

**NOTICE OF PUBLIC HEARING  
CLARK COUNTY COUNCIL**

**NOTICE IS HEREBY GIVEN** that the Clark County Council will conduct a public hearing on **September 3, 2019, at 6:00 p.m.**, at the Public Services Center, 1300 Franklin Street, Hearing Room, 6<sup>th</sup> Floor, Vancouver, Washington to consider the following:

1. **CPZ2019-00010 School Public Facility Zoning Amendments:** A proposal to 1) repeal the Public Facility (PF) designation on the comprehensive plan and zoning maps for public school-owned properties, 2) establish the previous zoning designations, 3) update comprehensive plan designations to align with the zoning, and 4) revise development code for consistency with the map changes.

Staff Contact: Jenna Kay, [jenna.kay@clark.wa.gov](mailto:jenna.kay@clark.wa.gov) or (564) 397-4968

2. **CPZ2019-00011 La Center School District Capital Facilities Plan:** A proposal to adopt the La Center School District Capital Facilities Plan and collect the recommended school impact fees.

Staff Contact: Jenna Kay, [jenna.kay@clark.wa.gov](mailto:jenna.kay@clark.wa.gov) or (564) 397-4968

3. **CPZ2019-00020 Evergreen School District Capital Facilities Plan:** A proposal to adopt the Evergreen School District Capital Facilities Plan and collect the recommended school impact fees.

Staff Contact: Jenna Kay, [jenna.kay@clark.wa.gov](mailto:jenna.kay@clark.wa.gov) or (564) 397-4968

4. **CPZ2019-00021 Hockinson School District Capital Facilities Plan:** A proposal to adopt the Hockinson School District Capital Facilities Plan and collect the recommended school impact fees.

Staff Contact: Jenna Kay, [jenna.kay@clark.wa.gov](mailto:jenna.kay@clark.wa.gov) or (564) 397-4968

5. **CPZ2019-00022 Woodland School District Capital Facilities Plan:** A proposal to adopt the Woodland School District Capital Facilities Plan and collect the recommended school impact fees.

Staff Contact: Jenna Kay, [jenna.kay@clark.wa.gov](mailto:jenna.kay@clark.wa.gov) or (564) 397-4968

6. **CPZ2019-00027 Ridgefield School District Impact Fee Change:** A proposal to collect increased Ridgefield School District school impact fees for new residential development under the school district's existing adopted Capital Facilities Plan. The proposal recommends a fee of \$10,100 effective in 2020 and \$11,290 effective in 2021 for new single family and multi-family residences.

Staff Contact: Jenna Kay, [jenna.kay@clark.wa.gov](mailto:jenna.kay@clark.wa.gov) or (564) 397-4968

7. **CPZ2019-00030 Shoreline Master Program Periodic Review Public Participation Plan:** A proposal to adopt a public participation plan, including a

project timeline, to complete the Shoreline Master Program Periodic Review by June 30, 2020.

Staff Contact: Jenna Kay, [jenna.kay@clark.wa.gov](mailto:jenna.kay@clark.wa.gov) or (564) 397-4968

- 8. CPZ2019-00014 Clark County Unified Development Code Amendments, CCC 40.370.010 (Sewerage Regulation) and CCC 40.210.010 (Resource and Rural Districts) as follows:**

<i>Code Section</i>	<i>Description</i>
40.370.010	<i>Amend Title 40.370.010 (Sewerage Regulations) to allow extension of sewer to serve schools in the rural area.</i>
40.210.010	<i>Amend Title 40.210.010 (Resource and Rural Districts) to allow new cemeteries as accessory to an existing church in the FR-40 zone.</i>

Staff Contact: [Jose.Alvarez@clark.wa.gov](mailto:Jose.Alvarez@clark.wa.gov) or (564) 397-4898

The staff report, related materials and hearing agenda will be available 15 days prior to the hearing date on the county's web page at <https://www.clark.wa.gov/community-planning/dockets>. Copies are also available at Clark County Community Planning, 1300 Franklin St., 3<sup>rd</sup> Floor, Vancouver. For other formats, contact the Clark County ADA Office at [ADA@clark.wa.gov](mailto:ADA@clark.wa.gov), voice 564-397-2322, Relay 711 or 800-833-6388, Fax 564-397-6165.

Anyone wishing to give testimony at the hearing in regard to this matter should appear at the time and place stated above. Written testimony can be provided by e-mailing the clerk of the council at [Rebecca.Messinger@clark.wa.gov](mailto:Rebecca.Messinger@clark.wa.gov) or via US Postal Service to the Clark County Councilors, c/o Rebecca Messinger, PO Box 5000, Vancouver, WA 98666-5000. Written testimony may also be submitted for the record during the hearing. Please ensure that testimony is received at least two (2) business days before the hearing if you would like staff to forward it to the County Council before the hearing.




For other formats, contact  
the Clark County ADA Office

**Voice** 360.397.2322  
**Fax** 360.397.6165

**Relay** 711 or 800.833.6388  
**Email** [ADA@clark.wa.gov](mailto:ADA@clark.wa.gov)

Approved as to Form only:

CLARK COUNTY COUNCIL



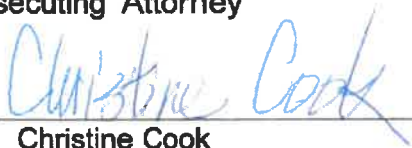
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Clerk of the Board

Approved as to Form only:

ANTHONY F. GOLIK

Prosecuting Attorney

By: 

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Christine Cook  
Senior Deputy Prosecuting Attorney

**PLEASE PUBLISH:**

**Monday, August 19, 2019**

Please Bill:

Clark County Community Planning  
Attn: Sonja Wisler, Program Assistant  
P. O. Box 9810  
Vancouver, WA 98666-9810

**Columbian Account 70914**



## CLARK COUNTY WASHINGTON

### COMMUNITY PLANNING

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#### Staff Report

TO: Clark County Planning Commission  
FROM: Oliver Orjiako, Director *OO*  
PREPARED BY: Jenna Kay, Planner II  
DATE: July 18, 2019  
SUBJECT: CPZ2019-00027 Ridgefield School District Impact Fee Request

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#### PROPOSED ACTION

The Ridgefield School District Board of Directors has requested an increase to the district's school impact fees under its existing 2016 adopted capital facilities plan. This proposal is to collect the recommended school impact fees and re-adopt the Ridgefield School District capital facilities plan by reference in the 20-year Clark County Comprehensive Growth Management Plan.

#### BACKGROUND

Chapter 36.70A of the Revised Code of Washington (RCW) enables school districts to develop capital facilities plans and impact fee programs for new residential developments in order to offset the impacts of growth on school facilities. It further requires these plans and programs be reviewed and approved as part of the county and city comprehensive plans in which the school district is located.

The minimum requirements of a school district's capital facilities plan are defined in RCW 36.70A.070(3) and Clark County Code (CCC) 40.620.030(A). A school district requesting impact fees shall submit to the county, and update at least every four (4) years, a capital facilities plan adopted by the school board and consisting of the following elements:

- A standards of service description,
- An inventory of existing facilities,
- A forecast of future needs,
- Proposed locations and capacities of expanded or new facilities,
- A six-year financing plan, and,
- Application of the impact fee formula set out in CCC 40.620.040.

School district capital facility plans typically include multiple funding sources: "Depending on district eligibility, districts pay for a portion of the costs of capital facilities with funds provided by the State of Washington through the Common School Construction Fund. The remaining capital expenses must be raised locally, through the passage of bond levies (which raise the property taxes of all residential property owners within a particular district) and/or impact fees (which apply to new residential construction with the district)." [2016 Plan, pp. 233-234].



The Ridgefield School District Board of Directors submitted a letter on June 20, 2019 requesting an increase to the district's school impact fees effective January 1, 2020 with an additional increase effective January 1, 2021. A copy of the letter is included as Exhibit A, and it provides the school district's explanation for why they are making the impact fee request. A copy of the current capital facilities plan adopted in 2016 [Ord. 2016-06-12] is attached as Exhibit B.

The school district's letter describes the high amount of growth in the Ridgefield School District and capital facility needs that include building a new elementary, middle and high school, as some of the reasons the school district is requesting increased impact fees. The potential removal of urban holding near the NE 179<sup>th</sup> St. and I-5 interchange is also described as accelerating growth in the school district and the impact fee request is to bring school impact fees into alignment with the facility needs and costs in the capital facilities plan.

The current plan and impact fee calculations allow for a higher impact fee amount than is currently being collected. The School District Board of Directors recommends that Clark County collect school impact fees as follows:

	Existing Fee	Proposed Fee	% Change
Single Family Residence	\$6,530	\$10,100 – 2020	+55%
		\$11,290 – 2021	+12%
Multi Family Residence	\$6,530	\$10,100 – 2020	+55%
		\$11,290 – 2021	+12%

**SUMMARY OF COMMENTS RECEIVED**

As of the writing of this report, no comments from other agencies or the public have been received specific to this proposal. However, comments and testimony regarding the Ridgefield School District school impact fees did come up in regards to the Urban Holding Removal near the I-5 and NE 179<sup>th</sup> St. Interchange project. Copies of those materials have been included for reference as part of the materials packet.

**SUMMARY OF PUBLIC PROCESS**

The school district issued a Notice of Determination of Non-Significance under SEPA as part of its 2016 capital facilities plan update, issued on April 27, 2015. Sixty-day notification was sent to the Department of Commerce on June 25, 2019 under RCW 36.70A.106. The Planning Commission held a work session on June 20, 2019. A legal notice was published for the July 18, 2019 Planning Commission hearing.

**APPLICABLE CRITERIA, EVALUATION, AND FINDINGS**

**Criterion A: The Plan Amendment Procedures in CCC 40.560.010(M)(1) states the county shall review capital facilities plan and updates at a minimum every four (4) years in Type IV public hearings for those facilities subject to county jurisdiction. In updating capital facilities plans, policies and procedures, the county must determine that these updates are consistent with applicable provisions of the GMA and WAC, and policies and implementation measures of the comprehensive plan, and in conformance with the purposes and intent of the applicable interjurisdictional agreements.**

### *Growth Management Act (GMA)*

The GMA goals set the general direction for the county in adopting its framework plan and comprehensive plan policies. The GMA lists thirteen overall goals in RCW 36.70A.020 plus the shoreline goal added in RCW 36.70A.480(1). The goals are not listed in order of priority. The GMA goals that apply to the proposed action are the following:

- Goal 1. Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- Goal 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 minimum standards.

RCW 36.70A.070(3) and WAC 365-196-415 describe the mandatory requirements of the capital facilities element in the comprehensive plan including an inventory of existing facilities, a forecast of future needs, the proposed locations and capacities of expanded or new facilities, and at least a six-year financing plan.

RCW 82.02.050, 82.02.110 and WAC 365-196-850 authorize counties planning under the Growth Management Act to impose impact fees as part of the financing for public facilities, including school facilities. The elements of these statutes that apply to this proposal include:

- RCW 82.02.050(2) and WAC 365-196-850(1): Counties, cities, and towns that are required or choose to plan under RCW 36.70A.040 are authorized to impose impact fees on development activity as part of the financing for public facilities, provided that the financing for system improvements to serve new development must provide for a balance between impact fees and other sources of public funds and cannot rely solely on impact fees.
- RCW 82.02.050(4) and WAC 365-196-850(2): The impact fees: (a) shall only be imposed for system improvements that are reasonably related to the new development; (b) shall not exceed a proportionate share of the costs of system improvements that are reasonably related to the new development; and (c) shall be used for system improvements that will reasonably benefit the new development.
- RCW 82.02.050(5)(a) and WAC 365-196-850(4): Capital facilities for which impact fees will be imposed must have been addressed in a capital facilities plan element which identifies: (a) deficiencies in public facilities serving existing development and the means by which existing deficiencies will be eliminated within a reasonable period of time; (b) additional demands placed on existing public facilities by new development; and (c) additional public facility improvements required to serve new development.

Finding: The Ridgefield School District serves both urban and rural areas. The plan identifies current and planned facility locations, most of which are located in the Ridgefield Urban Growth Area with some land in the surrounding unincorporated area. Due to the urban and rural nature of the school district, the facility locations are consistent with Goal 1.

Finding: The capital facilities plan identifies future needs to provide the school district's standard of service, consistent with Goal 12.

Finding: The Ridgefield School District capital facilities plan includes the required elements and information listed in RCW 36.70A.070(3) and WAC 365-196-415 and is consistent with the land use and capital facilities elements of the comprehensive plan.

Finding: Bond proceeds, state match funds, and impact fees make up the funding sources in the Ridgefield School District capital facilities financing plan. The plan does not rely solely on impact fees and is consistent with RCW 82.02.050(2) and WAC 365-196-850(1).

Finding: The school district capital facilities plan calculated impact fees in accordance with the local jurisdictions' formula (see Appendix A in the capital facilities plan), which is based on school facility costs to serve new growth. The proposed impact fees are based on the district's cost per dwelling unit for the improvements identified in the plan to serve new development. Credits have been applied in the formula to account for state match funds the district could receive and projected future property taxes that will be paid by the owner of the dwelling unit. Since the design of the impact fee formula takes into account the share of the costs of system improvements that are reasonably related to the new development, and the formula was applied correctly, then the impact fees are consistent with RCW 82.02.050(4) and WAC 365-196-850(2).

Finding: The proposed impact fees are calculated based on planned improvements and facility needs as identified in the capital facilities plan, consistent with WAC 365-196-850(4) and RCW 82.02.050(5)(a).

### *Community Framework Plan*

The Community Framework Plan (Framework Plan) provides guidance to local jurisdictions on regional land use and service issues. The 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 policies applicable to this proposal include the following:

- 6.1.0 Major public and private expenditures on facilities and services (including libraries, schools, fire stations, police, parks and recreation) are to be encouraged first in urban and rural centers. [Framework Plan, p. 18].
- 6.1.1 Establish level-of-service standards for capital facilities in urban and rural areas. [Framework Plan, p. 18].
- 6.1.2 Coordinate with service providers to identify the land and facility requirements of each and ensure that sufficient land is provided in urban and rural areas to accommodate these uses. [Framework Plan, p. 18].

Finding: The Ridgefield School District capital facilities plan identifies current and planned facility locations, most of which are located within the Ridgefield urban growth area, and is consistent with policy 6.1.0.

Finding: The capital facilities plan identifies level of service standards for each type of school, consistent with policy 6.1.1.

Finding: The capital facilities plan identifies facility and land needs to accommodate forecasted growth, consistent with policy 6.1.2.

## Countywide Planning Policies

The GMA, under RCW 36.70A.210, requires counties and cities to collaboratively develop Countywide Planning Policies (CWPP) to govern the development of comprehensive plans. The WAC 365-196-305(1) defines “the primary purpose of CWPP is to ensure consistency between comprehensive plans of counties and cities sharing a common border or related regional issues. Another purpose of the CWPP is to facilitate the transformation of local governance in the urban growth areas, typically through annexation to or incorporation of a city, so that urban governmental services are primarily provided by cities and rural and regional services are provided by counties.” The Countywide Planning Policies applicable to this proposal include the following:

- 6.0.2 Plans for providing public facilities and services shall be coordinated with plans for designation of urban growth areas, rural uses and for the transition of undeveloped land to urban uses. [2016 Plan, p. 182].
- 6.0.8 General and special purpose districts should consider the establishment of impact fees as a method of financing public facilities required to support new development. [2016 Plan, p. 183].
- 10.1.1 The county and each city shall give full consideration to the importance of school facilities and encourage development of sustainable learning environments through the adoption and implementation of county and city comprehensive land use plan policies and development regulations. [2016 Plan, p. 237].
- 10.1.6 Encourage jurisdictions to cooperate in planning and permitting school facilities through land use policies and regulations that minimize the financial burden associated with developing school facilities. [2016 Plan, p. 238].

