

**Leichner Campus Master Plan Development  
Technical Deviation Road Modification  
PUD2016-00001/ PAC2016-00024  
APN 105740000, 199863000, 199845000, 199864000**

October 20, 2017  
Project No. 9059.07

David Jardin  
Clark County Public Works  
1300 Franklin Street  
Vancouver, WA 98660

Re: Road Modification Application Narrative—Leichner Master Plan Development  
(PAC2016-00024)

Dear County Staff:

The following road modification request addresses issues of non-conformity to the Clark County Code (CCC) proposed in the Leichner Master Plan Development Application. These issues of non-conformity were brought to the attention of the Applicant in the April 7, 2016 Pre-Application Conference for the project. Please see the Pre-Application Conference Final Report and Site Plans appended to the Master Plan Application for reference.

**Project Summary**

The project site, known as the Leichner Campus (formerly known as the Koski Property), is located south and west of Leichner Fields and consists of approximately 35 acres of vacant land. However, some of this area is not developable due to the setback from NE 94th Avenue, the buffer from the single-family residential area to the south, and the areas with steep slopes. This leaves 27.72 acres of developable area within the Leichner Campus. Once the master plan is in place, the County intends to sell this property to a private party for development. As a part of the proposed master planned development, the applicant would plan for a private street running east-west (NE 88th Street) to the south and a private street running north-south through the property (NE 96th Avenue) ending in a cul-de-sac at the northern property boundary. These streets, sidewalks, and associated roadside bioretention stormwater facilities will be constructed by a future developer.

**Road Modification Request #1**

The Applicant requests approval of a deviance from CCC 40.350.030(B)(2)(c). The Applicant requests a deviation in the 800-foot maximum block length to 1,010 feet for the east end cul-de-sac. The Applicant also requests deviation from the block perimeter length of 3,200 feet.

### **Road Modification Request #2**

The Applicant requests approval of a deviance from CCC 40.350.030(B)(3). The Applicant requests a deviation from the 500-foot minimum intersection spacing to 215 feet (from NE 87<sup>th</sup> Street) and 445 feet (from NE 90<sup>th</sup> Street) for 88<sup>th</sup> Street (measured from closest road edge to closest road edge).

### **Road Modification Request #3**

The Applicant requests approval of a deviance from of CCC 40.350.030 (B)(4)(d) to allow the existing driveway at the northern property line to remain until the private NE 88<sup>th</sup> Street and NE 96<sup>th</sup> Avenue drives have been constructed. The Applicant also requests a deviation from the Channelization Policy requirement to install a raised median at the existing driveway.

### **Approval Criteria—Request #1**

This request meets the approval criteria 2.a and 2.d in CCC40.550.010(C).

### **Approval Criteria—Request #2**

This request meets the approval criteria 2.a in CCC40.550.010(C).

### **Approval Criteria—Request #3**

This request meets the approval criteria 2.d in CCC40.550.010(C).

### **Road Modification Justification—Request #1**

The Applicant requests approval of deviance from CCC 40.350.030(B)(2)(c). Topography, shape of the site, buffer requirements for the portion of the project property that is adjacent to residential zones, and adjacency to a closed landfill, make standard block lengths in accordance with County Code impractical. For the project site, trying to meet the block length and perimeter standards outlined in County Code would be grossly disproportional to the impacts of the development. These justifications meet Approval Criteria 2.a and 2.d.

### **Road Modification Justification—Request #2**

There is no alternative access currently available to the site from a non-arterial facility, therefore access to NE 94<sup>th</sup> Avenue is allowed subject to the minimum 150-foot access spacing requirements of Clark County Code Table 40.350.030-4 for the posted 35 mile-per-hour speed limit.

