the Washington Utilities and Transportation Commission, Northwest Natural Gas is the sole purveyor of natural gas in Clark County. The utility has a network of lines throughout the planning area with a 4-inch natural gas line in Highway 99. Northwest Natural Gas noted that during major weather events, the network has experienced low system pressure. The utility plans to coordinate with Clark County Public Works Department to install upgrades to their network during road construction. Overall, the utility did not foresee any difficulties providing natural gas to the project area.

Sanitary Sewer System

The sanitary sewer system in the planning area is managed by the Clark Regional Wastewater District (CRWWD). The district connects to the City of Vancouver Treatment Plant and the Salmon Creek Wastewater Treatment Plant owned by Clark County. The sanitary sewer collector lines within the planning area range from 8-12 inch diameter. Traditionally,



Salmon Creek Wastewater Facility

new sanitary sewer system improvements are linked to public work transportation projects and new construction. CRWWD noted that upgraded line extensions and pump stations may be necessary to serve a concentrated urban expansion within the study area. Within the planning area, NE 88th Street is the top of the basin. The southern flow from NE 88th Street to NE 63rd Street splits between Cougar Creek and Chicken Creek. Cougar Creek will require capacity improvements over the next 20-year horizon. New line improvements running east-west would be necessary near NE 78th Street. CRWWD has been actively involved in Team 99 and is coordinating their facility planning with Clark County.

Stormwater System

Stormwater management is primarily a function of road construction and development activity. Current Clark County code requires treatment and detention for existing and proposed areas within project limits. Criteria and methods from the Stormwater Management Manual for Western Washington are used to establish the treatment and detention requirements. The county is in the process of updating the Unified Development Code Title 40 based on new Department of Ecology regulations. This update is targeted for completion in 2008 and will include low impact development options, regional facilities, and other innovative techniques. Currently the existing storm system within Highway 99 intercepts a significant amount of off-site flow on both the north and south side of the planning area. There are five creeks in the planning area that cross Highway 99: Salmon Creek, NE 114th Street Tributary, Tenny Creek, Cougar Creek, and Cold Creek. Lalonde Creek feeds into Salmon Creek in the northeast section of the study area. The creeks, in most cases, are considered fish habitat.

The majority of the approximately 2,400-acre Highway 99 Sub-Area is gently sloping, with only 8% of the area having slopes of over 15%. Hydric soils occupy only 8% of the area. Three soil types cover 69% of the sub-area: Hillsboro silt loam, 3 to 8 percent slopes (HoB) 43%; Hillsboro silt loam, 0 to 3 percent slopes (HoA) 13% Hillsboro silt loam, 8 to 15 percent slopes (HoC) 13%. Only approximately 21 acres, or 1% of the sub-area, is in the Floodway. Wetlands cover approximately 156 acres, or 6% of the sub-area. Stormwater management in the Sub-Area will need extensive research and should utilize a variety of approved options in order to comply with county code. Further study is recommended as an implementation strategy.

Schools

The Vancouver School District extends from the Columbia River north into Salmon Creek and provides educational services to the study area. Overall student enrollment for the district shows that over 30 different languages are spoken. Students' eligible for free- or reduced-price lunches (May 2007) was 44%. Within the sub-area plan, 23% of the students' primary language is Spanish. Sarah J. Anderson demographic profile shows 37% of students eligible for subsidized lunch program. Table 4 below shows the location and types of school facilities utilized by students in the study area.



Sarah J. Anderson Elementary

The district has included several capital projects in this study area in their 6-year Capital Facilities Plan. The improvements include: 1) the replacement of Eisenhower Elementary, 2) upgrades to Sacajawea Elementary, 3) a new elementary school, 4) improvements to Columbia River High School and 5) providing portable class rooms until improvements are completed.

Table 4 | School Inventory

Name	Location	Enrollment Fall 2008
Eisenhower Elementary	9201 NW 9 th Avenue	507
Hazel Dell Elementary	511 NE Anderson Road	451
Sacajawea Elementary	700 NE 112 th Street	386
Salmon Creek Elementary	1601 NE 129 th Street	485
Sarah J. Anderson Elementary	2215 NE 104 th Street	770
Gaiser Middle School	3000 NE 99 th Street	866
Columbia River High School	800 NW 99 th Street	1343
Vacant Elem. (9.75 acres)	8614 NE 25 th Avenue	n/a

Source: Vancouver School District, 2008

Telecommunications

Each telecommunication service provider indicated support for placing utility lines underground and commented that they would coordinate with Clark County's Public Works Department to install upgrades to their network during road construction. Overall, the utilities did not foresee any difficulties providing service to the project area. The following telecommunication companies provide service to the area:

- Comcast Cable services the entire planning area providing high speed internet, cable, and communication. The majority of utility lines are attached to CPU poles.
- Quest provides telephone service throughout the planning area. NE 78th Street is the boundary line between their Vancouver office and the Salmon Creek office. The Salmon Creek office provides service north to the Fairgrounds. Their main system fiber optic line runs along Highway 99.
- Verizon (Fiber Optic) is provided to the Vancouver School District only. This fiber optic network links school facilities with the main District offices. This system is provided under a lease purchase plan that will be reviewed in 2010

Water

Water service is essential for all types of land use. Clark County relies almost entirely on groundwater aquifers for public and private water use. The county does not own or operate any public water systems. The water supply to the planning area is provided by Clark Public Utilities. CPU's service boundary includes the entire unincorporated Three Creeks Special Planning Area.

Water demand forecasts are based on a projected 3 percent annual population growth rate. Historically the county has experienced an overall 2 percent population increase. CPU obtains water from 42 production wells with an average pumping capacity of approximately 22,000 gallons per minute. To ensure readily available water supplies, CPU also maintains 28 reservoirs comprising a total storage capacity of 16.4 million gallons. Clark Public Utilities maintains that water supply to the planning area is excellent and foresees no difficulty providing water under the Highway 99 Sub-Area.

Transportation and Access

Street System

As noted in Chapter 2, transportation throughout the planning area expanded incrementally over time as population and roadway use changed. The resulting road network is faced with significant barriers. Circulation to and from the planning area is significantly affected by two interstate highways, the Bonneville Power Administration and Ross Complex transmission grid, and the natural environment. Within the planning area, circulation is tied to the arterial and collector road network as it feeds the interstate system. Highway 99 continues to function as a major north/south transportation corridor and as the Interstate-5 by-pass route. (Oversized truck traffic cannot use Highway 99 due to bridge clearance.) East/West movement linking to the interstate is provided by NE 78th Street, NE 99th Street, and 134th Street.

Local streets in the area avoided physical barriers such as creeks, foothills, and transmission lines. The construction of Interstate-5 further impacted the east/west local road network and neighborhoods. Interstate-5, as a controlled access roadway reduced the limited number of east/west local connections causing traffic flow to reroute.

As a result, the Highway 99 Sub-Area has a much higher percentage of interstate and principal arterial road miles than other urban areas in the County and a much lower percentage of minor arterials and collectors. Traffic moving within and through the area is concentrated on just a few major roads and traveling at higher speeds.

Traffic Volumes

Traffic volumes along Highway 99 and on the major streets within the sub-area are projected to increase significantly over the next 20 years, particularly north of NE 99th Street. The volume projections on NE 134th Street west of Highway 99 are projected to be

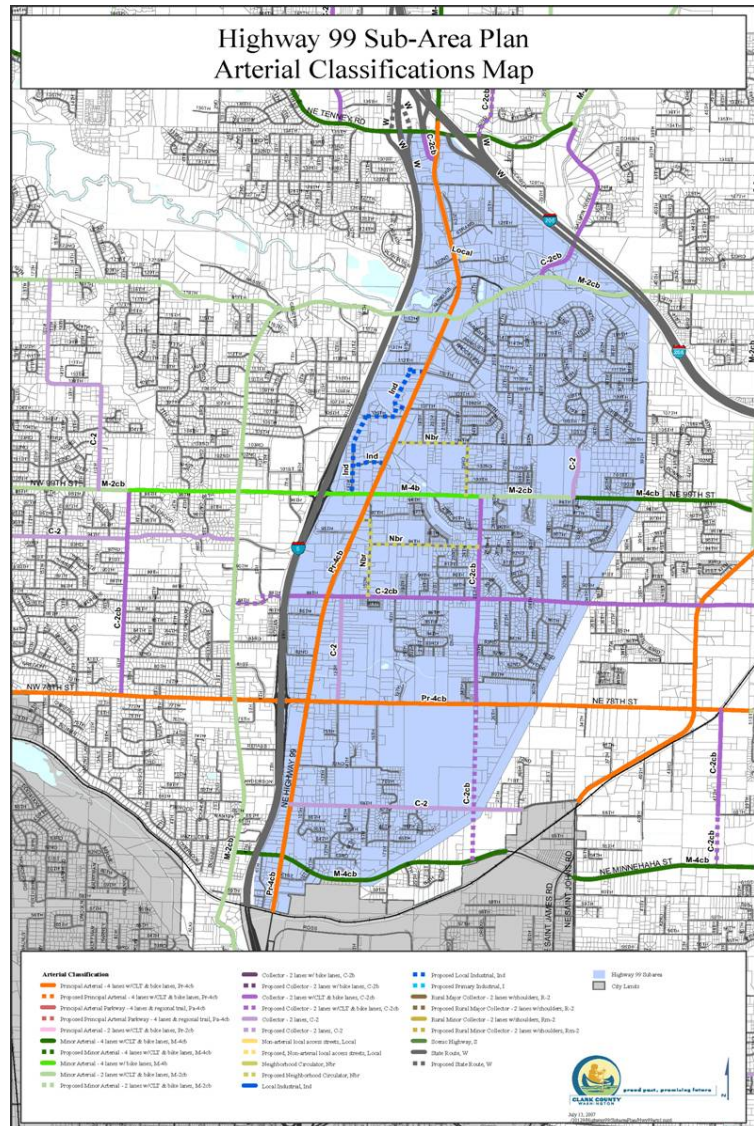


Figure 6 | Highway 99 Road Network

lower as a result of the proposed NE 139th Street overpass and other Salmon Creek Interchange improvements.

Eight of the adopted concurrency corridors are partially or completely within the planning study area. The Clark County Board of County Commissioners has adopted minimum travel speeds for each of the concurrency corridors. Actual travel speeds are significantly higher than the adopted minimum standards on most of the corridors.

Quick Facts

- Two of the top ten highest volume intersections in the county are within the planning area: Highway 99 at NE 78th Street and Highway 99 at NE 134th Street.
- Average weekday traffic counts are 51,000.
- Average PM peak hour delays per vehicle are between 60 and 90 seconds on Highway 99
- Four road segments ranked within the top 50 in the county system for vehicle accidents.



Highway 99 at NE 72nd Street, looking north

Transit Services

Clark County Transit Benefit Area Authority (C-TRAN) is a publicly funded transportation system that serves the transportation needs of Clark County. C-TRAN has been providing mobility options for over 25 years. The transit agency provides regional transit mobility through the Portland Metro Area by connecting to Tri-Met, MAX (Light Rail), AMTRAK, and the Portland International Airport.

Other services include

- C-VAN: a curb-to-curb service for people who cannot access regular route service;
- The Connector: provides the cities of Camas, La Center, and Ridgefield with fully accessible dial-a-ride and regular stop service;
- Bike & Bus Program; and
- Carpool/Vanpool Program.

Transit routes serving the planning area originate at the NE 99th Street Transit Center at Stockford Village. C-TRAN provides connections to seven transit routes, two commuter routes, C-VAN, and the Connector.



C-TRAN Hybrid Bus "Earth Day Every Day"

Local bus routes #9, #25, #37, and #78 operate seven days a week and holidays. Core transit service on Highway 99 operates approximately every 15 minutes weekdays, 15/30 minutes Saturday, and 30 minutes Sundays. Commuter connections into Portland originate at the NE 99th Street Transit Center and the Salmon Creek Park and Ride. Weekday commuter service operates at approximately every 10 minutes. All buses provide both hydraulic lifts and bike racks.

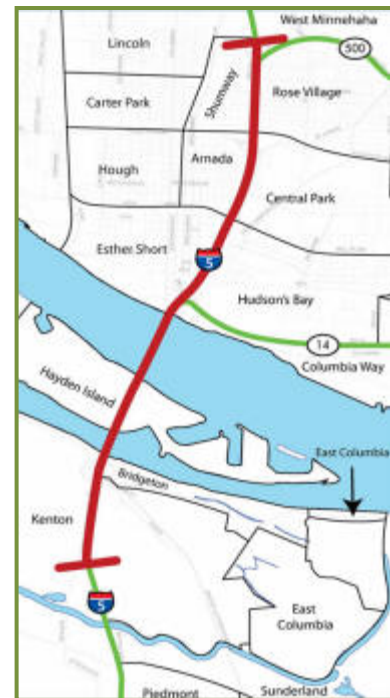
Clark County has seen significant economic and population growth over the past 25 years. However, growth has outpaced transportation investment, which has resulted in large increases in traffic congestion and travel delays. Regional public transit is part of a long-term solution. Two separate studies are underway that will enhance the Highway 99 planning area; the Columbia River Crossing Project and the High Capacity Transit System Study.

Columbia River Crossing Project

Columbia River Crossing is a bridge, transit, and highway improvement project of the Oregon and Washington transportation departments. The project is designed to reduce congestion and improve safety on a five-mile long segment of Interstate 5. The project area is just south of the Highway 99 study area. It stretches from State Route 500 in Vancouver, Washington, to approximately Columbia Boulevard in Portland, Oregon, including the Interstate Bridge across the Columbia River.

The project has analyzed multiple bridge options and two public transit mode options to identify the best combination for improving mobility and safety and reducing congestion in the project area. The result of this study report or Draft Environmental Impact Statement, which is required by the National Environmental Policy Act (NEPA) will be the adoption of a locally preferred alternative.

Whether the outcome of this project is a High Capacity Transit recommendation for Light Rail or Bus Rapid Transit, all planning efforts for the Highway 99 Sub-Area plan will support this effort.



High Capacity Transit (HCT) System Study

The Southwest Washington Regional Transportation Council (RTC) in partnership with local jurisdictions and agencies is studying Clark County's future high capacity transit options. Through the study, RTC and study partners have gathered input on a wide range of potential HCT modes and travel corridors from county residents, elected officials, community groups, and other transportation agencies. These ideas are crucial for identifying the most promising travel corridors and transit modes to connect the community. The draft study's early findings note three key criteria for HCT in Clark County:

- HCT needs to be faster than the base bus system.
- HCT needs higher density along corridors.
- HCT needs to serve both intra-Clark County and bi-state trips to maximize ridership.