The Ridgefield School District capital facilities plan states that “The District’s enrollment projections are based on forecasting work completed by E.D. Hovee & Company, LLC in February 2015. The approach used in conducting this student enrollment forecast builds on the baseline enrollment forecast provided by an earlier memorandum dated January 2, 2015. With the *baseline forecast*, the model applied the Comprehensive Plan allocation for the Ridgefield Urban Growth Area (UGA) plus a proportionate share of population growth forecast by Clark County for areas outside of UGAs countywide. Grade-to-grade enrollment changes as a share of district population were forecast based on historic experience across each of the K-12 grade levels.”

Finding: The enrollment forecast was completed considering growth data and tools, consistent with CWPP 6.0.2.

Finding: The financing plan includes school impact fees as one element of financing capital facilities that will support new development, consistent with CWPP 6.0.8.

Finding: The capital facilities plan identifies school facility needs based on growth projections for the district and consistent with the school district’s service standards. This proposal to request adoption of the updated capital facilities plan into the county comprehensive land use plan would be in alignment with CWPP 10.1.1.

Finding: The school district’s financing plan includes bond proceeds, state match funds, and impact fees. The finance plan is consistent with CWPP 10.1.6.

*Clark County Comprehensive Growth Management Plan 2015-2035 (2016 Plan)*

The 20-year Comprehensive Growth Management Plan contains many policies that guide schools. The most relevant goals and policies applicable to this application are as follows:

“Goal: Require new development that places added demands on school facilities to pay a portion of the cost for school facilities through impact fees or other alternative mechanisms authorized by State Law.

- 10.5.1 Provide for the use of School Impact Fees as a funding source for school capital facilities.
- 10.5.2 Capital Facilities Plans for school districts of Vancouver, Ridgefield, Battle Ground, Camas, Washougal, Ridgefield, Hockinson, Ridgefield and Green Mountain shall be adopted by reference through the adoption of the 20-Year Comprehensive Plan.” [2016 Plan, p. 240].

Finding: The school district’s capital facilities finance plan includes school impact fees as one funding source for capital improvements, consistent with policy 10.5.1.

Finding: This proposal includes re-adoption by reference of the Ridgefield School District capital facilities plan into the 20-year Comprehensive Growth Management Plan 2015-2035, consistent with policy 10.5.2.

Conclusion: The proposal meets criterion A.

**Criterion B: The planning commission shall review a school district’s capital facilities plan or plan update in accordance with the provisions of CCC 40.620.030(B). The code specifies that the planning commission shall consider:**

- **Whether the district’s forecasting system for enrollment projections appears reasonable and reliable; and**
- **Whether the anticipated level of state and voter-approved funding appears reasonable and historically reliable; and**
- **Whether the standard of service set by the district is reasonably consistent with standards set by other school districts in communities of similar socioeconomic profile; and**
- **Whether the district appropriately applied the formula set out in CCC 40.620.040.**

Finding: The district’s enrollment projections are based on, and are consistent with, Clark County and the City of Ridgefield comprehensive plans. Thus, the district’s enrollment projections appear reasonable and reliable.

Finding: The district’s anticipated funding levels are based upon historic state funding levels and other voter-approved bond measures. Thus, the district’s anticipated funding levels appear reasonable and reliable.

Finding: The standard of service appears to be reasonably consistent with other similar school districts.

Finding: Appendix A of the Ridgefield School District capital facilities plan shows the calculations of the school impact fees. The district appropriately applied the formula set out in

CCC 40.620.040 during the 2015-16 periodic review cycle. The calculations show the impact fees are based on calculations of children per household by housing type. For this analysis, this is the acceptable method for projected school facilities with all costs resulting in an impact fee amount per unit by housing type. School impact fees are not assessed on commercial and industrial development. Based on the formula in CCC 40.620.040, the maximum allowable fee amounts for the Ridgefield School District are \$11,289.53 for single-family and \$13,696.60 for multi-family residences. The proposed fee of \$10,100 in 2020 for single-family and multi-family is within these limits. The proposed fee of \$11,290 in 2021 for single-family and multi-family is within the multi-family limit and \$0.47 above the single-family limit. A proposal of \$11,289.53 in 2021 for single-family and multi-family would be within the limits of the single-family and multi-family impact fee calculations, consistent with the adopted capital facilities plan.

**Conclusion:** The proposal meets criterion B if the 2021 fee amount is lowered to \$11,289.53.

**RECOMMENDATION AND CONCLUSIONS**

Based on the information provided, and the analysis presented in this report, staff recommends the Planning Commission forward a recommendation of **APPROVAL** to the Clark County Council of the proposed Ridgefield School District capital facilities plan and impact fees of \$10,100 for single family and for multi-family in 2020 and \$11,289.53 for single family and multi-family in 2021.

**RECOMMENDATION SUMMARY**

The following table lists the applicable criteria and summarizes the findings of the staff report. The Planning Commission findings will be added to the table after public deliberation at the Planning Commission hearing scheduled for this application.

<b>COMPLIANCE WITH APPLICABLE CRITERIA</b>		
	<b>Criteria Met?</b>	
	<b>Staff Report Findings</b>	<b>Planning Commission Findings</b>
<b>Criteria for Proposed Changes</b>		
A. Consistency with the GMA and the Clark County Comprehensive Plan per CCC 40.560.010.M.1	Yes	
B. Consistency with CCC 40.620.030 School Impact Fee – Capital Facilities Plan	Yes	
<b>Recommendation:</b>		
<b>Approval</b>		

**MARNIE ALLEN**  
**ESD112 ATTORNEY**  
LEGAL SOLUTIONS FOR SCHOOLS

June 20, 2019

Oliver Orjiako  
Clark County  
Department of Community Planning  
P.O. Box 9810  
Vancouver, WA 98666-9810

Steve Stuart  
City of Ridgefield  
City Manager  
280 Pioneer Street  
Ridgefield, WA 98642

**Re: Request to Increase Ridgefield School District School Impact Fees**

Gentlemen:

This letter is being submitted on behalf of the Ridgefield School District to respectfully request that Clark County and the City of Ridgefield increase the Ridgefield School District School Impact fees to \$10,100 effective January 1, 2020 and \$11,290 effective January 1, 2021. The requested increase will bring the impact fees the City and County are currently collecting up to the amount that is supported by the existing adopted Ridgefield School District Capital Facility Plan (CFP) and impact fee calculation.

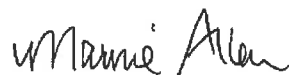
As you know, the Ridgefield School District has experienced significant growth in the last six years. That growth is forecast to continue and will accelerate with the removal of Urban Holding from the area in the District near 179<sup>th</sup> Street. The above fees should be assessed on development that occurs if urban holding is lifted, and other new development across the District.

The CFP Clark County and the City of Ridgefield have adopted identifies school facilities that are needed to serve forecast growth. As reflected in the CFP, the District needs to construct a new elementary, middle and high school. The forecast cost in the 2015-2021 CFP for these schools is about \$75 million dollars. The costs are based on 2015 construction costs, which have increased significantly since 2015. The school impact fees the District is requesting are minimal when compared to the costs the District and its patrons must fund to build the schools that are needed.

Increasing the school impact fees is consistent with the adopted 2015-2021 CFP, which contains a school impact fee calculation. See Appendix A to the adopted CFP. The school impact fee calculation uses the formula in the Clark County and City of Ridgefield School Impact Fee Ordinance, facility needs and costs in the CFP. Implementing the request to increase the fees will bring the current fees into alignment with the needs and costs identified in the 2015-2021 CFP. Without the increase, the District may not be able to provide adequate school facilities to serve forecast growth.

Please process this request at your earliest convenience. Thank you.

Sincerely,



Marnie Allen

c: Dr. Nathan McCann, Superintendent, Ridgefield School District



Exhibit B

**RIDGEFIELD SCHOOL DISTRICT NO. 122  
CAPITAL FACILITIES PLAN**

**2015-2021**

**BOARD OF DIRECTORS**

**Scott Gullickson, President**

**Jeff Vigue, Vice-President**

**Joe Vance**

**Steve Radosevich**

**Becky Greenwald**

**SUPERINTENDENT**

**Dr. Nathan McCann**

**Amended by the Ridgefield School District Board of Directors  
January 26, 2016**

## SECTION 1 INTRODUCTION

### **A. *Purpose of the Capital Facilities Plan***

The Washington State Growth Management Act (the "GMA") includes schools in the category of public facilities and services. School districts have adopted capital facilities plans to satisfy the requirements of the GMA and to identify additional school facilities necessary to meet the educational needs of the growing student populations anticipated in their districts.

The Ridgefield School District (the "District") has prepared this Capital Facilities Plan (the "CFP") to provide Clark County (the "County") and the City of Ridgefield (the "City") with a schedule and financing plan for capital improvements needed to serve growth over the next six years (2015-2021).

In accordance with the Growth Management Act, Clark County Code Sections 40.620.030 – 40.620.040, and City of Ridgefield Municipal Code Sections 18.070.100 – 18.070.110, this CFP contains the following required elements:

- The District's standard of service, which is based on program year, class size by grade span, number of classrooms, types of facilities and other factors identified by the District.
- Future enrollment forecasts for each grade span (elementary, middle, and high schools).
- An inventory of existing capital facilities owned by the District, showing the locations and capacities of the facilities, based on the District's standard of service.
- A forecast of the future needs for capital facilities and school sites based on the District's enrollment projections.
- The proposed capacities of expanded or new capital facilities over the next six years based on the inventory of existing facilities and the standard of service.
- A six-year plan for financing capital facilities within projected funding capacities, which identifies sources of public money for such purposes.
- A calculation of impact fees to be assessed and supporting data substantiating such fees.

### **B. *Overview of the Ridgefield School District***

The Ridgefield School District is situated along the Interstate 5 corridor in northern Clark County. It encompasses the City of Ridgefield, a community that is experiencing accelerated growth, and is bordered by Battleground, La Center, Woodland, and Vancouver School Districts.

The District serves a population of 2,307 (Headcount March 2015) with two elementary schools (grades K-6), one middle school (grades 7-8), and one high school (grades 9-12).

The District needs to build schools and make improvements at existing schools in order to effectively accommodate growth. As improvements are made to the facilities and new schools come online, the District anticipates that current grade configurations possibly may change.

The most significant issues facing the District in terms of providing classroom capacity to accommodate existing and projected demands are:

- The District is experiencing the fastest enrollment growth rate in Clark County.
- Presently, View Ridge Middle School is housing students well in excess of the capacity of the facility. Additionally, enrollment projections indicate that all other campuses will exceed capacity by the 2016-2017 school year. Presently, portables are in use for instructional purposes at both elementary schools and View Ridge Middle School
- The Legislature has indicated that full day kindergarten will be implemented state-wide in 2016-2017. RSD currently offers a very limited full day/every day kindergarten program. Full day kindergarten will require additional facility capacity and result in additional costs that are not currently funded by the State.
- The impact of citizen-approved Initiative 1351 is still unknown. Any significant reduction in class size will require a corresponding increase in the number of class rooms across the district.
- As existing facilities exceed capacity, they are experiencing traffic control and safety concerns that need to be addressed.

## **SECTION 2 DISTRICT EDUCATIONAL PROGRAM STANDARDS**

School facility and student capacity needs are dictated by the types and amounts of space required to accommodate the District's adopted educational program. The role that quality school systems play in growing a strong local economy is vital. In order to accomplish the community value of having a vibrant local economy, schools must have quality facilities. These facilities provide the necessary spaces for nurturing the development of the whole child and successfully preparing all Ridgefield children for an increasingly competitive global economy. The educational program standards which typically drive needs for educational space for students include grade configuration, optimum facility size, class size, educational program offerings, supplemental program offerings, specialty spaces, classroom utilization and scheduling requirements.

In addition to student population, other factors such as collective bargaining agreements, government mandates, and community expectations affect classroom space requirements. Space is necessary for regular classrooms, the fine and performing arts, physical education, special education, Title I, Highly Capable, bilingual education, STEM, computer labs, preschool and daycare programs, and other specialized programs. Space must be provided for common areas such as media centers, cafeterias, kitchens, and auditoriums. Space is needed for groups of students/staff to work together. These programs can have a significant impact on the available student capacity within school facilities. Further, the community expects all spaces to be well utilized during the school day and available after the school day for public use.

### **A. District Educational Program Standards:**

Core programs include the following:

- Core classroom space for all curriculum areas which includes space for group learning, direct instruction, and individual student work to meet the rigors set forth in state standards.
- Science classroom space that supports advanced coursework (including water, sinks, gas, hoods, safety equipment). Students must achieve rigorous state mandated science standards. This requires specialty space that is not met by adding portables.
- As STEM education continues to expand, there is an increased need to provide flexible classroom space capable of supporting a variety of educational activities.

- Physical education space is needed for students to meet rigorous health and fitness standards. This includes covered areas, fields, gymnasiums, and other multi-use spaces.
- Technological competency is expected for all students. Space must be allocated for technological equipment and applications in classrooms and specialty spaces. Square footage for this equipment and its infrastructure is not calculated in current state allowances, but must be provided.
- Fine and performing arts spaces are critical to the development of the whole child. Spaces are necessary to adequately meet the rigorous standards of these state required programs.
- Library/Media services and collaboration spaces must be provided for students to successfully meet the rigor of the District's academic programs. In an information-driven environment, student access to information through appropriately sized library/media spaces is essential.
- Extra-curricular activities need adequate space in order to safely support program activities.

Special services are essential to meet the needs of special populations.

- Special Education services are delivered at each of the schools within the District. Program standards and services vary based on the handicapping conditions of the students and their individual education plan (IEP). Implementing each student's IEP often requires large and small specialty spaces, which the District must provide. Program standards change as a result of various external or internal influences. External influences include changing federal mandates, funding changes, and the introduction of new technological applications which meet the needs of students. Internal influences include modifications to the program year, class size, grade configurations, and facility changes.
- Special populations receive special support. Specialty space is essential to delivery of this support. Federal and state programs, including Title I math and reading instruction, Highly Capable, and Bilingual, are limitedly funded. These resources do not include the expense of adding facilities to support them.
- Early Childhood programs, such as every-day kindergarten and preschool are essential educational programs and vital to the community. These programs require specialty space which is not currently funded by the state.
- Supplementary services in core academic areas (tutoring, on-line learning) and providing multiple pathways to prepare students for a broader range of post-secondary learning opportunities require additional spaces that have not been calculated in current state square footage allowance formulas.

Support services are often overlooked core services, and are essential to a quality educational program.

- Food service delivery, storage, preparation, and service require spaces that are specialty designed and equipped also need specific attention. As student populations increase, adequately calculating space requirements for this core service is crucial to the overall planning of the facility. Adequacy in planning for this space has significant impacts on the overall learning environment for students if not done appropriately.
- Transportation support centers are required to handle growing transportation needs.
- Maintenance support facilities must also be considered and are often overlooked as core support services.

- Administrative support facilities must also be considered and are often overlooked as core support services.

### ***B. Elementary Educational Program Standards***

The District educational program standards, which directly affect elementary school capacity, include:

- Class sizes for grades K-3 are targeted not to exceed 25 students per class.
- Class sizes for grades 4-6 are targeted not to exceed 25 students per class.
- Music and art instruction will be provided in separate classrooms.
- Physical education instruction must be provided in a full size area.
- Special education services are provided in a self-contained classroom for some children, while others need highly specialized spaces.
- All elementary schools will have a library/media resource center which includes space for a technology lab.

