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CLARK COUNTY
WASHINGTON

Clark County Planning Commission

Staff Report

Date issued: May 2, 2013

Proposal: CPZ2013-00013 Amend the Comprehensive Plan and Zoning map through the removal of the Urban Holding Overlay designation on an area, approximately 100 acres, north of NE 159th Street and along NE 50th Avenue.

Recommendation: Staff recommends approval of the proposal.

Background: The area affected by this proposal was brought into the urban growth boundary as part of the 1994 Comprehensive Plan. The underlying designation at that time was Office Campus. Effective January 1, 2013 the underlying zoning in this area changed to Business Park. The area is part of the Three Creeks Planning Area. While the removal of Urban Holding is a county initiated process, the impetus for Urban Holding removal in this area is the relocation and expansion of a local business, Smith-Root. They produce a full-line of electrofishing, fish guidance, and electroanesthesia equipment to aid in fish restoration and recovery operations in various aquatic settings.

The major issues are whether the area can be adequately served by the full range of public facilities in an efficient and timely manner. The area is served by public water and public sewer is available approximately 2,000 ft. south along NE 50th Avenue. Transportation in the general area is constrained and not completely built out. Staff excluded two large properties to the north that were also in Urban Holding and designated Business Park in order to meet the bare minimum standards for adequate transportation. Even with that exclusion there is the potential for significant degradation to concurrency corridors in the vicinity in the short term (5 years). While the potential exists for development from these areas to overwhelm the transportation system it would require a concentration of redevelopment from residential to industrial development that has no precedent in the county.

General information regarding subject property: Urban Holding removal would apply to the following parcels:

181683000; 195925000; 195924000; 195945000; 195945005; 195964000; 195929000;
195969000; 195994000; 195995000; 195923000

Existing land uses offsite:

North: BP and UH-20 zoning; large lot single family residential;

South: UR-10 and U; Large lot single family residential and WSU campus

East: UR-10; Large lot single family residential

APPLICABLE CRITERIA, EVALUATION OF REQUEST AND FINDINGS

CRITERIA FOR ALL MAP CHANGES

In order to comply with the Plan Amendment Procedures in the Clark County Unified Development Code (UDC 40.560.010), requests to amend the Comprehensive Plan land use map must meet all of the criteria in Section G, Criteria for all Map Changes. Requests to amend the zoning map must meet similar criteria (UDC 40.560.020G). For clarity, Criteria A-E, following, summarize all of the applicable criteria required for both plan and zoning map amendments.

- A. The proponent shall demonstrate that the proposed amendment is consistent with the Growth Management Act (GMA) and requirements, the countywide planning policies, the Community Framework Plan, Clark County 20-Year Comprehensive Plan, and other related plans. (See 40.560.010G(1) and 40.560.020G(2).)***

Growth Management Act (GMA).

1. GMA Goals.

The GMA goals set the general direction for the county in adopting its framework plan and comprehensive plan policies. The GMA goals that are most pertinent to this proposal are Goals 1 and 5.

- (1) *Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*
- (5) *Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*

Finding: The proposal is consistent with State GMA Goals 1 and 5. The proposal would allow for urban development to occur in the unincorporated area of the Vancouver UGA to be served by Clark Regional Wastewater District for sewer and Clark Public Utilities for water. The area has been in the Urban Growth Area since 1994. One of the parcels will be used to relocate and expand an existing business. The proposal complies with the GMA Goals.

Community Framework Plan and Countywide Planning Policies.

The Countywide Planning policies most applicable to this proposal are set forth in 9.0 Economic Development Element.

- 9.1.1 Encourage industrial uses in major urban centers, small towns and community centers.*

9.1.3 Encourage businesses which pay a family wage to locate in Clark County.

Finding: The area has been identified for employment since 1994. The proximity to WSU is an important factor for the business relocation and is consistent with the objectives of the Clark County Economic Development Plan.

Chapter 13 Special Implementation Procedures

The comprehensive plan map contemplates one land use method to assure the adequacy of public facilities needed to support urban development within urban growth areas. That method is to apply an Urban Holding District combined with urban zoning.

Finding: The NE 50th area has adequate public facilities to support urban development or can be served in a timely manner. The area will be served by Clark Public Utilities for water and Clark Regional Wastewater District for sewer. The nearest sewer line is approximately 2000 ft. south of the Urban Holding area. There are concerns with the adequacy of the transportation network in the area beyond the five year term, particularly if redevelopment of the Urban Holding area occurs concurrently with the anticipated development at WSU and surrounding areas. (See Transportation Analysis)

Clark County 20 Year Comprehensive Plan.

The policies most applicable to this proposal are set forth in 9.0 Economic Development Element.

9.1.2 The county and cities will demonstrate their commitment to the retention of those enterprises, which have created the economic base of the county, and promote their continued growth in a predictable environment, which encourages investment and job growth.

9.1.3 The county and cities will encourage long-term growth of businesses of all sizes because economic diversification and stratification are important factors in overall job growth for the county and cities.

9.1.6 The county and cities may give priority assistance to employers who will increase the standard of living in the community.

Findings: The relocation and expansion of an existing business that has wages in the top 25th percentile of the county is consistent with the Economic Development Element. The proximity to WSU is an important factor for the business relocation and is consistent with the objectives of the Clark County Economic Development Plan.

Conclusion: This proposal complies with criterion A.

B. The proponent shall demonstrate that the designation is in conformance with the appropriate locational criteria identified in the Clark County Comprehensive Plan and the purpose statement of the zoning district. (See 40.560.010G(2) and 40.560.020G(2).)
Employment Districts (IL, IH, IR, BP)

A. Purpose. The purpose of this section is to provide for a wide range of noncommercial economic development and employment opportunities

that limit residential, institutional, commercial, office and other nonindustrial uses to those necessary for the convenience and support of such development and opportunities.

Business Park (BP)

The Business Park district provides for the development of uses including limited light manufacturing and wholesale trade, light warehousing, business and professional services, research, business, and corporate offices, and other similar compatible or supporting enterprises not oriented to the general public.

Finding: There is no proposed change to the Comprehensive plan designation or zoning other than the removal of urban holding. The proposal satisfies the locational criteria and purpose statement, and satisfies Criterion B.

C. The map amendment or site is suitable for the proposed designation and there is a lack of appropriately designated alternative sites within the vicinity. (See 40.560.010G(3).)

Finding: There is no proposed change to the Comprehensive plan designation or zoning other than the removal of urban holding. The site was designated for urban development through the adoption of the 1994 comprehensive plan and re-affirmed with the adoption of the 2004 and 2007 comprehensive plan(s). The proposal satisfies this criterion.

D. The plan map amendment either; (a) responds to a substantial change in conditions applicable to the area within which the subject property lies; (b) better implements applicable comprehensive plan policies than the current map designation; or (c) corrects an obvious mapping error. (See 40.560.010G(4)and 40.560.020G(3).)

Finding: The proposal better implements applicable comprehensive plan policies than the current map designation since the criteria for Urban Holding removal have been met. Criterion D is satisfied.

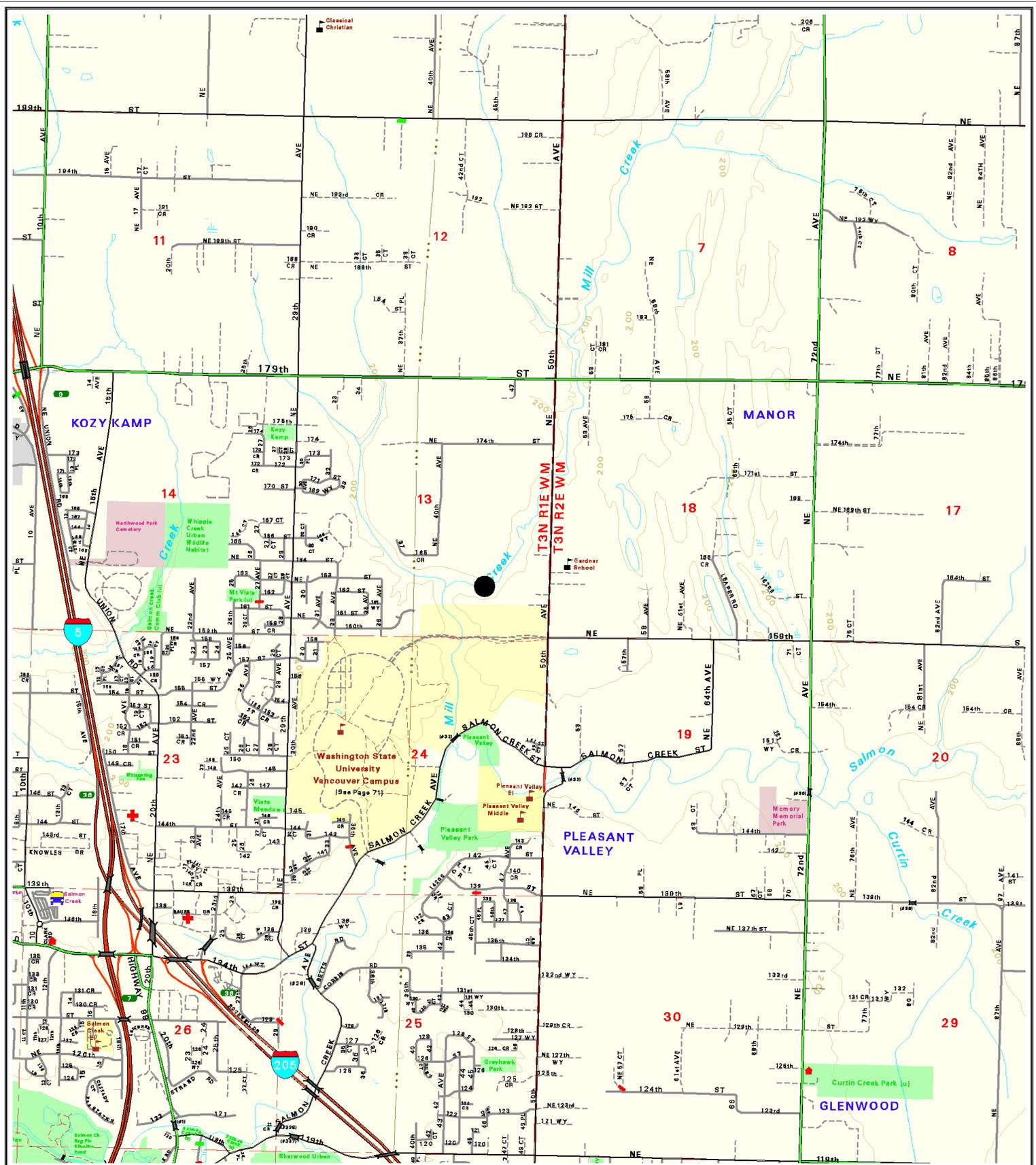
E. Where applicable, the proponent shall demonstrate that the full range of urban public facilities and services can be adequately provided in an efficient and timely manner to serve the proposed designation. Such services may include water, sewage, storm drainage, transportation, fire protection and schools. Adequacy of services applies only to the specific change site. (See 40.560.010G(5)and 40.560.020G(4).)

Finding: The area is within the Clark Regional Wastewater District (CRWWD) service area for sewer and Clark Public Utilities water district. The area is also served by Fire District 11 and the Battle Ground School District. The area can be adequately served by Transportation in the short run but the road network in the area is in a very precarious state and has the potential to be overwhelmed if not addressed in the near future. (See Transportation Analysis)

RECOMMENDATION AND CONCLUSIONS

Staff recommends that the Planning Commission recommend Approval of this proposal to the Board of County Commissioners.