The early findings support Bus Rapid Transit (BRT) concepts along Highway 99, Fourth Plain, I-205, and the Mill Plain corridor. Outlying cities within Clark County should be connected to the HCT system with feeder bus service. Highway 99 has consistently ranked as one of the top two corridors for HCT services. Future sub-area plan recommendations will include planning for BRT along Highway 99.

Bicycle and Pedestrian Facilities

While cyclists can use any street throughout the planning area, there are few designated bicycle lanes or other bicycle-only facilities. North/south bicycle lanes are provided on portions of Highway 99. Sections of existing bike lanes are to be upgraded to accommodate new bike lane standards. The lane disappears at the Chelatchie Prairie Railroad bridge crossing. Continuous East/West bicycle lane connections are available on NE 78th Street and NE 99th Street.

Bicycle friendly environments have enormous health benefits and provide mobility options other than automobiles. Safe movement of bicyclists through the planning area to activity centers and connectivity to regional facilities is of paramount importance. Unmarked lanes and traveling on heavy traffic roadways, increases exposure to noise and air pollutants and increase the risk of injury. An inventory of the study area was completed focusing on arterial and collector streets.

Pedestrian accessibility also plays a crucial role in the Highway 99 Sub-Area Plan. Providing convenient pedestrian access through on-street sidewalks and off-street trails is an integral component of an active community. To insure that the availability of sidewalks is adequately addressed, it was determined that a detailed inventory of the sidewalk system should be completed.

Areas with no sidewalks, partial sidewalks, and non-ADA compliant sidewalks exist throughout the planning area. Pockets of neighborhoods constructed between the 1950's to 1970's without sidewalks are located next to new neighborhoods with fully constructed sidewalks. Access to activity centers such as schools, parks, grocery stores, and places of worship are incomplete or non-existent. This information assisted in determining where gaps in the sidewalk system exist and allowed prioritization of resources. A sidewalk inventory map can be found in Technical Report 4 of Appendix A. More detailed discussion on Transportation, Sidewalks, and Bicycle Lanes can be found in Technical Reports #3, #4, #5 and #9 of Appendix A.



Highway 99

Chapter 4

The Community Process

Team 99

In 2000, a group of concerned residents, businesses, and property owners formed “Team 99” to launch a concentrated revitalization effort for the Highway 99 corridor. Today, Highway 99 reflects its varied history as a blend of ten-room motels, new/used car lot sales, and big box retail stores interspersed with fast food restaurants and commercial strips. Frustrated with the stark sea of asphalt, overhead power transmission lines, lack of pedestrian amenities, and aged appearance, Team 99 set in motion a community based vision of how the area will look well into the future.

Quick Facts

- Team 99 received financial support from the Hazel Dell/Salmon Creek Business Association, volunteers from community groups, and logistical support from Fire District #6.
- Team 99 identified the study area.
- The group gathered information from local business sources and other communities.
- Team 99 identified opportunities and issues.
- Team 99 researched a variety of tools to achieve the desired end result of attractive redevelopment.
- Team 99 produced an Action Plan.



Highway 99 looking north at NE 63rd^h Street

In early 2007, Team 99 recognized that while the Action Plan was incrementally moving forward, the underlying vision was short sighted. They realized that they could achieve a greater impact if the overall vision for Highway 99 moved from a corridor-wide streetscape improvement to a broader redevelopment effort. The group approached the Clark County Board of Commissioners and received support to expand their original scope of work to include completing a redevelopment plan for a 4-square mile area of Hazel Dell and Salmon Creek.

Issues and Opportunities

Team 99 Telephone Survey

In order to identify opportunities and issues affecting the Highway 99 corridor study area, Team 99 launched the *Team 99 Study* in 2001. The study was a random-sample telephone survey of residents in Fire District 6 performed by Riley Research and Associates. The purpose of the study was designed to prioritize improvements that gather community input and impressions of Highway 99. Overall, respondents ranked the highest priority for improvements on the corridor to be 1) safety and traffic issues, 2) appearance/ aesthetics, and 3) retail variety.

Community Meeting

Team 99 and Clark County hosted the first community open house in 2001. More than 100 people attended including residents, business people, property owners, and staff from various county departments and service providers. The open house generated a great many ideas, enthusiasm, and community support for revitalizing Highway 99. While there was clearly community support for revitalization, at this stage the level of support among property owners and business tenants remained uncertain.

The following emerged as the vision statement for the group.

To revitalize historic Hazel Dell as a vital, attractive, cohesive, prosperous, accessible, safe community and a destination in which to work, shop, live, and play.

Stakeholder Interviews

To assist Team 99 in reaching property owners and business owners along the corridor, the Board of County Commissioners contracted with the JD White Company, Inc. in December 2001 to perform a stakeholder survey. The survey included one-on-one interviews with 15 stakeholders representing a diverse mix of interests. An analysis of the information



NE Hazel Dell Neighborhood Association Meeting

obtained through this process was presented in the *Property / Business Owner Stakeholder Interview Report: Highway 99 Revitalization* completed in May 2002.

The report concluded that the main obstacle for revitalization along Highway 99 is the lack of a cohesive vision for the corridor by local business owners. Other conclusions were that many property owners would support revitalization efforts as long as there was a demonstrable positive financial benefit. Revitalization strategies should emphasize partnerships, include private sector funding, provide incentives for higher quality development, and demonstrate a positive return on investment over time.

The Action Plan

In early 2004, Team 99 focused their attention on the development of an Action Plan to coordinate their efforts and provide direction and measurable results for the community. The *Highway 99 Focused Public Investment Area Action Plan* was completed in April 2004. The Board of County Commissioners identified Highway 99 as a top priority location for focused public investment to spur economic development in this corridor.

The Commissioners agreed to provide resources and support at the final adoption of the *Clark County Comprehensive Plan 2003-2023* in September 2004. Team 99 was asked to actively participate in the final stages of adopting an updated Comprehensive Plan. In September 2004, the county adopted the updated Comprehensive Plan which included a new *Economic Development Element Chapter 9, a Focused Public Investment Plan*, a new *Clark County Comprehensive Economic Development Strategy and Action Plan*, and an Arterial Atlas Amendment.

Walkable Communities Workshop

Southwest Washington Regional Transportation Council (RTC) sponsored a Walkable Communities Workshop in May 2004. This workshop was presented by the National Center for Bicycling & Walking. It provided another opportunity to engage a variety of partners in making Highway 99 and Hazel Dell a safer walking and cycling environment. The Walkable Communities Workshops were held at four locations throughout Clark County. Highway 99 was targeted as a prime location for this workshop.

The interactive workshop provided information on how to turn areas of the community into pedestrian-friendly and active places. The participants then toured the area on foot. For the remainder of the workshop, the group applied what they learned in the morning session to maps of the area they walked.

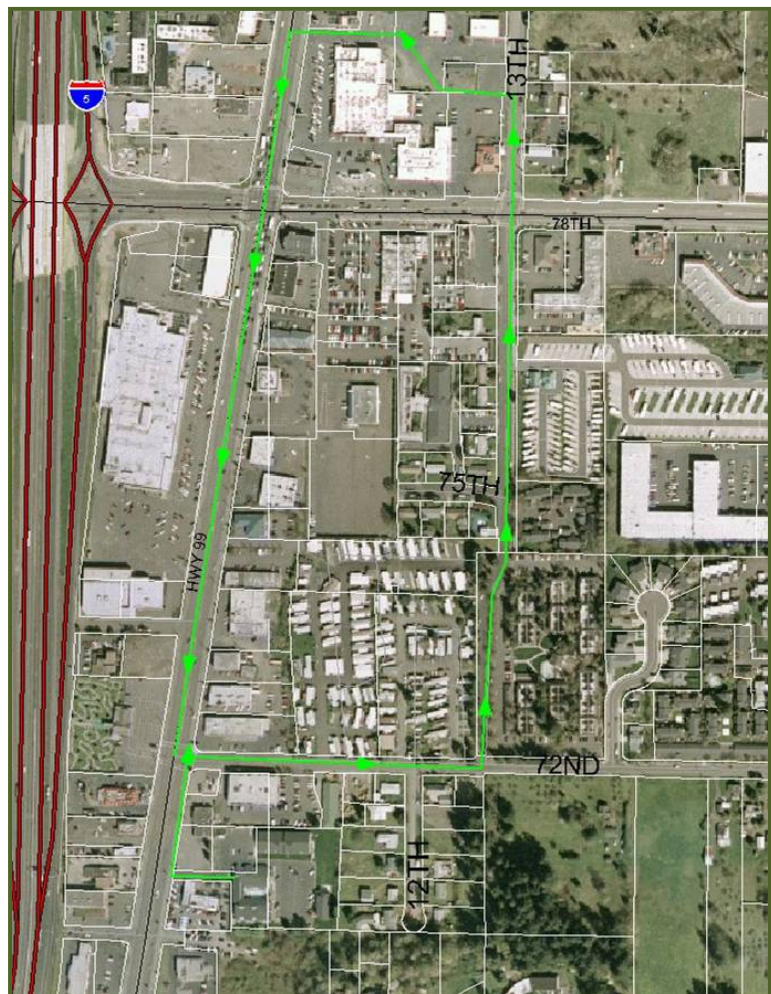


Figure 7 | Walking Route
(Highway 99 between NE 72nd and NE 78th Street)

Team 99 Lessons Learned

The overall benefits of a walkable community include

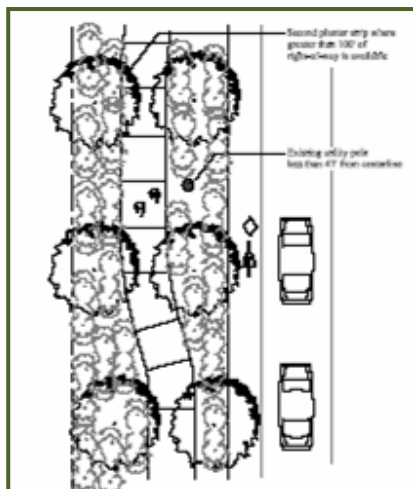
- reduced air pollution
- reduced automotive congestion
- healthier citizens
- increased property values
- higher retail sales (increased foot traffic)
- helps revitalize town centers
- promotes the economy of an area
- lowers crime rates (“eyes on the street”)
- increased pedestrian and bicyclist safety
- greater sense of community



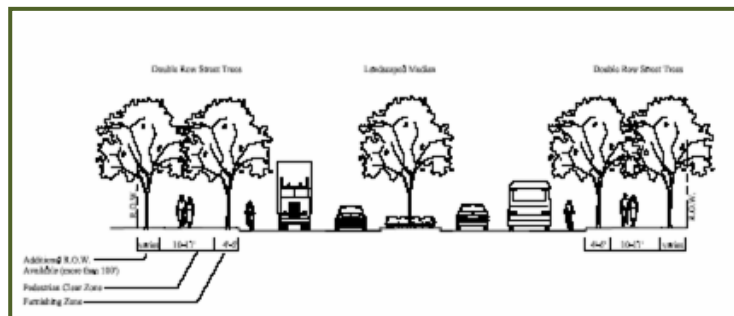
Highway 99 Corridor Concept Plan

The Clark County Public Works Department launched a preliminary scoping project for the northern section of Highway 99 from NE 129th Street south to NE 99th Street. *The Highway 99 Corridor Plan: Concept Design Report* was completed in January 2006. This concept plan was prepared to provide Clark County with a “tool kit” of design options for roadway improvements, access management strategies, and streetscape design options.

The concept plan was designed to support future redevelopment, reduce the number of off set intersections, and provide a starting point for engineering design. The concept plan was developed with review and input from Team 99, county staff, and an extensive public outreach effort. The roadway section of Highway 99 between NE 129th Street and NE 99th Street is ranked #2 on the 2009-2014 Transportation Improvement Program.



Street design elements included in the “tool box” for Highway 99.



Mixed Use Design Standards

Tied to the redevelopment potential of the Highway 99 area is the development of design standards that support community ideals. Team 99 recognized early on that the new Mixed Use development code and standards could play an important role in Highway 99's "tool box."



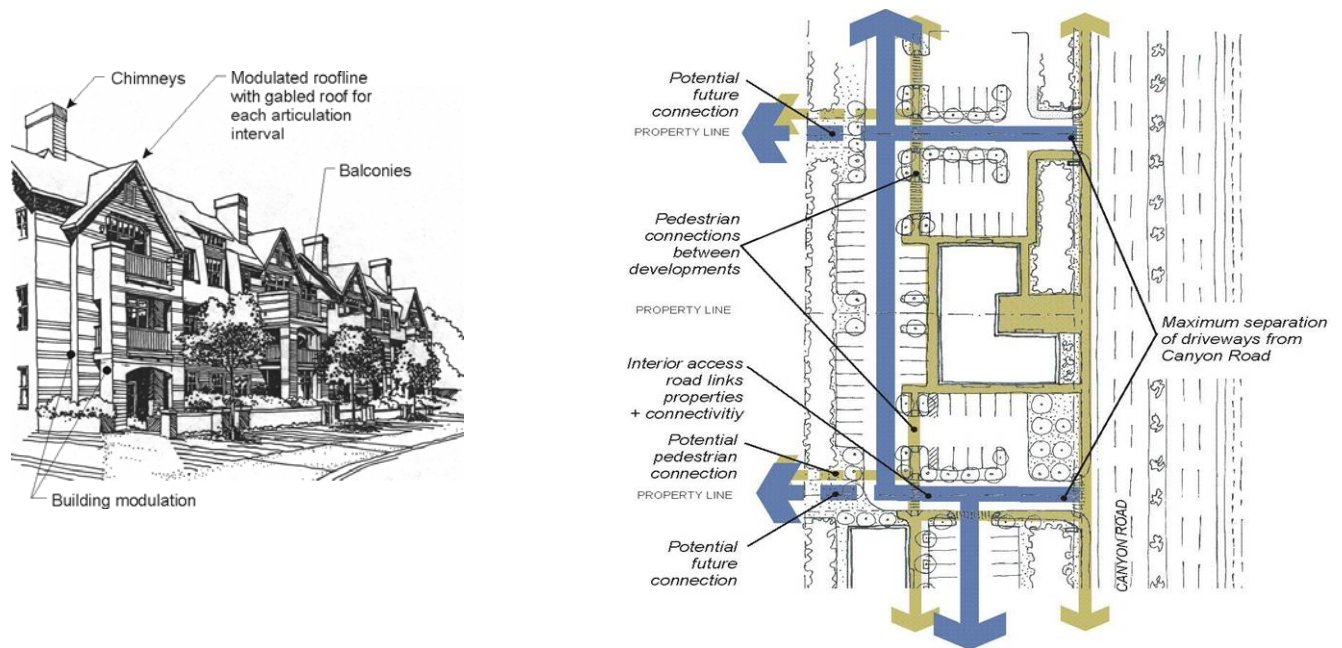
Mixed Use Advisory Committee toured Orenco Station in Hillsboro, Oregon and other development sites.