### ***C. Middle and High School Program Standards***

The District education programs standards, which directly affect middle school and high school capacity include:

- Class sizes for middle school grades 7-8 are targeted not to exceed an average of 25 students per class, with the exception of PE, music, art, and theatre arts.
- Class sizes for high school grades 9-12 have various targets depending on various program and safety needs. However, the District strives to meet an average of 25 students in the core classrooms with the exception of PE and the fine and performing arts.
- The middle and high school classroom utilization standard is set at a factor of 85% (based on a regular school day).
- Special education services are provided in a self-contained classroom for some children, while others need highly specialized spaces.
- Students will also be provided other programs in classrooms designated as follows:
  - Specialty rooms (computer labs, individual and group study rooms, practice labs, production rooms).
  - Media Center/Library,
  - Program Specific Classrooms (science, music, theatre arts, art, career and technical education).

## **SECTION 3 CAPITAL FACILITIES INVENTORY**

The facilities inventory serves to establish a baseline for determining the facilities necessary to accommodate future demand (student enrollment) at acceptable levels of service. This section provides an inventory of capital facilities owned and operated by the District including schools, portables, undeveloped land and support facilities. School facility capacity was inventoried based on the space required to accommodate the District's educational program standards.

## A. Schools

The District maintains two elementary schools, one middle school, and one high school. Elementary schools currently accommodate grades K-6, the middle school serves grades 7-8, and the high school serves grades 9-12. When the school facilities are improved as contemplated in this Plan, the District will consider alternate configurations.

School capacity is determined based on the number of teaching stations within each building and the space requirements of the District's current educational program. It is this capacity calculation that is used to establish the District's baseline capacity, and to determine future capacity needs based on projected student enrollment. The school capacity inventory is summarized in Tables 1, 2, and 3.

**Table 1 – Elementary School Inventory**

Elementary School	Location	Acres	Building Area (Square Feet)	Teaching Stations*	Permanent Capacity
South Ridge	502 NW 199 <sup>th</sup> St. Ridgefield, WA 98642	40	59,687	21	525
Union Ridge	330N. 5 <sup>th</sup> St. Ridgefield, WA 98642	11.8	81,533	28	700
Total		51.8	141,220	49	1,225

\*Space reserved for art, music, and PE as well special education classrooms are not counted as teaching stations in the elementary schools because they are pull-out programs. One of the teaching stations at South Ridge houses the Learning Center. It was counted in calculating the permanent capacity.

**Table 2 – Middle School Inventory**

Middle School	Location	Acres	Building Area (Square Feet)	Teaching Stations*	Permanent Capacity
View Ridge	510 Pioneer St. Ridgefield, WA 98642	9.0	44,079	14	297

\* The music room and physical education space are counted as teaching stations because these are not special pull-out programs at the middle school.

**Table 3 – High School Inventory**

High School	Location	Acres	Building Area (Square Feet)	Teaching Stations*	Permanent Capacity
Ridgefield HS	2630 S. Hillhurst Rd. Ridgefield, WA	60	137,395	30	637

\*The music room and physical education space are counted as teaching stations because these are not special pull-out programs at the high school. The instructional space that is used for shop was not counted as a teaching station because it is used for special/pull-out programs.

## B. Portables

Portables are used on an interim basis to house students until funding can be secured to construct permanent facilities. The District currently uses 6 portable classrooms at various school sites for special programs and basic education throughout the District. The number and location of the portables is shown in Table 4.

**Table 4 – Portables Inventory**

School	Portables	Classrooms
South Ridge Elementary	2	4
Union Ridge Elementary	2	3
View Ridge Middle School	2	4
Ridgefield High School	0	0

**C. Support Facilities**

In addition to schools, the District owns and operates additional facilities which provide operational support functions to the schools. An inventory of these facilities is provided in Table 5.

**Table 5- Support Facility Inventory**

School	Building Area	Site Location
Administration/Central Office	1,848	2724 S. Hillhurst Rd. Ridgefield, WA (a portable located on the HS Campus)
Maintenance Department	10,000	304 Pioneer Avenue, Ridgefield, WA
SW Washington Child Care Consortium	2-classroom portable	509 N.W. 199 <sup>th</sup> St., Ridgefield, WA (located at South Ridge Elementary)

**D. Land Inventory**

The District owns the following sites:

- 49.84 acre site located at 23800 NW Hillhurst Road, Ridgefield, WA 98642
- 23 acre site located at NE 10<sup>th</sup> Avenue and 239<sup>th</sup> Street, Ridgefield, WA 98642 that is being purchased for a future elementary school.
- 2,178 sq. ft. strip located at 45<sup>th</sup> and Pioneer in Ridgefield.
- Co-owner of Paradise Point Transportation Center as a member of the Kalama, Woodland, Ridgefield and La Center School District Transportation Cooperative.

**SECTION 4  
STUDENT ENROLLMENT PROJECTIONS**

**A. Projected Student Enrollment 2015-2021**

The District's enrollment projections are based on forecasting work completed by E.D. Hovee & Company, LLC in February 2015. The approach used in conducting this student enrollment forecast builds on the baseline enrollment forecast provided by an earlier memorandum dated January 2, 2015. With the *baseline forecast*, the model applied the Comprehensive Plan allocation for the Ridgefield Urban Growth Area (UGA) plus a proportionate share of population



growth forecast by Clark County for areas outside of UGAs countywide. Grade-to-grade enrollment changes as a share of district population were forecast based on historic experience across each of the K-12 grade levels.

**Table 6- Enrollment Forecast**

Grade	2015	2016	2017	2018	2019	2020	2021
<b>K</b>	179	170	168	165	169	181	209
<b>1</b>	185	214	208	203	199	202	216
<b>2</b>	182	203	240	231	224	218	221
<b>3</b>	186	204	232	272	260	252	244
<b>4</b>	169	204	229	258	300	285	275
<b>5</b>	184	185	228	253	284	329	312
<b>6</b>	182	197	202	247	272	304	351
<b>Total K-6</b>	<b>1267</b>	<b>1377</b>	<b>1507</b>	<b>1629</b>	<b>1709</b>	<b>1773</b>	<b>1828</b>
<b>7</b>	176	195	215	219	266	292	324
<b>8</b>	190	188	213	233	236	285	311
<b>Total 7-8</b>	<b>366</b>	<b>383</b>	<b>428</b>	<b>452</b>	<b>501</b>	<b>576</b>	<b>636</b>
<b>9</b>	167	208	211	236	256	258	310
<b>10</b>	190	179	227	228	254	275	275
<b>11</b>	159	203	195	246	245	272	293
<b>12</b>	142	170	222	211	265	263	290
<b>Total 9-12</b>	<b>658</b>	<b>760</b>	<b>856</b>	<b>921</b>	<b>1020</b>	<b>1067</b>	<b>1169</b>
<b>TOTAL</b>	<b>2,291</b>	<b>2,520</b>	<b>2791</b>	<b>3002</b>	<b>3230</b>	<b>3416</b>	<b>3633</b>

## SECTION 5 CAPITAL FACILITIES NEEDS

### A. Facility Needs

The District's facility needs are based on its existing capacity and the forecast enrollment. In 2021, the enrollment forecast projects that the District will be serving 3,633 students, an increase of 1,342 students, representing student enrollment growth of approximately 59%. This includes high school students the District anticipates will return to the District due to facility upgrades at Ridgefield High School. Currently, there are approximately 400 students who live within the boundaries of the Ridgefield School District who attend schools in other public school districts.

**Table 7 – Enrollment and Capacity**

Facility	Existing Capacity	2021 Enrollment	2021 Need
Elementary Schools (K-6)	1,225	1,828	603
Middle School (7-8)	297	636	339
High School (9-12)	637	1,169	532
<b>Totals</b>	<b>1,934</b>	<b>3,633</b>	<b>1,474</b>

As shown in Table 7, the District needs to expand its capacity to serve 603 K-6<sup>th</sup> grade students, 339 7<sup>th</sup> and 8<sup>th</sup> grade students and approximately 532 high school students.

**B. Planned Improvements**

To serve the forecast growth, the District proposes constructing new schools to serve K-8<sup>th</sup> grade students and expanding capacity at the high school. These projects, the capacity they will add and the estimated cost is shown in Table 8.

**Table 8 – Improvements and Costs**

Project Description	Estimated Cost**	Added Capacity	Cost for Capacity to Serve Growth***
New schools to serve K-8*	\$69,764,710	1200	\$48,312,067
High School Improvements	\$21,635,404	300	\$21,635,404
<b>TOTAL:</b>	<b>\$91,400,114</b>	<b>1,500</b>	<b>\$69,947,471</b>

\* The community and District patrons will be engaged to assist the District identify the type of schools and grade configuration.

\*\* The estimated cost is based on data the District’s architect has compiled given his experience and knowledge of the school construction industry and District standards.

\*\*\* That portion of the total cost that is equal to the percentage of the added capacity that is needed to serve the forecast growth, determined by increased enrollment (831 K-8 and 511 high school students).

Portable classrooms are not considered permanent facilities so they are not used to determine future capital facility needs. Facility needs are expressed in terms of “unhoused students” or students that cannot be housed in permanent (brick/mortar) facilities. To serve the “unhoused students” on a short-term and immediate basis to serve growth, the District will purchase and utilize portable classrooms. This plan incorporates those facilities. The cost of the portables is not included in the impact fee calculation; however, impact fee revenue can be available to fund portable facilities if these facilities are needed to serve growth.

**SECTION 6  
CAPITAL FACILITIES FINANCING PLAN**

**A. Finance Plan**

The District will finance the \$91,400,114 in planned improvements using bonds, state match and impact fees.

**Table 9 – Anticipated Finances**

	Bonds	State Match	Impact Fees
Secured	\$0	\$0	\$1,841,907
Unsecured	\$73,445,785	\$14,659,370	\$1,453,052
<b>TOTAL</b>	<b>\$73,445,785</b>	<b>\$14,659,370</b>	<b>\$3,294,959</b>

The District's planned improvements that will add capacity are dependent upon the passage of a bond and receipt of state match and impact fees. Below is a summary of these funding sources.

## **B. Funding Sources**

### **General Obligation Bonds**

Bonds are used to fund site acquisition, construction of new schools, and other capital improvement projects. A 60% majority vote is required to approve the issuance of bonds. Bonds are then retired through collection of property taxes.

### **State Match Funds**

State Match funds primarily come from the Common School Construction Fund. School districts may qualify for State Match funds for specific capital projects based on eligibility requirements and a state prioritization system. Based on the District's assessed valuation per student and the formula in the State regulations, the District is currently eligible for State Match funds for new schools at the 47.81% match level.

### **Impact Fees**

The collection of school impact fees generates partial funding for construction of public facilities needed to accommodate new development. School impact fees are collected by the Cities and County on behalf of the District. Impact fees are calculated based on a formula, which includes the portion of District construction resulting in increased capacity in schools.

## **SECTION 7 SCHOOL IMPACT FEES**

The GMA authorizes jurisdictions to collect impact fees to supplement funding of additional public facilities needed to accommodate new development. Impact fees cannot be used for the operation, maintenance, repair, alteration, or replacement of existing capital facilities used to meet existing service demands.

### **A. School Impact Fees**

The County's and City's impact fee programs require school districts to prepare and adopt CFPs meeting the specifications of the GMA. Impact fees are calculated in accordance with the local jurisdiction's formula, which are based on projected school facility costs necessitated by new growth and are contained in the District's CFP.

### **B. Methodology and Variables Used to Calculate School Impact Fees**

The District's impact fees have been calculated utilizing the formula in the Clark County and City of Ridgefield Impact Fee Ordinances. The resulting figures in the attached Appendix A are based on the District's cost per dwelling unit to construct new schools and increase capacity at Ridgefield School District, both of which add capacity that is needed to serve new development. Credits have also been applied in the formula to account for future state match funds the District could receive and projected future property taxes that will be paid by the owner of the dwelling unit.

**C. Proposed Ridgefield School District Impact Fee Schedule**

The school impact fee calculation results in a fee of \$ \$11,290 per single-family home and \$13,697 per multi-family home.

The District requests collection of school impact fees in the following amounts:

Single Family:           \$6,530 in 2016

Multi-Family:           \$6,530 in 2016

Because the amount of the fees being recommended is less than the calculated amount, and in anticipation that construction costs for school facilities will continue to increase, the District will be requesting an increase in the amount the City and County collect each year based on the Rider Levett Bucknall Construction Cost Index. Future increases in fees will not exceed the calculated impact fee amounts.

# Ridgefield School District 2015 Impact Fee Calculation

## APPENDIX A

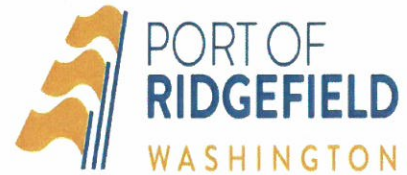
$$SIF = \left[ CS(SF) - (SM) - \left( \frac{(1+i)^{10} - 1}{i(1+i)^{10}} \times AAV \times TLR \right) \right] \times A - FC$$

### Single Family Residence:

Elementary	Middle School	High School	Formula
\$34,882,355.00	\$34,882,355.00	\$21,635,404.00	Facility Cost
600	600	300	Additional Capacity
\$58,137.26	\$58,137.26	\$72,118.01	Cost per Student (CS)
0.190	0.086	0.077	Student Factor (SF)
<b>\$11,046.08</b>	<b>\$4,999.80</b>	<b>\$5,553.09</b>	<b>CS x SF</b>
\$200.40	\$200.40	\$200.40	Boeck Index
90.00	117.00	130.00	OSPI Sq Ft
47.81%	47.81%	47.81%	State Match Eligibility %
\$1,638.37	\$964.05	\$959.07	State Match Credit (SM)
<b>\$9,407.71</b>	<b>\$4,035.75</b>	<b>\$4,594.02</b>	<b>CS x SF - SM</b>
<hr/>			<b>Cost per Single Family Residence</b>
		\$18,037.47	
		0.00356	Average Interest Rate
		0.03617576	Tax Credit Numerator
		0.003688786	Tax Credit Denominator
		9.806956251	Tax Credit Multiplier (TCM)
		\$334,434.00	Average Assessed Value (AAV)
		3279779.61	TCM x AAV
		0.00145	Tax Levy Rate (TLR)
		<b>\$4,755.68</b>	<b>TCM x AAV x TLR = (TC)</b>
		<hr/>	<b>Cost per Single Family Residence - Tax Credit</b>
		\$1,992.27	15% reduction (A)
		<b>\$11,289.53</b>	<b>Calculated Single Family Fee Amount</b>
		<b>\$7,900.00</b>	<b>2016 Recommended Fee Amount</b>
		<b>\$11,200.00</b>	<b>2017 Recommended Fee Amount</b>

### Multi-Family Residence:

Elementary	Middle School	High School	Formula
\$34,882,355.00	\$34,882,355.00	\$21,635,404.00	Facility Cost
600	600	300	Additional Capacity
\$58,137.26	\$58,137.26	\$72,118.01	Cost per Student (CS)
0.165	0.089	0.087	Student Factor (SF)
<b>\$9,592.65</b>	<b>\$5,174.22</b>	<b>\$6,274.27</b>	<b>CS x SF</b>
\$200.40	\$200.40	\$200.40	Boeck Index
90.00	117.00	130.00	OSPI Sq Ft
47.81%	47.81%	47.81%	State Match Eligibility %
\$1,422.80	\$997.68	\$1,083.63	State Match Credit (SM)
<b>\$8,169.85</b>	<b>\$4,176.53</b>	<b>\$5,190.64</b>	<b>CS x SF - SM</b>
<hr/>			<b>Cost per Multi-Family Residence</b>
		\$17,537.03	
		0.00356	Average Interest Rate
		0.03617576	Tax Credit Numerator
		0.003688786	Tax Credit Denominator
		9.806956251	Tax Credit Multiplier (TCM)
		\$100,096.00	Average Assessed Value (AAV)
		981637.09	TCM x AAV
		0.00145	Tax Levy Rate (TLR)
		<b>\$1,423.37</b>	<b>TCM x AAV x TLR = (TC)</b>
		<hr/>	<b>Cost per Multi-Family Residence - Tax Credit</b>
		\$2,417.05	15% reduction (A)
		<b>\$13,696.60</b>	<b>Calculated Multi-Family Fee Amount</b>
		<b>\$4,900.00</b>	<b>2016 Recommended Fee Amount</b>
		<b>\$6,947.00</b>	<b>2017 Recommended Fee Amount</b>



May 6, 2019

Chair Eileen Quiring  
Clark County Council  
1300 Franklin Street  
Vancouver, WA 98660

Dear Chair Quiring and County Councilors,

On behalf of the Ridgefield School District Board of Directors; City Council of Ridgefield, WA; and the Ridgefield Port Commission, we are writing to ask that you address funding for all necessary infrastructure before removing the Urban Holding designation on 2,100 acres of land which is projected to include 4,815 new homes. While we appreciate that work is being done to require developers to pay for some share of transportation infrastructure, discussions still have not taken place regarding the enormous impact this action will have on Ridgefield schools.