- The proposed private access road aligns with NE 88<sup>th</sup> Street, an existing public intersection that was constructed by the County as part of the NE 94<sup>th</sup> Avenue project, and would act as the fourth leg of the intersection. The proposed access does have adequate sight distance. If the private access were constructed as proposed (as the fourth leg of the NE 88<sup>th</sup> Street/NE 94<sup>th</sup> Ave intersection) it would reduce turning conflicts associated with a three-leg intersection.
- Referring to Exhibit 1, the nearest intersection to the south of the proposed private road (east leg of the NE 88<sup>th</sup> Street intersection) on the west side of NE 94<sup>th</sup> Avenue is NE 87<sup>th</sup> Street, located approximately 253 feet south of the proposed private road (measured from centerline to centerline). Thus, access spacing to the south is satisfied with respect to the west side of NE 94<sup>th</sup> Avenue.
- The proposed design minimizes the number of intersections on NE 94<sup>th</sup> Avenue.

Use of the existing constructed 88<sup>th</sup> Street stub falls under Approval Criteria 2.a. If access to the property were not granted, then the development would be grossly impacted, falling under Approval Criteria 2.d.

### **Road Modification Justification—Request #3**

Today, an existing access on NE 94<sup>th</sup> Avenue is provided to the site at approximately NE 91<sup>st</sup> Street. The applicant proposes interim use of this north property access as a full movement driveway until alternate access to the existing gas monitoring station on-site can be provided. When the site is developed and alternative access is provided, the existing north driveway will be closed and vacated. Until that point, this north access will continue to serve the existing use on-site; no new site-traffic associated with future buildings will be served through this access point.

The north driveway is currently the main access for the site and is controlled by a locked gate that is only available for the use of authorized personnel. To support monitoring operations, a variety of security and maintenance related personnel visit the site over the course of a year. Security related visits are the most frequent, occurring four times per day (three round trips per day made by Metro Watch and one round trip per day by Clark County Sheriff office staff). Maintenance and monitoring staff visits are seasonal in nature, peaking in the spring and summer when regular mowing and vegetation maintenance needs are highest<sup>1</sup>. On

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<sup>1</sup> By way of illustration: mowing activities typically begin in May and conclude by mid-July. Clark County mowing crews typically access the site every other week on Fridays and Saturdays during this three-month

average, a typical weekday may include one to two round trips in total that could be made by a Clark County Public Works staff, contractor staff, and/or gas monitoring station staff. No changes to the security or maintenance operations and/or the number of vehicular trips to the monitoring station are anticipated. As such, continued interim use of the existing driveway as a full movement intersection (extension of existing conditions until alternative access can be provided) is appropriate considering 1) NE 94th Avenue operates safely without a raised median at the site driveway today and should be able to do so into the future given that no additional trips will be experienced at the driveway, and 2) NE 94th Avenue will operate at acceptable levels considered the County's capacity requirements without a raised median at the site driveway. The following considerations support the safety and capacity conclusions.

*Safety Considerations*

- The existing driveway has no reported crash history for the period from January 1, 2012 through December 31, 2016 based on Clark County crash records.
- Drivers exiting the existing driveway onto NE 94<sup>th</sup> Avenue have adequate sight distance facing to the left and to the right per County standards.
- The existing driveway approach was reconstructed in conjunction with Clark County's NE 94<sup>th</sup> Avenue corridor improvement completed in approximately 2016 and thus is constructed to appropriate design standards.

*Capacity Considerations*

- Traffic volumes using the existing driveway are limited to authorize personnel only. The driveway is gated, with the gate location adequately spaced east of NE 94<sup>th</sup> Avenue to allow authorized vehicles to park between the gate area and the sidewalk without blocking the sidewalk or NE 94<sup>th</sup> Avenue travel lanes.
- The gated nature and limited use of the driveway for the purpose of accessing the on-site gas monitoring station results in very few vehicle trips to and from the driveway. On average, the driveway is accessed for less than six round trips (entering the site and exiting the site) per day. No changes to the vehicular trips are anticipated to continue to support facility operations.

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period. Spraying crews intermittently visit the site and a hay contractor was on site in 2017 for three days. A portable toilet on site is serviced once per month. Other maintenance related vendors and contractors visit intermittently on an as-needed basis that may require 2–3 round trips per vendor per year.