Mixed-use development, when done correctly, provides a mix of mutually supportive retail, service, office and residential uses. It promotes cohesive site planning and design which integrates and interconnects two or more land uses in a development. It also provides a higher-density, active, and urban environment.

Team 99 decided to participate in the development of the mixed use code and design standards. The Mixed Use Advisory Committee (which included two Team 99 members) actively sought community participation in defining what mixed use elements should look like. A visual preference survey, developer forum, design charrette, and public meetings laid the foundation for the mixed use design standards. The Board of County

Commissioners adopted the Mixed Use Design Standards (UDC Title 40, Appendix A) and the Mixed Use code (UDC 40.230.020) in April 2006.

Since the design standards developed for mixed use closely resembles the overall design elements envisioned for the Highway 99 Sub-Area, Team 99 supported using the mixed use concept as the baseline for community discussion of future development along Highway 99.



Highway 99 Circulation Plan

Transportation circulation plans are a common component of sub-area plans. They are intended to create a street network that supports both access and mobility in and out of the core area. As part of the *Highway 99 Corridor Plan: Concept Design Report*, a transportation circulation plan for the corridor was developed. The circulation plan identified the need for limited access to Highway 99 itself, aligned intersections, raised medians, reclassification of existing roadways to reflect their current use, and the identification of new roads necessary to relieve congestion on the corridor. The circulation plan was presented to property owners along Highway 99, neighborhoods, and interested stakeholders. By December 2006, County Commissioners adopted the Highway 99 Circulation Plan and amended the Arterial Atlas.

Guided and Self-Guided Tours

A guided tour in 2007 was crafted to get Community Design Forum participants ready to discuss what they like and what might improve the area. The 90 minute tours started at the Starbucks parking lot at the corner of NE 78th Street and Highway 99. During the month of August and September, 62 individuals participated. The same tour was also developed into a self-guided tour and linked to the web site for anyone who wished to tour the area.



*Guided tour participants
Stop #8 on NE 39th Avenue.*

Community Design Forum

Working with Team 99 and LSW Architects over 113 members of the Highway 99 community participated in an intensive, highly productive design forum. During the course of this collaborative visioning process, specific design elements based on the mixed use code emerged.



These recommendations have been distilled and graphically represented. The design standards provide predictability for the community as well as property owners, developers and investors interested in redeveloping sites along the planning area. More importantly, they provide the community with certainty that the corridor will evolve to match its desires for the future. Participants were asked to complete three tasks.

Design Forum Participants

Task 1 "Imagine that it is 20 years from now in the year 2027. Describe a hopeful, positive vision of what the planning area looks like."

*"We're looking for better design
a sense of place.
Let's get started. Dream. Share.
Make the most of this opportunity."
Marty Snell, Clark County*

Task 2 "Given the vision and team discussed earlier, what *obstacles* need to be overcome, *opportunities* exist, and *strengths* to be reinforced to realize your dream."

*"Change can be slow; however,
it is astonishing what can happen
with revitalization.
What is important is a community
taking a first step
to make that change."
Mark Hinshaw, LMN Architects*



Key ideas of Tomorrow's Vision are:

- Lots of green; trees, landscaping and healthy environment;
- Turn Highway 99 into a Main Street;
- Show the unique quality and character of Hazel Dell;
- Expand recreational and economic opportunities; and
- Places for kids because they are our future.

Key Comments

Obstacles

- Financial cost to make improvements;
- Wrong zoning;
- Getting everyone involved;
- Fear of change; and
- Attracting new business is difficult with pockets of crime.

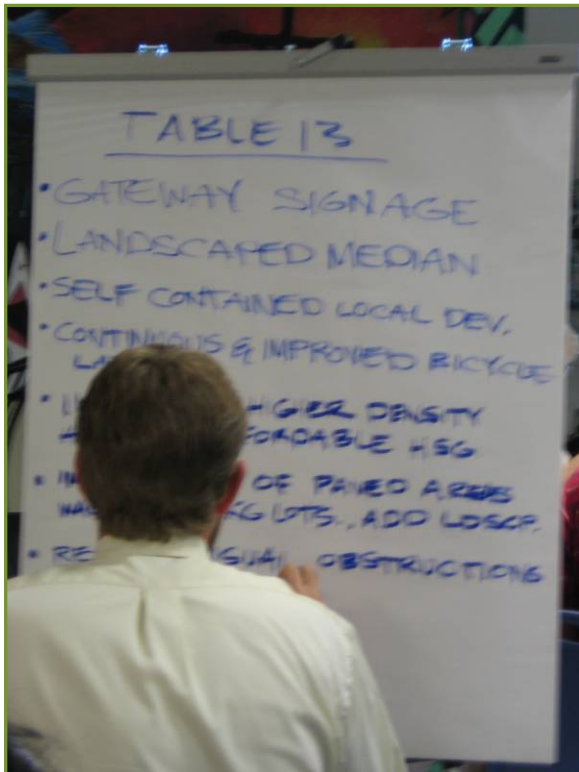
Opportunities

- Community willingness to support the improvement;
- Existing business can expand their base;
- 78th Street/WSU Agriculture Site (80 acres) Greenfield;
- To become a destination place; and
- Highway 99 has lots of right-of-way

Strengths

- Proximity to I-5 and Padden Parkway;
- Ripe for redevelopment;
- Highway 99 is functional;
- High transit service; and
- County and local support

Task 3 Focus on seven key elements; *Parks, Trails and Open Space; Signs; Driving Walking and Biking; Preserving Our Past; Public Transportation; Public-Special Purpose Facilities; and Land Use Pattern Concepts*. Each participant was given a packet of post-it notes and colored dots. As they moved from station to station, they were asked to “vote” for their top amenity and comment on key design elements.



Key Elements

Parks, Trails and Open Space – The top three amenities requested were trails, community gardens, and natural areas. The idea of creating a continuous walking and biking trail within the Bonneville Power Administration transmission right-of-way corridor was introduced.

Signs – “Which do you prefer: pole signs or monument signs?” and “Should existing pole signs have to be removed over a period of time?” Residents voted for monument signs and the removal of pole signs. Business interests were mixed with approximately two-thirds voting for monument signs and removal of pole signs.

Driving, Walking and Biking – Illustrated drawings from the Highway 99 Corridor Concept Plan, Bike Inventory Map and Sidewalk Inventory Map was presented for comments. Comments included more trees, 12 foot sidewalks, corrections to the sidewalk inventory, location of bike lanes, and types of Stormwater grates.

Preserving our Past – Since history is a significant component of this sub-area plan, the Heritage Trail concept was presented for initial reaction and comment. Comments included support for the idea, planting hazel nut trees, and include trail markers.

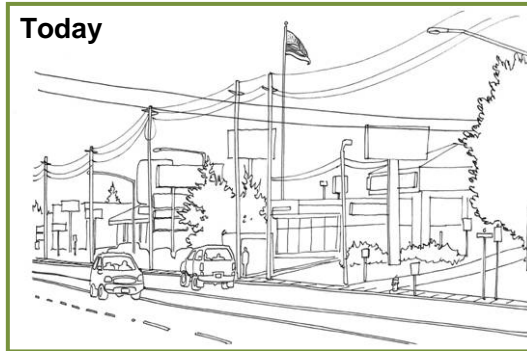
Public Transportation –Comments in support and against Light Rail. Bus Rapid Transit and rubber tire Trolleys received positive comments.

Public-Special Purpose Facilities – *Overwhelming support for a community center, urban trails, and plazas. Significant interest in future public process for 78th Street property.*

Land Use Pattern Concepts- *Support for a blend of mixed-use and multi-family.*

“Imagine this community as being economically and aesthetically attractive. A healthy place to live, work, and play. A greener place, that reminds us of the strong sense of history, culture, art and agriculture that provided the roots for this community to grow.

A place for kids and bikes; where the new residents recognize the incredible insight that the original business owners, community members, and county staff had to create such a wonderful sense of place.” Casey Wyckoff, LSW Architects



Community Open House

The community reviewed a range of alternatives from a No Action alternative to a high intensity transit friendly mixed use alternative. Survey responses indicate strong support for improvements to Highway 99, building design standards, park and trail investment and improved pedestrian/bicycle circulation. There was significant support for public transportation including both high capacity transit and fixed route bus service. The four alternatives were:

- Alternative 4 Together we travel - Mixed Use Transit Community was preferred by 34 respondents - the highest number of votes as the preferred alternative,
- Alternative 3 “The Strip” no more – Mixed Use Community was preferred by 25 respondents,
- Alternative 2 “The Strip” gets a new look – Design Standards at work was preferred by 5 respondents, and
- Alternative 1 “The Strip” goes on – No Action was preferred by 1 person.



Open House Participants

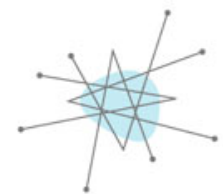
Following a review of the Open House summary and discussion of the alternatives, Team 99 and the Planning Commission recommended to the Clark County Board of Commissions that Alternative 4 should proceed into the SEPA process as the Preferred Alternative.

Refine the Design for Highway 99 Workshop

A community workshop was held in October to refine Alternative 4. Focusing on the comments received at the Design Forum and Open Houses, attendees reviewed the project timeline and participated in group discussions. Each participant was asked to fill out a survey that included design elements, streetscape, and zoning for the Highway 99 Sub-Area. At the conclusion the workshop, community input will be used to develop UDC Title 40 code revisions.

Building Effective Partnerships

Building Effective Partnerships is an ongoing effort which will become more evident as projects come to fruition, particularly those that are volunteer-based. Team 99 has strong ties to the Hazel Dell- Salmon Creek Business Association, NE Hazel Dell Neighborhood Association and a number of other local organizations. Coordination with federal, state and regional agencies has led to the successful implementation of several projects. For example, the landscaping of the NE 78th Street/INTERSTATE-5 interchange, RTC has launched the *Clark County Highway Capacity Transit System Study*, and the inclusion of the BPA power transmission line multi-use trail in the Portland Metro's Regional Trail System.



Chapter 5

Vision & Key Strategies

The Vision: What this Area Should be in the Future

The following statement represents the citizen-based vision for the future.

“To revitalize historic Hazel Dell as a vital, attractive, cohesive, prosperous, accessible, safe community and destination in which to work, shop, live, and play.” Team 99

Key Strategies to implement the plan were captured from a variety of community venues. The Key Strategies below are a composite of those comments and concerns.

As part of the visioning process, key values were expressed by residents, land owners, businesses, and others who participated in the planning process. The General Principles summarize those values and are intended to guide redevelopment efforts. The General Principles were developed to create a “sense of place” using a design framework rather than focusing on a single design element in the Highway 99 Sub-Area.

Key Strategies

- Use public realm improvements as the catalyst for revitalization;
- Strengthen the connections to neighborhoods, activity centers, recreational areas, and adjacent areas outside of the Highway 99 planning area;
- Coordinate efforts of agencies, local governments, associations, property owners, and neighborhoods;
- Encourage development to reflect the vision of the area;
- Use a variety of tools to achieve a sustainable healthy community;
- Support neighborhood and business-based initiatives and actions;
- Adopt a Planned Action Ordinance to facilitate new development activities; and
- Coordinate efforts to seek a variety of funding sources.

Land Use Guiding Principles

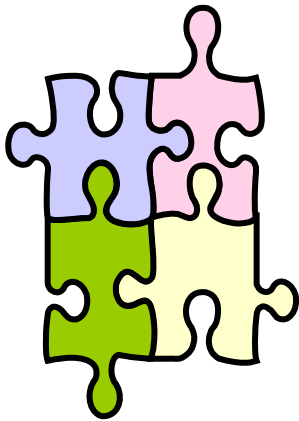
1. **More Choices** - Provide people more choices in housing, shopping, neighborhoods, employment, recreation, culture, entertainment, and transportation.
2. **Unique Attributes** - Approach planning, design and the transition between uses as an interdisciplinary effort. Integrate mixed use developments. Define and understand a neighborhood's unique sense of place by honoring its quality attributes and characteristics.
3. **Easy Walking Distance** - As many activities as possible should be located within easy walking distance of trails, community places, and transit stops. Walkable communities are desirable places to live, work, play, learn, and worship to promote a healthy lifestyle.
4. **Open Spaces** - Establish parks, gardens, trails, plazas, playgrounds, and other open spaces that provide recreation and green areas to support existing as well as future residents and workers. Open space bolsters residential living and economic development.
5. **Public Spaces** - Public spaces should encourage the presence of people at all hours; encourage activity and safety.
6. **Conservation** - Redevelopment should help conserve resources and minimize waste. Enhance prime critical areas and develop mitigation banks.
7. **Economic Development** - Create an economic development climate that supports the existing business community and promotes new business opportunities.
8. **Sustainability** - Redevelopment should follow the "sustainability" principles of equity, economic development, design, and environment.
9. **Commercial Buildings** - Promote a range of urban commercial building types with at least two floors to assure a range of commercial uses and employment choices.
10. **Economic Restructuring** - Companies and job markets must recognize, adapt, and be flexible to change in the local, regional, national and international economies.
11. **Public Services** - Schools, infrastructure and services should support the planned levels of residential, office, service and retail development. Quality public services and infrastructure will attract the private sector to enhance economic viability and quality of life.
12. **Regional Services** - Regional uses and services (e.g., government, library, convention center, community center, entertainment complex, and museums) should be located in Highway 99 area.
13. **Broad Support** - For a community to be successful in implementing its vision, both the public and private sector must work together in partnership.
14. **Participation** - Encourage stakeholder and citizen participation in all planning and decision making. People are the community's best resource for visioning and investing in the future.
15. **Compact Development** - Compact development patterns help assure that the county uses its land, infrastructure, transportation and human resources wisely.
16. **Balance Residential Products** - Encourage a range of housing types throughout the planning area (single-family, apartments, cottage homes, row homes, granny flats, condominiums and live/work units) giving citizens of different incomes, ages and family sizes a wide range of choices

Chapter 6

Land Use Framework

Overview

This chapter contains the Framework - or Game Plan – the steps necessary for the revitalization of Highway 99. It reconciles the vision for Highway 99 and provides specific implementation strategies to achieve the land use General Principles. The framework guides the transformation of the study area from an aging, auto-oriented, commercial strip into a vibrant, pedestrian-friendly community. The end result is an enhanced and walkable place where people can live, work and play – a place that is the center of the community's social and economic life – and a place that provides opportunities for the community to proactively address change as it occurs.