The 98642 zip code is already one of the fastest growing areas in the state, in large part due to the premier schooling families can expect for their kids. School district enrollment increased by 43% over the past four years and is expected to grow by an additional 56% by 2023. That projection is WITHOUT the entire Fairgrounds area opening for development. When school resumes this fall, district enrollment will once again exceed the brick and mortar capacity, even with the opening of the 5-8 campus complex and Ridgefield High School expansion projects funded through the successful 2017 \$77 million bond levy. In 2019 a February bond which would build a new elementary school attracted 58.5% support but was less than necessary for passage, which means any further growth in the district caused by this action will further exacerbate overcrowding concerns.

The members of all three elected bodies understand the requirements under State law to accommodate growth and the need for services in the fairgrounds area that support new residents. The organizations are merely asking that before finalizing a finance plan which requires both private and public funds to accomplish, that you consider the following request.

If you are going to require developer contribution to help defray the costs for infrastructure needs they are creating, please also consider the children moving into all those new homes. At the very least, please require all new development to pay the School Impact Fee Rate adopted by the Ridgefield City Council in 2019. The Ridgefield City Council recognizes that growth must pay its fair share for the needs it creates and therefore increased the SIF rate by 25% to \$8,883.75/unit to make sure developers are covering more of their costs. However, in the unincorporated County, the SIF rate is \$6,530/unit, which creates much less revenue to help pay the costs generated by new development. With approximately one new student in every new housing unit built in the Urban Holding area, the difference in funds for kids between the two SIF rates is a staggering \$11,333,306.20.

Again, we understand the complexity of your task and appreciate your partnerships in assuring Clark County continues to be a place where people WANT to live. Please let us know if there is any additional information we can assist you with, and thank you for your consideration.

Sincerely,

Don Stose  
Mayor, City of Ridgefield

Scott Gullickson  
Chair Ridgefield School Board

Bruce Wiseman  
Chair, Ridgefield Port Commission

May 7, 2019

County Councilors  
% Dr. Oliver Orjiako  
Public Services Building  
1300 Franklin Street  
Vancouver, Washington 98660

Dear Councilors:

This matter comes before the Council on May 7, 2019. At that time it appears the Council is going to review several (??)<sup>1</sup> different “funding” options and attempt to agree on one of the options, or some combination of the options, to “reasonably fund” infrastructure in the 179<sup>th</sup> Street/15 area of the County that currently is not available for development due to lack of required infrastructure.

#### INTRODUCTION

The Council’s actions are in response to the infrastructure concurrency requirement of the Growth Management Act, which requires that development pay for its own impact on urban services. In this case, the preliminary evidence indicates that the traffic infrastructure is inadequate to support the 4 proposed developments, much less the entire area under Urban Holding and none of the funding proposals that are likely to be before the Council will attain the “reasonably funded” goal of the GMA.

Therefore, these comments are to 1) request that the County *defer* this vote until a number of outstanding questions are answered, the documents are posted on the Grid in final form sufficient for the public to weigh in on the issues involved and, at least until all of the four entities have cleared (and been fully vetted) by the Planning Commission and provided the County with proposed developer agreements that satisfy the Council, 2) outline a history of the UH in this area along with suggestions that the Council consider and provide comments on the information that has been posted on the County’s website (both audio and documents) regarding the issue of lifting the Urban Holding on the 179<sup>th</sup> St./15 area and 3) suggest that the Council consider an “option 8” which allows for the Developers, in conjunction with the County Public Works and WSDOT, to pay for and construct the improvements right now and receive immediate TIF credits and/or “surcharges” which will defray the cost of construction.<sup>2</sup>

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<sup>1</sup> See March 13, 2019 PPT at slide 20

<sup>2</sup> As the attorneys for these development entities frequently comment, they have worked together (and cooperatively) for years and



This request that the Council defer any decisions is based on the conflicting information in the record and the fact that there is no comprehensive document that outlines all of the issues such that the public can make an informed decision—much less comment—on the proposals that may be before the Council on Tuesday.

In addition, it is based upon the somewhat troubling fact that the Council already seems to be recording votes for specific options before the numbers are finalized or, more importantly, the public has been allowed to weigh in on the proposals. All of these proposed options involving the imposition of additional taxes, the use of “bank capacity (in Option #1 that is a total of 2.176 increase in taxes *solely dedicated to these infrastructure* improvements). According to the March 13, 2019 Work Session, Councilors have already been asking each other to weigh in on what Option that they want to support before there have been any public hearing on these issues<sup>3</sup>. So before the matter has even been brought before the public in any comprehensive way, a “committee”<sup>4</sup> has determined what is the best option (they selected Option #1) and the Council basically voted on the committee’s recommendations in a work session<sup>5</sup>. To use a well-worn phrase, it appears that the Council has put the cart (their decision) before the horse (the public’s right to a hearing and input)<sup>6</sup>.

In reviewing all the documents published since July 1, 2018 on the PC and Councilor Grids, as well as listening to all of the audio portions of the PC meeting and the Councilors’ Board Time and Work Sessions, one thing is clear, there is no agreement on what information is currently in front of the Councilors as of May 6, 2019.

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<sup>3</sup> (Councilor Olson stated she favored #1, Councilor Medgivy stated he favored #7, Councilor Lentz suggesting she preferred #1 but had not fully made up her mind, Councilor Quiring stating she was not sure and it was not possible to hear Councilor Blom clearly but it seemed he favored Option #1).

<sup>4</sup> Killian Pacific, Holt Group, Inc., Wollam & Associates, Hinton Development, WSDOT, Eileen Quiring, Chair, Julie Olson, Councilor and Shawn Hennessee, County Manager. Of note is the lack of any citizen group or neighborhood association. The full list of the committee (staff and “stakeholders”) can be found on page 4 of the March 13, 2019 PPT that is posted on the Councilor’s Grid and is incorporated by this reference. I will note that the selection of this committee seems consistent with the selection of the FRDU committee that ended up being stacked with the proponents of the overlay and had the owner of the PVJR serve as an ex-officio member. Ironically, in the case of the FRDU, Mr. Temple, the man the Council wanted in the “huddle”, is now involved in a lawsuit with the County over the lease and the County has hired outside legal counsel.

<sup>5</sup> Of note, is that the Developers lawyers all were at the work session and had plenty of “mike” time to express their views but, of course, they had already voted in a “secret ballot” so no developer would know what the other developer was going to say.

<sup>6</sup> Or, as the Red Queen famously suggested—“Sentence first-verdict afterwards”

Specifically, there is no definitive information on whether the “funding” that the County is intending to vote on for the purposes of traffic “infrastructure” is to facilitate the immediate lifting of the entire Urban Holding overlay OR if the mitigation proposed is only sufficient to lift the overlay on land owned by four specific parties (Killian, Holt Homes, Hinton and Wollam). *See* Audio of Council Time May 1, 2019.

The above assertion is exacerbated by the fact that as of the May 1, 2019 Work Session, the County Manager stated that several of the 7 options were subject to change before the May 7<sup>th</sup> hearing and, as of May 5, 2019, there was no staff report, or any documents whatsoever, posted on the Grid related to this hearing for the public to review prior to the hearing. Given the fact that every proposal involves the raising and expenditure of revenue PLUS bonding PLUS how to possibly finance that bonding, the tradition of this Council has been to make sure everyone is involved in the process when revenues are going to be increased via taxes or levies and indebtedness is going to be incurred.

#### BACKGROUND

During the original GMA Comprehensive planning process in the early 1990s, the County stretched its UGAs and added density to the areas around 179<sup>th</sup> street even though they had no concurrency funds to provide for services for that area. In order to be compliant with GMA, the county put the area in contingent zones with the potential for large scale, and higher density, development as soon as they could reasonably fund the infrastructure and serve the development.

Both Clark County Natural Resources Council and a local developer who claimed to own land in the area both appealed to the GMHB. The Board ruled as follows in its original Final Decision and Order:

#### Urban Holdings/Contingency Zoning

As part of its concurrency requirement, Clark County adopted policies in its comprehensive plan for “urban holding districts” and “contingent zoning” provisions. At page 12.4 of the CP, these concepts were explained as follows:

“The comprehensive plan map contemplates two land use methods to assure the adequacy of public facilities needed to support urban development within urban growth areas (1) Contingent Zoning which applies an “X” suffix with the

urban zone and (2) applying an Urban Holding District combined with urban zoning.”

The stated goal of these two concepts was to prohibit urban growth within the urban growth area until sufficient infrastructure was in place or assured, or until annexation took place. Clark County used these two concepts within the UGA to support the concurrency goals and requirements of the Act and to provide a mechanism for tiering of urban growth.

Petitioner CCNRC contended that the urban holding district was invalid because the Act prohibits allowing an area to be included in the UGB that is not able to be served with public facilities and services in the 20-year planning period. Secondly, CCNRC pointed out, annexation of these urban holding areas would not necessarily resolve the problem of lack of concurrent public facilities and services. Petitioner Holsinger contended that the contingent zoning area was applied in an “arbitrary and discriminatory” manner to the 179th Street/I-5 area where his property is located.

The urban holding residential areas have minimum lot sizes of 1 du/10 acres. Industrial urban holding zones have minimum lot sizes of 1 du/20 acres. Unlike the urban reserve areas, which are located outside the UGA, the urban holding areas are definitionally located within the boundary. Each holding area is identified in the CP at page 12.5 and 6 for each individual city. Each area is required to maintain the “holding” designation until the city can assure adequate provisions are in place or will be made if the area is to be annexed. While we are unsure of how the County could enforce such a requirement if annexation did occur, we do not find a violation of the GMA on the basis of that possibility alone. The concept of the urban holding area within an urban growth area furthers the concurrency goals and requirements of the Act. The use of such a concept is in the discretion afforded to local decision makers.

It is accurate to say that the CP provides for contingent zoning restrictions only in the 179th

Street/I-5 area as petitioner Holsinger claims. It is also true that that area provides the most significant reason for the adoption of the contingent zoning concept. In order to show a violation of Goal 6, a petitioner must first show that a “right” of a landowner has been violated. This has not been done by Holsinger. We do not perceive that there exists a recognizable “right” to develop property for the maximum profit regardless of the short-term and/or long-term impact to the taxpayer. Nor has petitioner shown that even if such a “right” existed that the mere fact this area is the only one burdened by the contingent zone concept is in and of itself an arbitrary and discriminatory decision. The record is clear that the area in question, of which petitioner owns but a small portion, has significant inadequacies in public facilities. The correction of these deficiencies prior to further urbanization follows exactly what GMA requires. We find no violation.

In September 7, 2004, Clark County expanded the Urban Growth Boundary in the Vancouver Urban Growth Area and applied the Urban Holding overlays to the subject area. Then again, on September 25, 2007, Clark County approved the Urban Growth Boundary in the Vancouver Urban Growth Area and applied the Urban Holding overlays in the subject area. It is all of these urban holding overlays that the County is now seeking to remove.

In July 2018, Kittelson and Associates presented “Developer’s Materials” to the County that addressed the traffic issues in the area regarding the development of the 4 projects at issue. The report is in the record. It does not include all of the projects that are now listed in the Staff Reports and sets a 20 million dollar budget for the improvements (“mitigation”) that will be required to accommodate the traffic for these 4 projects.

In that report, Kittelson notes several things of import:

1. Conclusion that there will be less than one vehicle trip per PM Peak Hour for all of the dwelling units going through the area from I5 and 179<sup>th</sup> east to 15<sup>th</sup><sup>7</sup> BUT shows that the area will be almost at

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<sup>7</sup> As will be noted later in these comments, it is hard to believe that an area so far from any employment center that has no public transportation whatsoever will generate less than one vehicle trip at the PM Peak hour. It is only common sense that most residences have two workers per household (some with more if they have teenagers or young adults still living at home) and to assume less than one vehicle trip for either AM or PM peak hour seems to defy common sense.

capacity for those trips at PM Peak..See Developer’s Materials posted to the Grid July 11, 2018 at page ;

2. There is no roundabout at 15<sup>th</sup> and 179<sup>th</sup>;
3. It does not include any improvements at 29<sup>th</sup> and 179<sup>th</sup> or 50<sup>th</sup> and 179<sup>th</sup>.

However, according to staff reports, and multiple conversations at the Work Sessions held over the past year, the total cost for the required projects in this area<sup>8</sup> is \$66 million PLUS the \$50 million from the State for the interchange (2023-2025). In addition, this \$66 million does not seem to provide any funds for the creation of, or possible expansion of, public transportation facilities in the area. There does not appear to be any plans for a public transit center, creation of kiosks for buses along the roads that are designated for improvement and certainly C-Tran has not been at the table (and had no member on the committee). In addition, C-Tran currently does not serve the area and so the area will be served predominantly, if not solely, by personal vehicles, likely Single Occupancy Vehicles.

Originally the County listed the shortfall as \$38,721,000, which left approximately \$28 million as fully funded. See PPT 179<sup>th</sup> Transportation Funding listed on the Grid on 12/4/2018 at page 4. At that hearing, staff proposed four options that purported to fully fund the entire \$66 million outlay required for the infrastructure requirements. Those “options” included \$7.5 million in TIF money and \$6.8 million from developers in “additional money”<sup>9</sup> for “funding”. See PPT 179<sup>th</sup> Transportation Funding 12/4/18 at pp 5-8.

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I-5/NE 179th Street (NE Delfel Road to NE 15th Avenue)	\$ 10,352,000	\$ 15,579,000
NE 15th Avenue (NE 179th Street to NE 10th Avenue)	\$ 11,348,000	\$ 3,642,000
NE 179th Intersections at NE 29th Av. & NE 50th Av.	\$0	\$ 15,000,000
NE 10th Avenue (NE 149th Street to NE 154th Street)	\$ 5,987,000	\$ 4,500,000
<b>Subtotals:</b>	<b>\$ 27,687,000</b>	<b>\$ 38,721,000</b>

<sup>9</sup> TIF funds are to be charged for new development so it is not clear where this 6 million in TIF funding is coming because, as of the March 13, 2019 work session, the Council and the staff were asserting that the money that is being “paid” by the developer is just some form of pre-payments of the developer’s TIF obligations based upon hitting specific “triggers”. Audio of March 13, 2019 Councilor Work Session. Therefore, under the “Holt Development Agreement”, they only pay 25% (\$750,000 when the UH is lifted, another 25% at preliminary plat (whenever that happens) and the remainder over time as the homes are “phased in” after the final plat approval.

On January 23, 2019, the Council decided it wanted to appoint a “committee<sup>10</sup>” to look at various options for funding. The committee did not include any citizens, citizen groups, representatives of the various school districts to be impacted or other individual residents of the area familiar except the developers and their lawyers, two members of Council, staff and three representatives from the Cities. However, the only voting members of the large committee were the developers and/or their legal representatives, a WSDOT Representative, Shawn Hennessee, Councilor Olson and Chair Quiring.

