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CLARK COUNTY
WASHINGTON

RAILROAD RESOURCE WORK GROUP

MEETING #2 MINUTES

TUESDAY, APRIL 1, 2008

6:00 PM -8:00 PM

1300 FRANKLIN STREET – PUBLIC SERVICE CENTER

6TH FLOOR – HEARING ROOM

ROLL CALL:

Members Present:	Fred Abraham, Gordy Euler, Sam Kim, Oliver Orjiako, Eric Temple, Dan Weaver
Absent Members:	Neil Chambers, Dennis Lagler
Ex-Officio: absent	Marty Snell, Mike Cooke
Public:	Bill Connelly (Eric Fuller & Associates)
Staff:	Mary Beth O'Donnell

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Meeting called to order at 6:05PM

Roll Call/Introductions

Approval of previous meeting minutes

- The minutes from March 18, 2008 were approved by those present.

Unfinished Business

- Fred reviewed the handouts for this meeting and explained some minor revisions made to the verbiage on the sheet pertaining to the group's "Charge", the meeting schedule dates and the map. A new map was provided that further clarified and defined the railroad industrial lands zoning designations by color shading, which was explained by Oliver and Gordy.
- A new copy of Section 40.230.080 Industrial Districts was handed out. It was noted that a column for "IR, Industrial Railroad", has been left blank to allow for use as a worksheet during the process. The group will work to assign the uses they deem allowable, conditional or prohibited in the zone.
- The question was asked whether this group could change the zoning designation from light to heavy industrial. Gordy explained that the group could recommend a change in the zoning to the BOCC (although the zoning was established with the 2007 comprehensive plan update), and use the zoning of adjacent properties as a guide to what is allowable. Gordy said three years ago there was discussion about creating an overlay zone for the area as a concept. An overlay zone would add other limitations or considerations to the property zone designation. The idea was abandoned in favor of creating a zoning district. Dan Weaver stated two years ago the Railroad Advisory Board sent a letter of recommendation to the BOCC that a railroad industrial lands zone be created.
- Dan asked if the group should recommend an overlay zone for other areas outside of and adjacent to the railroad industrial land. Eric Temple stated that he would like to see this group be able to plan for future businesses that will use the rail line. A rail plan checklist needs to be developed. Oliver said a recommendation of an overlay zone can apply to any area along the railroad, and that the group can recommend only rail-oriented businesses be allowed to locate on the property.

New Business

- Fred reviewed the "Brainstorming" list that was devised at Meeting #1. Currently, we have a zone with no implementing language. The primary focus of the group will be to

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look at the language in Section 40.230.080 and revise it to suit the area. Gordy advised the group to become familiar with the county code as it reads and how the railroad will fit into the picture. The group can design the area from the ground up. The railroad is part of the "Industrial" code, along with Heavy and Light Industrial. The industrial designation should be attractive to rail customers looking for property to site themselves. This unique zoning terminology (Industrial Railroad "IR") does not exist anywhere else right now and Clark County is on the cutting edge by creating this new designation.

- Review of Page 59C, Development Standards: The development could be designed to modify how things look around the exterior (or borders) of the property as opposed to the design of the interior properties. Eric suggested he would like to see limits set to include only those industries that are appropriate to the railroad, as the BOCC intended, as opposed to health clubs, nail salons, and the like.
- The new "IR" code as written applies only to the county rail line and does not extend to commercial rail lines. Oliver stated that if the group should decide to strike the word "county" from the IR code description it could, but for now should just limit it to the county property. It was suggested to change Paragraph A3 to say...."along rail lines **within the county....**"
- Oliver explained the NAICS code classification. Further discussion took place with regards to ML, MH, setbacks, etc. MH needs a larger footprint as opposed to ML. A setback restriction in the rear of the building for example would never allow a building to be built right up against the mainline, or right-of-way. A spur or siding would be needed for loading and unloading freight. The setback is from the property line (county right-of-way), not the rail line. FRA regulations prohibit zero setbacks as well.
- The question was asked "who pays for installing the rail lines?" Eric stated that it depends on the size of the company and would be negotiated. For example, if it's a large company that ships 10,000 cars per year, Eric would pay for it. But for a smaller company shipping 10 cars per year, that company would pay for it themselves. A rail contractor such as HDR or West Rail would build the tracks. For the larger parcel of 156 acres, Eric would work with the developer to bring businesses to the site, and any rail spurs connected with it.
- At this time, the group needs to weigh in on what they want to see for lot coverage and building height requirements. The focus of the meeting is on the county code and where we're going from here.
- Fred tasked the group to read through Section 40.230.080, review its uses, and evaluate standards as to what may or may not apply. This section is written with reference to other sections (i.e. signs, loading, landscaping and buffers, noise). The county's website can be used as a resource and cross reference to view other sections of the code that would be applicable to their work on code language for the railroad industrial zone. Fred also indicated that we will start applying their ideas in the May meetings.

Round Table

- Fred will not be at the next meeting on April 15. He suggested a field trip to the site in order to get a visual and learn what the group is working with. After that, the group can start formulating preferences. Later on in May or June, the group can visit sites already developed and evaluate those as examples of good or poor design.

Adjournment

- The next meeting will be held Tuesday, April 15, 2008 at 6:00PM. Meet at the PSC in the lobby for a short orientation and then depart for a field trip to the site. County vehicles will be used to transport the group.
- The meeting was adjourned at approximately 8:00PM.