COMPLIANCE WITH APPLICABLE CRITERIA		
	Criteria Met?	
	Staff Report	Planning Commission Findings
Criteria for All Map Changes		
A. Consistency with GMA & Countywide Policies	Yes	
B. Conformance with Location Criteria	Yes	
C. Site Suitability and Lack of Appropriately Designated Alternative Sites	Yes	
D. Amendment Responds to Substantial Change in Conditions, Better Implements Policy, or Corrects Mapping Error	Yes	
E. Adequacy/Timeliness of Public Facilities and Services	Yes	
Recommendation:	Approval	



File # CPZ2013-00013, SN 181683000 195923000 195924000 195925000 195929000 195945000 1959

Location: T3N R1E SEC 13

● Subject Property Location

Comp Plan Change/Rezone/Text Change/Docket I

Owner: KELTON WALTER W & BURKE RITA M





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CLARK COUNTY
WASHINGTON

PUBLIC WORKS TRANSPORTATION

INTEROFFICE MEMORANDUM

TO: Steve Schulte

CC: Oliver Orjiako; Gordon Euler; Mike Mabrey; Jose Alvarez; File

FROM: David Jardin, Transportation/Development Engineering Staff 

DATE: April 24, 2013

SUBJECT: NE 50th Avenue/NE 159th Street/WSU Area – Urban Holding Lift

Background

Concurrency has been asked to estimate the potential trip generation and identify potential long term transportation impacts in the Salmon Creek/Mt. Vista area. This transportation impact evaluation was a result of a request lifting urban holding to locate a 30,000 square foot manufacturing facility at 16112 NE 50th Avenue. This facility would manufacture product on site. This facility would also house an engineering firm.

Methodology

In order to determine potential long term transportation impacts for lifting urban holding, Concurrency Staff has looked at recent approved development in the area. Developer's Agreements (DA's) in effect, current state of the surrounding road network, capital projects in process and capital projects that are considered reasonably funded and scheduled for completion within six (6) years is other information reviewed. Staff also investigated the in process trips approved through current development, road network levels-of-service (LOS) for both intersections and corridors of regional significance. These in process trip impacts were then compared to the estimated number of trips generated by the proposed NE 50th Avenue development as well as the surrounding urban holding area.

The number of trips generated by the NE 50th Avenue urban holding area was estimated by using the proposed manufacturing use, as identified in Mr. Sills' email dated March 1, 2013. The remaining parcel's trip generation was estimated using a conservative 30% property development with Business Park.

It should be noted that because of the time constraints, much of the information was performed/provided by private development. This information was gathered through site specific traffic studies that identified operations and capacity of some corridors and intersections of regional significance.

Analysis

Development that has been approved through the County's land use process contributes new vehicle trips onto the County's road network. This addition of vehicle trips onto the County's road network, if no new road improvements are constructed as a part of the development, contributes to the degradation of the road infrastructure as well as roadway operations. The development that has been approved, within a three (3) mile radius of the urban holding area, provides specific information on some intersections and corridors that will be directly/indirectly impacted if urban holding is lifted. The following table identifies the development and its build out horizon year, which were approved within the last 3 – 5 years. The intersection and/or corridor analyzed the entering vehicle volume in the horizon year and the operational LOS in the build out horizon is attached for reference.

Table 1: In Process Development

Development	Buildout Horizon
Cedar Tree Christian Classical School	2014
South Ridge Elementary	2016
NE 134th Street Lofts	2015
Chucks	2016
Community Home Health & Hospice	2014
Bonaventure	2015
Kol Ami Synagouge	2013
Washington State University	2023
Velveteen Meadows Subdivision	2011
Union Road Apartments	2014

These in process developments were required to perform transportation analyses that identified intersections that were impacted by the trips generated. Then, if necessary, subsequent transportation mitigations were volunteered by the applicant and conditioned by the County.

Washington State University - Vancouver (WSUV) Master Plan Update

WSUV's Master Plan Update requested the reservation of a substantial number of vehicle trips. This request was to reserve 2,510 PM peak hour trips in the Salmon Creek/Mt. Vista transportation network for future growth of the university. Extensive analysis was performed by WSUV's traffic consultants and Clark County. The County used the Concurrency model and other transportation modeling software to evaluate intersection and corridor operations as a part of the Master Plan Update review. Traffic model runs were performed to evaluate current conditions verses future conditions with the WSU growth. The model runs identified intersections that, under current conditions, were/are deficient. These intersections are:

1. NE 119th Street/NE Salmon Creek Road
2. NE 119th Street/NE 50th Avenue
3. NE 134th Street/I-205 Northbound Off Ramp/NE 23rd Avenue
4. NE 134th Street/I-205 Southbound On Ramp

It should be noted that the NE 119th Street/NE Salmon Creek Road and NE 119th Street/NE 50th Avenue intersections are currently in the County's 2013 -2018 Transportation Improvement Program (TIP) reasonably funded list and are scheduled for completion within 6 years. The NE 134th Street/I-205 Northbound Off Ramp/NE 23rd Avenue and NE 134th Street/I-205 Southbound On Ramp intersections are identified in Phase II of the Salmon Creek Interchange Project (SCIP); however, no funding has been identified for the Phase II SCIP. Because of this, the NE 134th Street/I-205 interchange will remain in its current geometry for the foreseeable future.

As such, the growth of WSUV has significant transportation impacts on the Salmon Creek Corridor (NE 134th Street between I-5 SB on ramp and NE 50th Avenue). In 2008, under current conditions, the travel speed over the Salmon Creek Corridor was 17.3 mile per hour (mph), 4.3 mph over the 13 mph adopted standard. At that time the forecasted growth of WSUV in the year 2018 would degrade the travel speed to 12.3 mph, with further speed degradation at full build out in 2023 at approximately 10 mph. WSUV was allowed this 3 mph corridor travel speed reduction on the Salmon Creek Corridor as a part of a DA authorized and executed by the Clark County Board of County Commissioners (BOCC). The vehicle trips that were forecast, contributing to the above travel speed degradation, are outlined below.

Table 2: WSUV Vehicle Trips – Resulting Travel Speed

Forecast Year	New Vehicle Trips/Cumulative Total	Average Corridor Speed (MPH)
2008	1,149	17.3
2011	225/1,374	14.6
2013	225/1,599	13.8
2018	450/2,049	12.3
2023	367/2,416	10.0

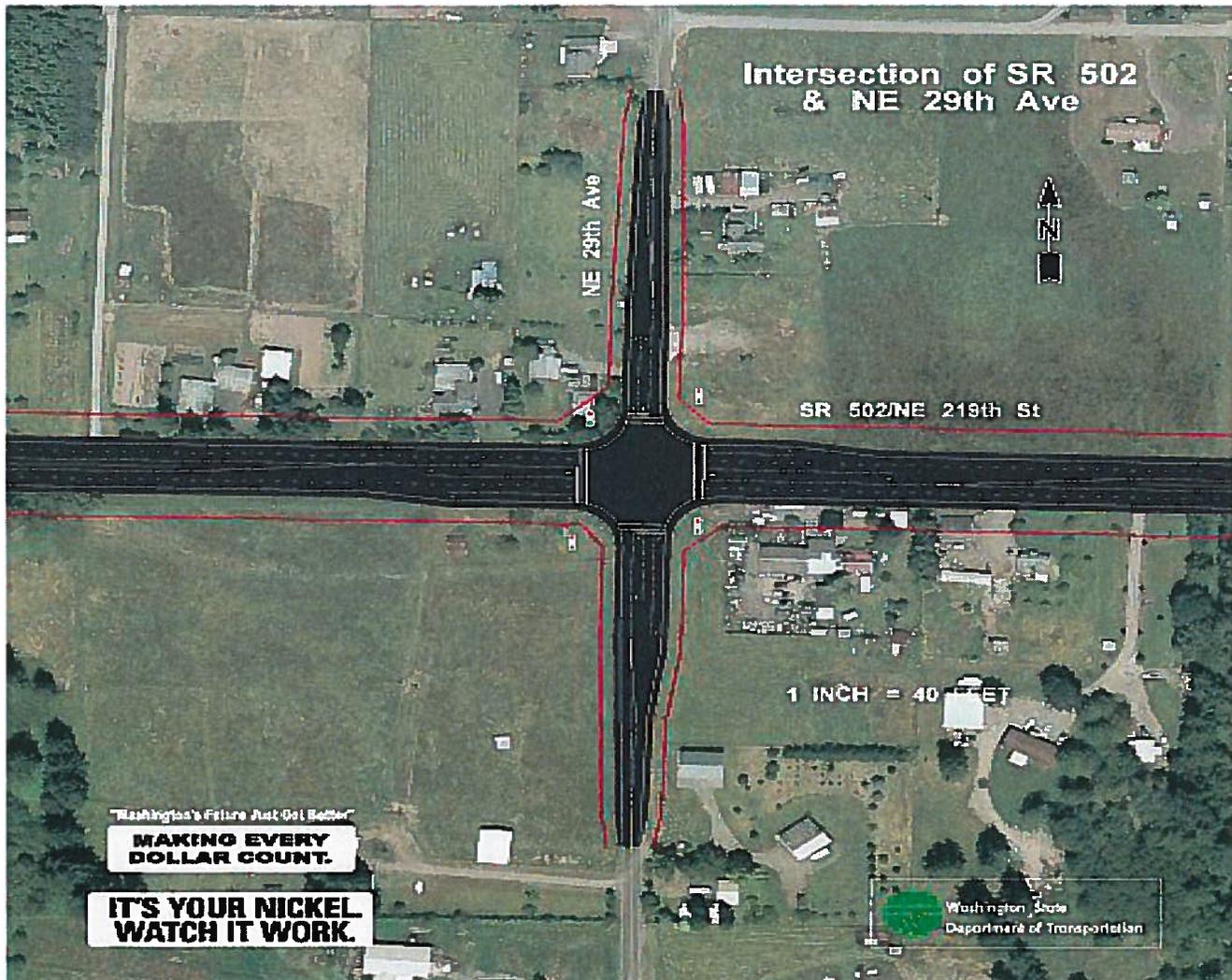
Cedar Tree Christian Classical School – Site Specific Analysis

The model runs for a site specific traffic analysis for Cedar Tree Christian Classical School identified intersections on State facilities that are deficient currently and in the proposed build out year. These intersections are:

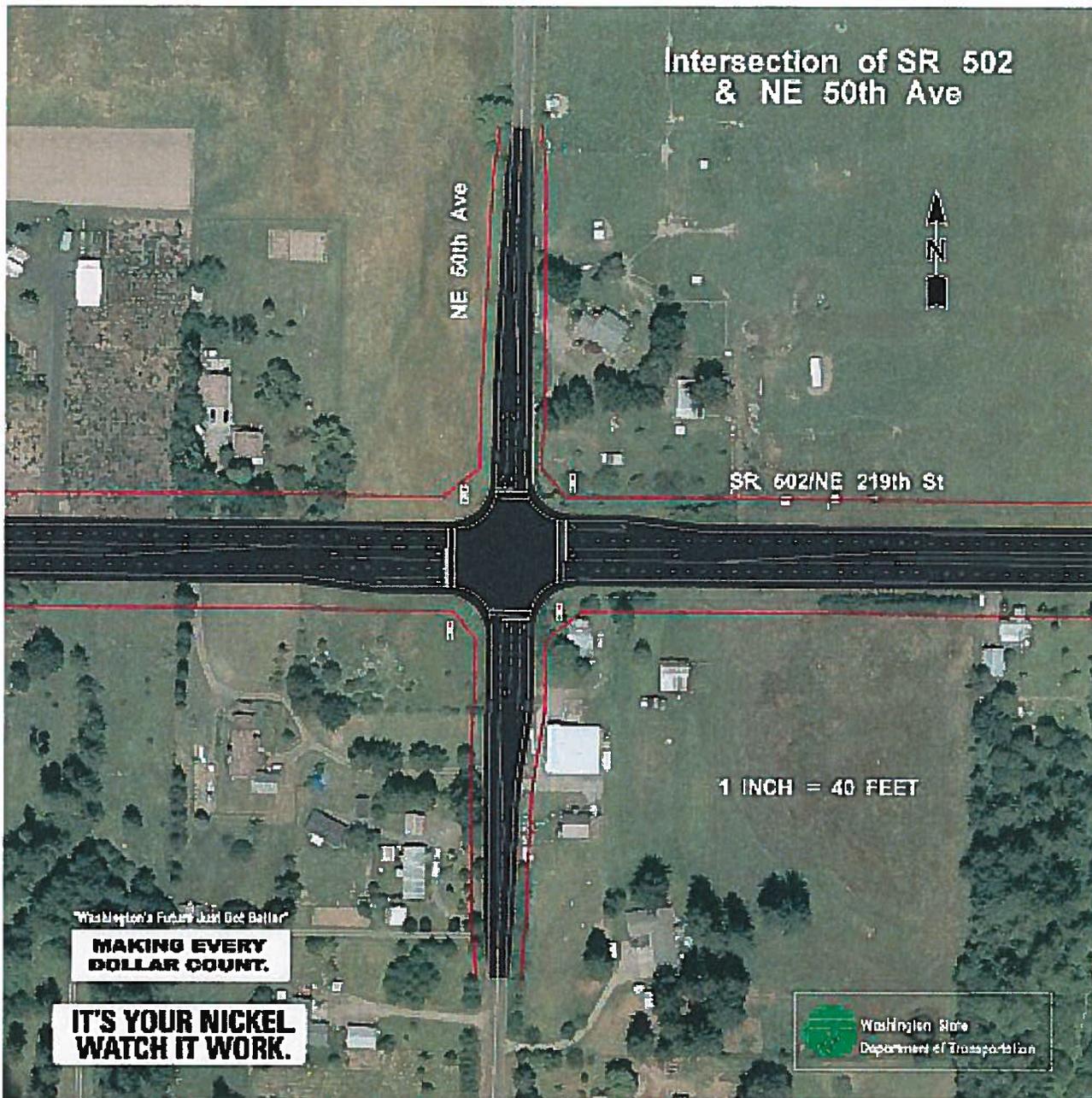
1. NE 219th Street (SR 502)/NE 29th Avenue
2. NE 219th Street (SR 502)/NE 50th Avenue