The Council held a Work Session on March 13, 2019 at which time the staff presented an updated PPT that included the “7 options” for funding and during which the lawyers for the developers were allowed to present to the Council as “members of the committee”. No other members of the public were invited to speak. It was at the end of this Work Session that the Councilors were asked to state a position on the options.

The Council also discussed the matter at length on April 10, 2019 and May 1, 2019 Council Time. It does not appear that those sessions resolved the issues of a) when and how the UH should be lifted, b) the use of Development Agreements or c) the finalization of the what “funding package” means in at least some of the 7 options presented to the Council.

## ISSUES

### A. Capacity

The materials provided by the developers in July 2018 (Kittelson Study)<sup>11</sup>, contain the only “traffic study” that I have been able to find in the record [I surely could have missed others in the documents and, if I am incorrect, please ask Staff to direct me to the other study(ies)]. According to the Kittleson Study (which is actually a “summary”, not a copy of the entire report), it *only* addressed the traffic impacts of the 4 projects (Three Creeks, Mill Creek PUD, Hinton and Wollam) that have been proposed. There is nothing in Kittelson Study, or any other document that I have seen that is publicly available on the Grids (Council or PC), that addresses traffic impacts of these projects, much less traffic impacts on the build out of the entire area. If such a study or studies exist, then they should be made a part of the public record on the grid.

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<sup>10</sup> This Committee has the same fatal flaw as the “committee” put together for the FRDU implementation in that it has an inherent bias (both explicit and implicit) to not challenge basic assumptions due to the personal and professional views and objectives of the committee members.

<sup>11</sup> On Councilor’s Grid for July 11, 2019 and marked as “Developer’s Materials”

According to the Kittelson Study, considering all of the trips that will be generated by only these four developments, at least 3 areas in the study will be very close to capacity at the PM Peak Hour (PH). *See* Kittelson Study at slide 7. That slide shows that at the PM PH, the NB off ramp of I5 onto 179<sup>th</sup> will be at 88% capacity, the new roundabout at NE 12<sup>th</sup> will be at 92% capacity and the intersection at NE 15<sup>th</sup> will be at 84% capacity<sup>12</sup>. Also, of the four projects studied, the Kittelson study found that the new residences would generate < 1 car trip at the PM PH traffic time. As previously stated, using a number of < one car per day at PM seems to underestimate by as much as one half, or more, the number of trips that will be generated by these four projects.

Also, nothing that has been found in the record that states that any of the 7 options would fund infrastructure sufficient to handle the “trips” not associated with these 4 developments even if all of the improvements are put in place (\$66 million). If the areas shown on the Kittelson study will be near capacity upon completion based solely on the trips generated by these 4 projects, how will the new infrastructure be able to handle the number of trips that will be generated in the entire 2200 acre overlay? If there is nothing that shows that the expenditure of the full \$66 million will create improvements to handle all of the potential trips to be generated by these 4 projects PLUS all of the other projects that have yet to be brought before the County, then how can the county contemplate lifting the Urban Holding for the entire 2200 acre designated area?

Thus, it is not clear how the Council could lift the Urban Holding overlay in its entirety when there is no traffic impact study for all of the land that is not owned, and proposed for development, by these four entities. Plus, if the studies show that the areas are already almost at capacity once built (at least during PM PH), how is the County going to increase capacity at all of these areas along 179<sup>th</sup> corridor to bring the other properties out from under the UH designation?

The County needs to make clear that the capacity, which they intend to serve will be served by infrastructure that is proposed. It seems that the County is underestimating the capacity of these 4 projects (especially by considering less than one trip per dwelling unit)

#### B. Scope of the Project and Funding

There is some inconsistency with the scope of the project and the various funding proposals in the record and, before the Council votes, I think it would be helpful to clarify.

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<sup>12</sup> It is unknown, but a question worth asking, what will these intersections look like during high traffic volume events such as concerts at the Sunlight, the Clark County Fairgrounds activities and events at the Clark County event center. Imagine the PH PM traffic queues when an event occurs at the same time as the PH PM hour.



It is clear that the projects outlined below are proposed to cost \$66 million dollars:

I-5/NE 179th Street (NE Delfel Road to NE 15th Avenue)	\$ 10,352,000	\$ 15,579,000
NE 15th Avenue (NE 179th Street to NE 10th Avenue)	\$ 11,348,000	\$ 3,642,000
NE 179th Intersections at NE 29th Av. & NE 50th Av.	\$0	\$ 15,000,000
NE 10th Avenue (NE 149th Street to NE 154th Street)	\$ 5,987,000	\$ 4,500,000
<b>Subtotals:</b>	<b>\$ 27,687,000</b>	<b>\$ 38,721,000</b>

This is different from what is proposed in the 2019-2024 County TIP. See “Project 3 2019-2024 Transportation Improvement Program (project number 390222). In # 390222, the County shows improvements from NE Delfel south to 179<sup>th</sup> and then east to 15<sup>th</sup> Avenue. It lists the total cost as \$27,367,000, of which \$10,387,000 is listed as “unfunded”.

The above table is also different from the Kittelson Study, which has some different improvements but a cost of only 20 million excluding ROW costs. See Kittelson Study at slide #6; *But See*, Exhibit D to proposed Mill Creek PUD Draft Development Agreement which sets forth proposals from March 2018 that do not seem to be the same as the Kittelson Study PPT on the July 2018 Councilor Grid. There is also a separate and distinct plan in the PPT presentation made to the Planning commission on September 6, 2018 as part of the Three Creeks approval process that puts the total cost of the projects at \$43-45 million but clearly does not include improvements to 179<sup>th</sup> and NE 29<sup>th</sup> and 179<sup>th</sup> and NE 50<sup>th</sup>.

In addition, Killian Pacific has signed 2 development agreements. According to the Staff Report dated September 6, 2019 to the Planning Commission, the one signed in 2012 utilized all the existing capacity at the 179<sup>th</sup>/I5 interchange and the report specifically described the interplay of the executed agreement and the proposed draft agreement as follows:

The draft development agreement associated with this proposal, *seeks to remove the urban holding overlays, reserve transportation capacity for the future development of the three specific parcels, and to provide certain improvements to increase the transportation capacity in the area.* In the 2012 development agreement, Three Creeks LLC consumed the transportation capacity and all available trips in the I-5/179<sup>th</sup> St interchange area, making further development of that area essentially infeasible. The *draft development agreement proposes to re-allocate the*

trips reserved by the 2012 development agreement and apply the trips to the proposed residential development, currently designated with the urban holding overlays. The reallocation of trips is permitted pursuant to CCC 40.350.050(M), which stipulates that the trips calculated for the commercial development south of 1 will not be available until 5 years after the agreement to reallocate trips is recorded. Additionally, the draft development agreement would require the construction and dedication of an eastbound to southbound right turn lane on NE 179<sup>th</sup> Street at NE 15<sup>th</sup> Avenue. This required construction and dedication mitigates the direct impacts of the contemplated residential development, as determined by the Developer's traffic study and confirmed by County Public Works staff.

The 2012 development agreement required the "design and construction of two continuous eastbound lanes, a raised median and a bicycle lane on the southside of NE 179<sup>th</sup> Street from the I5 Northbound off ramp to NE 15<sup>th</sup> Ave." [Auditor File No. 5321604, Page 26] That development agreement also required the "design and construction of one continuous westbound lane and a center median from NE 15<sup>th</sup> Avenue to the proposed new signalized intersection at approximately the westernmost property line of Phase 2 179<sup>th</sup> Street Commercial Center development site." [Auditor File No. 5321604, Page 26] These requirements mitigated the impacts from the conceptual commercial center. The reallocation of the reserved trips from the commercial center to the residential development (on the land currently under urban holding) defers these requirements until the commercial center is developed. This deferral may impact future development east of NE, along NE 179<sup>th</sup> Street. The improvements listed above in this paragraph will be required for any future development in this area to the east, but the neither the county nor the owners of those properties own the property for right-of-way on which to construct the necessary improvements.

Staff Report 9/6/18 at pp 2-3 (emphasis supplied)

The “Draft Development Agreement” that went before the County Council in December 2018<sup>13</sup> states the following requirements for road improvements:

1. County and Developer will continue to work together;
2. Developer shall transfer sufficient property to the County from each of the eastbound and westbound sides of 179<sup>th</sup> street<sup>14</sup> east of Interstate 5, between the Interstate 5 ramps and NE 15<sup>th</sup> Avenue to constitute 50 feet of half-width right of way on each side of 179<sup>th</sup> Street;
3. Construction of a two lane minor arterial across UH and Developer property that will ultimately connect 15<sup>th</sup> Avenue at 179<sup>th</sup> Street to 10<sup>th</sup> Avenue;
4. Construction and dedication of an eastbound to southbound right turn lane, along with required attendant infrastructure for the lane, on NE 179<sup>th</sup> Street at NE 15<sup>th</sup> Avenue; and
5. County agrees to allow Developer to develop circulation plan within Developer’s property located on the north side of 179<sup>th</sup> street and Developer will pay for cost of construction of this plan

There are no costs associated with these mitigation measures set forth in Recital H of the DA, or listed anywhere on the Grid. There is nothing to indicate what, if any, costs that are included in the \$66 million are eliminated based upon the work being proposed to be completed by Developer Three Creeks and/or the dedication of right of ways. It is also unclear how much of what is being agreed to in this DA was also previously agreed to in the 2012 DA. However, there appears to be road improvements that are set forth in the 2012 DA that developer proposed that will be moot (unnecessary) based upon the scale of the current project, which means the County will be foregoing what it had bargained for in that DA and there is no analysis that they got it all back in the new DA.

From a layman’s reading of these two agreements, Three Creeks is absolved of doing any of the work required by the 2012 agreement, agrees to do some new work as part of the new DA, gets to transfer its “reserved” trips as credits to the new property even though it is no longer required to any of the required improvements set forth in the 2012 DA, and still gets those trips back in 5 years on the original project (assuming that they do not get sooner if the County finds “capacity” for those trips in its final project as completed).

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<sup>13</sup> Killian/Three Creeks DA.

<sup>14</sup> I think this should read “the north side and the south of 179<sup>th</sup> street” as there are no eastbound and westbound “sides” of 179<sup>th</sup> but there are eastbound and westbound lanes so maybe this means on the side of the westbound and the side of the eastbound lanes. It is a bit unclear.

In addition under #4.1 of the new DA, Three Creeks can get full credits from the County for all the work that is completed by them under the new DA, which means that they may not be out of pocket any money for those improvements. Again, one must ask, if the approved DA requires certain work, does that work defray any of the \$66 million and, if not, and they get credit back for that work, then the cost is going to be greater than \$66 million. Therefore, although it appears that the DA provides some benefit to the County, it also appears that the DA may not cost the Developer any money, absolves the Developer of work promised under the 2012 DA, allows the Developer to keep its “reserved” trips by transferring to new project area under UH and then still allows them to double dip and use those same trips for the South project in 5 years.

Thus, the scope of the 179<sup>th</sup> St/15 project seems to still be limited to the 4 projects set forth in the table above at a cost of \$66 million, even with this DA with Three Creeks that has now been approved by the County. I also note, this DA does not contain any payment by the developer to the County as set forth in the 7 options of any money, much less payments for TIF and/or surcharges and, therefore, it is assumed that there will have to be a new DA approved (or an addendum to this one) that will cover this anticipated contributions.

Over the past year, the records reflect that there have been multiple other funding proposals, but they all seem to agree on a cost of \$66 million. *See* 12/4/18 PPT at slides 4-10; Urban Holding Pipeline Projects on the 12/4/2018 Grid; 1/23/19 PPT at 10-13 (note the pie charts in this scenario list TIF at \$7,500,000 and Developers Contribution at \$6,845,222 but later hearings have made clear that the developer’s “contribution” is simply paying their TIF obligation in a staggered manner over an unspecified period of time so it is unclear if this is a “double dip” or not). It is important to note here that the County has already approved one new tax to be dedicated to this project for the next six years that does not show in the “option” charts. At the December 2018 hearing, the County approved a 1% levy for the Road Fund that will be dedicated to the 179<sup>th</sup> Street/1% interchange for the next 6 years.

The March 13, 2019 chart shows 7 potential “funding” scenarios that claim to “reasonably fund” the traffic impacts in that area so that the Council can “remove” the Urban Holding overlay. Each option requires increased taxes on all of the citizens of the County (but does not mention the tax passed in December 2018), AND annual payments on debt service of between \$394,000 and \$946,000 per year<sup>15</sup>. All 7

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<sup>15</sup> For example, should the Councilors select option #7 as the preferred option, the repayment on the 12,300,000 bond would exceed 18,000,000 in total repayment costs of principal and interest. It is unclear if the “surcharge” or “TIF” increase would cover the entire amount bonded, including interest, or just the initial 12,300,000. It is also unclear when those payments would be made to the county as reimbursement. If the “surcharge” and/or “TIF” payments are not “upfront” or “contemporaneous” with construction then where is the money going to come from to pay the debt payment (i.e. there is a question as to when the surcharge(s) or the TIF(s) will come in to

options include an evanescent hope that the developers will come forward and pay their TIF obligations “in advance” and, potentially, be responsible for “surcharges”.

The March 13, 2019 PPT shows \$19,100,000 to be the “unfunded” amount of the \$66 million. Yet, that number is inconsistent with all of the prior staff reports re: “unfunded”. The March 13, 2019 PPT does not contain a chart that highlights what sources of funding guarantee the other \$47 million dollars. The charts listed in the prior PPTs only show that, at most, \$30 million is funded and the rest (\$36 million) remains unfunded. See 1/23/19 PPT at slides 10-13. Therefore, it is impossible to reconcile what the County’s numbers were in January 2019 with the County’s numbers in March 2019.

There is a continual claim throughout this process, the most recent in the March 13, 2019 PPT, that \$8.8 is being contributed from the Road Fund to this project. However, the PPT presentations also show that \$4.5 million of that \$8.8 million is “diverted” to the Sheriff. If \$4.5 million is diverted, then only 4.3 million remains as a Road Fund contribution, which leaves a deficit of \$4.5 million in the “funded” part of the equation<sup>16</sup>.

Another PPT slide shows \$7.5 million in TIF will be utilized to defray the costs of the proposed infrastructure. However, the “7 option” charts also count \$6.8 million in funds that they are proposing would be paid by the 4 developments as the “developer’s contribution”. It appears that the \$7.5 million and the “developer’s contribution” are the same money. According to the draft Mill Creek PUD DA, and the statements by staff at the work sessions/council time, the “developer’s contribution” is simply their required TIF contribution but requires them to pay it on a slightly advanced schedule than code requires. Staff needs to clarify whether the \$7.5 million TIF payment comes from a different source than the developers<sup>17</sup>.

The March 13, 2019 PPT slides claim an additional “funded” amount of \$12 million in REET 2 funds over 5 years in addition to the \$3.4 million that the Council voted to use for 2019. This means that, in addition to the dedication of the full Road

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cover the payments on the bond and there is no indication from which fund(s) those debt service payments will be made if the surcharges and/or TIFs from Mt. Vista are unavailable)? Obviously, if there are no payments to the County, the County will be still required to make those payments on the debt service from some fund but it is not clear which fund.

<sup>16</sup> It is unclear, but possible that these funds will be used for the Sheriff’s 4.5 million diversion and thus the 8.8 million from the road funds will not be affected but that is unknown.

<sup>17</sup> At one point, Public Works Director Ahmad Qayoumi and Matt Hermen agreed that the original intent had been for the Developers to pay for their TIFs and an additional share. But at the meetings in March, April and May, it appears that the “committee” agreed that they were the same. If they are the same then there is a 7.5 million shortfall in the County’s calculus.