The Framework

The underlying vision or concept for Highway 99 is to create a vibrant community. Throughout the Community Design Forum, specific design recommendations were discussed to support the vision. The Concept Plan illustrated in Figure 8, shows integrated neighborhoods and regional activity centers. The activity centers are a regional destination for adjacent neighborhoods; offering a lively mix of uses with store fronts, sidewalk cafes, restaurants, and other commercial uses at street level. They are beneath a canopy of shade trees, upper story residences and/or offices combined with a pedestrian-friendly mixed-use environment. The community is inter-connected with sidewalks, bicycle lanes, trails, parks, and open space. This vision revolves around an enhanced and active community linked by a future high capacity transit system which includes bus rapid transit or streetcar system.

Having a plan in place provides the county with a template to gauge proposed developments and their appropriateness for the area. The Plan also creates a level of predictability in what type and intensity of development can be expected. Through implementation of land use, zoning, and urban design strategies, Highway 99 will become a vibrant pedestrian-friendly, mixed use environment.

Activity Centers

The overall appearance of the commercial corridor has changed very little. Highway 99 continues to function as a commercial strip reminiscent of the original U.S. Highway 99. This four-mile corridor has distinct activity centers:

- Salmon Creek is a new retail/office hub in close proximity to the new Legacy Hospital and medical district.
- North Hazel Dell introduces residential uses with sporadic retail, offices and places of worship.
- South Hazel Dell combines multi-family residential uses with big box retail stores and strip commercial buildings.
- East of the Highway 99 corridor, apartments and mobile home parks transition to single-family neighborhoods.

As a result, unique future activity centers linked with high capacity transit, sidewalks, bicycle lanes, and trails have been identified.



Neighborhoods

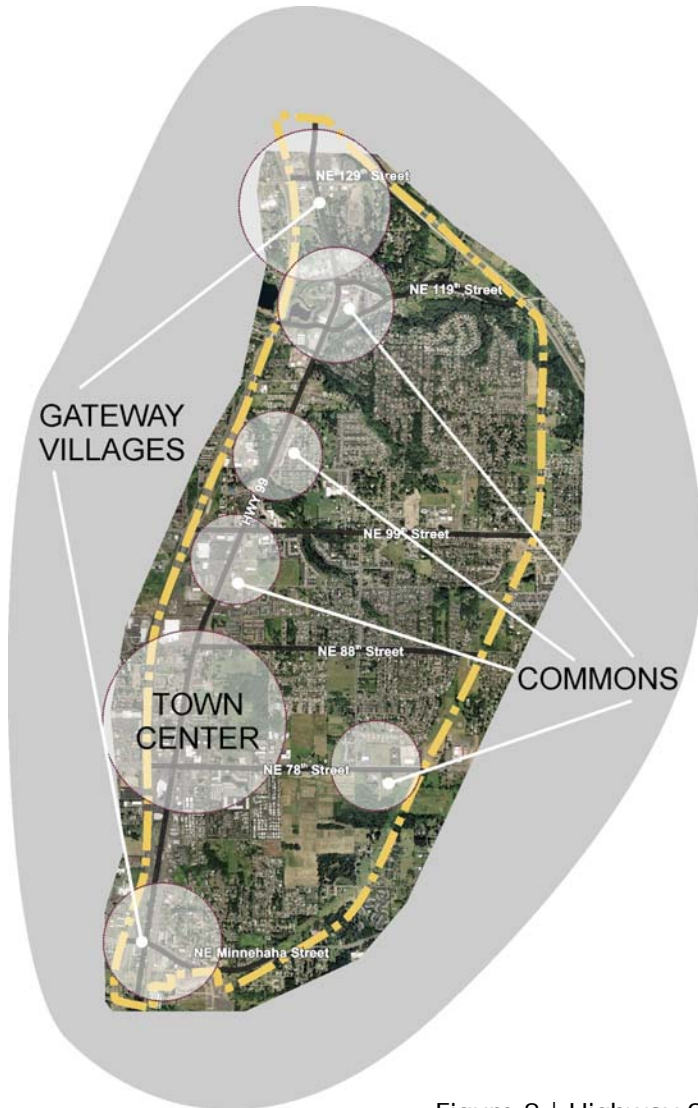
The eastern edge of the Highway 99 Sub-Area Plan is predominately a low density residential area. Characteristics of existing neighborhoods vary in terms of average lot size, age of structures and amenities. One of the primary objectives of the Plan is to ensure that future development is compatible with the density, uses, and character of existing neighborhoods. The Plan focuses on connecting existing neighborhoods to activity centers, promoting community safety, and providing recreational opportunities nearby for a healthier environment. This Plan does not promote significant change in existing neighborhoods; rather focusing on preserving their character.

Town Center

Town Center is centrally located and will serve as the heart of the sub-area plan; creating a regional draw through its entertainment, restaurant, and retail destinations. Centered at Highway 99 and NE 78th Street, this area will be characterized by pedestrian-scale mixed use development, including office, residential, culture and ground floor retail offerings. The area will include gateway features located at NE 78th Street/Interstate-5 and NE 78th Street/NE 30th Avenue providing an attractive and distinctive entrance.

Buildings will have shallow to no setbacks (zero lot line) and oriented to the main pedestrian-oriented street. The typical building height would be 3-plus stories. Future development will be characterized by medium to high-density mixed-use buildings, trees within the public right-of-way, parks, plazas and squares, and landscaping to achieve the highest level of pedestrian and transit activity.

The county will encourage property owners and investors to build upon the historical legacy and create an eclectic mix of restaurants, shops, and cultural amenities as they build new high quality developments. Future amenities could include a bus rapid transit or streetcar system and public squares located along Highway 99. These squares or public spaces will be places where people can meet, celebrate the area’s historic nature and link with transit.



Gateway Villages

Two distinct gateway villages are located within the planning area; Salmon Creek and Minnehaha. **Salmon Creek** is located at the northern gateway overlooking Salmon Creek at Highway 99 and NE 129th Street. **Minnehaha** is located at the southern gateway at Highway 99 and NE 63rd Street. Gateway Villages provide medium-scale, mixed-use development including offices, residential, and neighborhood-scale retail. Building placement will include shallow to no setbacks with buildings oriented to the street. Building height will be 2-plus stories with some variation. Gateways are crucial to the identity of the Highway 99 and provide a visual transition between the Highway 99 District and surrounding areas. Visual cues might include signage, landscaping, entry features, building design, larger setbacks or lower building heights. The gateway areas will include parks, plazas and squares, landscaping, and roundabouts.

Figure 8 | Highway 99 Concept Plan

Commons

Throughout the planning area four commons have been identified; **Klineline** located in Salmon Creek Valley at Highway 99 and NE 119th Street, **Tenny Creek** centered near Highway 99 and NE 106th Street, **Ninety-nine** at the crossroads of Highway 99 and NE 99th Street, and **Park** located just inside the eastern gateway of NE 78th Street and NE 30th Avenue. Common are envisioned as livable, dense groups of multi-family and mixed use buildings surrounded by natural features.

Corridors or Linkages

Highway 99 is a principal arterial and a key transportation corridor parallel to Interstate 5. It will serve as a north-south conduit linking activity centers and balancing the movement of vehicles, pedestrians, and cyclists. In addition this limited access boulevard will support high capacity transit.

NE 78th Street/Padden Parkway is the main east-west transportation corridor. This principal arterial is both the eastern and western gateway to the Town Center District. As with Highway 99, this corridor balances the movement of vehicles, pedestrians, and cyclists.

The remaining minor arterials and collectors provide multi-modal circulation and access balancing the movement of vehicles, pedestrians, and cyclists. Each roadway links with the local street network and trails providing connectivity between neighborhoods and activity centers.

Roles and Responsibilities

Throughout the planning process, a basic premise has been that this Plan should be fair to all parties. Table 5 below summarizes the roles and responsibilities that each resident, agency, landowner or business has in the implementation of this Plan.

Table 5 | Implementation Roles and Responsibilities

<i>Entity</i>	<i>Role and Responsibility</i>
Residents/ Homeowners/ Neighborhood Associations	<ul style="list-style-type: none"> ▪ Inform neighbors about this Plan ▪ Maintain upkeep of properties ▪ Monitor county implementation of Plan ▪ Form local groups to help the county implement the Plan
Developers	<ul style="list-style-type: none"> ▪ Meet with local groups and neighbors to discuss development proposals ▪ Maintain upkeep of properties ▪ Follow Plan strategies
Businesses	<ul style="list-style-type: none"> ▪ Maintain upkeep of properties ▪ Inform other businesses about the Plan ▪ Meet with local groups and associations to partner in the implementation of the Plan
Clark County	<ul style="list-style-type: none"> ▪ Revise development code to reflect Plan recommendations ▪ Review development proposals to make sure new development projects are consistent with the Plan ▪ Coordinate and construct necessary infrastructure improvements (Note major projects are limited to available funding) ▪ Provide code enforcement ▪ Work with neighborhoods and developers to develop local improvement districts ▪ Provide services including law enforcement and public use area maintenance

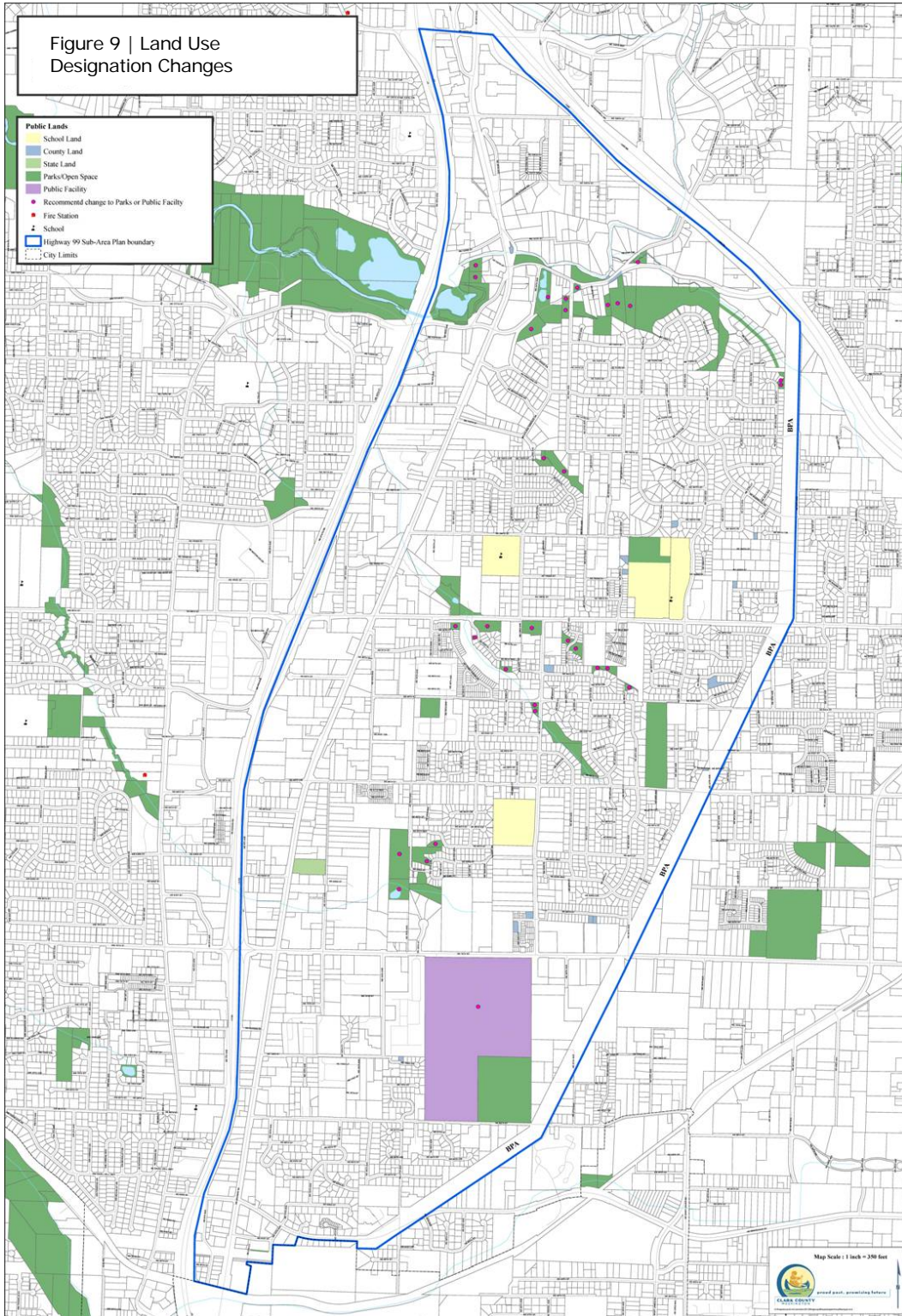
Implementation Strategies

Comprehensive Plan Amendments

Within the Sub-Area, a limited number of properties under county ownership maintain the original comprehensive plan designation when procured. The Highway 99 Sub-Area Plan identifies and re-designates the following parcels as shown in Table 6. The underlying zoning remains the same.