- A two-way center-left-turn lane is provided on NE 94<sup>th</sup> Avenue at the site driveway, separating out potential southbound left-turns into the driveway from southbound through traffic.
- As documented in the July 26, 2016 *Transportation Impact Study for the Leichner Campus Master Plan* (TIS) nearby intersections and existing site driveways on NE 94<sup>th</sup> Avenue operate acceptably today. Given that the north access has much lower traffic volumes than the intersections/access points analyzed in the TIS, we conclude that the existing north access will also operate acceptably during the weekday AM and PM peak hours from both a delay and capacity perspective with full turn movements allowed.

#### *Access Spacing Considerations*

- The existing driveway satisfies Clark County Spacing Standards per the urban Minor Arterial (M-2CB) classification of NE 94<sup>th</sup> Avenue.
  - There is no alternative access currently available to the gas monitoring station, therefore access to NE 94<sup>th</sup> Avenue is allowed subject to the minimum 150-foot access spacing requirements of Clark County Code Table 40.350.030-4 for the posted 35 mile-per-hour speed limit.
    - The nearest access point to the south of the driveway is NE 90<sup>th</sup> Street and is located over 190 feet from the driveway (measured nearest-edge to nearest-edge). Thus, access spacing to the south is satisfied.
    - The nearest access point to the north of the driveway is another driveway curb cut and is located over 185 feet from the driveway (measured nearest-edge to nearest-edge). Thus, access spacing to the north is satisfied.

Removal of the existing northern access would require that the County construct a new maintenance access road off of the existing NE 88<sup>th</sup> Street stub which would be “grossly disproportional to the impact created,” falling under approval criteria 2.d.

#### **Supporting Maps/Documents—Request #1**

See attached C1.1 Exiting Conditions Plan (note 26’ tall slope in the eastern edge of the site that makes construction of a through street impractical.

#### **Supporting Maps/Documents—Request #2**

**Exhibit 1: Existing Access Spacing Illustration**



**Supporting Maps/Documents—Request #3**

See attached C1.1 Existing Conditions Plan.

David Jardin  
October 20, 2017  
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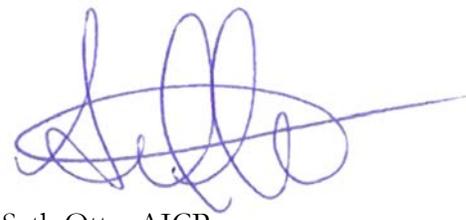
Project No. 9059.07

Sincerely,

Maul Foster & Alongi, Inc.

10/20/17

Stacy Frost, PE

A handwritten signature in blue ink, appearing to read 'Seth Otto', with a long horizontal line extending to the right.

Seth Otto, AICP

Attachment: Plan Set

cc: Mike Davis, Public Health

## LIMITATIONS

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The services undertaken in completing this report were performed consistent with generally accepted professional consulting principles and practices. No other warranty, express or implied, is made. These services were performed consistent with our agreement with our client. This report is solely for the use and information of our client unless otherwise noted. Any reliance on this report by a third party is at such party's sole risk.

Opinions and recommendations contained in this report apply to conditions existing when services were performed and are intended only for the client, purposes, locations, time frames, and project parameters indicated. We are not responsible for the impacts of any changes in environmental standards, practices, or regulations subsequent to performance of services. We do not warrant the accuracy of information supplied by others, or the use of segregated