Cedar Tree Christian Classical School had initially proposed mitigation at NE 29th Avenue/SR 502; however, the State had authorized lesser mitigation than was proposed. This lesser mitigation was allowed because of the SR 502 widening project between NE 10th Avenue and Battle Ground city limits. The State’s widening project would signalize both of the intersections listed above. The SR 502 widening project is currently scheduled to start phase 2 construction in the summer of 2013 with project completion in 2015.

NE 29th Avenue – Signalized Geometry



NE 50th Avenue – Signalized Geometry



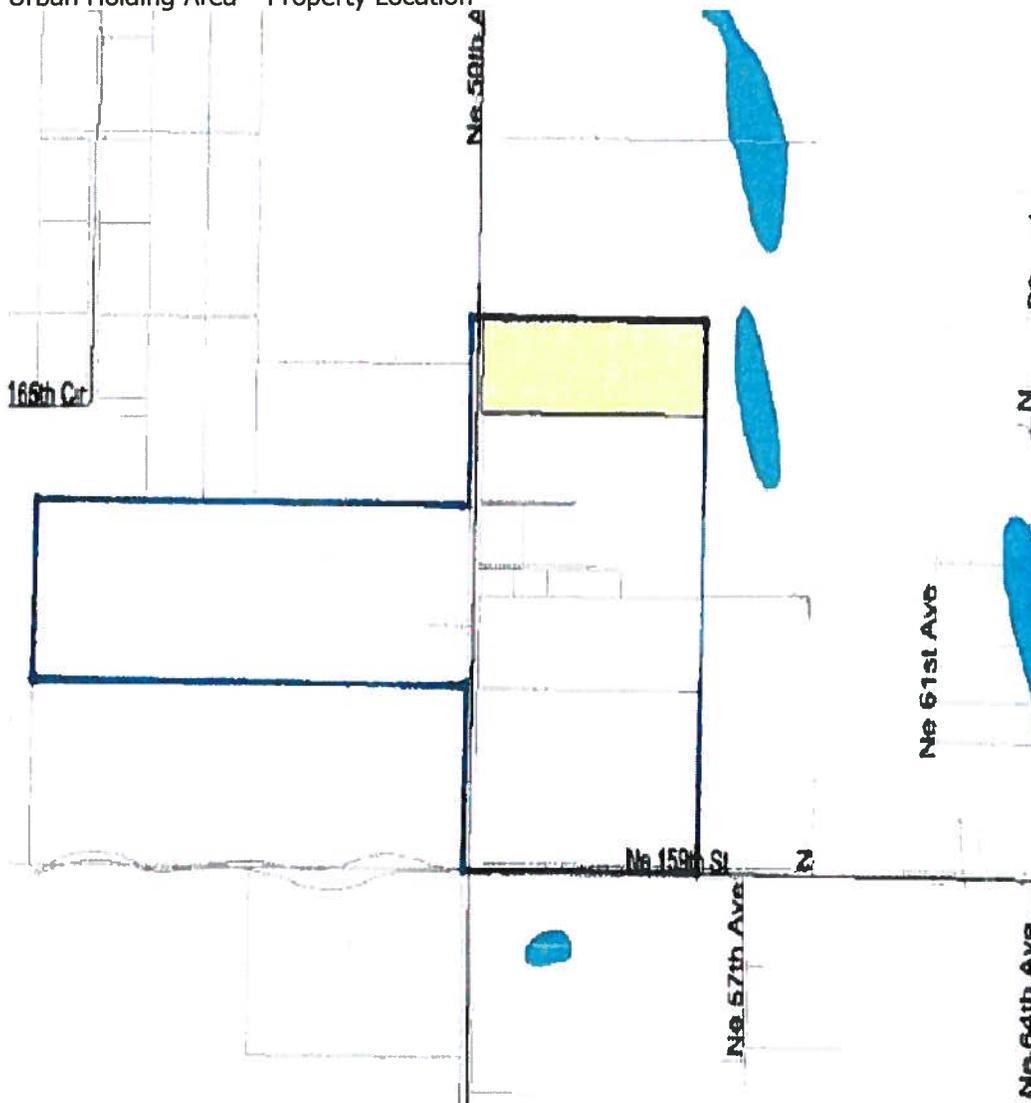
NE 50th Avenue – Urban Holding

The properties identified in this urban holding area are located immediately north of NE 159th Street and east of NE 50th Avenue. This urban holding area of analysis has a northern boundary approximately 1,650 feet north of NE 159th Street. This analysis also includes one property immediately west of NE 50th Avenue abutting the WSUV campus property on the south and a northern boundary approximately 1,300 feet north of NE 159th Street. The properties have an overlay designation Urban Holding – 20 (UH-20) with a zoning designation of Business Park (BP). These properties are specifically identified in the following table.

Table 3: NE 50th Avenue – Urban Holding Properties

Property	Address	Property S.F.	Acreage
195923000	16605 NE 50th Avenue	435600	10
195994000	16413 NE 50th Avenue	204732	5
195995000	16403 NE 50th Avenue	217800	5
195969000	16309 NE 50th Avneue	64469	1
195929000	16337 NE 50th Avenue	284011	7
195945000	16217 NE 50th Avenue	19602	0.5
195945005	16219 NE 50th Avenue	19602	0.5
195964000	16221 NE 50th Avenue	43560	1
195924000	16115 NE 50th Avenue	435600	10
195925000	16015 NE 50th Avenue	871200	20
181683000	16112 NE 50th Avenue	1742400	40
Proposed Development			

Urban Holding Area – Property Location



Staff has estimated the trip generation for these parcels, with the exception of a 10 acre parcel at the northern extreme of the urban holding analysis area, to understand the potential impacts on the surrounding road network. These estimated trip generations are based on a 30% coverage of the property with development. Further, a Business Park land use category was used to calculate these trips. This trip generation calculation yielded the following:

- AM Peak Hour Trips = 837
- PM Peak Hour Trips = 755
- Average Daily Trips (ADT) = 7,470

As of today, there is only one property owner that is pursuing the lifting of urban holding in order to relocate a Clark County business. The property in question is shaded in the picture above. The property information is also highlighted in table 3. Located on 10 acres the relocating business proposes to construct an 18,000 square foot office building with an 18,750 square foot general light industrial structure.

Estimated trip generation for the proposed development is as follows:

- AM Peak Hour = 44
- PM Peak Hour = 44
- ADT = 324

Staff also looked at a rough trip distribution over the adjacent roadways. (This estimated distribution includes all of the urban holding parcels in this analysis). The trips generated by this area was distributed 40% north on NE 50th Avenue toward NE 179th Street, 40% south on NE 50th Avenue toward NE Salmon Creek Avenue/NE 134th Street and 20% east on NE 159th Street toward NE 72nd Avenue. The vehicle volume breakdown is as follows:

- 40% north on NE 50th Avenue toward NE 179th Street:
 - AM Peak Hour Trips = 353
 - PM Peak Hour Trips = 323
 - ADT = 3,177
- 40% south on NE 50th Avenue toward NE Salmon Creek Avenue/NE 134th Street:
 - AM Peak Hour Trips = 353
 - PM Peak Hour Trips = 323
 - ADT = 3,177
- 20% east on NE 159th Street toward NE 72nd Avenue:
 - AM Peak Hour Trips = 176
 - PM Peak Hour Trips = 160
 - ADT = 1,559

Using these rough estimates to evaluate against WSUV's travel times over the Salmon Creek Corridor and the capacity, structural section and geometry of the existing road network will help determine immediate and long term impacts with regards to transportation. These impacts are being evaluated under the assumption that once urban holding is lifted, build out of the urban holding area will occur faster than the anticipated growth of WSUV.

Roadway Evaluation

NE 50th Avenue, north of NE Salmon Creek Avenue is classified as a 2-lane minor arterial with a center turn lane and bike lanes (M-2cb). Although classified as an M-2cb, NE 50th Avenue is not constructed with M-2cb geometry. Most of NE 50th Avenue geometry consists of 2-12 foot lanes with 2 foot, or less, paved shoulder and ditches both sides with a posted speed limit of 40 MPH. This geometry is less than the County's 2-lane rural minor collector (Rm-2). Further, the design volume of an Rm-2 classified roadway is less than 5,000 vehicles per day. Based on the current roadway geometry, NE 50th Avenue may not have the capacity or the structural adequacy to accommodate the daily trip volumes from the urban holding area.

NE Salmon Creek Avenue is classified as a 2-lane minor arterial with a center turn lane and bike lanes (M-2cb). Although classified as an M-2cb, NE Salmon Creek Avenue, between the WSUV entrance and NE 50th Avenue, is not constructed with M-2cb geometry. NE Salmon Creek Avenue, between the WSUV entrance and NE 50th Avenue geometry consists of 2-12 foot lanes with 2 foot, or less, paved shoulder and ditches, or drop offs, both sides. This geometry is less than the County's 2-lane rural minor collector (Rm-2). Further, the design volume of an Rm-2 classified roadway is less than 5,000 vehicles per day. Based on the current roadway geometry, NE Salmon Creek

Avenue, between the WSUV entrance and NE 50th Avenue may not have the capacity or the structural adequacy to accommodate the daily trip volumes from the urban holding area.

NE 159th Street is classified as a 2-lane collector with center turn lanes and bike lanes (C-2cb). Although classified as a C-2cb, NE 159th Street, between NE 50th Avenue and NE 72nd Avenue, is not constructed with C-2cb geometry. The NE 159th Street, between NE 50th Avenue and NE 72nd Avenue, geometry consists of 2-12 foot lanes with no shoulder and ditches, or drop offs, both sides. This geometry is less than the County's 2-lane rural minor collector (Rm-2). Further, the design volume of an Rm-2 classified roadway is less than 5,000 vehicles per day. Based on the current roadway geometry, NE 159th Street, between NE 50th Avenue and NE 72nd Avenue, may not have the capacity or the structural adequacy to accommodate the daily trip volumes from the urban holding area.

NE 179th Street is classified as a 4-lane principal arterial with a center turn lane and bike lanes (Pr-4cb). Although classified as a Pr-4cb, NE 179th Street, along its entirety, is not constructed with Pr-4cb geometry. The geometry of NE 179th Street, along its entirety, consists of 2-12 foot lanes with 2 foot, or less, paved shoulder and ditches, or drop offs, both sides. This geometry is less than the County's 2-lane rural minor collector (Rm-2). Further, the design volume of an Rm-2 classified roadway is less than 5,000 vehicles per day. Based on the current roadway geometry, NE 179th Street, along its entirety, may not have the capacity or the structural adequacy to accommodate the daily trip volumes from the urban holding area.

