

## **3.9 LAND USE**

This section contains a discussion of the regional land use setting and a discussion of the framework by which land use is guided and regulated in the area. This section also describes the existing land uses for the site and adjacent properties. It should be noted that once the Federal government acquires land in trust for the Tribe, trust land would not be subject to municipal land use regulations. Only Tribal land use regulations are applicable on trust lands. The Tribal Government relies upon the Tribal Council, the governing body of the Tribal Government, to guide and regulate land use on Tribal lands. However, the Tribe has agreed, pursuant to the Memorandum of Understanding (MOU) with Clark County and the Tribe's Environment, Public Health and Safety (EPHS) Ordinance, that any development of the trust property will be consistent with certain specified Clark County codes and ordinances, which include building code requirements as well as land use and development provisions in the Clark County Unified Development Code (UDC).

### **3.9.1 REGIONAL SETTING**

Clark County is one of 39 counties in the State of Washington. It is located in the southern portion of the State and is bounded by the Columbia River to the west and the south, Cowlitz County to the north, and Skamania County to the east. The total area of the County is approximately 656.6 square miles with elevations ranging from 10 feet above mean sea level (amsl) to 3,000 feet amsl. The current population of Clark County is approximately 363,400 and it was considered the fastest growing county in Washington during much of the 1990s. It is projected that by 2025 the population of Clark County will reach 621,000 people. The City of Battle Ground and the City of Ridgefield are the fastest and slowest growing cities in Clark County, respectively (Clark County, 2005c).

### **3.9.2 SETTING – LA CENTER INTERCHANGE SITE**

The La Center Interchange Site is located on eight parcels totaling approximately 151.87 acres located in unincorporated Clark County within the designated Urban Growth Area (UGA) for the City of La Center. The site is located west of Interstate 5 (I-5) and is bisected centrally by NW 319<sup>th</sup> Street. The southern portion of the site, south of NW 319<sup>th</sup> Street, consists of rolling topography. North of NW 319<sup>th</sup> Street the topography of the site slopes from south to north with a plateau in the central portion of the property. There are two occupied residential housing units on the southern portion, and one vacant housing unit and barn on the northern portion. The southern portion of the site has historically been used for cattle grazing activities. No agricultural uses currently occur on the site.

The parcels to the north of the site, beyond the riparian corridor, are developed with rural residential and agricultural uses; the parcels to the east, across I-5, consist of agricultural and residential uses and include a gasoline service station; a small parcel tucked into the mid-eastern edge of the La Center

Interchange Site, at the intersection of NW 319<sup>th</sup> Street and NW 31<sup>st</sup> Avenue, is the location of a vinyl siding company and drive-through espresso stand. The parcels immediately to the south of the site are mostly forested with some residential and agricultural uses beyond; the parcels to the west consist of agricultural and rural residential development. The Woodland Airport is located approximately 4 miles north of the site near I-5.

The project parcels have been designated within the 2007 update of the Clark County Comprehensive Growth Management Plan (GMP) as Light Industrial and have been zoned Light Industrial with an overlay zone of Urban Holding – 40 acre (UH-40). The Light Industrial designation is intended to provide for light manufacturing, warehousing, transportation and other land intensive uses. This land use designation, as described by the Clark County Comprehensive GMP, is implemented through the specific development guidelines of the Light Industrial base zone outlined within the Clark County UDC, Title 40 (see **Section 3.9.4**). The Urban Holding overlay zone is applied to protect lands identified within urban growth areas from premature development when public policy establishes urbanization criteria such as requiring annexation prior to development. The UH-40 overlay is specifically applied to areas intended for industrial or office type nonresidential uses, where retention in larger lots will ensure the site is adequate in size to accommodate major industrial or office campus developments. **Figures 3.9-1** and **3.9-2** present the land use and zoning designations for the site and adjacent parcels.