Table 6 | Comprehensive Plan Land Use Changes

Parcel Number	Location
Public Facility (PF)	
148084-000	1919 NE 78 STREET (78 th Street Property)
Parks and Open Space (P/OS)	
145510-000	#3 LOT 1 & 2 SUB DIV HOKANSON EST 5.75A
145525-003	#22 LOT 1 HOKANSON EST 2.45A
144952-048	TENNY CREEK PARK TT A SUB 2002
189653-102	SHERWOOD HOLLOW EAST TT B SUB 2003
189653-100	SHERWOOD HOLLOW EAST TT A SUB 2003
189572-000	#112 SEC 35 T3N R1EWM 2A
189472-000	#3, #28 SEC 35 T3N R1EWM 4.70 A M/L
189578-000	#118 OF SEC 35 T3N R1EWM .72A
189660-000	#200 SEC 35 T3N R1EWM 2.24A
189481-000	#16 OF SEC 35 T3NR1EWM 3.57A
189482-000	#17 OF SEC 35 T3NR1EWM .49A
186564-000	11902 NE KLINELINE RD
186949-000	#364 SEC 26 T3N R1EWM 1.06A
186277-000	12007 NE SALMON CREEK
145363-052	FIR HAVEN TT A WETLANDS & BUFFER SUB 2001
097839-250	ROSEGARDEN TT A SUB 94
144961-242	TENNY CREEK PARK II TT A SUB 2002
144952-028	TENNY CREEK PARK TT B SUB 2002
144942-046	EAGLE ESTATES TT A STORMWATER FACILITY SUB 2003
092500-158	RED HAVEN ESTATES LOT 29
092500-160	RED HAVEN ESTATES LOT 30
144935-000	#4 SEC 2-2-1 AKA LOT 1 SP 1-744 REPLAT LOT 1 SP 1-540
097765-084	IVY GLEN TT B WETLAND BUFFER SUB 2002
097765-082	IVY GLEN TT A WETLAND BUFFER SUB 2002
096626-834	MATTHEWS MANOR LOT 23 STORMWATER FACILITY SUB 98
096626-836	MATTHEWS MANOR TT A WETLAND SUB 98
097811-026	MEADOW CREEK TT B SUB 2001
189577-000	#117 OF SEC 35 T3N R1EWM .22A
189545-000	#85 OF SEC 35 T3NR1EWM .36A
189999-062	EAST SHERWOOD MEADOWS TT B STORM DRANGE FCLTY SUB 2000
189999-060	EAST SHERWOOD MEADOWS TT A PARK TRACT SUB 2000



Overlay District

An overlay district is an additional zoning requirement that is placed on a geographic area but does not change the underlying zoning. Overlay districts are an effective way to promote a welcoming, people-oriented urban community that meets the social, educational, residential, and commercial needs while allowing for continuity of urban design through the use of a form-based approach. At the same time, an overlay district avoids the need to rezone a multitude of properties.

The Highway 99 Sub-Area Plan establishes a Highway 99 Overlay District over the entire planning area. All existing legal businesses and uses would be allowed to remain and maintain existing structures and sites. For areas where the real estate market may not support new development in the near future (5-years or less), the Highway 99 Overlay District will allow for a one-time expansion on an existing site for existing businesses made “non-conforming” by the form-based code. This is an effort to help maintain the viability of businesses that are already established until the market makes redevelopment a more attractive option.

Form-based Approach

A form-based code is the preferred approach for implementing the Highway 99 Sub-Area Plan. A form-based code emphasizes the physical form of the built environment, with the goal to develop a specific type of “place.” A form-based code envisions and encourages a certain physical form, illustrating an expected outcome through graphics and photographs in addition to text explaining the details of zoning requirements. The form-based code will regulate land development, setting careful and clear controls on building form while allowing broad flexibility on building use. Code provisions will ensure high-quality public spaces defined by a variety of building types and uses including housing, retail, and office space.

The county has initiated the creation of a form-based code for the Highway 99 Sub-Area Plan. The adoption of Unified Development Code changes are scheduled to be completed in 2009. The new code will support the Highway 99 Overlay District and incorporate the establishment of Centers within the District as noted earlier in this chapter. Each Center will be characterized by building form standards, street standards, use regulations as needed, architectural standards (exterior materials and quality), landscape standards, parking location and management standards, and other elements needed to implement the principles of functional vital urbanism and practical management of growth. The code will be integrated into Clark County’s existing regulatory framework (zoning and land development regulations) in a manner that insures procedural consistency, meshes with state and local legal requirements, provides clarity as to applicability of existing regulations, while maximizing the effectiveness of the code.

Planned Action Ordinance

The Highway 99 Sub-Area is recommended as a designated “Planned Action” through an adopted ordinance pursuant to the State Environmental Policy Act (SEPA) documents (WAC 197-11-405(4)) and implementing rules RCW 43.21.C. The Planned Action Ordinance adoption would follow the Final Supplemental Environment Impact Statement (FSEIS) at the time of the Sub-Area adoption.

In 1995, the state authorized the integration of Growth Management Act (GMA) and SEPA through the Planned Action process. Planned Actions are a type of site-specific project action located within an Urban Growth Area. Qualifying projects are those that are

consistent with and implement a Sub-Area Plan and whose significant environmental impacts have been adequately addressed in an EIS prepared for the sub-area.

When an implementing project is proposed, the county must verify that the proposal is the type of project contemplated in the Planned Action Ordinance and that it is consistent with the applicable sub-area plan. It must also determine that the probable significant adverse environmental impacts of the Planned Action project have been adequately addressed in the Draft Supplemental EIS and all adopted environmental documents within the DSEIS. *If the proposal meets this test and qualifies as a Planned Action, no SEPA threshold determination or further environmental review is required.* The county, however, may require additional environmental review and mitigation if significant adverse environmental impacts were not adequately addressed in the Planned Action DSEIS or if the proposed project does not qualify as a Planned Action. Planned Actions have been used successfully by other jurisdictions (including the City of Vancouver) and result in reduced risk and cost for potential development through an expedited permit system, since one layer of regulation (SEPA) has been removed.

Development Incentives

As discussed in Technical Report #11, the county's economic development strategy is designed to promote additional private sector investment or compact development in urban areas. The county is limited in the type of economic activities it may undertake. However, the county can invest public funds to promote industrial and commercial growth. Most typical investments are in tourism and providing infrastructure improvements. To create incentives for development and to reduce developer risk the county has identified existing barriers and has provided implementation strategies to spur development. A list of implementation projects to support the Sub-Area Plan Concept is included in Chapter 11. The county will actively seek funding for these projects and coordinate the efforts of agencies, local jurisdictions, associations, property owners, and neighborhoods. The form-based code and planned action ordinance represent the primary regulatory tools for stimulating interest in the development and redevelopment of the Highway 99 area. Other tools and incentives to minimize developer risk include:

- Reduced off-street parking requirements;
- Fast Track permitting;
- Focused public investment targeted to Highway 99;
- Transfer of Development Rights;
- Public-private partnership;
- Developer agreements;
- Business Specialist (County Staff Project Expediter);
- Expert Advisory Board; and
- Percent for art.

Applicability

The Land Use Element of the Comprehensive Plan provides policy guidance for the uses of land throughout Clark County. The comprehensive plan is a generalized document that meets the mandates of the Growth Management Act and Countywide Planning Policies. The 20-year plan also encourages more detailed sub-area planning. In identifying areas for urban growth and rural development, the Comprehensive Plan establishes patterns for future land use, transportation and other infrastructure needs that will require more detailed

planning on a geographic basis. The adoption and incorporation of sub-area plans into the Comprehensive Plan adds greater detail, guidance and predictability providing the community with a greater opportunity to be involved in a planning process.

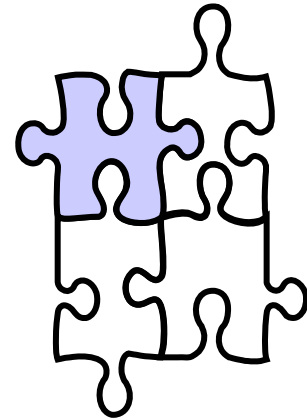
Upon adoption by the Board of Clark County Commissioners the **Highway 99 Sub-Area Plan** will amend and become part of the Clark County 20-Year Comprehensive Growth Management Plan and the Unified Development Code Title 40. However, the Highway 99 Sub-Area Plan shall be advisory only and shall not supersede or replace any conflicting plans or code, whether general or specific, until such time as the Plan is implemented through specific code amendments. Further, this Highway 99 Sub-Area Plan may be amended at the time such implementing ordinances are adopted.

Chapter 7

Community Health & Safety

Overview

Land use and transportation development policies have significant effects on health, safety and the built environment. Al Dannenberg, co-author of *Walking to Public Transit: Steps to Help Meet Physical Activity Recommendations*, noted that “while development is often associated with increased use of automobiles which can adversely affect physical activity, injuries, and air pollution-related health, good land use and transportation policies can potentially reduce these adverse effects and promote wellness through increased access, mobility, and walking.”



In addition crime prevention through environmental design may lead to a reduction in the fear and incidence of crime and improve quality of life. Crime prevention through design relies on changes to the environment that will cause an offender to make certain behavioral decisions. Those changes are crafted to deter rather than prevent behavior.

Guiding Principles

Broad guiding principles for the Highway 99 project outlined in Chapter 5 provide fundamental direction to provide community health and safety. The most pertinent Guiding Principles that apply are:

1. *More Choices* - Provide people more choices in housing, shopping, neighborhoods, employment, recreation, culture, entertainment, and transportation.
2. *Easy Walking Distance* - As many activities as possible should be located within easy walking distance of trails, community places, and transit stops.
3. *Open Spaces* - Establish parks, gardens, trails, plazas, playgrounds, and other open spaces that provide recreation and green areas to support existing as well as future residents and workers. Open space bolsters

Walkable communities are desirable places to live, work, play, learn, and worship to promote a healthy lifestyle.

residential living and economic development.

4. *Public Spaces - Public spaces should encourage the presence of people at all hours; encourage activity and safety.*
5. *Sustainability - Redevelopment should follow the "sustainability" principles of equity, economic development, design, and environment.*
6. *Public Services - Schools, infrastructure and services should support the planned levels of residential, office, service and retail development. Quality public services and infrastructure will attract the private sector to enhance economic viability and quality of life.*
7. *Regional Services - Regional uses and services (e.g., government, library,*

convention center, community center, entertainment complex, and museums) should be located in Highway 99 area.

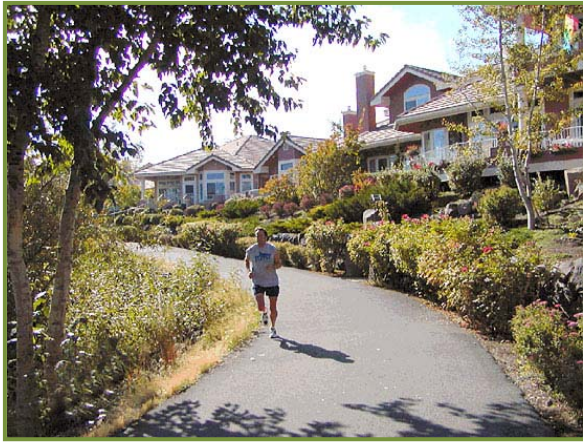
8. *Compact Development - Compact development patterns help assure that the county uses its land, infrastructure, transportation and human resources wisely.*
9. *Balance Residential Products - Encourage a range of housing types throughout the planning area (single-family, apartments, cottage homes, row homes, granny flats, condominiums and live/work units) giving citizens of different incomes, ages and family sizes a wide range of choices*

Community Health and Safety

There is growing recognition that the built environment -- the man-made physical structures and infrastructure of communities -- has an impact on health and safety. Public health experts, architects, and others in the livable communities' field are examining the ways in which the built environment can affect health and safety. Encouraging physical activity, reducing air pollution, and preserving the natural environment are important for public health.

Architects can design environments that incorporate physical activity into people's daily routines, give them a community with attractive destinations within walking or biking distance, and keep safety in mind with lighting, "eyes on the street" design, traffic calming, and other techniques to improve pedestrian and bicyclist safety. Upfront investments in good design can save money and lives in the long run.

In recent years the public health community has become increasingly aware that the design of the built environment can have a major impact on the health and safety of the public. For example, one may expect more physical activity and healthier diets among persons in communities with convenient, safe walking paths and accessible sources of fresh fruits and vegetables. On the other hand, poorer health indicators may be expected among residents of communities with high crime rates, few parks or walking paths, numerous alcohol and tobacco outlets, and little access to fresh food.



There are seven key aspects of the built environment that appear to be central to reducing health disparities:

- Activity-promoting Environments: foster incidental and recreational activity
- Nutrition-promoting Environments: provide and promote safe, affordable, healthy food
- Housing: availability of safe, affordable, housing
- Transportation: safe, reliable, accessible and affordable methods for moving people around
- Environmental Quality: safe, clean water, soil, air, and building materials
- Product availability: availability of safe, health-promoting or unsafe, unhealthy products
- Aesthetic/Ambiance: well-maintained, appealing, clean environment

The Highway 99 Sub-Area Plan evaluated the built environment today and what opportunities for change exist for tomorrow.

- The scope of the form-based code project includes environmental design (both livability and safety). For example, noise pollution can be reduced by requiring building soundproofing standards and streetscapes that reduce traffic speed. The form-based code will recommend substantive changes to the Unified Development Code.
- Mobility improvements have been identified. See Chapter 9.
- Parks, trails, and open space recreational facilities (including murals and artwork) are identified in Chapter 8.
- Promote housing opportunities through coordination with the Vancouver Housing Authority and other non-profit organizations such as A.C.E.
- Provide opportunities for education, access to community gardens/greenhouses, and affordable healthy food through the development of the Northeast 78th Street Complex.

Northeast 78th Street Complex

Located at the corner of NE 78th Street and NE 25th Avenue, the 78th Street Complex is owned by Clark County. This almost 80 acre site was once the county Poor Farm and includes a historic building and cemetery. The master plan for the 78th Street property is underway. Community ideas for this site include:

- Increased law enforcement presence to improve overall safety and reduce crime through a storefront Sheriff precinct.
- Community gardens/farmers markets.
- Educational opportunities with master gardeners and affiliated experts.
- A sustainability demonstration site.
- The location of a food bank.
- A community center.

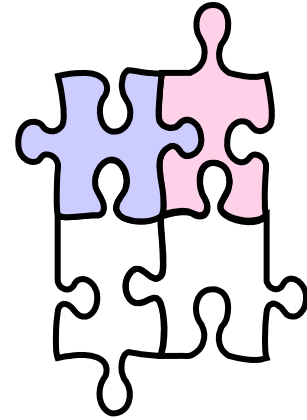
Technical Reports #9 and #15 in Appendix A discusses further the connection between the built environment, mobility, air quality, and health.

Chapter 8

Parks, Trails & Open Space

Overview

As population growth expands the urban landscape, new recreational facilities and the preservation of natural areas will continue to play an important role in enhancing the livability and health of the community. The Highway 99 Sub-Area Plan will concentrate new economic growth and population in a four-square mile area, while also providing for new public spaces, trails and recreational opportunities.