# LEICHNER CAMPUS MASTER PLAN

PREPARED FOR:  
CLARK COUNTY WASHINGTON

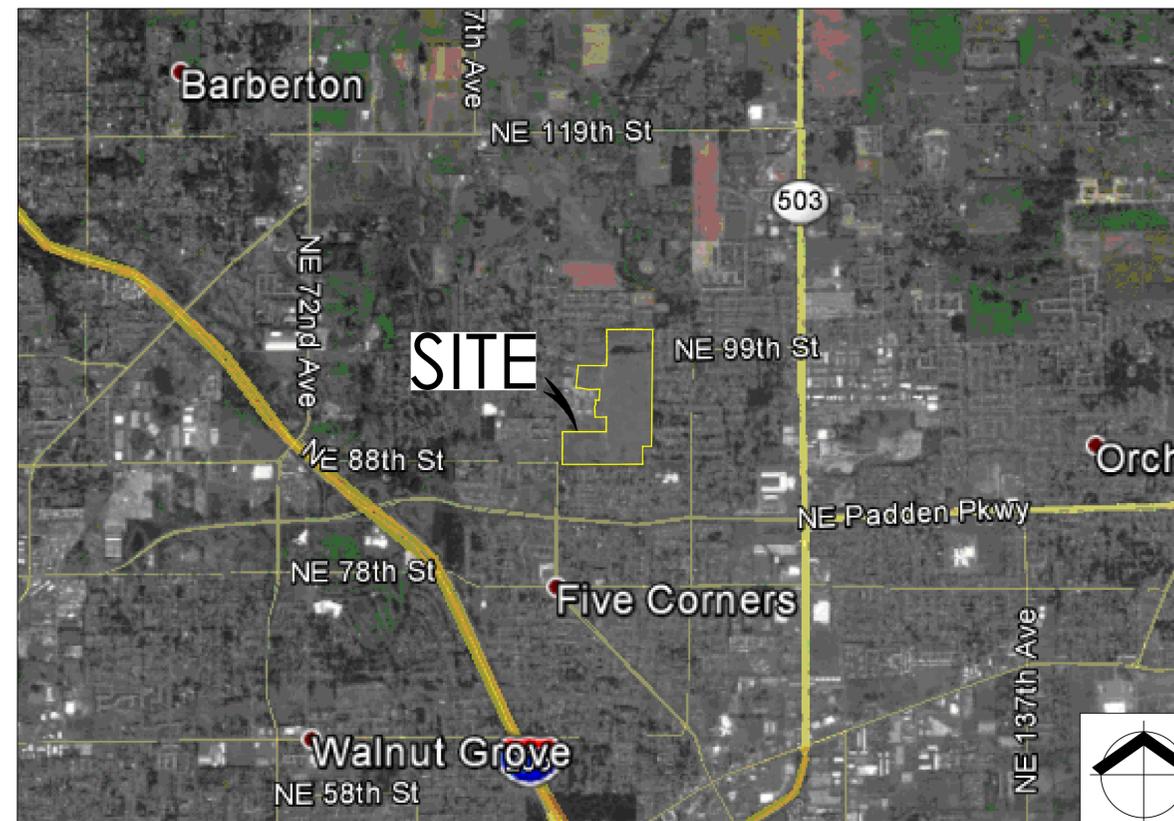
## PROJECT CONTACTS

<b>APPLICANT</b> CLARK COUNTY PUBLIC HEALTH PO BOX 9825 VANCOUVER, WA 98666 360-397-8412 ALAN MELNICK alan.melnick@clark.wa.gov	<b>CIVIL ENGINEER</b> MAUL, FOSTER & ALONGI, INC. 400 EAST MILL PLAIN BLVD SUITE 400 VANCOUVER, WA 98660 360-694-2691 STACY FROST, PE sfrost@maulfoster.com
<b>OWNER</b> CLARK COUNTY PUBLIC WORKS 1300 FRANKLIN ST, 1ST FLOOR VANCOUVER, WA 98660 360-397-2121 ext. 4920 MIKE DAVIS mike.t.davis@clark.wa.gov	<b>PLANNER</b> MAUL, FOSTER & ALONGI, INC. 400 EAST MILL PLAIN BLVD SUITE 400 VANCOUVER, WA 98660 360-694-2691 SETH OTTO, AICP sotto@maulfoster.com

## PROJECT SUMMARY

**SITE ADDRESS:**  
8713 NE 94TH AVE  
VANCOUVER, WA 98662

**NEW IMPROVEMENTS:**  
THIS SET OF PLANS ACTS AS A SUBMITTAL FOR MASTER PLAN DEVELOPMENT APPROVAL



VICINITY MAP

NOT TO SCALE

## MASTER PLAN SUMMARY

THE FOLLOWING CALCULATIONS HAVE BEEN MADE IN REGARDS TO THE THE PROPOSED MASTER PLAN SHOWN ON SHEETS C2.0 - C2.2.