Corridor Evaluation

The extensive evaluation used to review the WSUV Master Plan Update was compared to the estimated trip generation of the urban holding analysis area. This comparison was used to determine the NE Salmon Creek Avenue/NE 134th Street roadway capacity used by the development of the urban holding area. Again, this assumes that the build out of the urban holding area would occur faster than the anticipated growth of WSUV.

Table 4: Salmon Creek Corridor – Travel Time Estimates

Forecast Year	UH New Vehicle Trips/Cumulative Total*	Estimate Corridor Speed (MPH)*	WSU New Vehicle Trips/Cumulative Total**	Estimated Corridor Speed (MPH)**
2011	1374 (WSU)	14.6	-	-
2013	44/1643	13.7	-	-
2018	279/1922	12.9	450/2372	10.3
2023	-	-	367/2739	<10

*New vehicle trips start with the 2011 volumes for the WSUV growth model. The Smith-Root anticipated trips are added to the 2013 WSUV volumes (1,599 PM Peak Hour Trips). The urban holding analysis area was then added to the 2013 WSUV-Smith-Root volumes. The estimated corridor speeds are linearly interpolated from the model timed runs shown above in table 2.

**2018 WSUV trips were added after the urban holding analysis area to reflect that the urban holding area was building out faster than WSUV was growing.

WSUV has reserved vehicle capacity that cannot be used by any subsequent development; however, table 4 shows that the potential trip generations by the urban holding analysis area could reduce the travel time level-of-service (LOS). This reduction of travel time LOS could possibly result in a travel speed below the adopted travel speed standard of 13 mph.

Findings

Based on this comparison analysis, the potential vehicle trip volumes generated by the urban holding analysis area could have the following impacts on the surrounding road network:

Near Term (3 – 5 year build out horizon):

- Parcel number 195230-000 build out of an 18,000 square foot office/administration building and an 18,750 square foot light industrial building. This build out resulting in approximately 44 PM peak hour trips on the surrounding road network.
- Build out of the remaining urban holding analysis area could add 755 PM peak hour trips on the surrounding road network

- Contribution to the capacity and structural degradation of roadways with substandard geometry for its classification.
 - These roadways are:
 - NE 50th Avenue north of NE Salmon Creek Avenue
 - NE Salmon Creek Avenue between the WSUV entrance and NE 50th Avenue
 - NE 159th Street between NE 50th Avenue and NE 72nd Avenue
 - NE 179th Street along its entirety
- Contribution to the LOS and queuing degradation in the intersections of:
 - NE 134th Street/I-205 NB Off Ramp/NE 23rd Avenue
 - NE 134th Street/I-205 SB On Ramp
- Contribution to the Salmon Creek Corridor travel speed degradation potentially resulting in travel speeds less than 13 mph, the adopted standard.

Long Term (5+ year build out horizon):

- Continued contribution to the capacity and structural degradation of roadways with substandard geometry for its classification.
 - These roadways are:
 - NE 50th Avenue north of NE Salmon Creek Avenue
 - NE Salmon Creek Avenue between the WSUV entrance and NE 50th Avenue
 - NE 159th Street between NE 50th Avenue and NE 72nd Avenue
 - NE 179th Street along its entirety
- Continued contribution to the LOS and queuing degradation in the intersections of:
 - NE 134th Street/I-205 NB Off Ramp/NE 23rd Avenue
 - NE 134th Street/I-205 SB On Ramp
- Potential building moratorium of developments contributing vehicle trips to the Salmon Creek Corridor. The need for a potential building moratorium would be a result of the Salmon Creek Corridor travel speed degradation of travel speeds less than 13 mph, the adopted standard.

Additional Considerations

Consideration should also be given to the newly rezoned area in the vicinity of NE 27th Avenue/NE Rockwell Drive/NE 129th Street/NE 29th Avenue. This rezoned area went from an Urban Medium Density Residential zoning (R-18) to a General Commercial zoning (GC). In 2010, a covenant was recorded that identified the two rezoned properties parcel number 186571-000 and 186385-000. This covenant, as an activity of land use review CPZ2008-00023, conditioned that, "Development or re-development of the Properties shall result in no more than 650 new PM peak hour trips..."

Since this land use activity only proposed changing the land use of the properties, the applicant was not required to perform a site specific traffic study. The site specific traffic analysis will be submitted at the time of property development land use review. Because of this, the potential vehicle trips coming from this site were not accounted for in the County's Concurrency Model. Further, this analysis does not account for these potential trips either.

Recommendation

Based on the analysis and findings above, Staff believes that the proposed development, an 18,000 square foot office/administration building and an 18,750 square foot light industrial building located on parcel number 195230-000, may not result in an immediate noticeable reduction in capacity, LOS or corridor travel speeds. It should be understood that the 44 additional PM peak hour trips, along with other urban holding property development, will continue to degrade capacity and LOS on the surrounding road network. These continuing deficiencies will occur faster than the County can upgrade the transportation system to support this area of growth.

Attached Reference Documents

1. Email from Kelly Sills to Steve Schulte regarding Smith-Root Relocation dated March 1, 2013
2. County GIS Map showing Zoning Designations and Overlays
3. County GIS Map showing parcel location of Smith-Root relocation
4. County GIS Map showing hand-sketched urban holding analysis area
5. Technical Memo from DKS Associates to David Jardin regarding WSU Master Plan – Special Model Run dated July 29, 2008
6. Technical Memo from DKS Associates to Tahanni Essig regarding WSU Master Plan – Special Model Run - Update dated August 25, 2008
7. Technical Memo from DKS Associates to Tahanni Essig/Steve Schulte regarding WSU Master Plan – Special Model Run – 11-5-08 Update dated November 5, 2008
8. Staff developed worksheet summarizing WSUV vehicle trips associated with anticipated campus growth and resulting estimated Salmon Creek Corridor travel speeds
9. Copy of Resolution PW08-118 and Amended DA between WSUV and Clark County
10. Copy of recorded document number 4716365 COV – Covenant running with the Land NE 29th Avenue Activity #CPZ 2008-00023.
11. Staff developed worksheet estimating trip generation per urban holding parcel and by land use allowed in a BP zoning
12. Staff developed worksheet listing in-process development, build out horizon, intersections analyzed, existing total entering trips into each analyzed intersection, existing LOS at analysis, build out total entering trips into each analyzed intersection, build out LOS. WSUV intersections have existing trips and LOS only. 2023 capital improvement assumptions for WSUV not appropriate for use.

Schulte, Steve

From: Sills, Kelly
Sent: Friday, March 01, 2013 7:13 AM
To: Schulte, Steve
Subject: Smith-Root Relocation

Hi Steve --

Thanks for the follow-up voice mail. Smith-Root is a light industrial company. They manufacture equipment for measuring fish populations, plus the related equipment to support that activity up to and including small boats. They currently employ around 50 people including a six-member subsidiary engineering firm collocated with Smith-Root (Parkin Engineering). Between the two operations they may be able to hire another 15-20 employees after relocating to a new facility. The average pay is in the top 25th percentile for the county so this is a winner for all. Their current plan is to build a 30,000 square foot manufacturing space with some administrative offices once relocated onto the new parcel. I'm wondering about how concurrency would respond in the larger context of all the BP zoned properties if that cluster grouped together to ask for an urban holding lift, even though I'm not aware of any other plans for development there. Please also find attached a copy of the letter received yesterday afternoon from Smith-Root which officially requests the lifting of urban holding. As for their current location on Salmon Creek Road, the land owner has said in past that he thinks that particular BP-zoned property should be converted to an assisted living development (although I believe WSUV has also been somewhat tepidly interested in that land for dorms or other high-density residential in support of student population). As always, please let me know if you have any follow-up questions and I'll copy Oliver to keep him in the discussion loop.

Thanx,

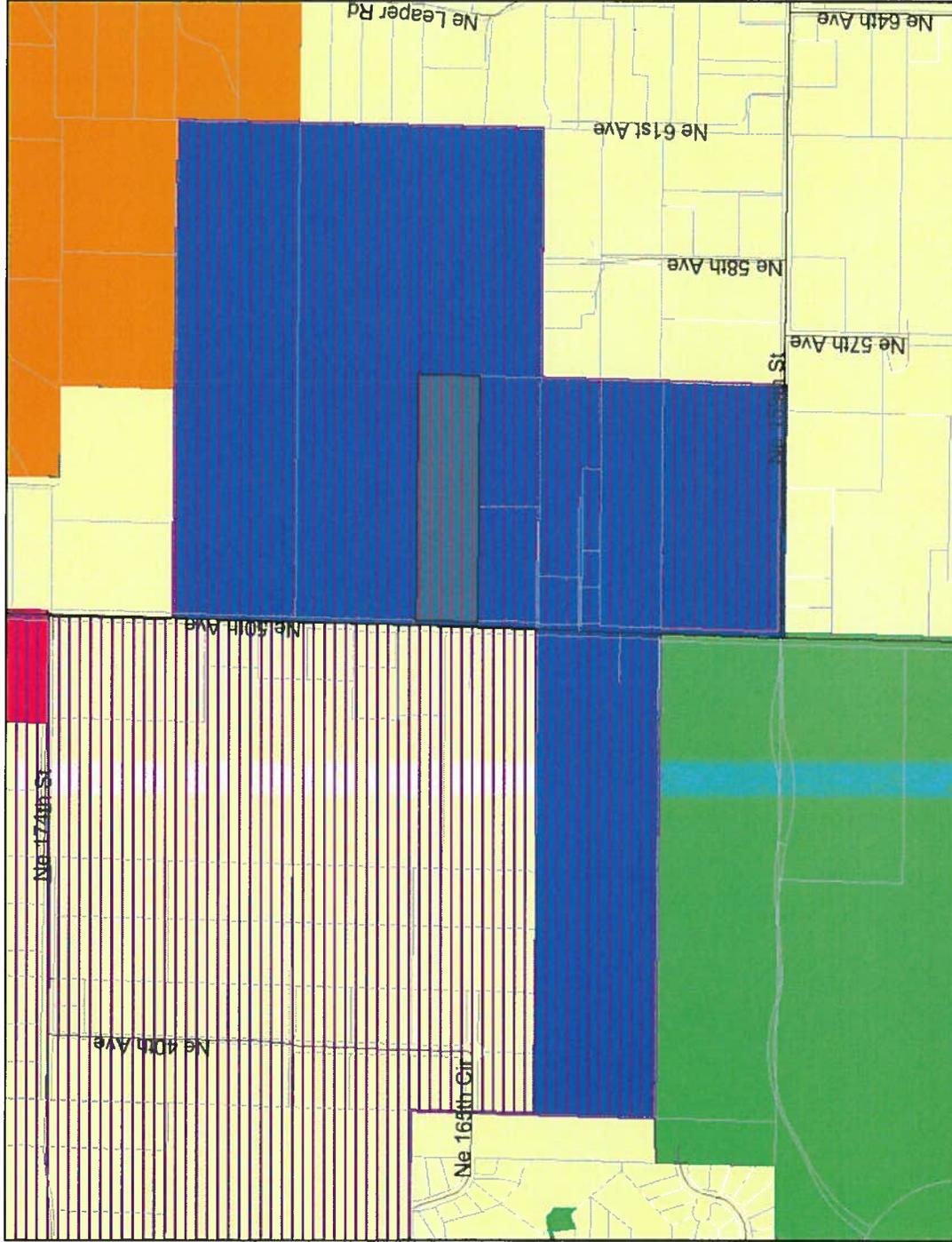
-- Kel



From: Schulte, Steve
Sent: Thursday, February 28, 2013 1:38 PM
To: Sills, Kelly
Subject: Voice Message from SCHULTE, STEVE (4017)

