



March 2006

The Scrimmage Line

On the Field

Information on the April RGF—CIC meeting will be sent out shortly.

The Scrimmage Line serves as the Current Issues Coalition's "Condensed Minutes."

CIC is a committee of the Responsible Growth Forum and meets monthly to review issues relating to growth in Southwest Washington.

For more information on the CIC, please contact Megan Forell at (360) 695-1385.

Port of Vancouver

Addison Jacobs and Todd Coleman, Port of Vancouver, attended the March 29, 2006 CIC meeting to discuss the Economic Development and Conservation Plan (EDCP). The EDCP consists of 6 "to do" items, necessary for successfully doubling the industrial land and jobs base at the Port of Vancouver. They include:

- Developing industrial land for a healthy economy
- Creating jobs for our community
- Getting people and freight to the port
- Collaborating with Partner agencies
- Involving the community
- Protecting natural areas

In order to achieve the above goals and support the development plans, the Port of Vancouver and the City of Vancouver have partnered to construct the *West Vancouver Freight Access*. This joint project "provides increased road and rail capacity for cargo moving into and out the Port. It also reduces truck traffic on local streets and congestion at a major hub on the West Coast rail corridor."

Addison and Todd, discussed the following rail and road improvements, along with the estimated increase of jobs.

RAIL

In order to improve rail access for current and future businesses, the Port needs to alleviate the existing chokepoint. Three alternatives considered to achieve this are:

1. Rail alignment Northwest- expanding rail access around the north end of Vancouver Lake, to connect with existing main line.
2. Rail alignment South – expand existing rail line south, constructing it under the present railroad bridge, then connecting it back up with the existing rail line. This is now the Port's preferred alternative for rail access.
3. Rail alignment NE – although it has since been discarded, the Port of Vancouver discussed a rail line going NE from the Port to the middle of the Vancouver Yard. This option proved to be operationally dysfunctional.

ROAD

In order to accommodate increased traffic volumes and truck traffic, the Port is working with the City of Vancouver to consider a new road (on the City's transportation plan), 26th Ave, that will run parallel to Fruit Valley Road, then connect to Fruit Valley Road at a northern point. Three alignments are currently under review.

JOBS

- A 2000 economic impact study showed that 5,500 jobs exist due to the 600 developed acres the Port currently sits on. These jobs include direct, indirect and induced positions. The Port is currently updating its economic impact study and will have

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Port of Vancouver

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new results by mid-year.

- The Port's development plans propose to double the Port's total acreage, revenues, and taxes at full build out. Marketing and economic studies also project that the Port's current job numbers may also double.
- It was noted during the meeting that the Port's future land would in part be used for marine purposes, due to its value and proximity to the Columbia River, market factors, and to shoreline regulations that require water related and dependent uses. Marine uses at the Port average about two jobs per acre. It was noted that this is typical for marine industries, where generally high wage jobs are found in lower numbers (with an overall strong economic value from product revenues). Industrial land at the Port (about 50% of the land) currently produces 5 to 6 jobs per acre.
- With the additional property, it is anticipated the current tax revenue from existing operations (\$30 million) will double to \$60 million a year.
- The Port's Economic Development and Conservation Plan is currently working through the National Environmental Policy Act (NEPA) process with anticipated completion in Fall 2007.

Critical Lands

Jerry Olson met with Marty Snell and Bob Poole to discuss the issues surrounding critical lands ordinance, vacant buildables and inventory. They discussed the following:

- In the present boundary, 5,000 acres of vacant and underutilized critical lands exist. With the new boundary, a total of 10,000 acres will be added, about 3,000 of which will be identified as critical lands, leaving a possible total of 8,000 acres of critical lands, 50-80% of which will be deemed developable.
- Verified Planning Assumptions - The critical lands are assumed to convert to 50% industrial, 50% residential and 80% commercial.

Jerry will continue to meet with staff to quantify exact numbers.

Wetland and Habitat Ordinances

Hearings will take place in April.

Urban Holding

A map is being established for transportation analysis. A hearing will take place in April.

GMA

The contract has been sent to David Evans to write the EIS and is expected to be completed by late July.