

**From:** [Randall B. Printz](#)  
**To:** [Orjiako, Oliver](#); [Alvarez, Jose](#); [Mabrey, Michael](#); [Schulte, Steve](#)  
**Cc:** [Stacey A. Shields](#)  
**Subject:** RE:  
**Date:** Thursday, August 15, 2013 12:08:52 PM  
**Attachments:** [0851\\_001.pdf](#)  
[0867\\_001.pdf](#)

---

Here is Olson's cost estimate and a conceptual redesign of 182<sup>nd</sup> intersection. These are preliminary and done for planning purposes. Thanks

---

**From:** Randall B. Printz  
**Sent:** Thursday, August 15, 2013 11:48 AM  
**To:** Orjiako, Oliver (Oliver.Orjiako@clark.wa.gov); Alvarez, Jose; Mabrey, Michael (Michael.Mabrey@clark.wa.gov); 'Schulte, Steve'  
**Cc:** Stacey A. Shields  
**Subject:**

As we discussed at our meeting regarding Fifth Plain Creek and removal of Urban Holding, we have gone back and had Olson look at the geometry of the potentially needed improvements and their estimated cost. We also had Hann Lee do some further work looking at whether the distribution patterns would materially change with a 78<sup>th</sup> street connection across Fifth Plain Creek. The results of this work are are several. First, with respect to the 182<sup>nd</sup>/Fourth Plain intersection, the costs of signalizing that intersection are several million dollars due to the long bridge replacement and the environmental issues associated with Lacamas Creek. Even with that, one is left with a very substandard, narrow and winding road between the south edge of the UGB and the intersection. Recognizing that the County may not deem this to be an optimum solution, we also looked at realigning the intersection a few hundred feet to the west. In that scenario, the narrow curves on existing 182<sup>nd</sup> are eliminated and the bridge is not impacted. Because we thought the County might prefer this design option, I had Olson estimate the cost ( including ROW acquisition). The cost of that improvement is approximately 1.4M.

The second improvement we looked at was the other intersection identified in Hann's traffic study, which is 88<sup>th</sup>/Ward. There appears to be only a tiny amount of ROW needed for this improvement (.02ac); and the cost is approximately \$717,000. Finally, we looked at what would happen if the 78<sup>th</sup> street crossing across the creek was made. Hann has run some calculations and found that while such a connection would move a substantial number of trips from west to east, it would not alleviate the need for a signal within the planning horizon, but it would certainly delay the need for it. The estimated cost of that improvement is approximately \$833,000. The total cost of these improvements is a hair under 3M.

The traffic analysis was based upon the proposed master plan which provides for approximately two hundred fewer lots and two hundred fewer PM peak hour trips than what the existing underlying zoning would provide for. Based upon the conceptual plan, the Transportation Impact Fees that would be generated from the area being released from UH is \$3,944,609. The area is in the Evergreen TIF District. While this amount of TIF would fully fund the identified improvements, with

a million dollars to spare, we also recognize that the trips generated from this area will also impact to a lesser extent other improvements in the Evergreen TIF district. With that in mind, we are proposing an overlay to the existing TIF of 500 dollars per lot. This would generate an additional \$588,000. Under this scenario, the three major improvements in the UH area would be fully funded by the TIFs and approximately 1.5M would be available for other projects in the system. The choice of alignment for the 182<sup>nd</sup> intersection and whether the 78<sup>th</sup> crossing should be done are obviously choices that the County gets to make and not us, but we wanted to provide you information on the options that the County has discussed with us. In order to accomplish these changes, the County would need to amend the CFP and the TIF itself, but that has been done numerous times and would not be particularly difficult to do for these items. I don't know if the County could accomplish these things this year, but it certainly could be done next year. That should not prevent the UH from being lifted this year. If the County was concerned about property owners trying to vest prior to the TIF and CFP changes being made, there are a variety of mechanisms that could be used to assure that did not happen, e.g. covenants, development agreements etc. I also recognize, as pointed out by Mike, that the City of Vancouver controls most of the Evergreen TIF district. However, I do not see a reasonable basis for the City to object to this, since the improvements are being fully funded by TIFs raised from this area and they are getting an additional 1.5M to apply to the rest of the District.

As part of the area's agreement to pay higher TIFs, much like we did on 119<sup>th</sup> street in north orchards, the agreement to pay higher TIFs would also need to satisfy concurrency requirements for the 182<sup>nd</sup>/Fourth Plain intersection and 88<sup>th</sup>/Ward intersection. All other intersections that would otherwise trigger concurrency would have to be dealt with in the normal course by each respective applicant.

On the parks side of things, a similar, but somewhat simpler approach is proposed. The PIFs that would be generated from this area are approximately 1.6M. Discussions with Staff on the park issue seem to have arrived at a general consensus for a 3-4 acre developed park and trail system along the Creek with connectivity to the east and west. 1.6 million would likely accomplish that. However, in addition to the existing PIF, we are proposing an overlay to the exiting PIF of 500 per lot. This would raise approximately \$588,000. Thus, approximately 2.2 million dollars would be available from this area to create a park and trail system.

I hope this is responsive to our last meeting and the discussion that we had at the Planning Commission work session. After you have had a chance to digest all of this, lets meet to discuss. Thanks.

Randall B. Printz | Attorney



805 Broadway Street, Suite 1000

P.O. Box 1086

Vancouver, WA 98666-1086

T: 360-696-3312 | T: 503-283-3393 | F: 360-696-2122

PRELIMINARY

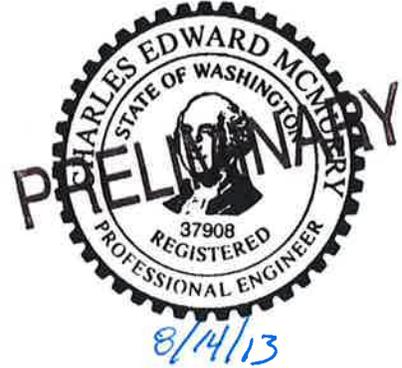
# OLSON ENGINEERING INC.

1111 BROADWAY, VANCOUVER, WA 98660 (360) 695-1385

## 5th Plain Urban Holding Transportation Improvements

### CONSTRUCTION COST ESTIMATE

JOB NO.: 8220.02.01  
 Date: 8/14/2013  
 Estimate by: CEM



### **Ward Road & 88th Street**

Right-of-way Acquisition	0.02 Ac.	\$5,000
Earthwork, Streets, Signal		\$490,000
Soft Costs	30 %	\$148,500
Contingency	15 %	\$74,250
<b>Total Development Cost</b>		<b>\$717,750</b>

### **182nd Avenue & Fourth Plain Blvd.**

Right-of-way Acquisition	2.1 Ac.	\$105,000 (\$50K/AC)
Earthwork, Streets, Signal		\$700,000
Habitat Mitigation	1.2 Ac.	\$180,000 (\$150K/AC)
Soft Costs	30 %	\$295,500
Contingency	15 %	\$147,750
<b>Total Development Cost</b>		<b>\$1,428,250</b>

### **5th Plain Creek Crossing**

Precast Arch Construction		\$550,000
Right-of-way Acquisition		\$10,000 (\$100K/AC)
Habitat Mitigation	0.1 Ac.	\$15,000 (\$150K/AC)
Soft Costs	30 %	\$172,500
Contingency	15 %	\$86,250
<b>Total Development Cost</b>		<b>\$833,750</b>



1" = 100'

NE 182ND AVE

FOURTH PLAIN BLVD.