<< File: Voice.wav >>

Internet Mapping Framework



Map center: 1099085, 155931

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Legend

- Parcels
- Roads
- Alley
- Arterial
- DNR (Private Land)
- Driveway
- Interstate
- Interstate Ramp
- Primary Arterial
- Private Roads
- Private Roads w/o Names
- Public Roads
- SR Ramp
- State Route
- Zoning Overlays
- Urban Holding - 10 (UH-10)
- Urban Holding - 20 (UH-20)
- Urban Holding - 40 (UH-40)
- Urban Reserve - 10 (UR-10)
- Industrial Urban Reserve - 20
- Railroad Industrial Urban Reserve
- Surface Mining Overlay District
- Airport Environs Overlay
- Existing Historic Resort
- Columbia River Gorge Scenic Area
- Vancouver Multiple Overlays
- Mixed Use Overlay
- Sewer Capacity Overlay
- Infill Residential Development Area
- Woodburn Hills Subarea
- Industrial Mixed Use
- Area 'E'
- PID Overlay
- Zoning Designations
- Single Family



Scale: 1:10,967

Internet Mapping Framework



Legend

- Parcels
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- Arterial
- DNR (Private Land)
- Driveway
- Interstate
- Interstate Ramp
- Primary Arterial
- Private Roads
- Private Roads w/o Names
- Public Roads
- SR Ramp
- State Route
- Waterbodies
- Urban Growth Boundaries



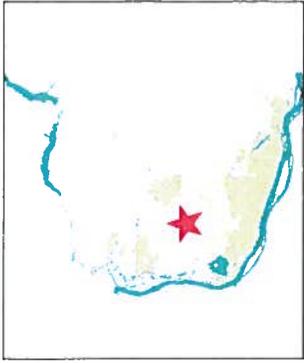
Scale: 1:10,967



Map center: 1099085, 155931

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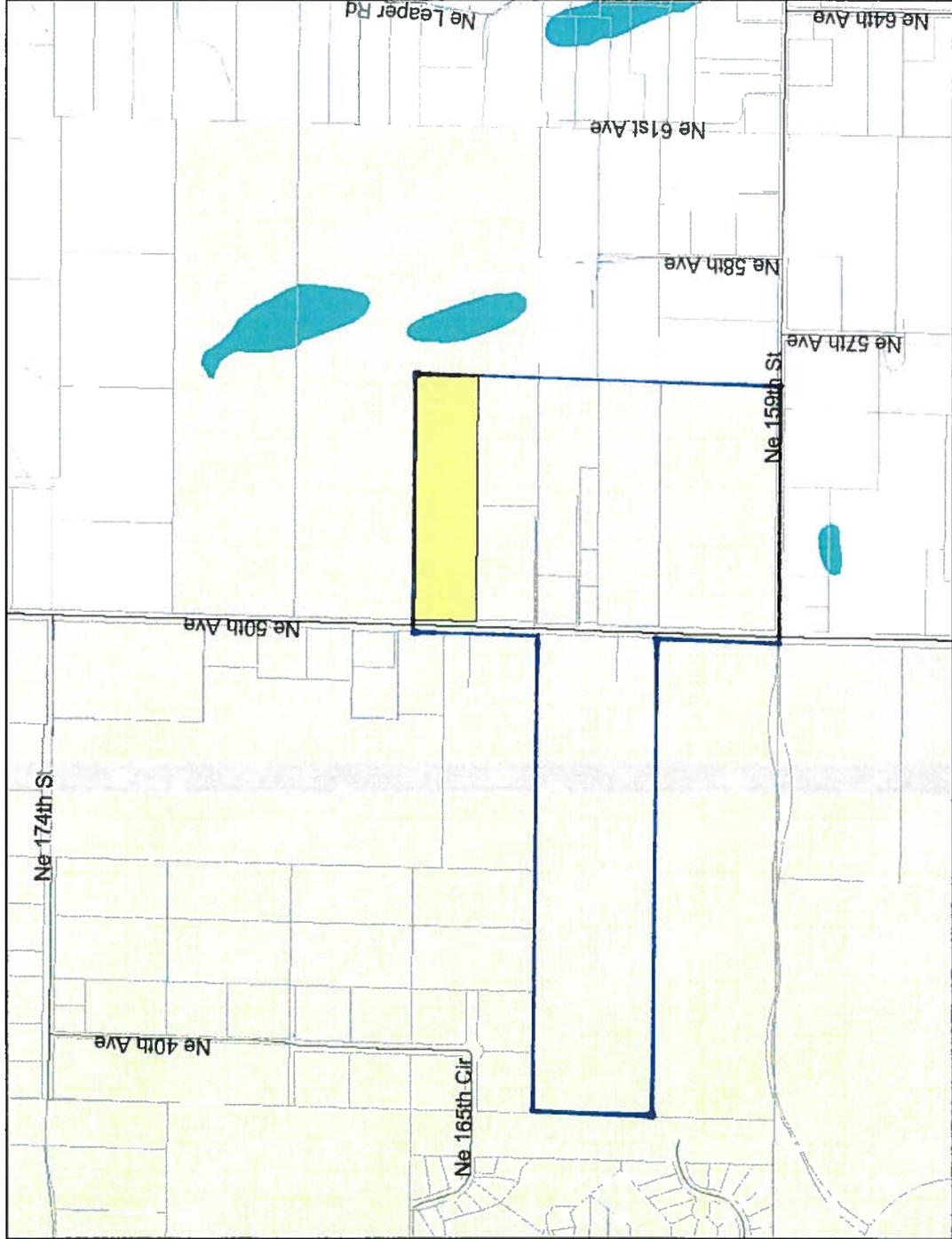
Internet Mapping Framework



Legend

- Parcels
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Scale: 1:10,967



Map center: 1099085, 155931



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Technical Memorandum

TO: David Jardin, Clark County
FROM: Pam O'Brien P.E. and Brandy Sularz, DKS Associates
DATE: July 29, 2008
SUBJECT: WSU Master Plan –Special Model Run P No. 08024-001

This memorandum summarizes the west model corridor and intersection analysis conducted for the proposed WSU Master Plan update to determine the transportation impacts on the roadway system. Currently, the WSU planned development generates 612 PM peak hour trips¹ (251 in/361 out). The revised WSU Master Plan generates 2081 PM peak hour trips² (876 in/1205 out), adding an additional 1469 PM peak hour trips to the surrounding roadway network. The additional analysis that was conducted included corridor analysis for the west model concurrency corridors and operational analysis to determine level of service deficiencies caused by the higher trip generation rates that were proposed.

The future year (2011) models³ were used for this analysis. These models include three years of background growth and approved developments as well as programmed transportation improvement projects for the next six years. The analysis included the Salmon Creek Interchange Improvement Project: Phase 1 which modified access along 134th Street and assumed the construction of an additional roadway link along NE 139th Avenue between NE 10th Avenue and NE 20th Avenue.

Corridor Analysis

The most significant impacts of the increased trips from the WSU Master Plan update are along the Salmon Creek Corridor (NE 134th Street between I-5 SB on ramp and NE 50th Avenue). The adopted speed standard for the Salmon Creek Corridor is 13 mph. Prior to the WSU Master Plan Update, the Salmon Creek Corridor⁴ operated within acceptable corridor speeds with a travel speed of 14.1 mph. However, the additional motor vehicle trips proposed by WSU cause the westbound corridor speed to drop significantly, resulting in an average corridor speed of 6.2 mph; which is below the corridor standard. All of the remaining concurrency corridors continue to exhibit corridor speeds greater than 3 mph above the adopted standard.

¹ The trip generation reflects the 1st Developer Agreement (Table 3-8 Summary of Trip Generation for WSU Vancouver Campus Expansion – Alternative 1)

² The trip generation reflects the 2nd Developer Agreement (Table 3-8 Summary of Trip Generation for WSU Vancouver Campus Expansion – Alternative 2)

³ Future Year (2011) Traffix and Synchro Models were used for operational analysis.

Intersection Analysis

In addition to the adopted corridor speed standard, the level of service and delay standards were applied to all intersections in the west model. Modeling efforts, prior to this development, identified level of service deficiencies at the following intersections:

West Model-Previously Identified Deficient Intersections

- Bliss Road/21st Avenue
- NE 20th Avenue/NE 144th Street
- NW 139th Street/NW 11th Avenue
- Hazel Dell Avenue/90th Street
- St. Johns Road/NE 68th Street (N)
- St. Johns Road/NE 68th Street (S)
- St. Johns Road/NE 82nd Street
- NE 58th Street/NE 63rd Street
- NE 119th Street/Salmon Creek Road
- NE 50th Avenue/NE 119th Street

In addition to these previously deficient intersections, the following intersections will operate with a level of service (LOS) F during the PM peak hour with the additional trips proposed in the second developer agreement of the WSU Master Plan Update⁵:

- NE 134th Street/I-205 Northbound off ramp/23rd Avenue
- NE 134th Street/I-205 Southbound on ramp

The WSU Master Plan update adds 1601 PM peak hour trips onto westbound NE 134th Street; the majority of those trips (44%) are destined for I-205 southbound and access the regional facility at the unsignalized intersection of NE 134th Street/I-205 SB on-ramp. The WSU trips account for an additional 530 westbound left turns at the intersection NE 134th Street/I-205 SB On-Ramp. The PM peak hour future left turn volume is approximately 1,000 vehicles, which are serviced by one left turn lane that has turn pocket storage of about 350 feet. The opposing (eastbound) direction has 1900 vehicle entering the intersection, providing very few gaps in the traffic stream for the westbound left turning vehicles to proceed. The intersection fails to meet standards and contributes to the failure of the corridor by creating significant westbound vehicle queues along NE 134th Street. The intersection of NE 134th Street/I-205 SB off-ramp also operates with a level of service F, with 132 seconds of delay during the PM peak hour and a v/c ratio of 1.32 with the additional WSU trips that exit I-205 and are destined for the WSU Campus.

The operations of these intersections is negatively affected by the large westbound left queue created at the intersection of NE 134th Street/I-205 southbound. The queue spills into the intersection of NE 134th Street/I-205 NB off-ramp/23rd Avenue, making it difficult for the eastbound thru, southbound right and northbound left movements to proceed through the intersection.

⁵ WSU Master Plan Update: 2nd Developer Agreement (Table 3-8 Summary of Trip Generation for WSU Vancouver Campus Expansion – Alternative 2)

In addition to the failure of the NE 134th Street/I-205 SB on-ramp and NE 134th Street/I-205 NB off-ramp, the performance of several intersections in the Salmon Creek area east of Highway 99 was further degraded. Table 1 compares the intersection operations along the Salmon Creek Corridor for the original WSU trip generation and the proposed WSU trip generation.

Table 1: Future (2011) PM Peak Hour Operations WSU Master Plan Update

Intersection	Existing Trip Generation (251 in/361 out)			Proposed Trip Generation (876 in/1205 out)		
	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio
NE 134 th Street/I-5 NB Off-ramp	26.7	C	0.62	22.7	C	0.69
NE 134 th Street/I-5 SB On-ramp	9.5	A	0.39	10.9	B	0.48
NE 134 th Street/Highway 99	10.1	A	0.40	12.1	B	0.49
NE 134 th Street/NE 20 th Avenue	34.0	C	0.69	38.0	D	0.74
NE 134 th Street/I-205 SB On-ramp	>80	A/F	>1.0	>80	A/F	>1.0
NE 134 th Street/I-205 NB Off-ramp	56.0	E	0.97	131.6	F	1.32
NE 134 th Street/NE 27 th Avenue	14.9	B	0.80	19.3	B	0.98
NE 134 th Street/NE 29 th Avenue	19.4	B	0.45	22.9	C	0.70
NE 134 th Street/Salmon Creek Avenue	17.6	B	0.50	23.8	C	0.96

Findings

Based on this analysis, the additional trips proposed in the WSU Master Plan Update had the following impacts on the roadway network:

- The NE 134th Street/I-205 Southbound westbound left queue is significant during the PM peak hour and extends beyond the existing available storage (the v/c ratio is greater than 1.0 which indicates no additional vehicles can travel through the intersection)
- The intersection at NE 134th Street/I-205 Northbound off-ramp is affected by NE 134th Street/I-205 Southbound off-ramp intersection (the v/c ratio is greater than 1.0 which indicates no additional vehicles can travel through the intersection)
- The average corridor speed along the Salmon Creek Corridor is reduced significantly, due to the delay and queuing impacts at the I-205 ramps that were worsened by the additional trips that were proposed with the WSU Master Plan Update
- The total average corridor speed along the Salmon Creek Corridor with the additional trips proposed with the WSU Master Plan Update is 6 mph and falls below the adopted 13 mph standard

Mitigation is required at the intersections of NE 134th Street/I-205 Southbound on-ramp and NE 134th Street/I-205 Northbound off-ramp to improve operations along the Salmon Creek Corridor. The second phase of the Salmon Creek Interchange improvement project includes a new southbound I-205 southbound on-ramp and widening of NE 134th Street between NE 20th Avenue and NE 23rd Avenue and could mitigate the deficiencies identified in the analysis.