### **3.9.3 SETTING – RIDGEFIELD INTERCHANGE SITE**

The approximately 163.02-acre Ridgefield Interchange Site was recently annexed into the Ridgefield city limits on July 12, 2007 as a result of the City Council's adoption of the Ordinance No. 958. The City of Ridgefield is located in the northwestern portion of Clark County. A private residence is located in the central portion of the site and several single-family homes are located towards the eastern property boundary. A medium density housing subdivision, which includes approximately nine housing units, is located to the north of the site, as well as pasture and agricultural lands. A newly constructed fire station is located across from the northwest corner of the site. Land uses to the south include rural residential, pasture/agricultural lands and a light-industrial business park. To the west of the Ridgefield Interchange Site, between the site and I-5 are located two gasoline service stations, a local diner, and a small shopping center. The Woodland Airport is located approximately 6.5 miles north of the site near I-5.

Currently, the project parcels are designated in the City of Ridgefield Comprehensive Land Use Plan as Master Planned Business Park, and zoned by the Ridgefield Development Code, Title 18 of the Ridgefield Municipal Code, as Master Planned Business Park. Areas within the Master Planned Business Park designation are intended for a wide range of non-retail employment opportunities within a master-planned, park-like setting that provides for employment-intensive uses, including light manufacturing and wholesale trade, warehousing, business and professional services, research,

**Figure 3.9-1**

**Figure 3.9-2**

business and corporate offices and supporting enterprises. **Figure 3.9-3** presents the existing land use and zoning designations for the site and adjacent parcels as shown on the City's existing Comprehensive Land Use Map. It should be noted that the Ridgefield Comprehensive Plan Land Use Map is currently in the process of undergoing updates, which will reflect the annexation of lands east of 1-5 (including the Ridgefield Interchange Site) into the City boundaries (Shulze, 2008) and removal of the UH-40 overlay zoning district from the annexed properties (City of Ridgefield, 2007).

### 3.9.4 REGULATORY SETTING

Once the Federal government acquires the land in trust for the Tribe, the property would not be subject to State or local land use regulations. Only Tribal land use regulations are applicable on trust lands. However, the Tribal Government desires to work cooperatively with local and State authorities on matters related to land use. Therefore, in accordance with Section 10.0 of the MOU (DEIS Vol. I, **Appendix C**) and Section 3(G) of the Tribe's EPHS Ordinance (FEIS **Appendix U**), the Tribe has agreed to develop the trust lands, and any structures and uses on the property, in a manner consistent with certain specified Clark County codes and ordinances. The details of the MOU with the County and the Tribal EPHS Ordinance are discussed further in **Section 1.0**, Purpose and Need, and **Section 4.9**, Land Use. Because the La Center Interchange Site was included within the La Center UGA on January 1<sup>st</sup>, 2008 as a result of the recently adopted update of the Clark County GMP, it is possible that the Tribe will enter into an MOU with the City of La Center to provide for municipal services such as sewer. The following is a brief outline of the applicable State and local land use regulations were the land not taken in to trust, but developed privately or publicly.

#### *STATE OF WASHINGTON*

The Washington State Growth Management Act (GMA) (Chapter 36.70A RCW) was adopted to control uncoordinated and unplanned growth within the State of Washington. The GMA requires State and local governments to manage Washington's growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, preparing comprehensive plans and implementing them through capital investments and development regulations.

The GMA requires each county within the State of Washington to adopt a comprehensive plan to help guide more efficient land use planning within the State. Each county's comprehensive plan was to be developed with the coordination and consultation of each city within the county's jurisdiction. The passage of the GMA significantly changed local planning requirements. County comprehensive plans are required to take into consideration the following:

- Plan for a 20-year population forecast provided by the Washington Office of Financial Management (WOFM) and distribute this forecast equitably and realistically throughout the county;

**Figure 3.9-3**

- Collectively identify urban growth areas for each city and town using service standards and land development suitability as measures; and,
- Draft plans which, at a minimum, include land use, transportation, housing, utilities, capital facilities, and rural elements.