Fund levy to the project, the County is going to dedicate all REET 2 funds (\$15.4 million) to this project.<sup>18</sup> There is also a reference to \$2 million as a one-time contribution from the Road Preservation fund and also 11 million for grants. The grants are unknown, not applied for and given only given an 80% chance of getting them—80% does not make “reasonably funded. Does the County intend to make the lifting of the UH for these for projects contingent upon the grants being issued? If so, is there a timeline for such and, if not, why is the Council including this \$11 million in the “funded” section?

Finally, adding the numbers of “funded” money from the various PPT slides, the actual number still only comes to \$26.2 million:

$$\begin{aligned} & \$4.3 \text{ million (Road Fund)}^{19} + \$7.5 \text{ million (TIF)} + \$3.4 \text{ million REET 2}^{20} \\ & + \$11 \text{ million (grants)} = \$26.2 \text{ million} \end{aligned}$$

If only \$26.2 million is funded, then almost \$40 million is unfunded.

The County adds money to the “funded” column that has not been obtained or authorized. For example, the County’s “funded” assumptions include that the grant money comes in at the \$11 million level (see discussion of that issue above). In addition, the charts suggest that Council will dedicate an additional \$12 million from REET 2 above and beyond the previous \$3.4 million authorized, to go to this specific area only even though there has been no vote on dedicating that amount. If that happens, then the total is about \$38.2 million of “funded” money. If \$38.2 is funded, that leaves \$28 million as “unfunded” not \$19,100,000 (\$66.6 million – \$38.2 Million = \$28.4). Again, this \$28.4 number could be reduced by \$4.5 million if the Sheriff’s money is NOT diverted and by \$2 million if the Council agrees to yet another contribution, this time from the Road Preservation fund. If those reductions occur, then the amount still to fund is \$21.9 million, not 19.1 million.

More importantly, the charts show what the “tax” will be to the median HH but that number is flat wrong if the County includes “dedicated” road fund dollars and “dedicated” REET 2 dollars and Road Fund Preservation (2 million) for a total of \$26.2 million dollars—then the taxes paid by the citizen for these road infrastructure far exceed the \$7 per median HH set forth in Options 1. I think it is incumbent upon the county to show citizens the true tax cost per median HH.

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<sup>18</sup> The Council has not approved the additional 5 years of REET 2 funds and there has been no hearing on using 6 years of REET 2 funds solely to fund this 179<sup>th</sup>/I5 corridor project.

<sup>19</sup> If the Road Fund is actually \$8.8, then add \$4.5 million for a total of \$30.5 million.

<sup>20</sup> (only REET 2 authorized for one year-the County is including the other \$12 million in this package even though there has been no presentation to the Council, much less approval)

Since the 7 options only list a need to “fund” \$19.1 million the County’s 7 funding options are all short in some amount of what the County needs to fund the improvements. In fact, in ALL the options laid out in the January 2019 PPT presentation, the most money that was “funded” was \$30 million, and that included the full \$8.8 million from the RF<sup>21</sup> despite staff saying that, of that \$8.8 million, 4.5 has to be diverted to the Sheriff.

Finally, as to the 7 options, each option contemplates bonding. The Council believes that bonding payment can be covered by issuing a surcharge or adjusting the TIF assessment upwards for the Mt. Vista TIF sub area.

#### 1. Surcharge

The surcharge is calculated based upon the number of trips assigned to a development dwelling unit x a specific dollar amount (i.e. 10 trips per day per dwelling unit x \$167/trip would be \$1670 for one dwelling unit to be paid by the Developer). The surcharge dollar amount is different in each of the 7 options because the surcharge amount is correlated to the yearly repayment requirements on the bond and each option contemplates a different bond amount (it is unclear whether the proposed surcharge would cover both principal and interest or just principal).

There is no agreement in any DA, or draft DA, that a Developer is willing to pay a surcharge, much less a specific dollar amount as a surcharge<sup>22</sup>. The County only has 1 DA in place and that agreement does not have any money being provided to the County. The Draft DA (Mill Creek) does not have any provisions for payment of extra money including surcharges. There are no draft developer agreements between Hinton and Wollam and the County.

In addition, the County could only impose a surcharge (or any other conditions) as part of a Developer Agreement and, therefore, if developers, *other than these first 4*, come to develop later, there is no way to enforce a surcharge (or any other requirement that is generally found in a DA) without a developer/landowner *voluntary* entering into a Developer Agreement. Obtaining a voluntary DA, regardless of what is included therein, would be extremely unlikely if the UH is lifted as to the whole 2200 acres as there would be no incentive for a “late comer” to come to any agreement regarding extra payments, much less the addition of any other conditions. If the Council decides to only lift the UH as to the current properties, then could the other landowners in

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<sup>21</sup> According to staff the Road Fund is at its lowest point ever—approximately \$10 million as of December 2018.

<sup>22</sup> There have been statements during work sessions that some of these developer’s attorneys believe that the surcharge is best. Therefore, if the Council agrees with the surcharge method, it should require that the surcharge for the entire developments be paid at the lifting of the UH.

the UH sue to have the UH lifted on their properties by claiming that the Council is saying that the area is “reasonably funded” and, if so, will they be exempt from the higher TIFs and/or surcharges or other conditions that could be put into a DA?

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## 2. TIFs

The alternative to paying off the bond is to raise the TIFs in the Mt. Vista District and, thus, those TIF funds could be used to pay off the bond as those TIFs are paid into the County. This is the simplest method, even though it would take an out of cycle Comprehensive Plan Amendment. Staff prefers this model. The issue here would, again, be that TIFs taken in throughout an entire Sub-Area would only be available to fund the 179<sup>th</sup>/I5 improvements.

## 3. Issues with Bond, Surcharge and TIFs

If the County chooses to bond, irrespective of whether they choose a surcharge or to raise the TIF in the Mt. Vista sub area, the Developers should be required as part of their DAs to pay the amounts up front or, at a minimum on a pro rata annual basis, to cover the County’s annual payment. If not, where is there money in the budget the annual bond payment? Will the County pay the money for the annual bond payment out of the General Fund and, if so, to the detriment of what other sources that deserve funding? Unless the Developers make annual payments equal to the amount that the County has to pay on the Bond, then the County does not have money to make those payments unless they take money from some other “budgeted” source. Thus, the project, again, is not “reasonably funded” because no source of funding has been identified to pay the annual bond payments in the absence of the Developers making payments. Basically, if the Developers wait to pay the surcharge until full build out, however many years that could take, how will the County address that annual deficit?

## C. Development Agreements

Development Agreements (DAs) are advantageous to developers because it gives them some certainty as to moving forward with a business model. The advantage of a DA to the Development community cannot be overstated. In addition, it is a strong tool for the County to implement special conditions, including payment of funds and having the developer be responsible for certain construction projects and other conditions that may not be available to staff under the Code.

In this case, the negotiations regarding a DA are not really full, fair and open negotiations unless the Developers let the County know what their expected gross



and net profits are on a particular project. If the County does not know those factors, then they have to take the word of the Developers as to how much they can pay and/or how many conditions should be imposed. On the other hand, the developers know how much the County needs to fund a project, knows the County's tax base and knows the County's available resources for the projects. Thus they have a natural advantage in the negotiations. So, why does the County not require, as part of the negotiations to have the developers "show the money".

There are two executed DAs (both by Killian/Three Creeks). The problem is that the Development Agreement in place, and the proposed Mill Creek PUD are very one-sided towards the Developer. I even heard threats that they would sue the County if the County did not pass this legislation because the County would be out of compliance with GMA<sup>23</sup>. At this juncture, the approved DA with Three Creeks has no dollar value on it, so it is impossible for a citizen to know if the County got a good deal, a so-so deal or a bad deal. In addition, as stated, under the approved DA, the Developer gets to utilize any and all available credits, which means that the County could absorb the entire cost of all that the Developer is agreeing to do in recital H.

Another example of advantage to the Developer can be found in the Draft DA with Mill Creek PUD. The Draft DA exempts the entire Development from compliance with 40.520.080 now or in the future<sup>24</sup>. This exemption is total and applies even if the Developers add propose higher intensities that add capacity and/or propose changes that could affect environmental rules and regulations. This is basically a carte blanche exception to the rules because they are not committing to the exact Mill Creek PUD that is proposed and, under the DA, can change it without being subjected to county code. Seems like a generous concession on the part of the County for not much in return.

In addition, the Draft DA with Mill Creek (which ostensibly will be the template for the other developers to pay their "developer's contribution") simply requires the Developer to do what they would have to do anyway, pay the TIFs. Triggers for the developer's payment of those TIFs are 25% of "mid range" of number in Master Plan (one might ask why they are not at the high end?). Does the master plan have a high end # and, if so, why is it not being considered in the traffic counts and, if it is being

---

<sup>23</sup>These are the same attorneys who told you it was a no brainer not to do a Comp Plan amendment for FRDU, and who also told you on FRDU that there would be no grounds for an appeal. If I had been a development attorney, and spent even half the time that I do now on Clark County projects, I would have made millions of dollars over the years.

<sup>24</sup> "The Master Plan provides for a variety of housing types and lot sizes. Adoption of the Master Plan and development of the Property consistent with the Master Plan shall constitute compliance with CCC 40.520.080, such that future development applications consistent with the Master Plan, shall not be required to satisfy the criteria provided for in 40.520.080, as such criteria is hereby found to be satisfied by adoption of the Master Plan"

considered in the traffic counts, why is the Developer not agreeing to pay for the “high end number”?

The triggers in the Draft DA do not favor the County as the County will still be paying for the infrastructure improvements now while the Developers will be paying their “share” later. For example, under the Mill Creek Draft DA, they will pay 725,000 when the UH is lifted (25%), \$725,000 (25%) when preliminary plat approved (whenever that year is as there is nothing to say when that will happen) and then the remaining 50% after the development of the phases of the project after final plat approval. In the meantime, the County is on the hook for paying for the improvements of which, most of 6.8 million attributable to the Developers may, or may not, be paid to the County prior to the County’s expenditures for the Development. The question, again, is where will that money come from that the County will have to pay out for construction if the Developers are only kicking in 25% at the time the UH is lifted.

In listening to the Work sessions and council times over the past year, it is frequent that the lawyers for the Developers are discussing how generous that they are being and how much that they are sacrificing to help the County achieve this wonderful and laudable goal in such a great public private partnership. When listening to such rhetoric, I think it is always helpful to remember that it is the job of the developer’s attorneys to represent their clients zealously, which means to get them the best deal possible. In this case, it is their job to make sure to squeeze every last dime out of the County they can before putting up a penny. It is not their job to represent the County’s best interests unless it is so interwoven with their Client’s best interest that they are in simpatico.

These comments suggest that, given the amount of advantage that these four developers are going to receive, the public private sharing should be more of 50%/50% than the 80/20 that has been discussed. In addition, even if 80/20, lest us not forget that their 20% is what they would have to pay in event, they are just agreeing to pay on a specific schedule based upon specific triggers, triggers that they control (other than the actual vote to lift the UH overlay which has to be done by the Council).

#### 4. Schools

According to Staff report from November 2018 to PC—the Cap Facilities plan must meet Goal 6.0 of CFP and 6.1.0. In this case, the total number of dwelling units located within the Ridgefield School District is approximately 746. Assuming the County documents are correct, the Killian Pacific (Three Creeks) development will generate 326 apartments and 200 single family residences, and the Wollam project will produce 220 SFRs. Both of those developments are in the UH area and also in the RSD.

Under Ridgefield's Impact Master Fee Schedule, all of those 746 dwelling units would require an \$8883.75 per DU school impact fee (it matters not if apartment or SFR, impact fee is the same). As the County only charges **\$6530** per dwelling unit for a school impact fee on new construction for homes constructed within the Ridgefield School District, the difference is **\$2,353.75/dwelling unit. However, unless the County requires the developers to pay the same impact fee as if the dwelling unit had been built in the City, the Ridgefield School District will lose \$1,755,897.50.** It is also important to note that there may other opportunities for developing dwelling units in the Urban Holding area that fall within the Ridgefield School District. If the Urban Holding overlay is completely lifted, and unless the discrepancy is eliminated, the construction of new dwelling units could lead to additional deficits in the RSD.

//

5. Some Final Questions (not exhaustive list)

- a. Is the Road Fund contribution \$8.8 million or \$4.3 million because of the Sheriff Diversion of \$4.5 million? If the Sheriff's Diversion is covered, then what is the extra tax to the citizen for that \$4.5 million from the RF to go to this \$66 million project list?
- b. What is the actual capacity that needs to be addressed with these projects as the Kittelson report makes it clear that trips generated by these for projects alone will, at least at the PM PH, bring areas to almost capacity?
- c. What is the source of the \$7.5 million in TIF and how is that TIF money different from the TIF money that is factored into the "Developer's Contribution"<sup>25</sup>?
- d. What is the actual amount of Grant money that is available and reasons why the County believes \$11,000 million will be provided, and on what timeline?
- e. What is the County's fall back if there is no \$11 million dollars in grant money (or some amount less

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<sup>25</sup> Note, there is only 1 draft DA that agrees to pay the TIF (Mill Creek PUD) and there is no time frame for which they have to pay. The Draft DA merely agrees to pay 25% (\$750,000) at the time the UH is lifted, 25% (\$750,000) at the time of preliminary plat approval (whenever that occurs) and the remaining 50% at staggered stages as the developments are phased in after the final plat approval (no time frame for payment of that money).

- than \$11 million)? Will the County make the lifting of the UH for these 4 developers (or the UH in total) contingent upon the receipt of the grant money and, if not, why not?;
- f. Where will the County get the money for payment of construction costs if the Developers are not required to make upfront payments on either the TIFs (“developer contribution”) or the surcharge (i.e. will the county be using the designated funds such as the RF and REET 2 funds to pay for the bond and the construction while waiting to be repaid for those upfront costs by the developer?;
  - g. Is the lifting of the UH, even as to these 4 entities, contingent on all of this money, not just the grant money, being definitively arranged?;
  - h. Why are the developers not being asked to pay their money up front instead of paying over time? What if that money does not come in due to the fact that the market factors control and they do not submit to either a preliminary plat and/or final plat within the 6 years?
  - i. Should the Developer Agreements say that all money must their “contributions” must be paid up front or, at a minimum, within no less than 6 years to insure that the project is “reasonably” funded?;
  - j. Why is there no funding for public transportation in the area? and
  - k. Whether the County decides on surcharges or TIF as part of these Development Agreements, should the Developers be responsible to contribute to the County their agreed upon share as the time that the UH is lifted?

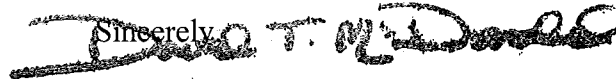
Based upon the above, it does not appear that even in a best case scenario, the County has established a way to meet concurrency, even with almost all the money coming from all the taxpayers of the County to pay for these developers to put in residential housing and some retail. It is clear that none of these developers are putting any economically beneficial developments in this area as contemplated by theory that this interchange is going to be a new “economic” engine for the county. Retail and residential development, especially residential on this scale, do not an “economic engine” make.

I am submitting these comments on my own behalf as an individual citizen who lives near the affected area and will be adversely impacted by this development. If

Clark County Councilors  
% Dr. Oliver Orijako  
Page 21  
May 7, 2019

others wish to adopt these comments as their own, they may do so in writing or orally at the hearing. I hope to be able to attend the hearing this evening.

Thank you for your attention to this matter.

Sincerely,  


David T. McDonald



Chair Eileen Quiring  
 Clark County Council  
 PO Box 5000  
 Vancouver, WA 98666

May 19th, 2019

Dear Chair Quiring and County Councilors,

On behalf of the Ridgefield Community Group we are writing to request that you address funding for all necessary infrastructure before removing the Urban Holding designation on 2,100 acres of land which is projected to include 4,815 homes.