<b>AREA I (LEICHNER CAMPUS) DEVELOPMENT</b>	
TOTAL SITE AREA:	35.19 AC
	1,533,000 SQ FT
AREA OCCUPIED BY SETBACK FROM NE 94TH AVE:	15,100 SQ FT
AREA OCCUPIED BY BUFFER FROM SINGLE FAMILY:	74,900 SQ FT
AREA OCCUPIED BY STEEP SLOPES:	235,200 SQ FT
BUILDABLE AREA:	27.72 AC
	1,207,800 SQ FT

## SHEET INDEX

C0.0	COVER SHEET
C1.0	MASTER LEGEND
C1.1	EXISTING CONDITIONS PLAN (LEICHNER CAMPUS)
C1.2	EXISTING CONDITIONS PLAN (SUBJECT AREA)
C2.0	CONCEPTUAL MASTER PLAN
C2.1	CONCEPTUAL MASTER PLAN WEST
C2.2	CONCEPTUAL MASTER PLAN EAST
C2.3	PRELIMINARY STORMWATER PLAN
C2.4	PROPOSED DEVELOPMENT MASTER PLAN
C3.0	STREET CROSS-SECTIONS



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LEICHNER CAMPUS MASTER PLAN  
CLARK COUNTY WA  
VANCOUVER, WA

ISSUE	DATE	DESCRIPTION
C	08/07/2017	MASTER PLAN SUBMITTED FOR APPROVAL
B	09/14/2016	MASTER PLAN RESUBMITTAL
A	07/26/2016	MASTER PLAN APPLICATION

PROJECT: 9059.07.03  
DESIGNED: Z. PYLE  
DRAWN: Z. PYLE  
CHECKED: S. FROST  
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SHEET  
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CLARK COUNTY WASHINGTON  
proud past, promising future

ENGINEERING CASE \_\_\_\_\_  
HABITAT CASE \_\_\_\_\_  
PLANNING LAND USE CASE PUD2016-00024  
WETLAND CASE \_\_\_\_\_

Signature	Clark County Fire Marshal	Date
Signature	Clark County Environmental Services Resource and Enhancement Permitting	Date
Signature	Clark County Transportation-Concurrency	Date
Signature	Clark County Transportation-Signal	Date
Signature	Clark County Transportation-Signing and Striping	Date
Signature	Clark County Development Engineering Final Site Plan	Date
Signature	Clark County Development Engineering	Date

COUNTY USE ONLY

<input type="checkbox"/>	A	<input type="checkbox"/>	N/A	<input type="checkbox"/>	Stormwater & Erosion Control CCC 40.380
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Stormwater & Erosion Control CCC 40.385
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Transportation & Circulation CCC 40.350
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Within Right-of-Way Landscaping Review
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Utility Permits CCC 13.12A & 12.20A
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Clark County Signing & Striping
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Clark County Traffic Signals
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Road Modifications CCC 40.550.010
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Critical Aquifer Recharge Areas CCC 40.410
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Geologic Hazard Areas CCC 40.430
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Flood Hazard Areas CCC 40.420
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Sewer and Water Plans
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Clark County M & O Pavement Deflection Testing
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Private Stormwater Covenant
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Grading, Excavation, Fill and Stockpile CCC 14.07