### ***CLARK COUNTY***

As noted previously, the La Center Interchange Site is located within unincorporated land in Clark County, and thus is currently subject to Clark County plans and ordinances discussed below.

#### ***Comprehensive Growth Management Plan***

The Board of Clark County Commissioners adopted the Clark County Comprehensive GMP in August of 1992. The most recent update of the Comprehensive GMP was formally adopted by the Board at a public hearing in September 2007, and changes took effect on January 1st, 2008.

The Land Use element of the Clark County Comprehensive GMP provides policy guidance for the uses of land throughout Clark County. This element is the governing document for all unincorporated lands under the jurisdiction of Clark County. Unincorporated lands within adopted city urban growth areas, such as the La Center Interchange Site, are subject to County plans and ordinances, and land use jurisdiction on these lands would not change unless they are annexed by the City. Should the La Center Interchange Site be annexed prior to trust acquisition, land use jurisdiction would be under the authority of the City of La Center. Annexation would change land use jurisdiction from the County to the City and the property would be subject to the local growth management plans and ordinances of the City. However, as noted above, once the Federal government acquires the land in trust for the Tribe, the property would not be subject to State or local land use regulations.

#### ***Applicable Goals and Policies***

The Clark County Comprehensive GMP Land Use Element provides land use guidance through general land use goals and policies. Specific goals and policies that are applicable to the La Center Interchange Site are provided in **Table 3.9-1**. Title 40 of the Clark County UDC implements these general land use goals and polices through specific development standards for each base zone. Specific standards include permitted uses, building heights, parking requirements, and minimum setbacks.

#### ***Unified Development Code: Title 40***

The UDC is a consolidation of existing development-related codes into a single Title (Title 40). The Land Use designations stated within the Clark County Comprehensive GMP are implemented through the specific development standards outlined within Title 40 of the UDC. Title 40 applies to all of unincorporated Clark County and includes the following development standards:

- Land use zoning and use regulations;
- Development standards for signs, landscaping and screening, parking and loading, transportation and circulation, stormwater, sanitary sewer, and water;
- Standards for the protection of critical areas;
- Procedures for the development and division of land, amendment of the code, and processing under the State Environmental Policy Act (SEPA); and
- Impact fees.

**TABLE 3.9-1**  
**APPLICABLE CLARK COUNTY COMPREHENSIVE GMP GOALS AND POLCIES**

<b>Land Use Element Policies and Goals</b>	
<b>Section</b>	<b>Countywide Planning Polices</b>
1.1.3	<p>Urban growth shall be located primarily in areas already characterized by urban growth that have existing public facilities and service capacities to adequately serve such development, and secondly in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services that are provided by either public or private sources. Urban governmental services shall be provided in urban areas. These services may also be provided in rural areas, but only at levels appropriate to serve rural development.</p> <p>Urban governmental services include those services historically and typically delivered by cities or special districts, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection, public transit services, and other public utilities not normally associated with non-urban areas.</p>
1.1.5	<p>Urban growth is defined as growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, fiber, or the extraction of mineral resources.</p>
1.1.13	<p>Urban Growth Area Centers (UGA) have a full range of urban levels of services and can be divided into three main categories in the following density tiers:</p> <ul style="list-style-type: none"> <li>• Vancouver Urban Growth Area is now or will be a major urban area activity centers with a full range of residential, commercial, and industrial uses, high-capacity transit corridors, schools, major cultural and public facilities. Major urban areas centers, have or will have, urban densities of development of at least 8 units per net residential acre (6 gross units per acre) as an overall average. Areas along high capacity transit corridors and priority public transit corridors may have higher than average densities while other areas would have lower densities (e.g. established neighborhoods and neighborhoods on the fringes of the urban area). Regional institutions and services (government, museums, etc.) should be located in the urban core.</li> <li>• Urban Growth Areas of Battle Ground, Camas, Ridgefield, and Washougal, will have a full range of residential, commercial, and industrial uses, schools, neighborhood, community, and regional parks, and are within walking distance to HCT corridors or public transit. These areas will have employment opportunities and lower densities than a major urban area centers, averaging at least 6 units per net residential acre (4.5 gross units per acre). Higher densities occur along transit corridors and in the community center, with lower densities in established neighborhoods and on the outskirts of the community. These urban growth areas centers should have a center focus that combines commercial, civic, cultural and recreational uses.</li> <li>• La Center Urban Growth Area is located in predominantly a residential area with at least 4 housing units per net residential acre (3 gross units per acre), and include pedestrian-oriented commercial uses, schools, and small parks. There are no standards for the Yacolt urban growth area due to lack of public sewer. A mix of residential uses and</li> </ul>