Ridgefield is growing at a rate that is outpacing our schools' capacity. School district enrollment increased by 43% in four years and is projected to grow 53% by 2023. Union Ridge Elementary School for example, has over 900 students, and is one of the fullest elementary schools in the state. Our children feel this overcrowding in a very real way and although the district works hard to mitigate the impacts of overcrowding, our children are affected in the classroom, lunchroom and on the playground. Our seniors who are on fixed incomes and others who struggle to make ends meet are unable to support the school bonds as evidenced by the failure of February 2019 bond.

We ask you to consider requiring all new development to pay the School Impact Fee (SIF) Rate adopted by the Ridgefield City Council in 2019 which is \$8,883.75/unit compared to the current SIF rate for unincorporated Clark County at \$6,530/unit. This would make a huge difference in funding the infrastructure needed for our unprecedented growth in Ridgefield.

Thanks for your consideration,

The Ridgefield Community Group

NAME	ADDRESS	SIGNATURE
Megan Dudley	1717 N. Falcon Dr Ridgefield	
KATHRYN BODE	2604 S. 21st COURT RIDGEFIELD	
Cynthia Amerman	956 N Nobel LOOP Ridgefield, WA 98642	
Jen McDonnell	1180 S. 7th Cir Ridgefield, WA 98642	
Jody Adams	300 30th NW 7th Ave Ridgefield, WA 98642	
David Morgan	31812 NW 7th Ave Ridgefield WA 98642	
Howard Robt	15917 NE UNION RD UNIT 74 RIDGEFIELD 98642	



Chair Eileen Quiring  
Clark County Council  
PO Box 5000  
Vancouver, WA 98666

May 19th, 2019

Dear Chair Quiring and County Councilors,

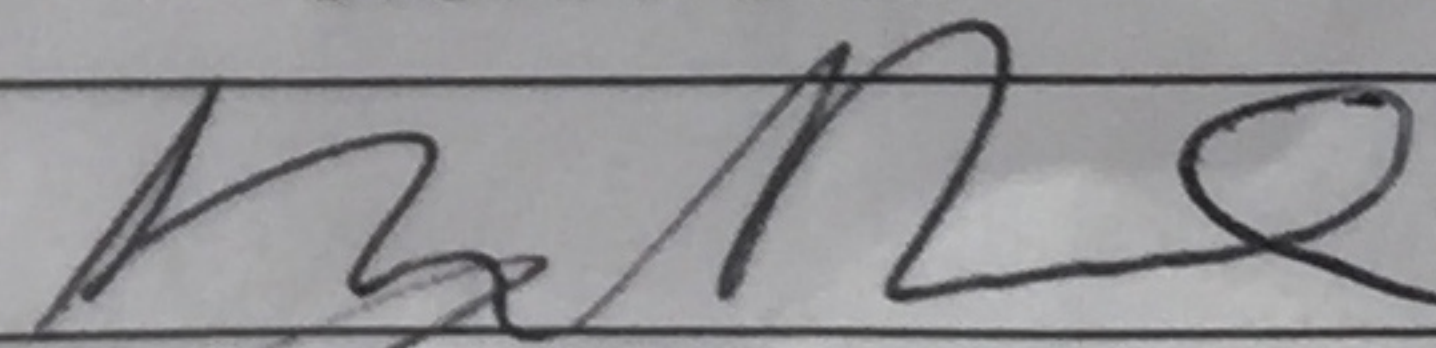
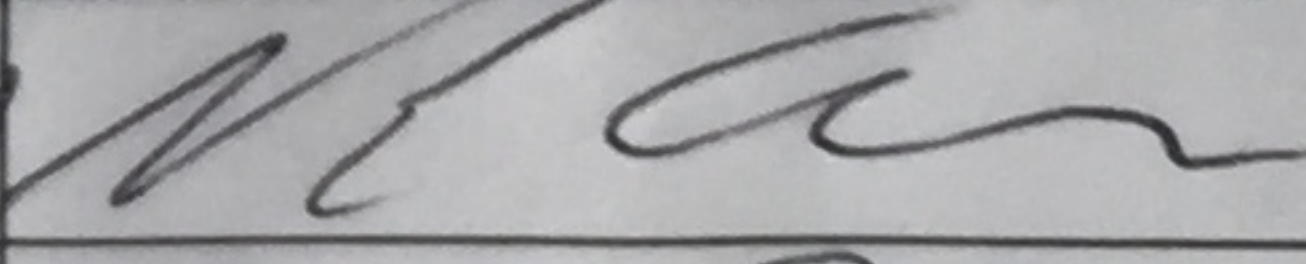
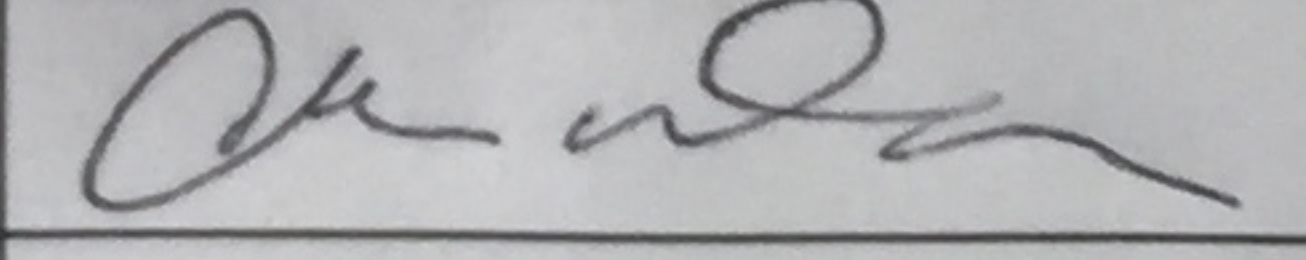
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Thanks for your consideration,

The Ridgefield Community Group

NAME	ADDRESS	SIGNATURE
Abigail Braithwaite	31812 NW 71 <sup>st</sup> Ave Ridgefield	
Richard Amerman	956 N Noble Ridgefield	
Chris Dudley	1717 N Falcon Ridgefield, WA 98642	



## DETERMINATION OF NONSIGNIFICANCE

Issued with a 14 day comment period

### Description of Proposal:

This threshold determination analyzes the environmental impacts associated with the following actions, which are so closely related to each other that they are in effect a single course of action:

1. The adoption of the 2015-2021 Ridgefield School District Capital Facilities Plan by the Ridgefield School District No. 122 for the purposes of planning for the facilities needs of the District; and
2. The amendment of the Clark County Comprehensive Plan to include the Ridgefield School District's Capital Facilities Plan as part of the Capital Facilities Element of the County Comprehensive Plan.
3. The amendment of the City of Ridgefield Comprehensive Plan to include the Ridgefield School District's Capital Facilities Plan as part of the Capital Facilities Element of the City of Ridgefield Comprehensive Plan.

Proponent: Ridgefield School District No. 122

### Location of the Proposal:

The Ridgefield School District includes an area of approximately 57 square miles in Clark County.

### Lead Agency:

Ridgefield School District No. 122

The lead agency for this proposal has determined that the proposal does not have a probable significant adverse environmental impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after a review of the completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.



This Determination of Nonsignificance (DNS) is issued under WAC 197-11-340(2). The lead agency will not act on this proposal for 14 days from the date of issue. Comments must be submitted by 4 p.m., May 11, 2015. The responsible official will reconsider the DNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the DNS. If the DNS is retained, it will be final after the expiration of the comment deadline.

Responsible Official: Dr. Nathan McCann  
Superintendent  
Ridgefield School District No. 122

Telephone: (360) 619.1308

Address: Ridgefield School District No. 122  
2724 South Hillhurst Road  
Ridgefield, WA 98642

Signature:   
Dr. Nathan McCann, Superintendent

Date of Issue: April 27, 2015  
Date Published: April 27, 2015



**CLARK COUNTY** WASHINGTON

**COMMUNITY PLANNING**

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**PLANNING COMMISSION RECOMMENDATION**

**DATE ISSUED:** July 19, 2019

**SUBJECT:** **CPZ2019-00027 Ridgefield School District Impact Fee Change**

On July 18, 2019, the Planning Commission voted 6 to 0 to recommend to the County Council that it approve the proposal to 1) increase the Ridgefield School District impact fees under its existing 2016 adopted capital facilities plan to \$10,100 for single-family and multi-family residences in 2020 and \$11,289.53 for single-family and multi-family in 2021; and 2) re-adopt the Ridgefield School District Capital Facilities Plan by reference in the 20-year Clark County Comprehensive Growth Management Plan.

Any person(s) or entity(ies) wishing to appeal a determination of non-significance shall file a written petition with the lead SEPA agency.

**NOTICE OF PUBLIC HEARING  
CLARK COUNTY PLANNING COMMISSION**

**NOTICE IS HEREBY GIVEN** that the Clark County Planning Commission will conduct a public hearing on **Thursday, July 18, 2019 at 6:30 p.m.**, at the Public Services Center, 1300 Franklin Street, Hearing Room, 6<sup>th</sup> Floor, Vancouver, Washington to consider the following:

**CPZ2019-00027 Ridgefield School District Impact Fee Change:** A proposal to collect the recommended Ridgefield School District school impact fees. The proposal recommends a fee of \$10,100 effective in 2020 and \$11,290 effective in 2021 for new single family and multi-family residences.


Staff Contact: Jenna Kay, [jenna.kay@clark.wa.gov](mailto:jenna.kay@clark.wa.gov) or (564) 397-4968

The staff reports, related materials and hearing agenda will be available 15 days prior to the hearing date on the county's web page at [www.clark.wa.gov/planning-commission](http://www.clark.wa.gov/planning-commission). Copies are also available at Clark County Community Planning, 1300 Franklin Street, 3<sup>rd</sup> Floor, Vancouver, Washington. For other formats, contact the Clark County ADA Office at [ADA@clark.wa.gov](mailto:ADA@clark.wa.gov), voice 564-397-2322, Relay 711 or 800-833-6388, Fax 564-397-6165.

Anyone wishing to give testimony at the hearing in regard to this matter should appear at the time and place stated above. Written testimony can be provided to the Clark County Planning Commission by e-mailing the clerk of the commission at [Sonja.Wiser@clark.wa.gov](mailto:Sonja.Wiser@clark.wa.gov) or via US Postal Service to the Clark County Planning Commission, c/o Sonja Wiser, PO Box 9810, Vancouver, WA 98666-9810. Written testimony may also be submitted for the record during the hearing. Please ensure that testimony is received at least two (2) business days before the hearing if you would like staff to forward it to the Planning Commission before the hearing.

Approved as to Form only:

Anthony Golik  
Prosecuting Attorney

By:   
Christine Cook Taylor Halluk  
Senior Deputy Prosecuting Attorney

**PLEASE PUBLISH:** ✓

**Wednesday, July 3, 2019**

Please Bill:

Clark County Community Planning  
Attn: Sonja Wiser, Program Assistant  
P. O. Box 9810  
Vancouver, WA 98666-9810

**Columbian Account 70914**

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Wednesday, July 03, 2019

**Notice Content**

110530 Notice of public hearing NOTICE OF PUBLIC HEARING CLARK COUNTY PLANNING COMMISSION NOTICE IS HEREBY GIVEN that the Clark County Planning Commission will conduct a public hearing on Thursday, July 18, 2019 at 6:30 p.m., at the Public Services Center, 1300 Franklin Street, Hearing Room, 6th Floor, Vancouver, Washington to consider the following: CPZ2019-00027 Ridgefield School District Impact Fee Change: A proposal to collect the recommended Ridgefield School District school impact fees. The proposal recommends a fee of \$10,100 effective in 2020 and \$11,290 effective in 2021 for new single family and multi-family residences. Staff Contact: Jenna Kay, jenna.kay@clark.wa.gov or (564) 397-4968 The staff reports, related materials and hearing agenda will be available 15 days prior to the hearing date on the county's web page at [www.clark.wa.gov/planning-commission](http://www.clark.wa.gov/planning-commission). Copies are also available at Clark County Community Planning, 1300 Franklin Street, 3rd Floor, Vancouver, Washington. For other formats, contact the Clark County ADA Office at [ADA@clark.wa.gov](mailto:ADA@clark.wa.gov), voice 564-397-2322, Relay 711 or 800-833-6388, Fax 564-397-6165. Anyone wishing to give testimony at the hearing in regard to this matter should appear at the time and place stated above. Written testimony can be provided to the Clark County Planning Commission by e-mailing the clerk of the commission at [Sonja.Wiser@clark.wa.gov](mailto:Sonja.Wiser@clark.wa.gov) or via US Postal Service to the Clark County Planning Commission, c/o Sonja Wiser, PO Box 9810, Vancouver, WA 98666-9810. Written testimony may also be submitted for the record during the hearing. Please ensure that testimony is received at least two (2) business days before the hearing if you would like staff to forward it to the Planning Commission before the hearing. Approved as to Form only: Anthony Golik Prosecuting Attorney By: Christine Cook Senior Deputy Prosecuting Attorney Published: The Reflector July 3, 2019

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## The Columbian



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Notice Publish Date:

Tuesday, July 02, 2019

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NOTICE OF PUBLIC HEARING CLARK COUNTY PLANNING COMMISSION NOTICE IS HEREBY GIVEN that the Clark County Planning Commission will conduct a public hearing on Thursday, July 18, 2019 at 6:30 p.m., at the Public Services Center, 1300 Franklin Street, Hearing Room, 6th Floor, Vancouver, Washington to consider the following: CPZ2019-00027 Ridgefield School District Impact Fee Change: A proposal to collect the recommended Ridgefield School District school impact fees. The proposal recommends a fee of \$10,100 effective in 2020 and \$11,290 effective in 2021 for new single family and multi-family residences. Staff Contact: Jenna Kay, jenna.kay@clark.wa.gov or (564) 397-4968 The staff reports, related materials and hearing agenda will be available 15 days prior to the hearing date on the countys web page at [www.clark.wa.gov/planning-commission](http://www.clark.wa.gov/planning-commission). Copies are also available at Clark County Community Planning, 1300 Franklin Street, 3rd Floor, Vancouver, Washington. For other formats, contact the Clark County ADA Office at [ADA@clark.wa.gov](mailto:ADA@clark.wa.gov), voice 564-397-2322, Relay 711 or 800-833-6388, Fax 564-397-6165. Anyone wishing to give testimony at the hearing in regard to this matter should appear at the time and place stated above. Written testimony can be provided to the Clark County Planning Commission by e-mailing the clerk of the commission at [Sonja.Wiser@clark.wa.gov](mailto:Sonja.Wiser@clark.wa.gov) or via US Postal Service to the Clark County Planning Commission, c/o Sonja Wiser, PO Box 9810, Vancouver, WA 98666-9810. Written testimony may also be submitted for the record during the hearing. Please ensure that testimony is received at least two (2) business days before the hearing if you would like staff to forward it to the Planning Commission before the hearing. Approved as to Form only: Anthony Golik Prosecuting Attorney By: Christine Cook Senior Deputy Prosecuting Attorney PLEASE PUBLISH: Wednesday, July 3, 2019 July 3 - 223010

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**Affidavit of Publication**  
**STATE OF WASHINGTON**

**County of Clark**

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**ss:**

**COLUMBIAN**

CLARK CTY COMMUNITY PLANNING-L  
PO BOX 9810  
VANCOUVER WA 98666-9810

**REFERENCE:**

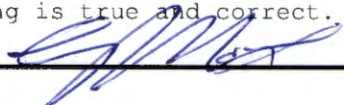
0000070914  
0000223010 PH:CPZ2019-00027 RIDGEFEILD SD

I, the undersigned say,  
That I am over the age of eighteen and not interested in the above entitled matter; that I am now, and at all times embraced in the publication herein mentioned, was, the principal clerk of the printer of The Columbian, a daily newspaper printed, published and circulated in the said county and adjudged a newspaper of general circulation by the Superior Court of the County of Clark, State of Washington, under Proceeding No. 802006715; that the advertisement, of which the annexed is a true printed copy, was published in the above-named newspaper on the following dates, To wit:

PUBLISHED ON 07/03/2019.  
TOTAL COST: 90.10  
FILED ON: 07/03/2019

I Certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature \_\_\_\_\_



**NOTICE OF PUBLIC HEARING**  
**CLARK COUNTY PLANNING COMMISSION**  
**NOTICE IS HEREBY GIVEN** that the Clark County Planning Commission will conduct a public hearing on **Thursday, July 18, 2019 at 6:30 p.m.**, at the Public Services Center, 1300 Franklin Street, Hearing Room, 6th Floor, Vancouver, Washington to consider the following:  
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Approved as to Form only:  
Anthony Golik  
Prosecuting Attorney By: Christine Cook  
Senior Deputy Prosecuting Attorney  
PLEASE PUBLISH: Wednesday, July 3, 2019  
July 3 - 223010



STATE OF WASHINGTON  
DEPARTMENT OF COMMERCE  
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[www.commerce.wa.gov](http://www.commerce.wa.gov)

06/25/2019

Ms. Jenna Kay  
Planner II  
Clark County  
1300 Franklins Street  
Post Office Box 9810  
Vancouver, WA 98666-9810

Sent Via Electronic Mail

Re: Clark County--2019-S-337--60-day Notice of Intent to Adopt Amendment

Dear Ms. Kay:

Thank you for sending the Washington State Department of Commerce (Commerce) the 60-day Notice of Intent to Adopt Amendment as required under [RCW 36.70A.106](#). We received your submittal with the following description.