Guiding Principles

Broad guiding principles for the Highway 99 project outlined in Chapter 5 provide fundamental direction to provide parks, trails, and open space. The most pertinent principles that apply are:

1. *More Choices* - Provide people more choices in housing, shopping, neighborhoods, employment, recreation, culture, entertainment, and transportation.
2. *Open Spaces* - Establish parks, gardens, trails, plazas, playgrounds, and other open spaces that provide recreation and green areas to support existing as well as future residents and workers. Open space bolsters residential living and economic development.
3. *Easy Walking Distance* - As many activities as possible, should be located within easy walking distance of trails, community places, and transit stops. Walkable communities are desirable places to live, work, play, learn, and worship to promote a healthy lifestyle.
4. *Open Spaces* - Establish parks, gardens, trails, plazas, playgrounds, and other open spaces that provide recreation and green areas to support existing as well as future residents and workers. Open space bolsters residential living and economic development.
5. *Public Spaces* - Public spaces should encourage the presence of people at all hours; encourage activity and safety.
6. *Conservation* - Redevelopment should help conserve resources and minimize waste. Enhance prime critical areas and develop mitigation banks.
7. *Open Spaces* - Establish parks, gardens, trails, plazas, playgrounds, and other open spaces that provide recreation and green areas to support existing as well as future residents and workers. Open space bolsters residential living and economic development.
8. *Sustainability* - Redevelopment should follow the "sustainability" principles of equity, economic development, design, and environment.

Parks, Trails and Open Space

The Highway 99 Sub-Area Plan is consistent with Vancouver-Clark Parks and Recreation’s 2006 Comprehensive Parks, Recreation and Open Space Plan and the 2006 Regional Trail and Bikeway Systems Plan.

This community roadmap provides for high quality parks, trails, recreational facilities, and open space. As noted in Technical Report #6 in Appendix A the Highway 99 Sub-Area is forecasting the need for property acquisition for three additional neighborhood parks, one community park, and the expansion of Hazel Dell Park. The general vicinity of the future parks is highlighted in Figure 10.

Trail and greenway projects were also identified. The construction of Lalonde Creek Trail and Greenway as an extension of the Salmon Creek Greenway Trail was included in the 6-year capital facility project list. The Chelatchie Prairie Rail with Trail from Highway 99 to Minnehaha at St. Johns has progressed from the planning stages to identifying funding to construct this 1.6 mile trail segment.

In addition, the Highway 99 Sub-Area Plan identified the importance of trail connectivity, healthy environs, celebrating our heritage, and multi-modal mobility. The Plan is recommending that the North/South Powerline Trail Hazel Dell Reach Section is brought forward into the 6-year project list. This 4-mile multi-use segment with community amenities generated significant community support. Further planning efforts to refine the project and establish a funding mechanism are targeted for 2009.

Finally, this Plan proposes Heritage Trails, which is a trail type not found in the original Vancouver-Clark Parks and Recreation’s 2006 Comprehensive Parks, Recreation and Open Space Plan. The popularity of outdoor recreational opportunities continues to grow in our region. As noted in Technical Report 4, 7 and 9, the healthy benefits of walking are constrained due to the poor pedestrian environment. Improvements to the pedestrian environment can also tie to the area’s cultural heritage. Figure 11 illustrates 11 new “urban” trails that would incorporate trail themes, community art, signage, and public areas. The majority of the “urban” trails proposed would use the sidewalk grid as the

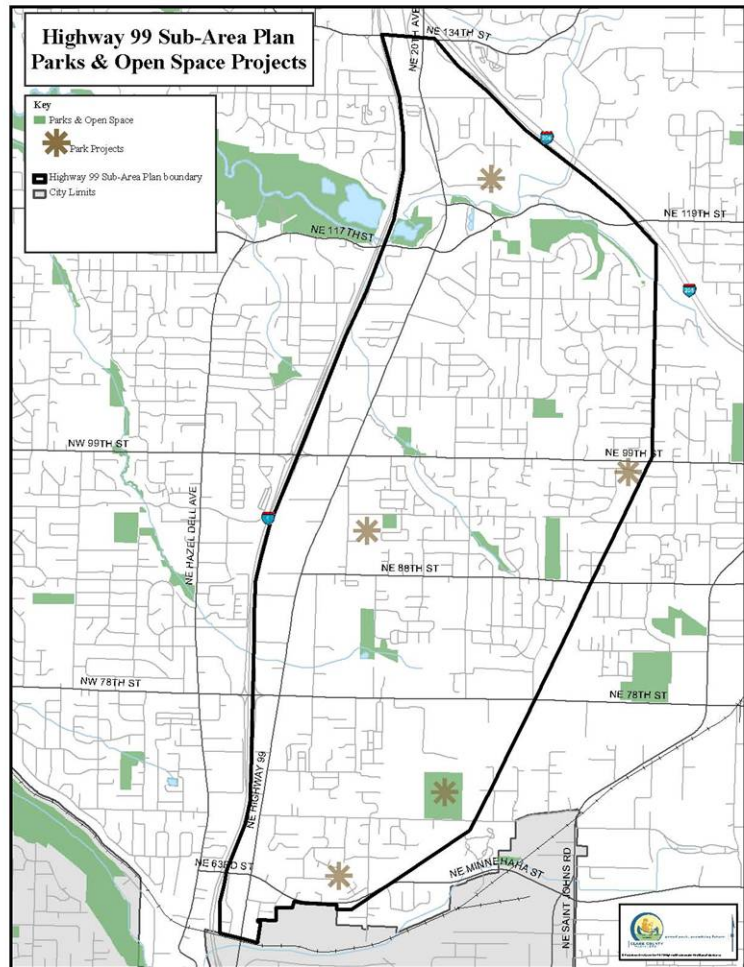


Figure 10 | Proposed Park Project Areas

primary pathway. Cost estimates and refinement of trail themes/exhibits would need to continue into 2010.

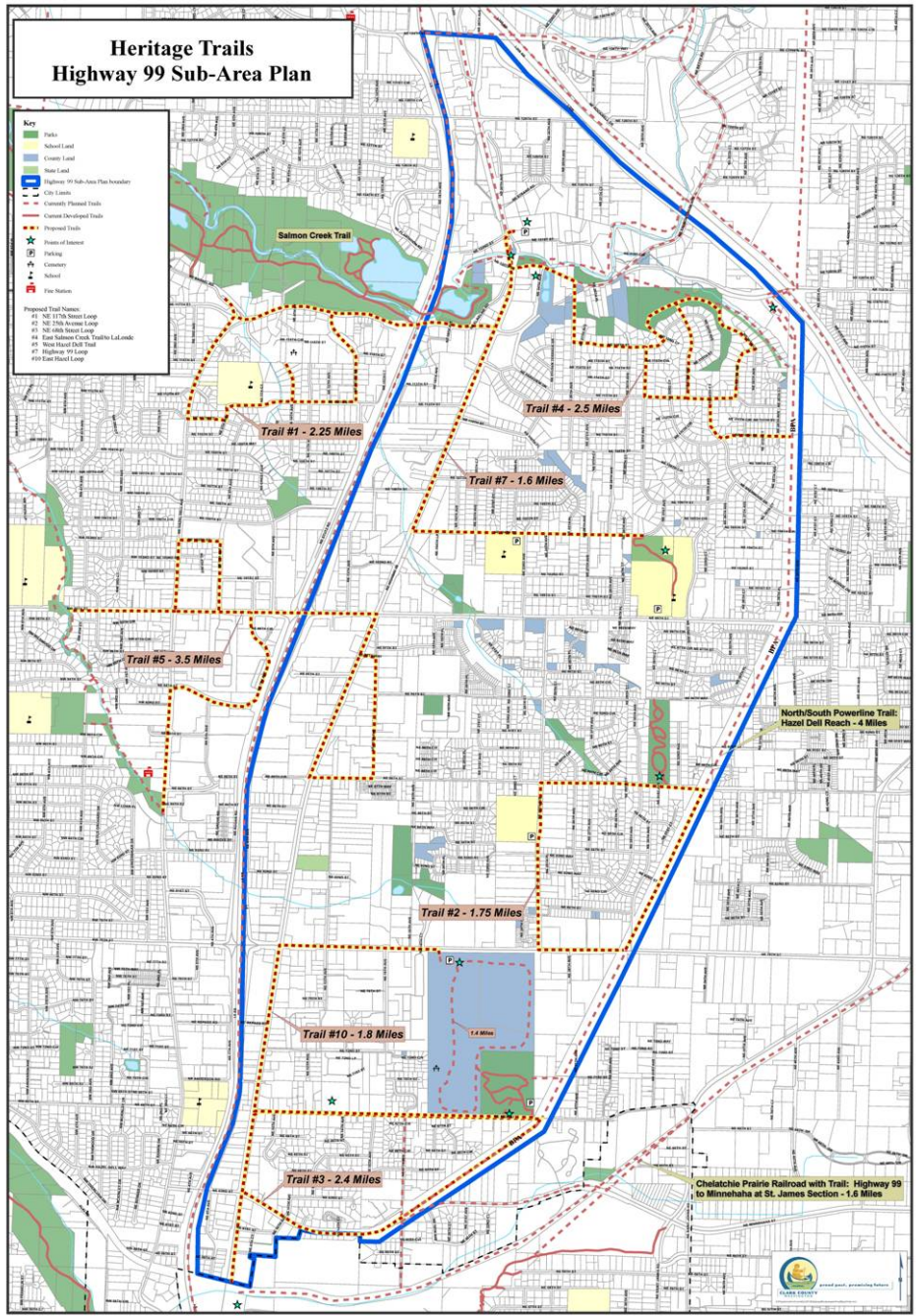


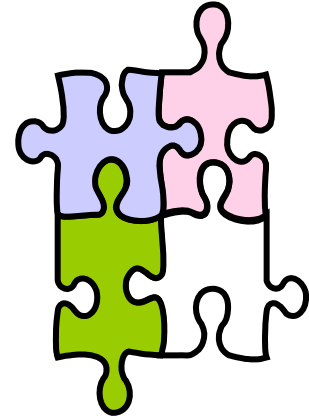
Figure 11 | Proposed Heritage Trails

Chapter 9

Mobility

Overview

The Highway 99 area is unique in that it has direct access to Interstate 5 at four (4) interchanges, a direct link to the county's east/west Padden Expressway, and is served by a modified arterial grid network. In addition, this area is served by C-TRAN fixed route bus service. Highway 99 is one of C-TRAN's highest ridership routes. On-going transportation analysis for future high capacity transit option (HCT) has ranked this corridor number one based on future HCT potential.



Guiding Principles

Broad guiding principles for the Highway 99 project outlined in Chapter 5 provide fundamental direction to provide mobility. The most pertinent principles that apply are:

1. *More Choices* - Provide people more choices in housing, shopping, neighborhoods, employment, recreation, culture, entertainment, and transportation.
2. *Unique Attributes* - Approach planning, design and the transition between uses as an interdisciplinary effort. Integrate mixed use developments. Define and understand a neighborhood's unique sense of place by honoring its quality attributes and characteristics.
3. *Easy Walking Distance* - As many activities as possible should be located within easy walking distance of trails, community places, and transit stops. Walkable communities are desirable places to live, work, play, learn, and worship to promote a healthy lifestyle.
4. *Open Spaces* – Establish parks, gardens, trails, plazas, playgrounds, and other open spaces that provide recreation and green areas to support existing as well as future residents and workers. Open space bolsters residential living and economic development.
5. *Public Spaces* - Public spaces should encourage the presence of people at all hours; encourage activity and safety.
8. *Sustainability* - Redevelopment should follow the "sustainability" principles of equity, economic development, design, and environment.
11. *Public Services* - Schools, infrastructure, and services should support the planned levels of residential, office, service and retail development. Quality public services and infrastructure will attract the private sector to enhance economic viability and quality of life.

Roads, Bridges and Access

Many of the key roadway and bridge investments needed in the Highway 99 Sub-Area are already included in the current 6-year Transportation Improvement Program or in the adopted 20-year Capital Facilities Plan.

Additional projects recommended for the sub-area consist of gateways on Highway 99 at the railroad bridge and south of NE 129th Street, and boulevard treatment of Highway 99 from 63rd to 78th St. and along NE 78th Street from Interstate-5 to NW 31st Avenue. Boulevard treatments include street trees, landscaped medians (where practical), wider sidewalks, bike lanes, and pedestrian amenities.

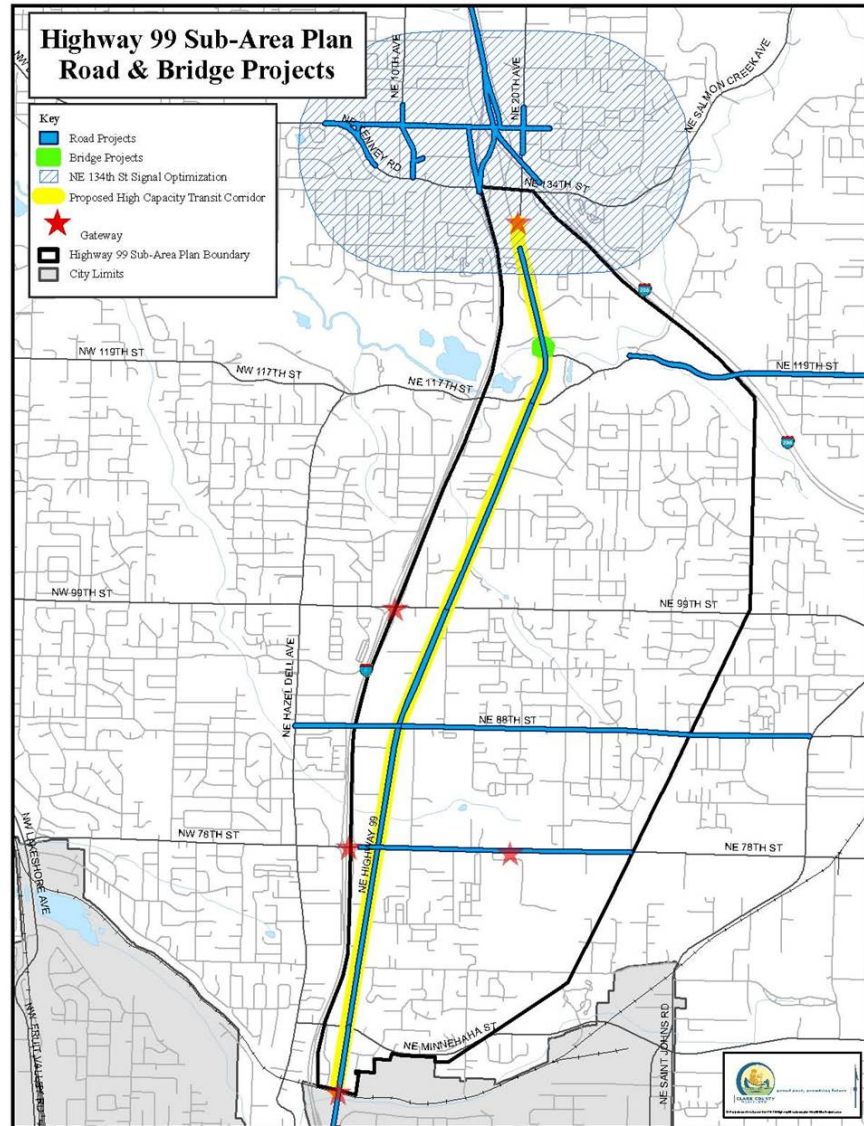


Figure 12 | Highway 99 Road and Bridge Projects

The high number of full-access driveways along Highway 99 is directly related to the high number of traffic accidents. With community input, appropriate access management measures will be included as each roadway improvement project is designed. Some access management techniques may include combining driveways, landscaped medians, pedestrian islands, and u-turn pockets.