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**Land Use Element Policies and Goals**


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densities are or will be permitted. Neighborhoods are to have a focus around parks, schools, or common areas.

1.1.17 There shall be no net material increase in cardroom capacity within the La Center Urban Growth Area.

1.1.19 An additional 120 acres +/- of industrial land –located west of Interstate 5 and east of 41st Avenue, and south of 309th Street and north of 299th Street – shall be added to the La Center Urban Area as an out-of-cycle subarea amendment if the United States government recognizes a new tribal reservation within the La Center Urban Area.

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**Section**


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**20 Year Planning Policies**


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1.3.1 Urban densities and uses may occur throughout the urban growth area if it is provided with adequate services. Development and redevelopment in the UGA should be strongly encouraged to occur in greater intensity in major centers, transit routes and other areas characterized by both existing higher density urban development and existing urban services. Development and redevelopment should be encouraged to occur with less intensity in areas where urban development is of lower density or has not yet occurred, or in areas where urban services do not yet exist.

1.4.4 Compact commercial nodal development shall be encouraged. Strip-type commercial developments shall be discouraged.

1.4.5 Commercial developments should utilize shared facilities and infrastructure, including but not limited to common wall structures, shared parking lots, access points, sidewalks, signs, or innovative design features.

1.4.6 Commercial development should be designed and located as follows:

- Features to both allow for and encourage pedestrian access to and between commercial developments and roadways shall be provided.
- Storefront design with zero or minimal front setbacks should be used. Frontal parking should be minimized. Side or rear lot parking should be encouraged.

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Source: Clark County, 2007.

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Furthermore, the UDC stipulates that no development or occupancy of specific development shall occur after the effective date of the UDC unless conformance with the conditions established within the Clark County UDC are met. When restrictions and development standards of the UDC are greater than restrictions required by other rules or regulations, the regulations or ordinances of the UDC take precedence.

Building standards and specifications are regulated in Title 14 of the Clark County Code. Specifically, this title incorporates by reference the Uniform Building, Plumbing, and Mechanical codes. Other chapters under this title include standards for swimming pools, energy usage, and street and building numbering.

#### *La Center Interchange Site Development Standards*

As noted previously, the La Center Interchange Site is zoned Light Industrial with an a UH-40 overlay. The Light Industrial zone is intended to provide for those less-intensive industrial uses

which produce little noise, odor and pollution. It also provides for resource-based uses and service uses that are deemed compatible with light industrial uses. The purpose of the UH-40 overlay is to protect certain lands identified within urban growth areas from premature development when public policy has established urbanization criteria such as requiring annexation prior to development. The UH-40 overlay is intended for development as industrial or office-type non-residential uses with retention of larger lots to ensure adequate size to accommodate major industrial or office campus developments. **Table 3.9-2** describes the minimum setbacks, lot coverage, and building height for the Light Industrial and UH-40 zonings.