Technical Memorandum

TO: Tahanni Essig, Clark County
 FROM: Pam O'Brien P.E., PTOE, DKS Associates
 DATE: August 25, 2008
 SUBJECT: WSU Master Plan –Special Model Run - Update P No. 08024-001

This memorandum summarizes the special west model corridor analysis conducted for the proposed WSU Master Plan update to determine the transportation impacts on the roadway system. Currently, the WSU planned development generates 806 PM peak hour trips¹ (338 in/468 out). The revised WSU Master Plan will ultimately generate 2510 PM peak hour trips² (1054 in/1456 out), adding an additional 1704 PM peak hour trips to the surrounding roadway network.

Analysis was conducted to evaluate six phases, which represent increases in development on the WSU campus (completion of buildings). Phase 1 is considered the "Existing Conditions". A corridor analysis for 134th Street/NE Salmon Creek Avenue was completed for each alternative to determine the impact of speed along the corridor caused by the trip generation rates associated with the increase in development. The concurrency standard for 134th Street/Salmon Creek Avenue is based on the average speed through the corridor. Table 1 shows the assumed trips associated with each development alternative.

Table 1 – Trips per Phase

Phase	Total Trips	Trips In/Out
1	806	338 / 468
2*	-	-
3	1149	482 / 667
4	1374	577 / 797
5	1599	671 / 928
6	2049	860 / 1189
7	2510	1054 / 1456

2013
2018
2023

*Phase 2 was combined with Phase 3 and was not analyzed separately.

The future year (2011) model³ was used as the base for this analysis. The model include three years of background growth and approved developments as well as programmed transportation improvement projects for the next six years. The analysis included the Salmon Creek Interchange Improvement Project: Phase 1 which modified access along 134th Street and assumed the construction of an additional roadway link along NE 139th Street between NE 10th Avenue and NE 20th Avenue. The model also assumes that the intersections of NE 134th Street & NE 27th Avenue and NE Salmon Avenue & WSU driveway operate as signalized intersections.

¹ The trip generation reflects the 1st Developer Agreement (Table 3-8 Summary of Trip Generation for WSU Vancouver Campus Expansion – Alternative 1)

² The trip generation reflects the 2nd Developer Agreement (Table 3-8 Summary of Trip Generation for WSU Vancouver Campus Expansion – Alternative 2)

³ Future Year (2011) Traffix and Synchro Models were used for operational analysis.

Corridor Analysis

The average corridor speed along NE 134th Street/Salmon Creek Avenue was calculated using a methodology developed by Clark County staff. The traffic volumes generated by the Traffix concurrency model (for each alternative) were entered into Synchro files of the corridor. Each Synchro alternative was then simulated using SimTraffic (nine runs) and an average speed along the corridor was calculated using a volume weighted average.

The most significant impacts of the increased trips from the WSU Master Plan update are along the Salmon Creek Corridor (NE 134th Street between I-5 SB on ramp and NE 50th Avenue). The adopted speed standard for the Salmon Creek Corridor is 13 mph. The additional motor vehicle trips associated with the increased development at WSU cause the westbound corridor speed to drop significantly, which in turn reduces the overall average bi-directional corridor speed. Table 2 summarizes the average corridor speed along NE 134th Street/Salmon Creek Avenue due to the increased development at WSU.

Table 2 – Average Corridor Speed

Phase	Speed
1	12.9
3	12.2
4	12.0
5	11.0
6	9.1
7	6.9

Intersection Analysis

In addition to the adopted corridor speed standard, the level of service and delay standards were applied to all intersections in the west model. Modeling efforts, prior to this development, identified level of service deficiencies at the following intersections:

West Model-Previously Identified Deficient Intersections

- Bliss Road/21st Avenue
- NE 20th Avenue/NE 144th Street *
- NW 139th Street/NW 11th Avenue *
- Hazel Dell Avenue/90th Street
- St. Johns Road/NE 68th Street (N)
- St. Johns Road/NE 68th Street (S)
- St. Johns Road/NE 82nd Street
- NE 58th Street/NE 63rd Street
- NE 119th Street/Salmon Creek Road
- NE 50th Avenue/NE 119th Street

In addition to these previously deficient intersections, the following intersections will operate with a level of service (LOS) F during the PM peak hour with the additional trips associated with the increased WSU development:

- NE 134th Street/I-205 SB On Ramp (Phases 3-7)
- NE 134th Street/I-205 NB Off Ramp/23rd Avenue (Phases 6-7)

NE 134th Street/I-205 Southbound On Ramp

Starting with Phase 3, the intersection of NE 134th Street/I-205 SB On Ramp operates with a v/c ratio of 1.06. The WSU Master Plan update adds PM peak hour trips onto westbound NE 134th Street; the majority of the outbound trips are destined for I-205 SB and access the regional facility at the unsignalized intersection of NE 134th Street/I-205 SB On Ramp. The WSU trips increase the number of left turns at the intersection NE 134th Street/I-205 SB On Ramp. In Phase 3, the PM peak hour future left turn volume is approximately 775 vehicles, which are serviced by one left turn lane that has turn pocket storage of about 350 feet. The opposing (eastbound) direction has 1700 vehicle entering the intersection, providing very few gaps in the traffic stream for the westbound left turning vehicles to proceed. (Phases 4-7 have even higher volumes). The intersection fails to meet standards and contributes to the failure of the corridor by creating significant westbound vehicle queues along NE 134th Street.

NE 134th Street/I-205 Northbound Off Ramp/23rd Avenue

Starting with Phase 6, the intersection of NE 134th Street/I-205 NB Off Ramp operates with a level of service F, with a v/c ratio of 1.09 (three approaches have v/c > 1.0) with the additional WSU trips. This intersection currently operates as a split phased intersection, which requires additional time for the side street and reduces the efficiency of the signal. Additional westbound thru trips generated by WSU add to the congested at this intersection.

The operations of this intersection is also negatively affected by the large westbound left turn queue created at the intersection of NE 134th Street/I-205 southbound. The queue spills into the intersection of NE 134th Street/I-205 NB Off Ramp/23rd Avenue, making it difficult for the eastbound thru, southbound right and northbound left movements to proceed through the intersection.

Findings

Based on this analysis, the additional trips proposed in the WSU Master Plan Update had the following impacts on the roadway network:

- The overall corridor speed drops below the adopted speed standard of 13 mph with the additional trips associated with Phase 1.
- The intersection at NE 134th Street/I-205 Southbound on-ramp begins to operate with a v/c ratio > 1.0 starting with Phase 3 (the v/c ratio is greater than 1.0 which indicates no additional vehicles can travel through the intersection on that approach)
- The intersection at NE 134th Street/I-205 Northbound off-ramp begins to operate with a v/c ratio > 1.0 starting with Phase 6, however it is affected by the westbound left turn queue created at the I-205 Southbound on-ramp starting with earlier alternatives.

Mitigation is required at the intersections of NE 134th Street/I-205 SB On Ramp and NE 134th Street/I-205 NB Off Ramp to improve operations along the Salmon Creek Corridor. The second phase of the Salmon Creek Interchange improvement project includes a new southbound I-205 SB On Ramp and widening of NE 134th Street between NE 20th Avenue and NE 23rd Avenue and could mitigate the deficiencies identified in the analysis.

Technical Memorandum

TO: Tahanni Essig, Clark County
Steve Shulte, Clark County

FROM: Pam O'Brien P.E., PTOE, DKS Associates

DATE: November 5, 2008

SUBJECT: WSU Master Plan – Special Model Run – 11-5-08 Update P No. 08024-001

A special west model concurrency corridor analysis was conducted for the proposed WSU Master Plan Update to determine the transportation impacts on the surrounding roadway system. Based on the existing occupied buildings, the current WSU development generates 806 PM peak hour trips (338 in/468 out). The revised WSU Master Plan will ultimately generate 2,510 PM peak hour trips (1,054 in/1,456 out), adding an additional 1,704 PM peak hour trips to the surrounding roadway network.

The concurrency standard for 134th Street/Salmon Creek Avenue is based on the average speed through the corridor. Therefore, a corridor speed analysis was completed to determine the impact on the speed along the corridor caused by the trip generation associated with the increase in development. The following assumptions were used for this analysis:

- **Full Development** – 1,704 additional trips (over and above existing trips)
Phased development was analyzed for the following scenarios
 - Phase 1/2 – Existing Conditions (no additional trips)
 - Phase 3 – 343 new trips
 - Phase 4 – 568 new trips
 - Phase 5 – 794 new trips
 - Phase 6 – 1,244 new trips
 - Phase 7 – 1,704 new trips
- **Trip Distribution** – Trip distribution to and from the site is based on the percentage of vehicles accessing from the south (134th St/Salmon Creek Ave) or from the north (50th Ave). It was assumed that the distribution would change over time with the following assumptions:
 - Phase 1/2 – 78/22
 - Phase 3 – 78/22
 - Phase 4 – 78/22
 - Phase 5 – 70/30
 - Phase 6 – 70/30
 - Phase 7 – 70/30

- **Background Growth** – Background growth was assumed and takes into account the year of occupancy for that particular phase.
 - Phase 1/2 – Existing Conditions (no growth rate)
 - Phase 3 – no growth
 - Phase 4 – no growth
 - Phase 5 – 2013 – 5 year growth
 - Phase 6 – 2018 – 10 year growth
 - Phase 7 – 2023 – 15 year growth
- **Roadway Improvements** -the model includes approved developments as well as programmed transportation improvement projects for the next six years.

The average corridor speed along NE 134th Street/Salmon Creek Avenue was calculated using a methodology developed by Clark County staff. The traffic volumes generated by the Traffix concurrency model were entered into a Synchro file, which is then run as a simulation using SimTraffic. The output from nine SimTraffic runs is used to calculate the volume weighted average speed along the corridor. Each phase was analyzed separately to determine the impact of the cumulative trips – each successive Phase adds trips to the previous Phase.

Based on the above assumptions, the resulting average speed along 134th Street/Salmon Creek Avenue for each Phase is shown below:

Scenario	Speed
Phase 1/2	17.3 mph
Phase 3	16.0 mph
Phase 4	14.6 mph
Phase 5	13.8 mph
Phase 6	12.3 mph
Phase 7	9.5 mph

The results indicate that with the growth rate and trip distribution assumptions, Phase 7 of the WSU development would fail to meet the speed threshold concurrency standard along 134th Street/Salmon Creek Avenue.

In order to determine at what point the speed along 134th Street drops below 10 mph, the new trips and respective speeds were plotted against each other and a trend line was determined. Based on the trend line, it is estimated that a total of 1,604 trips is the threshold which will cause the speeds along 134th Street to drop below the concurrency standard of 10 mph. This is 94 less trips than is generated in Phase 7 (ultimate build-out).

**WSU
Developer Agreement Amendment**

TYPICAL				
Year Anticipated	Trips Per Phase	D/W Split	Growth	Avg Corridor Speed
	806			17.3
	343/1149	78/22	0	16.0
2011	225/1374	78/22	0	14.6
2013	225/1599	78/22	5	13.2
2018	450/2049	78/22	10	11.5
2023	461/2510	78/22	15	8.9
Request:	2,510			

Trips to System: 1,704
 Est. Trips Before Failure: 1,480
 Est. Trips Unavailable: 224

CONSIDERATION				
Year Anticipated	Trips Per Phase	D/W Split	Growth	Avg Corridor Speed
	806			17.3
	343/1149	78/22	0	16.0
2011	225/1374	78/22	0	14.6
2013	225/1599	70/30	5	13.8
2018	450/2049	70/30	10	12.3
2023	461/2510	70/30	15	9.5
Request:	2,510			

1,704
 1,610
 94

Intersections in Failure within Concurrency Review Area

1. Bliss Road/21st Avenue
2. NE 119th Street/Salmon Creek Avenue
3. NE 50th Avenue/NE 119th Street
4. NE 20th Avenue/144th Street (Safety)
5. NW 139th Street/NW 11th Avenue
6. NE 134th Street/I-205 SB On-Ramp
7. NE 134th Street/I-205 Ramp/23rd

Based on Memo from Parametrix - Will not contribute to Minor Movement.