Transit Services

Bus transit services and park and ride facilities in the county and the Highway 99 Sub-Area are operated by C-TRAN.

Implementation of a bus rapid transit line in the Interstate-5/Highway 99 corridor as recommended in the High Capacity Transit Corridor System Study will require increased cooperation between WSDOT, C-TRAN and Clark County in terms of design of road improvements, right-of-way usage, establishing land use densities, and design standards that would support an investment in high capacity transit.

Station area planning will further refine the development and design standards that will promote ridership and capitalize on transit investments.

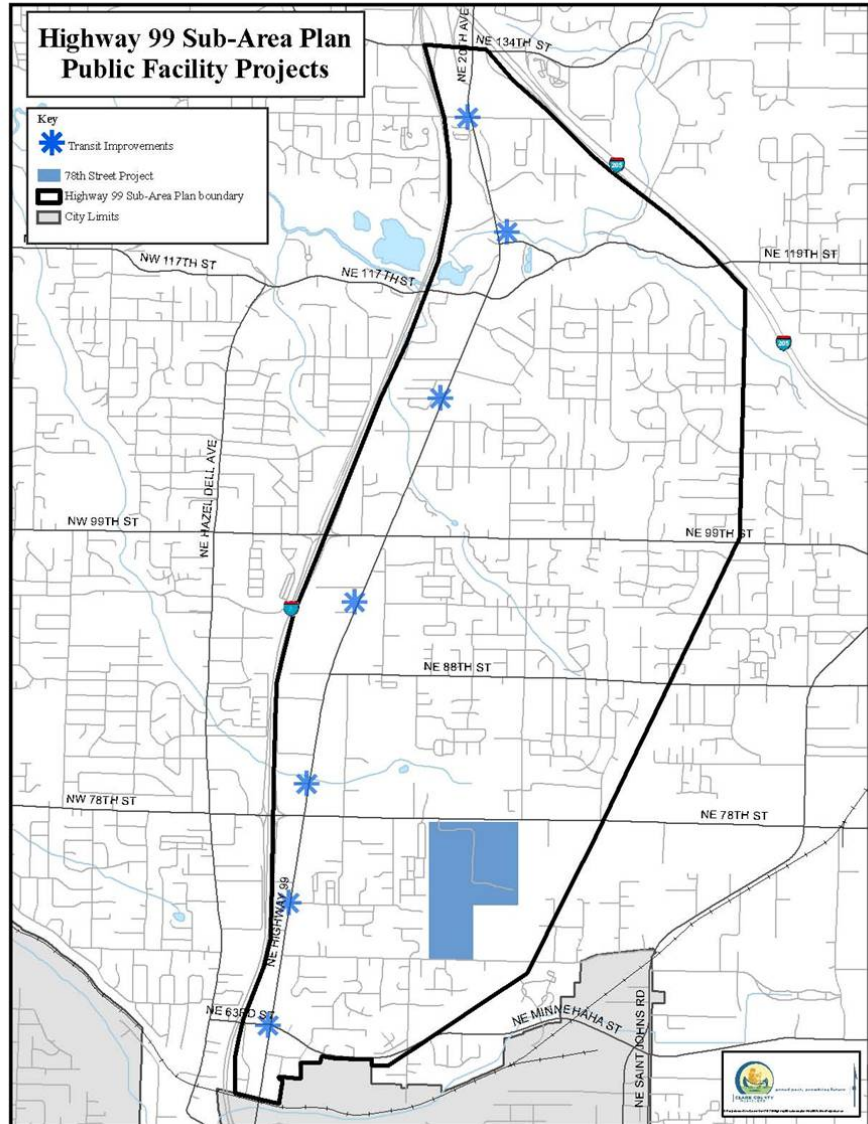


Figure 13 | High Capacity Transit Boarding Areas (RTC Preliminary Planning)

Parking Management

Parking is an essential component of a transportation system. Most parking within the Highway 99 planning area is supplied through single-purpose parking (off-street surface lots). On-street parking is limited to local side streets adjacent to multi-family units. All areas of parking are unrestricted and not metered.

Parking management refers to policies and programs that result in more efficient use of parking resources. When used well, a parking management plan can significantly reduce the number of parking spaces required in a particular situation, providing a variety of economic, social, and environmental benefits.

Parking requirements for development is undergoing a fundamental shift. Past practice assumed that parking should be abundant and free at most destinations. The number of

spaces available to the user should never fill and that every unique destination should satisfy its own parking needs. The new wave of parking management strives to provide optimal parking supply and price. It suggests that too much parking is harmful and inefficient.

The Highway 99 Sub-Area Plan recognizes that parking strategies are an integral component of an efficient transportation system. Parking management reduces the amount of land required for facilities, reduces automobile use, and increases affordability. Parking within the Highway 99 Sub-Area needs to be innovative and flexible to spur redevelopment and support smart growth. To achieve this critical balance, a Parking Management Plan that identifies flexible near-term improvements as well as mid- to long-term solutions needs to be completed in 2009. Parking standards and procedures that implements the plan will be included in the form-based code project. The adoption of the Unified Development Code changes are scheduled to be completed in 2009.

Parking Management Benefits²

- *Facility cost savings.* Reduces costs to governments, businesses, developers and consumers
- *Improved quality of service.* Many strategies improve user quality of service by providing better information, increasing consumer options, reducing congestion and creating more attractive facilities.
- *More flexible facility location and design.* Parking management gives architects, designers and planners more ways to address parking requirements.
- *Revenue generation.* Some management strategies generate revenues that can fund parking facilities, transportation improvements, or other important projects.
- *Reduces land consumption.* Parking management can reduce land requirements and so helps to preserve greenspace and other valuable ecological, historic and cultural resources.
- *Supports mobility management.* Parking management is an important component of efforts to encourage more efficient transportation patterns, which helps reduce problems such as traffic congestion, roadway costs, pollution emissions, energy consumption and traffic accidents.
- *Supports Smart Growth.* Parking management helps create more accessible and efficient land use patterns, and support other land use planning objectives.
- *Improved walkability.* By allowing more clustered development and buildings located closer to sidewalks and streets, parking management helps create more walkable communities.
- *Supports transit.* Parking management supports transit oriented development and transit use.
- *Reduced stormwater management costs, water pollution and heat island effects.* Parking management can reduce total pavement area and incorporate design features such as landscaping and shading that reduce stormwater flow, water pollution and solar heat gain.
- *Supports equity objectives.* Management strategies can reduce the need for parking subsidies, improve travel options for non-drivers, provide financial savings to lower-income households, and increase housing affordability.
- *More livable communities.* Parking management can help create more attractive and efficient urban environments by reducing total paved areas, allowing more flexible building design, increasing walkability and improving parking facility design.

² Todd Litman, "Parking Management: Strategies, Evaluation and Planning," Victoria Transport Policy Institute.

Pedestrian

The sidewalk system was inventoried and mapped by Community Planning staff. A list of priority projects was developed in conjunction with staff from Public Works using the current evaluation and ranking criteria for the sidewalk construction program.

Projects on some local or neighborhood circulator roads ranked high because they would provide better access to schools, trails and parks.

Completing sidewalk connections along several arterial and collector streets would improve pedestrian access primarily to transit stops and activity centers.

Following this effort, Community Planning staff will complete a countywide bike and pedestrian plan and will incorporate the findings of the Highway 99 Sub-Area Plan.

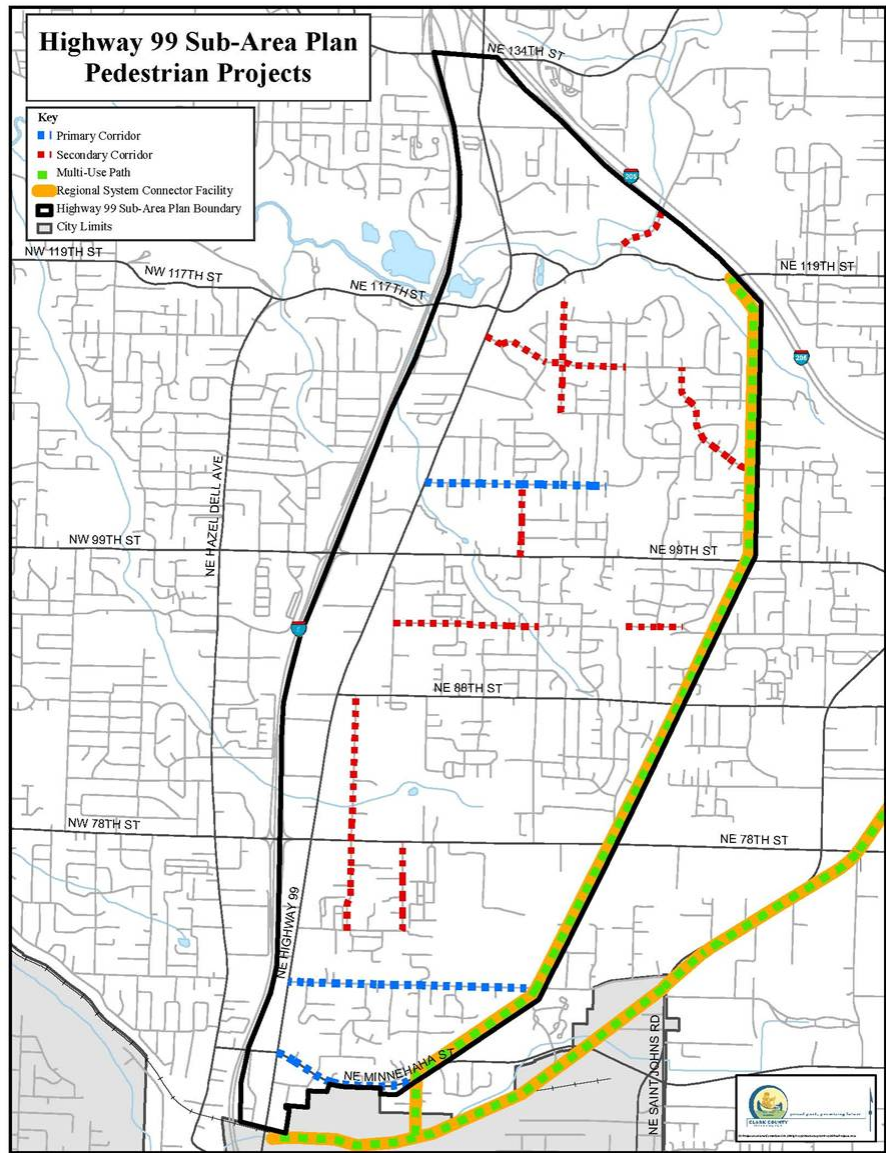


Figure 14 | Pedestrian Projects not linked with road improvements

Bicycle Facilities

Bicycle lanes throughout the sub-area provide accessibility to current and future trails, parks, and provide mobility choice. Arterial and collector streets in the area were inventoried and a database of bicycle facilities was created. The Bicycle Advisory Committee worked with staff to develop criteria and prioritize bike lane improvement projects.

NE 78th and 99th Streets were identified as high priority because they serve as key east/west routes under Interstate-5.

Highway 99 and Hazel Dell Avenue are the primary north/south routes. While bicycle lanes exist along the majority of both routes, there are several barriers to safe, convenient bicycle travel to be remedied.

NE 23rd Avenue and NE 104th Street would provide better bike access to Sarah J. Anderson Elementary School. NE 15th Avenue will provide a neighborhood route between NE 88th and 99th Streets.