**TABLE 3.9-2**  
CLARK COUNTY UDC SETBACKS, LOT COVERAGE AND BUILDING HEIGHT STANDARDS

Zone	Minimum Setbacks				Maximum Lot Coverage	Maximum Building Height (feet)
	Front (feet)	Side		Rear (feet)		
		Street (feet)	Interior (feet)			
Light Industrial	20	20	10	15	50%	60 feet for buildings. No limitation for towers.
UH-40	50	25	20, 50 <sup>a</sup>	20	NA	35 for residential buildings only

NOTES:

<sup>a</sup> Side setback - Minimum side setback on each side of the residential dwelling and incidental buildings shall be 20 feet and 50 feet for accessory buildings used for agricultural purposes. Side setbacks from abutting property zoned for natural resource or surface mining uses shall be a minimum of 50 feet for all structures.

NA = not applicable.

Source: Clark County, 2004b.

### **Urban Growth Areas**

As noted previously, the Washington State GMA requires rapidly growing counties and cities to develop comprehensive land use plans that identify UGAs. UGAs are urban rings of more intense development around each city. Every five years counties and cities are required to re-evaluate their UGA and planning policies. Cities can propose to extend UGAs to accommodate new growth. The 2007 update of the Clark County GMP resulted in an expansion of the City of La Center's UGA from 326 acres to 1,427 acres, including the entirety of the La Center Interchange Site. This additional UGA area will allow for future employment opportunities and will assist in accommodating projected population growth. Specifically, 728 acres of residential lands, 607 net acres of industrial land, and 88 net acres of commercial land are designated for urban development within the new La Center UGA boundary on the Clark County Comprehensive GMP Land Use Map. According to the GMP, the total population that could be supported within the City of La Center's expanded UGA is 8,008.

The Clark County GMP policies require review of UGAs to ensure these areas can accommodate the projected urban growth over the succeeding twenty-year period. These reviews must take place at least every ten years, but no more frequently than every three years. However, the 2007 Clark County GMP states that the La Center UGA may be expanded earlier in the event that land within their UGA is taken into federal trust for the Cowlitz Indian Tribe (Clark County, 2007).

### ***CITY OF RIDGEFIELD***

As noted previously, the Ridgefield Interchange Site is located within the boundaries of the City of Ridgefield, and thus is currently subject to the City's plans and ordinances discussed below.

### ***Ridgefield Urban Area Comprehensive Plan 2004-2024***

The Ridgefield City Council adopted the Ridgefield Urban Area Comprehensive Plan 2004-2024 (RUACP) in December of 2004. The most recent update of the RUACP was approved in August 2005. The Land Use element of the RUACP provides policy guidance for the uses of land throughout the City. However, as noted above, should the Federal government acquire the Ridgefield Interchange Site in trust for the Tribe, the property would not be subject to State or local land use regulations.

### ***Applicable Goals and Policies***

The RUACP includes specific land use policies that are applicable to the Ridgefield Interchange Site. Applicable goals and policies are provided in **Table 3.9-3**.

### ***Title 18 Development Code***

The Land Use designations stated within the RUACP are implemented through the specific development standards outlined within Title 18 of the Ridgefield Development Code. Title 18 includes the following development standards:

- Establishment of zoning districts and maps;
- Requirements for design, flood control, and erosion control;
- Standards for the protection of critical areas;
- Procedures for the development and division of land, amendment of the code, and processing under the State Environmental Policy Act (SEPA); and
- Impact fees.

As noted previously, the Ridgefield Interchange Site is zoned Master Business Park. As stated in Title 18 of the Ridgefield Development Code, the Master Business Park zone is intended for a wide range of non-retail employment opportunities within a master-planned, park-like setting that provides for employment-intensive uses. Such uses may include light manufacturing and wholesale trade,

warehousing, business and professional services, research, business and corporate offices, and supporting enterprises.