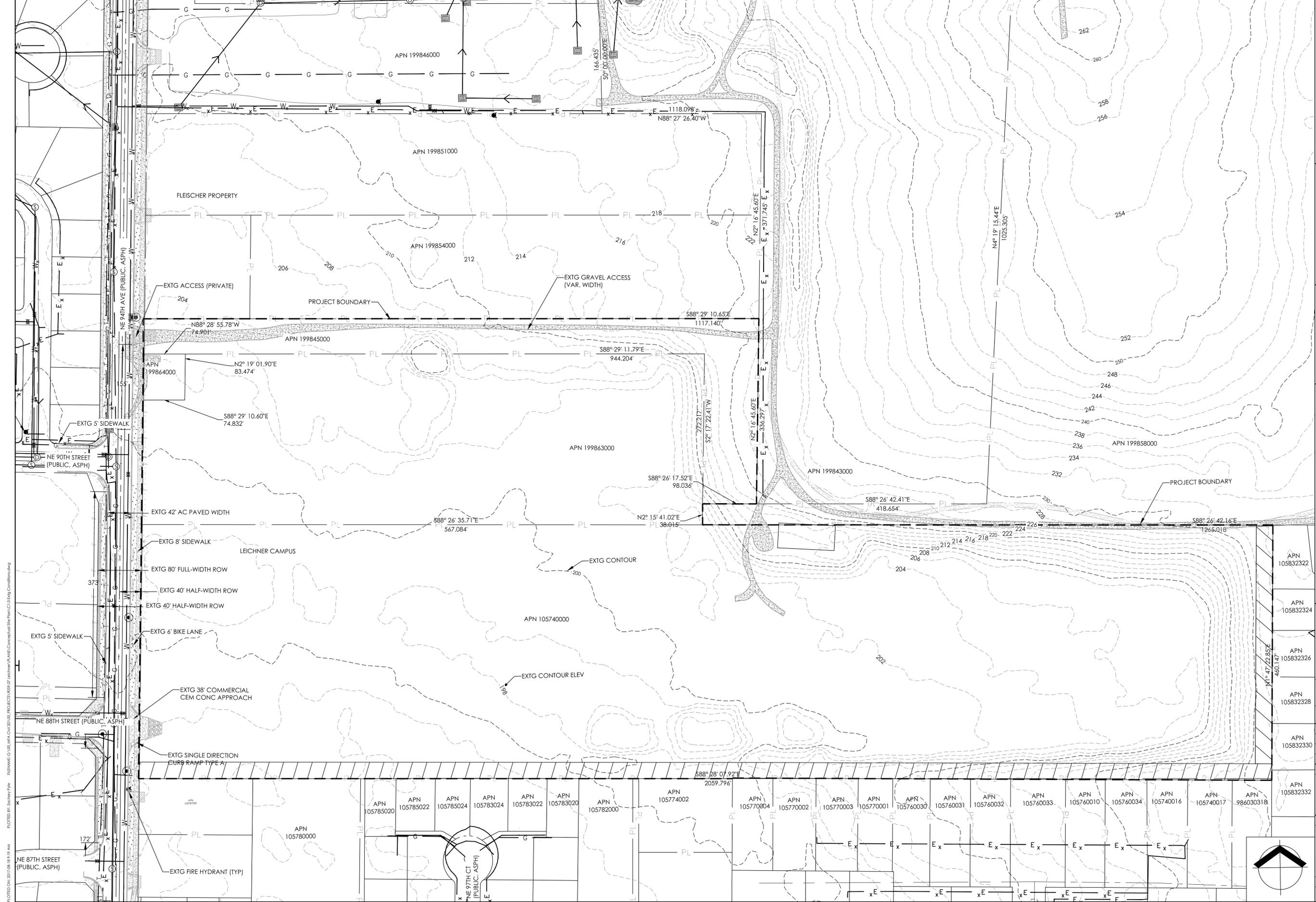
**RECOMMENDED for APPROVAL**

Engineering Team Leader	Date
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**APPROVED for CONSTRUCTION**

Clark County Engineer	Date
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Plans Approved for Construction by the County does not in any way relieve the applicant of responsibility to meet all requirements of the County or obligation to protect life, health and property. Plans have been reviewed and approved for compliance with Clark County Code and adopted regulations. Plans shall be revised or supplemented at any time it is determined that the full requirements of the County have not been met. Rev. 05/14/13