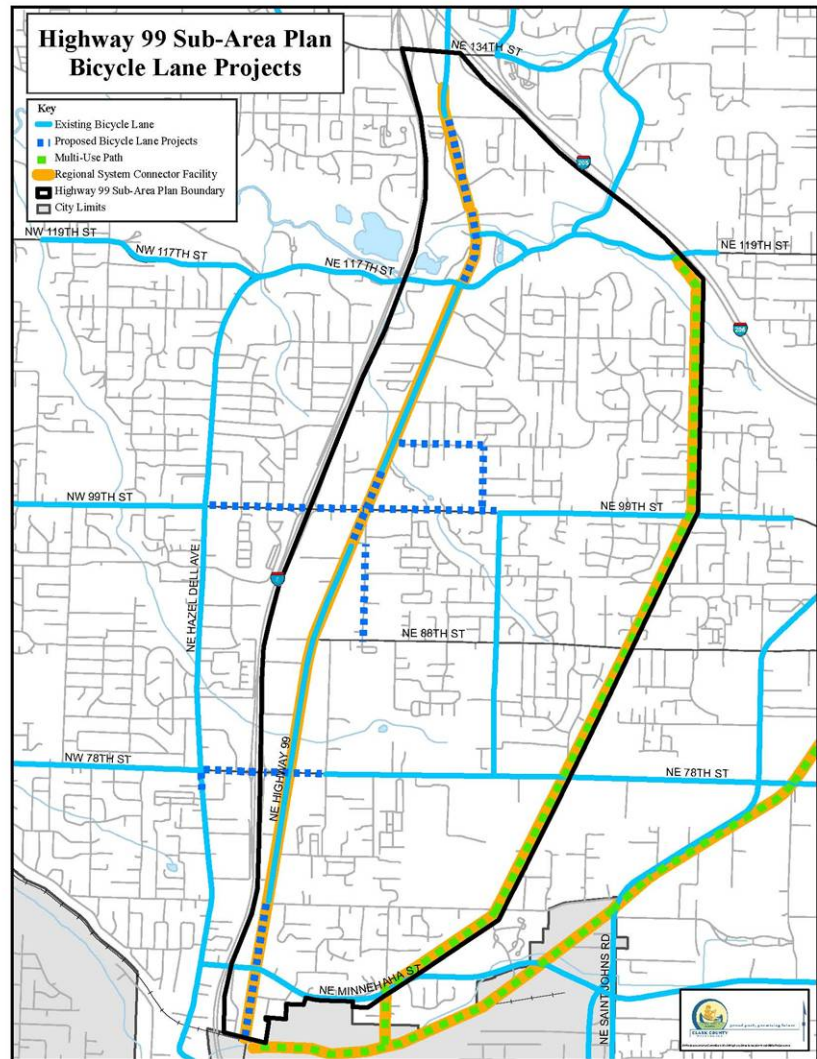


Figure 15 | Bicycle Network

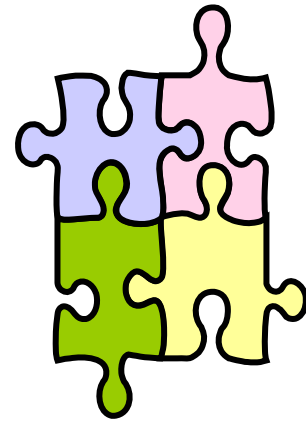
Long-term, improvements to Highway 99 at the Chelatchie Prairie Railroad Bridge to accommodate bicycle lanes will need to be evaluated and may include a bridge replacement or a multi-use tunnel.

Chapter 10

Infrastructure

Overview

Water, wastewater, electric, gas, and telecommunication utilities will be extended and upgraded to serve future development in the planning area through traditional means. Stormwater or “green infrastructure” reduces impervious surfaces and retains existing vegetation as much as possible.



Guiding Principles

Broad guiding principles for the Highway 99 project outlined in Chapter 5 provide fundamental direction to provide infrastructure improvements. The most pertinent principles that apply are:

2. *Unique Attributes - Approach planning, design and the transition between uses as an interdisciplinary effort. Integrate mixed use developments. Define and understand a neighborhood's unique sense of place by honoring its quality attributes and characteristics.*
4. *Open Spaces - Establish parks, gardens, trails, plazas, playgrounds, and other open spaces that provide recreation and green areas to support existing as well as future residents and workers. Open space bolsters residential living and economic development.*
5. *Public Spaces - Public spaces should encourage the presence of people at all hours; encourage activity and safety.*
6. *Conservation - Redevelopment should help conserve resources and minimize waste. Enhance prime critical areas and develop mitigation banks.*
7. *Economic Development – Create an economic development climate that supports the existing business community and promotes new business opportunities.*
8. *Sustainability - Redevelopment should follow the "sustainability" principles of equity, economic development, design, and environment.*
11. *Public Services - Schools, infrastructure and services should support the planned levels of residential, office, service and retail development. Quality public services and infrastructure will attract the private sector to enhance economic viability and quality of life.*
12. *Regional Services - Regional uses and services (e.g., government, library, convention center, community center, entertainment complex, and museums) should be located in Highway 99 area.*
13. *Broad Support - For a community to be successful in implementing its vision, both the public and private sector must work together in partnership.*
15. *Compact Development - Compact development patterns help assure that the county uses its land, infrastructure, transportation and human resources wisely.*

Stormwater Management and Green Infrastructure

Stormwater is rainfall that runs off buildings, pavement, yards and fields. It picks up pollutants and carries them to streams, lakes and wetlands. Poor stormwater management causes erosion, flooding, decreased groundwater recharge, may pose a serious health risk and impacts fish habitat. As part of urban development, past practices such as the use of bio-filtration swales and detention/filtration basins are under reconsideration. Green infrastructure methods such as low impact developments, open drainage and constructed wetlands rather than piped systems, maximizing tree coverage and the use of pervious paving materials are part of the new system. In addition to considering the fiscal implications for the county, the new system must accommodate site-specific conditions such as slope and soil character in selecting the appropriate Best Management Practices.

The Highway 99 Sub-Area Plan supports green infrastructure where practical. Combining bio-swales for roadways in planting strips and medians, rain gardens linked with pocket parks, and other innovative techniques will be necessary for redevelopment. In addition, the county should undertake a sub-area basin analysis to identify whether or not the Highway 99 Sub-Area could be included as part of a regional stormwater facility.

Water, Sanitary Sewer and other Utilities

With limited exceptions, water, sewer and other utilities are currently located within the Sub-Area Plan. Extending water, sewer and other utilities are not constrained and will be consistent with the utilities plans. The Highway 99 Sub-Area Plan supports an attractive lifestyle that includes the reduction of visual clutter; providing underground utilities.

Schools

The Vancouver School District's 20-year Capital Facility Plan forecasts enrollment growth that is dependent on infill, redevelopment, densification, and neighborhood turnover. No new facilities are necessary for the current projected 20-year enrollment. As discussed in Chapter 3, the District has included several capital projects in the study area in their current 6-year Capital Facilities Plan. The improvements include: 1) the replacement of Eisenhower Elementary, 2) upgrades to Sacajawea Elementary, 3) a new elementary school, and 4) improvements to Columbia River High School.

Chapter 11

Implementation

Overview

The Highway 99 Sub-Area Plan serves as an implementation strategy in support of the community's vision, the Growth Management Act (GMA), Community Framework Plan, and the Countywide Planning Policies.

The Plan is consistent with applicable State GMA Goals. The GMA goals set the general direction for the county in adopting its framework plan and comprehensive plan policies. The most pertinent GMA goals that apply to this proposal are:

1. *Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*
2. *Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*
3. *Transportation. Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*
4. *Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*
5. *Economic Development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services and public facilities.*
7. *Permits: Applications for both state and local permits should be processed in a timely and fair manner to ensure predictability.*
9. *Open Space and Recreation: Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.*
10. *Environment: Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*
11. *Citizen Participation and Coordination: Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*
12. *Public Facilities and Services: Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimums.*
13. *Historic Preservation: Identify and encourage the preservation of lands, sites and structures that have historical or archaeological significance.*

The Community Framework Plan encourages growth in centers, urban and rural, with each center separate and distinct from the others. The centers are oriented and developed around neighborhoods to allow residents to easily move through and to feel comfortable within areas that create a distinct sense of place and community. The Community Framework Plan was developed to establish a consensus among the community of not only which lands should be urban or rural, but provide a framework for growth. The Highway 99 Sub-Area Plan supports the Community Framework Plan.

Countywide Planning Policies adopted as part of the county's 20-Year comprehensive plan established goals and policies designed to further reflect the consensus achieved during the Community Framework process. The policies were developed specifically to answer the questions about how the community will live and plan for longer term development. The Highway 99 Sub-Area Plan supports Comprehensive Plan Chapters: 1 Land Use, 2 Housing, 4 Environmental, 5 Transportation, 6 Capital Facilities, 7 Parks, 8 Historic, 9 Economic Development, 10 School, and 11 Community Design.

Implementation Action Plan

Since the Sub-Area is predominately an unincorporated urbanized area, it is anticipated that development will occur somewhat sporadically. Interim development under Clark County jurisdiction will comply with the Plan and act as a catalyst to new development; strengthening the connection to neighborhoods, activity centers, and recreational opportunities. The Plan will assist the county in preparing budgets and improvement programs. This Implementation Action Plan identifies a number of key initiatives that will signal positive changes in the near future. Development will occur over time and in a planned fashion.

Table 7 | Implementation Action Plan

Guiding Principles	Action	Lead	Start Time (years)				Resources or Capital Costs	Possible Funding Sources
			Ongoing	0-2	3-6	7+		
Land Use								
	Amend the Comprehensive Plan to reflect Plan recommendations	County	✓	✱			Staff	
	Revise UDC Title 40 to reflect Plan recommendations including a Highway 99 Overlay District	County	✓	✱			Staff	
	Develop form-based code to emphasize the physical form of the built environment.	County	✓	✱			Staff	
	Adopt a Planned Action Ordinance pursuant to SEPA – WAC(197-11-405(4))	County	✓	✱			Staff	
	Develop developer information packet	County	✓	✱			Staff	
	Provide gateway signage.	County	✓	✱			Staff	
	Parking Management Plan	County		✱			Staff	
Community Health & Safety								
	Provide storefront Sheriff precinct near the area of Highway 99 and NE 78 th Street	County	✓	✱			Staff	
	Improve safety by incorporating environmental design in the form-based code	County	✓	✱			Staff	
	Provide opportunity for community gardens, farmers market, sustainability demonstration site	County, Residents	✓		✱		Staff	
	Reduce noise pollution by incorporating soundproofing standards and streetscapes that reduce speed in the form-based code building	County	✓	✱			Staff	
	Reduce air pollution by incorporating trees and landscaping, street standards that reduce speed in the form-based code	County	✓	✱			Staff	
Parks, Recreation, Trails, & Open Space								
	Park acquisition: South of 99 th Street and East of 25 th Avenue	County, Parks				✱	\$720,326	PIF-A

Guiding Principles	Action	Lead	Start Time (years)				Resources or Capital Costs	Possible Funding Sources
			Ongoing	0-2	3-6	7+		
	Park acquisition and development: North of 78 th Street and West of St. Johns	County, Parks				★	\$1,216,300	PIF-A, PIF-D, REET-U
	Park acquisition and development: South 68 th Street and East of 17 th Avenue	County, Parks				★	\$1,196,524	PIF-A, PIF-D, REET-U
	Park expansion: Hazel Dell Park	County, Parks			★		\$4,926,915	PIF-A
	Park development: Lalonde Park	County, Parks		★			\$763,848	PIF-D, REET-U
	North/South Powerline Trail: Hazel Dell Reach	County, BPA, Parks	✓	★			\$1,661,600	REET-R
	Chelatchie Prairie Railroad with Trail: Highway 99 to Minnehaha at St. James Section	County, Parks	✓		★		\$750,000	REET-R
	Heritage Trails	County, Residents, Property Owners	✓			★	TBD	PWTF, REET-R
	Lalonde Creek Trail	County, Parks				★	\$388,067	GCPD
	Salmon Creek Greenway Trail	County, Parks			★		\$800,000	CF
	Conservation: Salmon Creek Greenway	County, Parks	✓		★		\$869,938	CF
Mobility								
Roads and Bridges								
	Klineline Bridge Replacement	County	✓	★			\$14,782,000	
	NE 88 th Street Highway 99 to St. John	County	✓		★		\$14,000,000	
	NE 134 Street Signal Optimization	County	✓	★			\$1,300,000	
	Salmon Creek Interchange, Phase I	County, WSDOT	✓		★		\$140,000,000	
	Highway 99 – Phase I NE 119 th Street to 99 th Street	County	✓		★		\$20,000,000	
	NE 119 th Street Salmon Creek to NE 72 nd Avenue	County				★	\$13,638,000	
	Highway 99 – Phase II NE 99 th Street to 78 th Street	County				★	TBD	

Guiding Principles	Action	Lead	Start Time (years)				Resources or Capital Costs	Possible Funding Sources
			Ongoing	0-2	3-6	7+		
	Highway 99 – Phase III NE 78 th Street to Railroad Bridge	County				★	TBD	
	Gateway - NE 78 th Street/NE 26 th Avenue	County				★	\$100,000	
	Gateway – Highway 99/Railroad Bridge	County				★	\$300,000	
	Gateway – NE 78 th Street/I-5	County				★	\$150,000	
	Gateway – Highway 99/NE 129 th Street	County				★	\$150,000	
Pedestrian								
	NE 16 th Avenue	County	✓			★	\$118,000	
	NE 68 th Street	County	✓			★	\$585,450	
	NE 94 th Street	County	✓			★	\$299,250	
	NE Minnehaha Street	County	✓			★	\$320,550	
	NE Parkview Drive	County	✓			★	\$156,125	
Bicycle Lanes								
	Highway 99	County	✓			★	TBD	
	NE 99 th Street	WSDOT, County	✓			★	TBD	
	NE 78 th Street	WSDOT, County	✓			★	TBD	
	NE Hazel Dell Avenue	County	✓			★	TBD	
	NE 104 th Street	County	✓			★	TBD	
	NE 23 rd Avenue	County	✓			★	TBD	
Transit								
	Bus Rapid Transit Platforms	C-TRAN	✓			★	TBD	FTA, Sales Tax

Guiding Principles	Action	Lead	Start Time (years)				Resources or Capital Costs	Possible Funding Sources
			Ongoing	0-2	3-6	7+		
Infrastructure: Public Facilities, Utilities and Services								
	Development of 78 th Street Property	County, Residents	✓		★		TBD	
	Coordinate with utility providers for infrastructure improvements during road projects	County, Property Owners	✓				Staff	
	Continue to work with CPU to bury electrical service in right-of-way	County, Property Owners	✓				Staff	
	Develop a Stormwater Sub-basin Plan	County	✓	★			\$600,000	

Appendix A

Technical Reports

Appendix B

Resource Documents

Clark Public Utilities

1. Clark Public Utilities Water System Plan, February 2003,
2. Updated CFP project lists, March 2004 and March 2007.

Clark Regional Wastewater District

1. Clark Regional Wastewater District, Capital Facilities plan, June 2006.
2. Salmon Creek Waste Water Facilities Plan / General Sewer Plan, July 2004.

Clark County School Districts

1. Vancouver School District Capital Facilities Plan 2007-2013, March 2007.
2. E-Mail from Heidi Rosenberg updating capacity numbers for Vancouver School Districts, dated March 2007.

Clark County Fire

1. Fire District #6 Capital Facilities Plan, February 2006.

Transportation

1. Clark County Transportation Improvement Program, 2009-2014

Vancouver/Clark Parks

1. E-Mail from Jane Kleiner, Vancouver/Clark Parks updating project information for North/South BPA Trail and Chelatchie Prairie, April 2008.
2. Vancouver-Clark Comprehensive Parks, Recreation and Open Space Plan, December 2006.
3. Vancouver-Clark Regional Trail & Bikeway System Plans, 2006