CLARK COUNTY
STAFF REPORT

DEPARTMENT/DIVISION: Department of Public Works/Transportation Program

DATE: October 31, 2008

SPECIFIC REQUEST: Consider Approval of the attached Resolution and Amended Developer Agreement between Washington State University - Vancouver and Clark County.

CHECK ONE: _____ Consent X Hearing _____ Chief Administrative Officer

BACKGROUND: Clark County staff has been working with Washington State University – Vancouver (WSUV) for the past six months to prepare an Amendment to the Developer Agreement that was previously approved by the Board of Commissioners on January 26, 1999. The purpose of this amendment is to update the existing agreement to reflect the revised master plan for the Vancouver campus that was adopted by the County in June 2007. The key points in the Amended Developer Agreement include:

1. WSUV will receive an additional trip allocation of 1,267 PM Peak Hour trips in addition to the reserved 1,149 trips in the original Developer Agreement. This retains a corridor speed above the required 10 MPH in the Salmon Creek Avenue Concurrency corridor as required by the "Mitigated Level of Service for Master Plan Developments" standard.
2. WSUV is currently in compliance with the Family Wage Job code section as defined in Section 40.350.020 (P).
3. WSUV will be responsible to comply with the current Concurrency Ordinance which requires funding signalization projects at the failing intersections located at NE 119th Street/Salmon Creek Avenue and NE 119th Street/NE 50th Avenue.
4. WSUV agrees to provide additional right-of-way for the future realignment of Salmon Creek Avenue.
5. WSUV agrees to continue their commitment to commute trip reduction and to maintain Family Wage Job compliance.

COMMUNITY OUTREACH: Staff has had numerous meetings with Washington State University - Vancouver. A Notice of Public Hearing was advertised in the Columbian Newspaper. No other community outreach has been conducted.

BUDGET AND POLICY IMPLICATIONS: The primary public policy issue associated with the proposed amendment involves the situation where the County is not able to move Phase 2 of the Salmon Creek Interchange Project (SCIP) into "reasonably funded" status within the next ten years. The capacity provided by that improvement at the I-205/134th Street interchange is critical to the successful long-term operations of the Salmon Creek Avenue Concurrency corridor. Modeling projections indicate that with that improvement operational, there is adequate capacity available to serve both the additional WSUV traffic and traffic from the other developments in the area. Conversely, the modeling is indicating that if Phase 2 does not reach "reasonably funded" status in about ten years, then there will not be adequate capacity to serve non-WSUV growth in their area.

FISCAL IMPACTS: Yes (see Fiscal Impacts Attachment) No

ACTION REQUESTED: It is requested that the Board of County Commissioners consider approval of the attached Resolution and Amended Developer Agreement with Washington State University – Vancouver.

DISTRIBUTION: Please provide a copy of the approved staff report and Resolution indicating the Board's action to Public Works Administration.

Steven C. Schulte
Steven Schulte, P.E.
Transportation Program Manager

Peter Capell
Peter Capell, P.E.
Director of Public Works/County Engineer

APPROVED: _____
CLARK COUNTY, WASHINGTON
BOARD OF COMMISSIONERS

SCS/PC/TE/scw
c: Steven Schulte, Tahanni Essig, PW Records
Attachments: Resolution and Amended Developer Agreement

PW 08-118

ATTACHMENT 9

NOTICE OF PUBLIC HEARING

Washington State University Amendment to the existing Development Agreement

The Clark County Board of Commissioners (BOCC) will hold a public hearing on Wednesday, the **5th day of November, 2008 at 2:30 p.m.** in the Commissioners' Hearing Room, 6th Floor, 1300 Franklin Street, Vancouver, Washington to consider the adoption of an amendment to the existing development agreement between Clark County and Washington State University. The purpose of the amendment is to update the existing agreement to reflect the revised master plan for the Vancouver campus that was adopted by the County in June 2007. Being considered for inclusion in the amendment are provisions related to transportation concurrency, the realignment of Salmon Creek Avenue, right-of-way dedication and frontage improvements on NE 29th Avenue and NE 50th Avenue, commute trip reduction programs, and other development related topics.

More information concerning this matter may be obtained by contacting Steve Schulte at the Clark County Department of Public Works, 1300 Franklin, Vancouver, Washington, telephone (360) 397-6118 extension 4017.

Any person wishing to give testimony in this matter should appear at the time, date and place above stated.

BOARD OF COUNTY COMMISSIONERS



Clerk of the Board

Approved as to Form Only
ARTHUR D. CURTIS
Prosecuting Attorney

By 

Deputy Prosecuting Attorney

PUBLISH: October 21, 2008



RESOLUTION NO. 2008 - _____

A RESOLUTION relating to land use authorizing the Chair to execute development agreements to allocate transportation capacity and facilitate the construction of transportation infrastructure.

WHEREAS, the legislature has authorized the execution of development agreements pursuant to RCW 36.70B.170 to address the particular needs of development and the orderly development of property; and

WHEREAS, the area surrounding the Salmon Creek interchange has limited transportation capacity; and

WHEREAS, Washington State University is seeking to increase the number of trips allocated to University; and

WHEREAS, University will provide family wage jobs, implement trip reduction, and provide educational opportunities to increase family wage job opportunities; and

WHEREAS, University has agreed to implement certain construction improvements for roads failing concurrency standards; and

WHEREAS, the Board adopts, by reference, the findings contained in the staff report on this matter dated October 31st, 2008; and

WHEREAS, the Board has considered this matter at a duly advertised public hearing and finds that adoption of this resolution will further the public safety and welfare; Now, Therefore,

BE IT ORDERED AND RESOLVED BY THE BOARD OF COUNTY

COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, AS FOLLOWS:

Section 1. Authorization to execute development Agreements. The Chair of the Board of County Commissioners is hereby authorized to execute the development agreement attached hereto with authorized representatives for Washington State University to

implement the approved Master Plan on file with the Clark County Dept. of Community Development.

Section 2. Instructions to Clerk. The Clerk to the Board shall:

Record a copy of this resolution with the Clark County Auditor; and

Section 3. Effective Date. This resolution shall take effect at midnight on the date of its adoption.

ADOPTED this _____ day of November, 2008.

Attest:

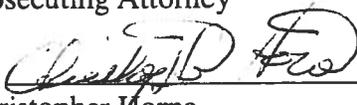
BOARD OF CLARK COUNTY
COMMISSIONERS

Clerk to the Board

By: _____
Betty Sue Morris, Chair

Approved as to form only:
ART CURTIS
Prosecuting Attorney

By: _____
Marc Boldt, Commissioner

By: 
Christopher Horne
Civil Deputy

By: _____
Steve Stuart, Commissioner

**RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:**

LeAnne M. Bremer, Attorney
Miller Nash LLP
500 East Broadway, Suite 400
PO Box 694
Vancouver, WA 98666-0694

Grantor : Clark County, Washington
Grantee : Washington State University
Abbreviated Legal : Section 24 T3N R1E WM
Assessor's Tax Parcel Nos. : 185948-000; 185964-000; 185983-000; 185994-000; 186017-000; 181684-000
Prior Excise Tax No. : NA
Other Reference No(s). : NA

**AMENDMENT TO DEVELOPMENT AGREEMENT
BETWEEN WASHINGTON STATE UNIVERSITY AND CLARK COUNTY,
WASHINGTON**

1. Effective Date _____, 2008
2. Parties Clark County, Washington, a political subdivision of the State of Washington (Clark County); and

Washington State University, a State Institution of Higher Education (WSU).

3. Recitals

3.1 WSU and Clark County entered into a Development Agreement dated January 26, 1999, applicable to the 1995 WSU Vancouver Campus Master Plan, as amended, attached as Exhibit A.

3.2 One of the purposes of the Development Agreement was to reserve 1,149 AM and PM peak hour trips for the WSU Vancouver Campus in order for WSU to meet concurrency under Chapter 12.40 of the former Clark County Code.

3.3 The Development Agreement does not preclude the allocation of additional capacity for additional development incorporated into the Master Plan, and that WSU could be allocated additional capacity, after utilizing the trips reserved in the Development Agreement, that would be available under application and qualification of the Mitigated LOS for Master Planned Developments (formerly known as Mitigated "D" level of service) to those developments within the Master Plan.

3.4 Section 12 of the Development Agreement specifically allows WSU to elect to qualify for Mitigated LOS for Master Planned Development status either based on existing code requirements as of December 30, 1997 (former Chapter 12.40 CCC, as amended by Ordinance 1997-12-48), or based on future code requirements that are in effect at the time WSU requests the additional AM and/or PM peak hour trips.

3.5 On June 5, 2007, the Clark County Hearings Examiner approved a Master Plan Update for the WSU Vancouver campus. The Master Plan Update anticipates campus development through approximately 2023 with total gross square footage for the entire Master Plan of 1,265,500 square feet (inclusive of the prior approved Master Plan).

3.6 Parametrix, Inc. performed an updated trip generation analysis for the additional square footage added to the Master Plan and has determined that WSU will generate an additional 1,361 AM and 1,361 PM peak hour trips, over and above the 1,149 AM and PM peak hour trips reserved in the Development Agreement.

3.7 Of the 1,149 PM peak hour trips reserved in the Development Agreement, currently 227 PM peak hour trips are available to WSU based on what has been permitted under the Master Plan.

3.8 There is presently planned and funded a Salmon Creek Interchange Project (SCIP), Phase I, which Clark County projects will add capacity to the Salmon Creek corridor. Accordingly, additional trips would be available in the Salmon Creek corridor after application of the Mitigated LOS for Master Planned Developments.

3.9 The current Clark County concurrency ordinance, UDC 40.350.020(K), allows for the reservation of trip capacity in a development agreement for preferred land uses if the Board of County Commissioners finds that there is a significant public interest or need to provide for the preferred land use.

3.10 Since WSU has already obtained approval of its Master Plan for the growth of its campus, WSU desires certainty that it will be able to implement its Master Plan Update and be allocated additional trips over and above the trips reserved in the existing Development Agreement.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

4. WSU Eligibility for Additional Trips-Preferred Use. Under the current Clark County concurrency ordinance, Section 40.350.020(K) UDC, the current Development Agreement does not preclude allocation of additional trip capacity if the Board of County Commissioners determines that it is a preferred land use. The Board of County Commissioners finds that WSU is a preferred use for these reasons:

4.1 It provides for the higher educational needs of the citizens of Clark County;

4.2 It is a family wage employer as demonstrated by the analysis in Exhibit B;

4.3 It has been selected as an innovation zone to educate a workforce, attract high technology industries in southwest Washington, and support existing industries in the area; and

4.4 It will continue to expand educational programs and develop new programs to meet the education needs of southwest Washington residents.

5. WSU Eligibility for Additional Trips-Mitigated LOS for Master Planned Developments. WSU is also entitled to additional trip capacity for its Master Plan Update if it qualifies for Mitigated LOS for Master Planned Developments under the 1997 concurrency ordinance or the current concurrency ordinance. The Board of County Commissioners finds that WSU qualifies for Mitigated LOS for Master Planned Developments for these reasons:

5.1 It provides for family wage jobs as defined in Section 40.350.020(P) UDC and as demonstrated in Exhibit B;

5.2 It is approved for master plan development under Section 40.230.050 UDC for properties zoned university (U);

5.3 It is served by the Salmon Creek corridor which incorporates measures to mitigate traffic congestion, such as traffic signal coordination; and

5.4 It has demonstrated a commitment to commute trip reduction as demonstrated in Exhibit C.

6. Election of Concurrency Ordinance. Pursuant to its option in the Development Agreement, WSU elects and is subject to the current Clark County concurrency ordinance, which states that Mitigated LOS for Master Planned Developments means that the LOS standards shown in Table 40.350.020-1 UDC shall be reduced by three (3) mph for those proposed developments that the Public Works director determines comply with the mitigated LOS standards for master planned developments pursuant to Section 40.350.020(O) UDC. WSU may elect to qualify for Mitigated LOS for Master Planned Developments based on future code requirements that may be in effect at the time additional AM or PM peak hour trips are requested.