**TABLE 3.9-3**  
APPLICABLE RIDGEFIELD URBAN AREA COMPREHENSIVE PLAN LAND USE POLICIES

Number	Title	Policy
LU-2	<b>Efficient Development Patterns</b>	Encourage efficient development throughout Ridgefield. Encourage higher density and more intense development in areas that are more extensively served by facilities, particularly by public schools, transportation and transit services.
LU-7	<b>Human Scale and Accessible Development</b>	Facilitate development that is human scale and encourages interaction.
LU-11	<b>Compatible Uses</b>	Facilitate development that minimizes adverse impacts to adjacent areas.
LU-12	<b>Complementary Uses</b>	Locate complementary land uses near to one another to maximize opportunities for people to work or shop nearer to where they live.
LU-14	<b>Commercial Development</b>	Provide incentives and establish regulations that facilitate revitalization of Downtown Ridgefield and appropriately planned commercial development at the 269th St. and Interstate 5 interchange.

Source: City of Ridgefield, 2005.

### 3.9.5 AGRICULTURE

#### *REGULATORY SETTING*

##### *Farmland Protection Policy Act*

The 1981 Congressional report, *Compact Cities: Energy-Saving Strategies for the Eighties*, identified the need for Congress to implement programs and policies to protect farmland and combat urban sprawl and the waste of energy and resources that accompanies sprawling development. The report indicated that much of the sprawl was the result of programs funded by the Federal Government. With this in mind, Congress passed the Agriculture and Food Act of 1981, which contained the Farmland Protection Policy Act (FPPA) (7 U.S.C. Section 4201). The FPPA is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It assures that federal programs are administered to be compatible with state and local units of government, and private programs and policies to protect farmland (NRCS, 2004).

The Natural Resource Conservation Service (NRCS) is responsible for implementation of the FPPA and categorizes farmland in a number of ways, including prime farmland, farmland of statewide

importance, and unique farmland. Prime farmland is considered to have the best possible features to sustain long-term productivity. Farmland of statewide importance includes farmland similar to prime farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Unique farmland is characterized by inferior soils. This land generally needs irrigation depending on climate. These designated farmlands must also have been in production four years prior to the mapping date.

According to 7 CFR 658.4 (guidelines for use of criteria), a Federal agency may determine whether or not a site is farmland as defined in Sec. 658.2(a). Federal agencies can also obtain assistance from the United States Department of Agriculture (USDA) in determining whether a proposed location or site meets the definition of farmland (7 CFR 658.3). Form AD-1006, the Farmland Conversion Impact Rating Form, is used to determine whether the site is farmland subject to the Farmland Protection Policy Act. If neither the entire site nor any part of it is subject to the Act, then the Act will not apply.

Form AD-1006 uses the Land Evaluation and Site Assessment (LESA) numeric rating system developed by the Secretary of Agriculture, in cooperation with other Federal agencies, pursuant to the Farmland Protection Policy Act. Federal agencies are required to use the criteria to identify and take into account the adverse effects of their programs on the preservation of farmland. The land evaluation (LE) component of the LESA system is completed by the NRCS and is based on information from several sources including soil surveys, NRCS field office technical guides, soil potential/productivity ratings, land capability classifications, and important farmland determinations. Based on this information, farmland proposed for conversion is assigned a rating between 0 and 100 points, representing the relative value, for agricultural production, of the farmland to be converted compared to other farmland in the same local government jurisdiction. Based on these findings, federal agencies may proceed with the completion of the site assessment (SA) component of the LESA system, which rates other factors that contribute to the site's agricultural importance, such as parcel size and on-farm investments. The federal agency must assign a rating for each of the 12 FPPA-defined site assessment criteria (see Part VI of Form AD-1006, contained in **Appendix Q** of the FEIS). Maximum points for each criterion ranges from 5 to 20 points, for a maximum total site assessment rating of 160 points.