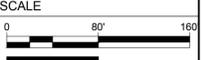
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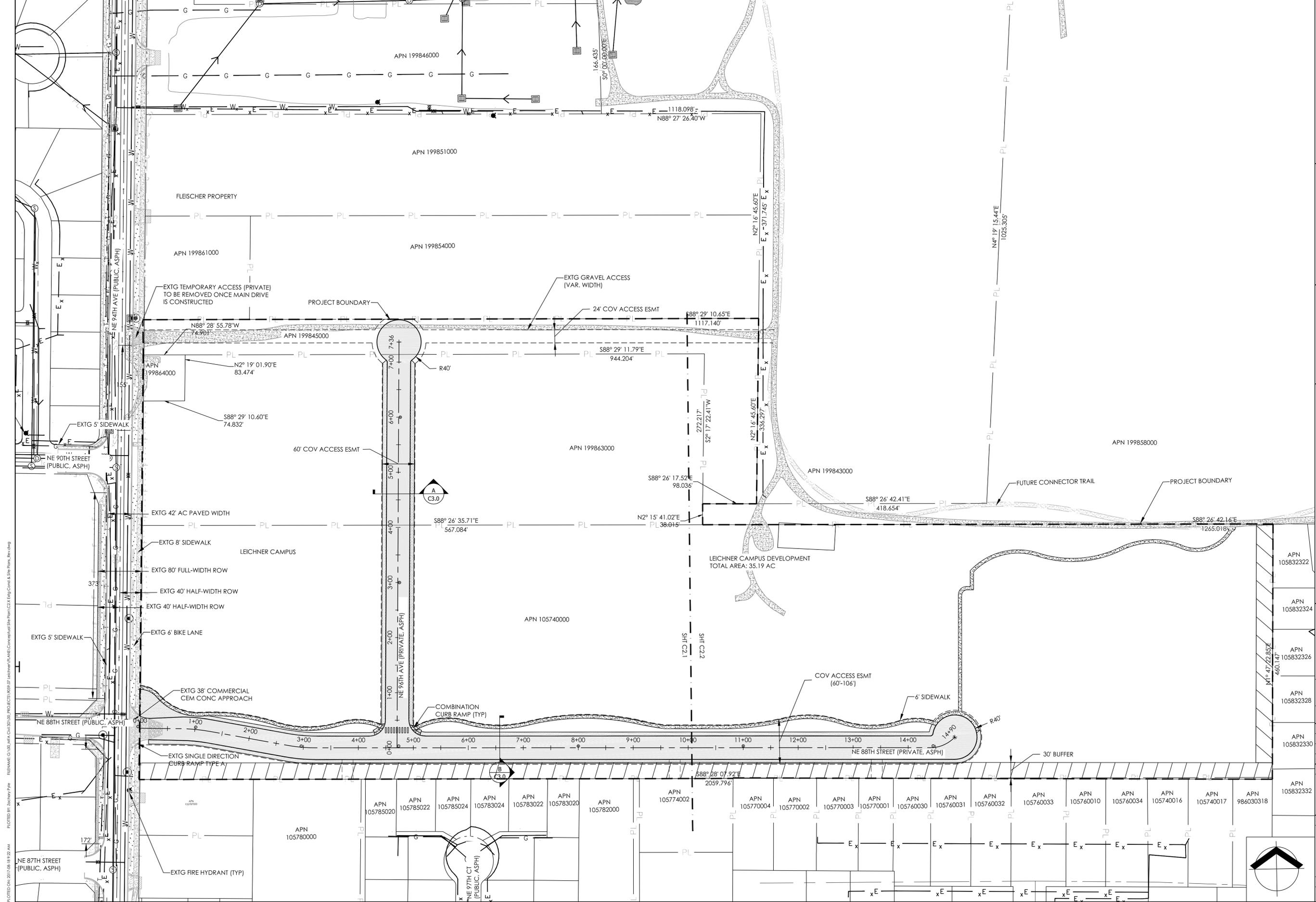
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PROJECT: 9059.07.03  
 DESIGNED:  
 DRAWN: Z. PYLE  
 CHECKED: S. FROST  
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SHEET TITLE  
**EXISTING CONDITIONS PLAN**  
 SHEET  
**C1.1**





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SHEET TITLE  
**CONCEPTUAL MASTER PLAN**  
 SHEET  
 C2.0