**Proposed comprehensive plan amendment to collect the Ridgefield School District recommended school impact fees and re-adopt the current capital facilities plan.**

We received your submittal on 06/25/2019 and processed it with the Submittal ID 2019-S-337. Please keep this letter as documentation that you have met this procedural requirement. Your 60-day notice period ends on 08/24/2019.

We have forwarded a copy of this notice to other state agencies for comment.

Please remember to submit the final adopted amendment to Commerce within ten days of adoption.

If you have any questions, please contact Growth Management Services at [reviewteam@commerce.wa.gov](mailto:reviewteam@commerce.wa.gov), or call Ike Nwankwo, (360) 725-2950.

Sincerely,

Review Team  
Growth Management Services

MARNIE ALLEN  
ESD 112 ATTORNEY  
LEGAL SOLUTIONS FOR SCHOOLS

November 1, 2018

Laurie Lebowsky  
Clark County Community Planning  
1300 Franklin Street, Third Floor  
Vancouver, WA 98660

Dear Laurie:

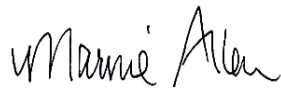
This letter is being sent to respectfully request Clark County include the Battle Ground, Evergreen, Hockinson, La Center, Ridgefield and Woodland School Districts' (Districts) 2019-2025 Capital Facilities Plans on the County's 2019 Annual Comprehensive Land Use Plan Amendments Docket.

I anticipate school board adoption of the Districts' 2019-2025 CFP updates will be complete by April 2019. The Districts will prepare and distribute the required State Environmental Policy Act checklist and threshold determination in conjunction with the adoption of the CFPs.

As soon as the respective school boards adopt the 2019-2025 CFPs and impact fee recommendations, I will file them with the County and Cities. We will ask the Cities to schedule Planning Commission and City Council meetings on the 2019-2025 CFPs and impact fees in the spring or summer. The Districts' understanding is all the jurisdictions will adopt the updated CFPs and impact fees by the end 2019 and new impact fees will take effect January 1, 2020.

Please confirm receipt and mutual agreement regarding the timeline. Contact me if you have questions or need additional information. We appreciate your assistance.

Sincerely,



Marnie Allen

c: Denny Waters, Deputy Superintendent, Battle Ground School District  
Susan Steinbrenner, Director of Facilities, Evergreen School District  
Sandra Yager, Superintendent, Hockinson School District  
Dave Holmes, Superintendent, La Center School District  
Nathan McCann, Superintendent, Ridgefield School District  
Michael Green, Superintendent, Woodland School District





proud past, promising future

## COMMUNITY DEVELOPMENT DEVELOPMENT ENGINEERING PROGRAM

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### AGENDA DEVELOPMENT and ENGINEERING ADVISORY BOARD

Thursday, June 6, 2019

2:30 – 4:30 p.m.  
Public Service Center  
6<sup>th</sup> Floor, Training Room

<u>ITEM</u>	<u>TIME</u>		<u>FACILITATOR</u>
	<u>Start</u>	<u>Duration</u>	
1. Administrative Actions	2:30	10 min	Wollam
<ul style="list-style-type: none"><li>• DEAB meeting is being recorded and the audio will be posted on the DEAB's website</li><li>• Review/Adopt minutes</li><li>• Review upcoming events</li><li>• Member announcements</li></ul>			
1. BPA Easements	2:40	20 min	Shafer
2. LEAN & Bonded Projects/Res. Bldg. Permits	3:00	20 min	Muir / Curtis
3. School CFP & Docket Items	3:20	20 min	Kay / Allen
4. Buildable Lands Project	3:40	20 min	Orjiako
5. Public Comment	4:00	20 min	All

#### Next DEAB Meeting:

Thursday, July 11, 2019

2:30 – 4:30 p.m.

Functional Oversight Team/updates

Comp Plan/Cowlitz Tribe

Truck Turning/Curb Radii

Land Use Narrative/finalize

Parks Subcommittee/update



proud past, promising future

CLARK COUNTY  
WASHINGTON

## COMMUNITY DEVELOPMENT DEVELOPMENT ENGINEERING PROGRAM

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### Clark County Council Work Sessions and Hearings

County Council Meetings – first and third Tuesday at 6 p.m.

June 4, 2019: Hearing: Start Time: 6:00pm: I-5 / 179<sup>th</sup> Street Funding Options

### Clark County Council Work Sessions – see below for start time(s)

June 5, 2019: WS Rural Event Space – Start Time: 10:00a.m.

June 26, 2019: WS DEAB & Park Advisory Board Report – Start Time: 10:15a.m.

June 26, 2019: WS Marijuana – Start Time: 11:00a.m.

### PC Work Sessions and Hearings

PC Work Session: June 20, 2019 – Start Time: 5:30pm  
La Center School District CFP  
Hockinson School District CFP  
Woodland School District CFP  
Evergreen School District CFP  
Title 40, Public Facility Zoning  
Hinton Urban Holding Removal (TBD)  
Wollam Urban Holding Removal (TBD)

PC Public Hearing: June 20, 2019 – Start Time: 6:30pm  
CPZ2019-00002: NE 152<sup>nd</sup> Avenue  
CPZ2019-00003: Riverview Asset  
CPZ2019-00014: Amend Title 40.370.010, Sewerage Regulations  
and Title 40.210.010 Resource and Rural Districts

*Note: Work sessions are frequently rescheduled. Check with the Clark County Council's office to confirm date/time of scheduled meetings.*

PC – Planning Commission

# 2019 School Dockets

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Jenna Kay, Marnie Allen

June 20, 2019



# Capital Facilities Plan & Impact Fee Updates

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- Several school districts are updating CFPs and impact fees
  - Evergreen, CPZ2019-00020
  - Hockinson, CPZ2019-00021
  - La Center, CPZ2019-00011
  - Woodland, CPZ2019-00022
- The Ridgefield school district is recommending updated impact fees under its current CFP, CPZ2019-00027



# Capital Facilities Plan & Impact Fee Updates

- Schools are a public facility and service under GMA
- School CFPs are adopted by reference in the Comprehensive Plan
- CFPs:
  - Identify facilities needed for growth and the cost
  - Include a finance plan that identifies funding needed to pay for facilities
- Impact fees:
  - One component of the funding plan
  - Apply to new residential development
  - Calculation explained in [CCC 40.620.040](#)



# Impact Fee Calculation

- Cost of public facilities attributable to new growth per housing unit
  - Considers number of children per household
  - By housing type
- Minus state match funds
- Minus tax credit
- Minus 15% adjustment





# Proposed Impact Fee Changes

School District	Housing Type	Existing Fee	Proposed Fee	% Change
Evergreen	Single family	\$6,100	\$6,432	+5%
	Multi family	\$7,641	\$3,753	-51%
Hockinson	Single family	\$6,080	\$7,790	+28%
	Multi family	\$2,781	\$3,434	+23%
La Center	Single family	\$4,111	\$3,501	-15%
	Multi family	\$5,095	\$3,104	-39%
Woodland	Single family	\$5,000	\$5,900	+18%
	Multi family	\$2,500	\$5,900	+136%
Ridgefield	Single family	\$6,530	\$10,100 - 2020 \$11,290 - 2021	+55% - 2020 +12% - 2021
	Multi family	\$6,530	\$10,100 - 2020 \$11,290 - 2021	+55% - 2020 +12% - 2021



# School Public Facility (PF) Zoning Change

- CPZ2019-00010
- Map changes:
  - 61 public school-owned properties ([map](#))
  - Reverse school PF zoning
  - Update comprehensive plan designations
- Code changes:
  - Amend code for consistency
  - CCC 40.230.090 Public Facilities District
  - Use Tables CCC 40.210.010-40.250.110





# Thank you!

## Comments and questions

Clark County Public Service Center

1300 Franklin Street • PO Box 5000

Vancouver, WA 98666-5000



# 2019 School Dockets

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Planning Commission Hearing

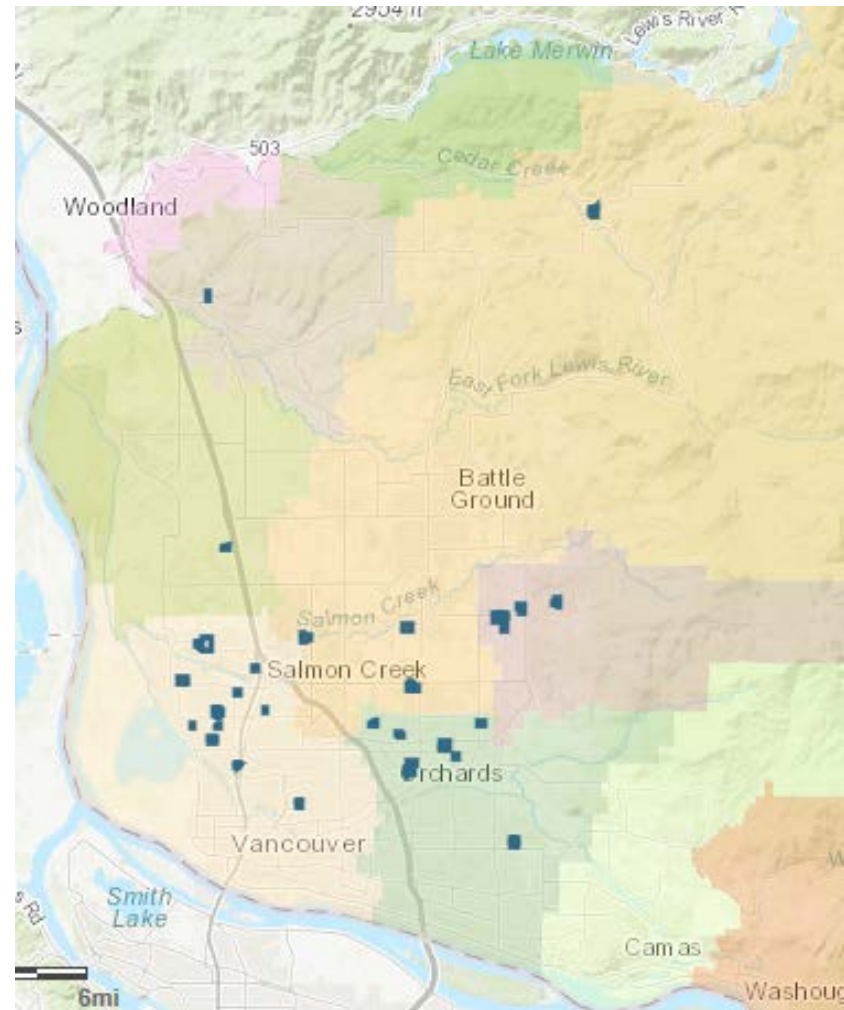
Jenna Kay, Oliver Orjiako

July 18, 2019



# CPZ2019-00010 Public Facility Zoning Amendment

- Proposal:
  - 61 public school-owned properties ([map](#))
  - Reverse school PF zoning
  - Update comprehensive plan designations
  - Amend code
    - CCC 40.230.090
    - CCC 40.210.010-40.260.110
- Findings: proposal meets all criteria



# Capital Facilities Plan &/or Impact Fee Updates

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- La Center, CPZ2019-00011
- Evergreen, CPZ2019-00020
- Hockinson, CPZ2019-00021
- Woodland, CPZ2019-00022
- Ridgefield, CPZ2019-00027



# CPZ2019-00011 La Center School District Capital Facilities Plan

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- Proposal:
  - **Adopt the La Center School District Capital Facilities Plan 2019-2025**
  - **Collect the recommended impact fees**
- Findings: proposal meets all criteria

Housing Type	Existing Fee	Proposed Fee	% Change
Single-Family	\$4,111	\$3,501	-15%
Multi-Family	\$5,095	\$3,104	-39%



# CPZ2019-00020 Evergreen School District Capital Facilities Plan

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- Proposal:
  - **Adopt the Evergreen School District Capital Facilities Plan 2019-2025**
  - **Collect the recommended impact fees**
- Findings: proposal meets all criteria

Housing Type	Existing Fee	Proposed Fee	% Change
Single-Family	\$6,100	\$6,432	+5%
Multi-Family	\$7,641	\$3,753	-51%



# CPZ2019-00021 Hockinson School District Capital Facilities Plan

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- Proposal:
  - **Adopt the Hockinson School District Capital Facilities Plan 2019-2025**
  - **Collect the recommended impact fees**
- Findings: Proposal meets all criteria

Housing Type	Existing Fee	Proposed Fee	% Change
Single-Family	\$6,080	\$7,790	+28%
Multi-Family	\$2,781	\$3,434	+23%



# CPZ2019-00022 Woodland School District Capital Facilities Plan

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- Proposal:
  - **Adopt the Woodland School District Capital Facilities Plan 2019-2025**
  - **Collect the recommended impact fees**
- Findings: Proposal meets all criteria

Housing Type	Existing Fee	Proposed Fee	% Change
Single-Family	\$5,000	\$5,900	+18%
Multi-Family	\$2,500	\$5,900	+136%





# CPZ2019-00027 Ridgefield School District Impact Fee Change

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- Proposal: **Collect the recommended impact fees under the existing Ridgefield School District Capital Facilities Plan**
- Findings: Proposal meets all criteria if 2021 fee amount is lowered to \$11,289.53

Housing Type	Existing Fee	Proposed Fee	% Change
Single-Family	\$6,530	\$10,100 – 2020	+55%
		\$11,290 – 2021	+12%
Multi-Family	\$6,530	\$10,100 – 2020	+55%
		\$11,290 – 2021	+12%



# Thank you!

## Comments and questions

Clark County Public Service Center

1300 Franklin Street • PO Box 5000

Vancouver, WA 98666-5000



# Proposed Impact Fee Changes

School District	Housing Type	Existing Fee	Proposed Fee	% Change
Evergreen	Single family	\$6,100	\$6,432	+5%
	Multi family	\$7,641	\$3,753	-51%
Hockinson	Single family	\$6,080	\$7,790	+28%
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Ridgefield	Single family	\$6,530	\$10,100 - 2020 \$11,290 - 2021	+55% - 2020 +12% - 2021
	Multi family	\$6,530	\$10,100 - 2020 \$11,290 - 2021	+55% - 2020 +12% - 2021