The FPPA recommends that the Federal agency combine the land evaluation rating with the site assessment rating to identify the effect of its proposed action on farmland, and make a determination as to the suitability of the site for protection as farmland. Once the combined score is computed, the USDA recommends that sites receiving a total score of less than 160 not be given further consideration for protection and no additional sites need to be evaluated (in an attempt to reduce impacts by protecting the site in question). Sites receiving scores totaling 160 or more should be given increasingly higher levels of consideration for protection (7 C.F.R. Section 658.4). **Table 3.9-4**

below shows the scores of the La Center Interchange and the Ridgefield Interchange Sites as compared to the possible scores (points) based upon the criteria.

**TABLE 3.9-4**  
FARMLAND CONVERSION RATING CRITERIA

Characteristics	Criteria	Points	La Center Site	Ridgefield Site
Percentage of land in non-urban use within a radius of 1.0 mile.	> 90%	15	14	14
	90 to 20%	14 to 1		
	< 20%	0		
Percentage of site perimeter bordering on land in non-urban use.	> 90%	10	6	9
	90 to 20%	9 to 1		
	< 20%	0		
Percentage of site that has been farmed more than five of the last 10 years.	> 90%	20	8	8
	90 to 20%	19 to 1		
	< 20%	0		
Site subject to State or local government policies/programs to protect farmland or covered by private programs to protect farmland?	Protected	20	0	0
	Not protected	0		
Proximity to urban built-up area.	2 miles or more	15	10	10
	> 1 mile, < 2 miles	10		
	< 1 mile, but not adjacent	5		
	Adjacent	0		
Proximity of site to water lines, sewer lines and/or other local facilities and services with capacities and design that would promote non-agricultural use.	None closer than 3 miles	15	10	10
	Some > 1 mile, but < 3 miles	10		
	All exist within ½ mile	0		
Is farm unit containing the site (before the project) as large as the average-size farming unit in the county?	As large or larger	10	10	10
	51% to 99%	1 to 9		
	50% or less	0		
Percentage of remaining land (on farm) to become non-farmable because of interference with land patterns.	> 25%	10	0	0
	25% to 5%	9 to 1		
	<5%	0		
Availability of adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets.	All required services available	5	5	5
	Some required services available	4 to 1		
	No required services available	0		

Characteristics	Criteria	Points	La Center Site	Ridgefield Site
Substantial and well-maintained on-farm investments, i.e. barns, other storage buildings, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures.	High amount	20	5	10
	Moderate amount	19 to 1		
	None	0		
Does conversion of farmland to non-agricultural use reduce demand for farm support services used by remaining farms in the area so as to jeopardize the continued existence of these support services?	Substantial reduction in demand for farm support services	10	0	0
	Some reduction in demand	9 to 1		
	No significant reduction in demand	0		
Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to non-agricultural use?	Incompatible with surrounding agriculture	10	5	10
	Tolerable to surrounding agriculture	9 to 1		
	Fully compatible with surrounding agriculture	0		
<b>Total Site Assessment Points</b>		160	73	86
<b>Land Evaluation Points*</b>		100	64	66
<b>TOTAL SCORE</b>		260	<b>137</b>	<b>152</b>

Notes: \* Land Evaluation score is determined by the NRCS. See **Appendix Q** of the FEIS.  
Source: USDA Form AD-1006 (10-83).

#### ***LA CENTER INTERCHANGE SITE***

The La Center Interchange Site is currently used for cattle grazing. According to the NRCS, approximately 140 acres of the site consists of soils that are considered prime or unique agricultural land (**Appendix Q**). Land surrounding the La Center Interchange Site is generally used for rural residential uses and limited grazing and agricultural production.

#### ***RIDGEFIELD INTERCHANGE SITE***

The Ridgefield Interchange Site is currently used for cattle grazing. According to the NRCS, approximately 162 acres of the Ridgefield Interchange Site consists of soils that are considered prime or unique (**Appendix Q**). Land surrounding the Ridgefield Interchange Site is used predominantly for agricultural production with rural residential uses interspersed.