

Rec'd May 30, 2017

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Official Record

31, 2017

Clark County Board of Councilors

P.O. Box 5000

Vancouver Washington 98666

Dear Councilors,

For the Public Record

In the Growth Management Act, RCW 36.70A (2) and 36.70A (5b) discuss housing in Clark County. It says "A housing element ensuring the vitality and character of established residential neighborhoods..." It goes on to say "to achieve a variety of rural densities and uses, counties may provide for clustering, density transfer, design guidelines, conservation easements, and other innovative techniques....."

Clearly, the county is to recognize and ensure established residential neighborhoods, and in the rural areas, allow for clustering and conservations easements.

What we now see happening is that Clark County is not recognizing existing housing and is not honoring conservation easements. Instead, they are allowing these conservation areas to be destroyed and replaced with high density housing. That is not what the GMA intended to happen. In the case of Helens View cluster subdivision, the county planning director removed the covenant to enable a high density development. When this happened, it allowed destruction of a wetland, storm water retention areas and prime agriculture land. This is not what the GMA intended.

RCW 36.70A (3) discusses capital facilities plan element. One of the great projects necessary for the economic success of Clark County, is a crossing over the Columbia River, to replace the inadequate crossing that is currently in place. A recent presentation of four alternatives to aid in the correction of that problem were presented to the public for review. These presentations were professionally done and much work had gone into the presentation. But, only Councilor Quiring was in attendance.

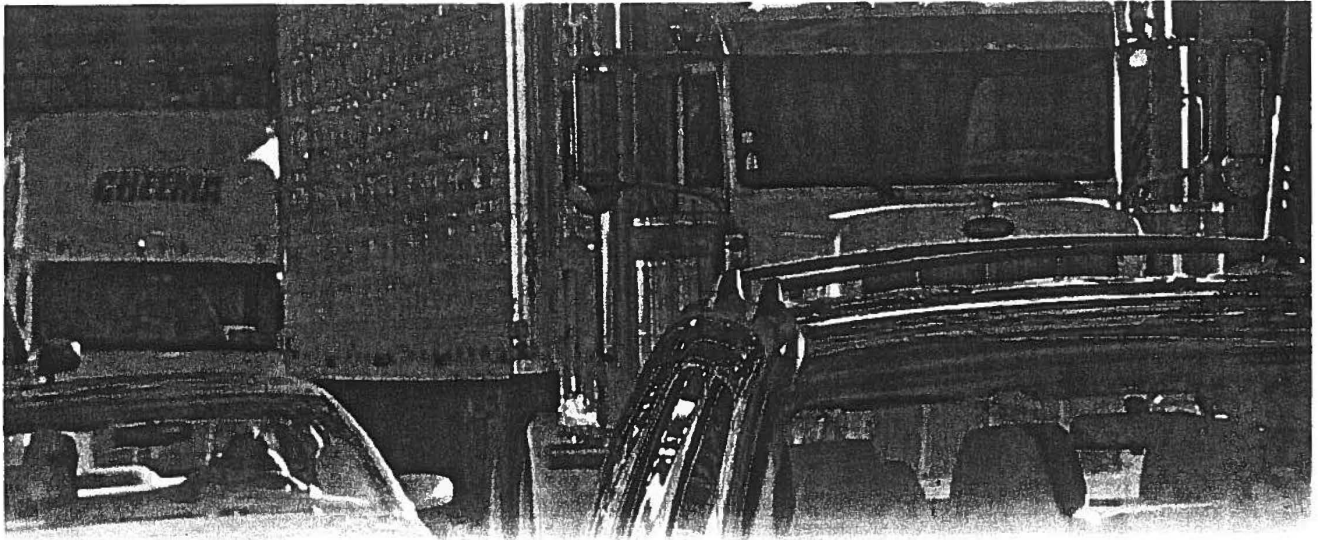
This begs to ask the question, why didn't the other councilors attend this all important presentation of the expert transportation presenters, who have come forward with a solution to a primary and critical transportation problem for Clark County. CCCU believes the Councilors could do well to consider all of these options, as the county moves forward for the next twenty years.

Sincerely,



Carol Levanen, Exec. Secretary

Clark County Citizens United, Inc, P.O. Box 2188, Vancouver, Washington 98666



'Transportation Solutions' Legislative Town Hall

Traffic is getting worse!

Traffic congestion along the Interstate 5 and Interstate 205 corridors between Portland, Oregon and Southwest Washington is getting worse. KOIN 6 News is reporting traffic volumes are up 300 percent from a year ago.

Hanjin and Hapag-Lloyd have pulled out of Terminal 6 at the Port of Portland. Hundreds of thousands of shipping containers are now diverted to other West Coast ports, carried by trucks on our local interstate highways. Congestion will only get worse in our region.

It's time to move past the defunct Columbia River Crossing (CRC) project and focus on real solutions that will move people and freight through our region in the most efficient and affordable way.

Projects must be identified that our communities will support.

Political realities we face today:

- **Oregon is not as motivated as Southwest Washington to deal with cross river solutions.** They are getting a qualified workforce and a 9 percent state income tax from 80,000 Washington residents, all without a vote or say in Oregon politics or policy.
- Nothing will happen until Washington and Oregon legislators come eyeball-to-eyeball to find agreement on real solutions.
- Citizens must rise up and stand with legislators who understand that any project without objectives to **improve freight mobility and relieve traffic congestion is of limited value.**
- Over the past three years, in discussions with Oregon and Washington business leaders, legislators, port officials, mayors, and our federal delegation, everyone agrees; we need real solutions.
- Several Oregon and Washington legislators are wise to insist on a **process** - put in place - **ahead** of any discussions about new connectors between our two states. We must get started on that process now.
- Any single **project** proposed by a Washington state coalition or a Southwest Washington coalition, **no matter how unified**, will likely not be considered by Oregon in the near term.

REALITY CHECK