7. Utilization of Existing Capacity. The parties agree that before application of the Mitigated LOS for Master Planned Development standards and before encumbering capacity created by the SCIP Phase I improvement, WSU must first utilize the remaining trips reserved to it under the Development Agreement. Once those trips are utilized, WSU will be entitled to utilize the additional trips reserved in this Amendment in phases at the time WSU files site plan applications for new uses proposed in and consistent with the Master Plan.

8. Concurrency Determination. Clark County finds that WSU is entitled to 1267 additional AM and PM peak hour trips, over and above the 1,149 AM and PM peak hour trips reserved in the Development Agreement, and accordingly meets concurrency for proposed development described in its Master Plan Update up to this trip limit for the term of the Agreement and that additional concurrency review is not required during subsequent site plan review or other land application processes for the proposed development in the Master Plan Update, for these reasons:

8.1 It qualifies for Mitigated LOS for Master Planned Developments as described in Section 5 of this Amendment; and

8.2 WSU has committed to undertake the following capital improvements to the transportation system in the vicinity of the WSU campus and Salmon Creek corridor:

8.2.1 Install a traffic signal at the main campus entrance, and ensure it is synchronized with the other signals on NE 134th Street, when Clark County determines that signal warrants are met during the site plan review process for any proposed development within the Master Plan, or sooner at WSU's option.

8.2.2 Provide a left turn storage lane at NE Salmon Creek Avenue and NE 134th Street intersection when Clark County determines during site plan review that this improvement is necessitated by a proposed development within the Master Plan, or sooner at WSU's option.

8.2.3 Clark County desires to realign NE Salmon Creek Avenue to remove it from the 100 year flood plain and flood way of Salmon Creek. As a significant portion of the current Salmon Creek Avenue alignment is currently outside of the 100 year flood plain and flood way, it is assumed that right-of-way dedication would parallel the existing road alignment in this area. It is anticipated that the right-of-way for this realigned roadway will be up to 80 feet in width. Accordingly, when Clark County is prepared to construct the realigned roadway, and assuming WSU and Clark County agree on the width and location of the alignment, WSU will provide up to an 80 foot right-of-way dedication to accommodate the construction of the roadway. WSU and Clark County agree to make best efforts to conceptually identify this future roadway corridor on the WSU property and locate it above and outside of the flood plain and floodway. WSU and Clark County further agree to complete this work within one year from the effective date of this Development Agreement. In the event of an agreement on the width and location of the future roadway, WSU agrees to preserve the identified right-of-way corridor for its future use as a public roadway during the term of this Agreement.

8.2.4 Concurrency analysis indicates that the additional trips provided for under this Amendment necessitate that traffic signalization improvements be made at two offsite intersections of regional significance - NE 119th Street/Salmon Creek Avenue and 119th Street/50th Avenue. WSU agrees to develop preliminary designs and installation cost estimates for both signalization projects within 90 days from the effective date of this Amendment. Additionally, WSU agrees to pursue funding for both projects immediately following adoption of this Amendment. WSU agrees to be responsible for the funding of both signalization projects and agrees that both traffic signals will be operational prior to use of any of the additional trips being provided for under this Amendment. In the event that a third party developer(s) is required to install either or both of the signalization projects prior to the WSU funding becoming available, WSU agrees to enter into an agreement with the party(ies) under which WSU would be responsible for the funding of the improvement(s).

8.3 Given the extensive frontage that WSU Property has on NE 50th Avenue, NE 29th Avenue and Salmon Creek Avenue, Clark County agrees to process road modification requests to waive frontage improvements to these roads and not require WSU to construct these improvements as a condition of site plan approval for any proposed development within the

approved Campus Master Plan. Instead, subject to the provisions of Section 8.2.3, WSU agrees to dedicate additional right-of-way along these road frontages according to adopted Clark County Road Standards at the time Clark County has secured funding and is undertaking road improvements to NE 50th Avenue, NE 29th Avenue or Salmon Creek Avenue.

8.4 WSU acknowledges that, as a condition of site plan approval for any proposed development within the Master Plan, WSU may be required to undertake safety improvements to the transportation system but only if it is demonstrated that WSU is proposing a development that would cause or materially aggravate a significant traffic or safety hazard under UDC 40.350.030B(6)(a).

8.5 Clark County agrees to use best efforts to notify WSU when the improvements listed in Section 8.2 will be required to allow WSU to seek legislative budget approval in a timely manner.

8.6 WSU reserves the right to seek another access to Salmon Creek Avenue during any future site plan review or other land use application process and this right of application will not be affected by the dedication of right-of-way for Salmon Creek Avenue specified in Section 8.2.3.

8.7 Clark County acknowledges that WSU will be entitled to transportation impact fee credits for the dedication of land for or the construction of any system improvements included in the County's capital facilities plan.

9. WSU's Continuing Commitment. In order to remain eligible for the trips described in Section 8 of this Amendment, WSU will demonstrate that it will continue to provide an opportunity to create and maintain family wage jobs pursuant to Section 12 of the Development Agreement and UDC 40.350.020(P), and WSU will continue its commitment to commute trip reduction pursuant to Section 13 of the Development Agreement and Chapter 5.50 UDC

10. Public Hearing. The Board of County Commissioners has approved execution of this Amendment by resolution after public hearing held on November 5, 2008.

11. Effect of Amendment. This Amendment amends the Development Agreement and except as otherwise modified in this Amendment, the terms of the Development Agreement remain in effect for the term of the Development Agreement. In the event of conflict between a term of this Amendment and a term of the Development Agreement, the term of the Amendment controls.

SIGNATURES ON FOLLOWING PAGE

<p>WASHINGTON STATE UNIVERSITY</p> <p>_____</p> <p>By: _____ Title: _____ Date: _____</p>	<p>WASHINGTON STATE UNIVERSITY</p> <p>Recommended by:</p> <p>_____</p> <p>By: Harold A. Dengerink Title: Campus Executive Officer Date: _____</p>
<p>CLARK COUNTY, WASHINGTON</p> <p>_____</p> <p>By: _____ Title: _____ Date: _____</p>	<p>CLARK COUNTY, WASHINGTON</p> <p>_____</p> <p>By: _____ Title: _____ Date: _____</p>
<p>CLARK COUNTY, WASHINGTON</p> <p>_____</p> <p>By: _____ Title: _____ Date: _____</p>	<p>Approved as to form only:</p> <p>By:  Deputy Prosecuting Attorney</p>

NOTARY PARAGRAPHS ON FOLLOWING PAGES

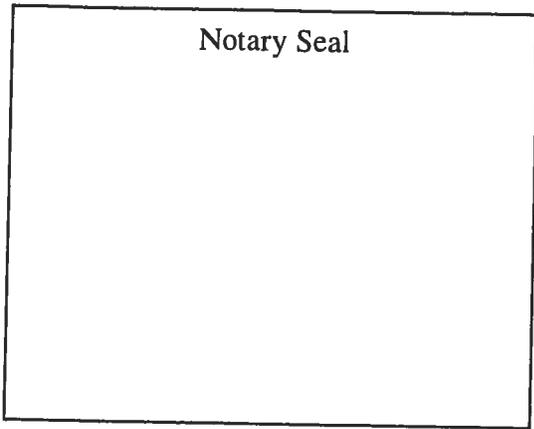
State of Washington)

) ss.

County of Clark)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the _____ of Washington State University to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____, 2008.



Notary Public for Washington

Name of Notary

My appointment expires: _____

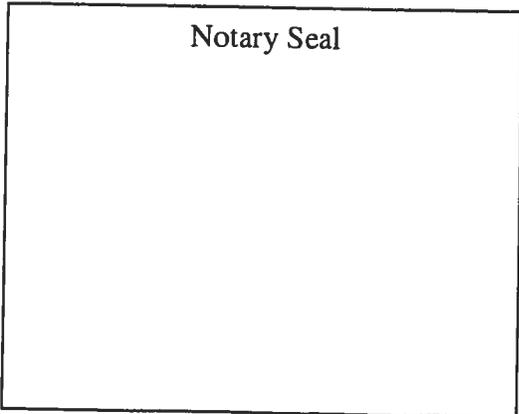
State of Washington)

) ss.

County of Clark)

I certify that I know or have satisfactory evidence that Harold A. Dengerink is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Campus Executive Officer of Washington State University to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____, 2008.



Notary Public for Washington

Name of Notary

My appointment expires: _____

EXHIBIT A
DEVELOPMENT AGREEMENT

RD 99-08

DEVELOPMENT AGREEMENT

1. Effective Date: January 26, 1999
2. Parties:

Washington State University, a State Institution of Higher Education (herein after referred to as "WSU");

Clark County, a political subdivision of the State of Washington herein after referred to as Clark County");
3. Recitals:
 - a) WSU owns certain property within Clark County legally described in Exhibit "A" and as illustrated in Exhibit "B" attached hereto and incorporated fully by this reference, commonly known as the WSU Vancouver Campus. The WSU property also includes the approximately 3.0 acre Plamondon parcel which is now part of the WSU Vancouver Campus.
 - b) The Board of County Commissioners in Resolution No. 1995-10-37 approved the WSU Vancouver Campus Master Plan pursuant to Clark County case files REZ# 95-003-2431/1331, hereinafter referred to as "Master Plan".
 - c) As part of the Master Plan approval, the WSU property shall be developed in accordance with the Master Plan approved under REZ# 95-003-2431/1331, and in compliance with the terms and conditions contained in Resolution No. 1995-10-37.
 - d) The Master Plan, including the 3.0 acre Plamondon property, consists of approximately 351 acres approved for University District (U) uses as identified in 18.319 CCC.
 - e) The Master Plan is composed of three Phases as set forth in the Master Plan and Final Environmental Impact Statement (FEIS) for the campus. Phase I is under construction and Phase II and Phase III will be developed in the future.
 - f) WSU desires to develop and expand the campus, consistent with the previously approved Master Plan.
 - g) As part of the Phase I development review and approval. Phase I traffic generation was calculated at 491 PM peak hour trips.
 - h) Due to reductions in the extent of campus development which actually occurred in Phase I from what was anticipated in the Master Plan and due to the implementation

by WSU of transportation demand management strategies including commute trip reduction programs, actual Phase I traffic generation at full capacity has been estimated to be 252 PM peak hour trips.

- i) Clark County and WSU desire to enter into this Development Agreement to reserve transportation capacity during the AM and PM peak hours for the entire WSU Vancouver Campus area referenced in Exhibit "A", including the Plamondon parcel, and as illustrated in Exhibit "B," for the purpose of meeting the concurrency requirements of Chapter 12.40 CCC, for any and all development proposed within the Master Plan, as it exists or is herein after amended. The total trips to be reserved pursuant to this Development Agreement will be 1,149 AM and 1,149 PM peak hour trips for the WSU Vancouver Campus. The 1,149 trips consists of 252 PM peak hour trips estimated for Phase I and 897 PM peak hour trips estimated for Phases II and III. The basis for this trip allocation is shown in Exhibit "C". WSU reserves the right to utilize additional AM and PM peak hour trips, if necessary, under the provisions in CCC 12.40 for Mitigated Level of Service (LOS) D or if additional improvements creating capacity are constructed.
- j) As part of the Phase I campus development, WSU expended \$2,173,191.25 making off-site improvements to the transportation system in the Salmon Creek area. Traffic Impact Fee (TIF) credits, granted to WSU by Clark County, for making these improvements totaled \$1,212,204.00.
- k) Pursuant to §36.70B.170 (1) RCW, the parties are authorized to enter into a Development Agreement which sets forth development standards and other provisions that apply to and govern and vest the development, use, and mitigation of the development of the real property described in Exhibit "A" and illustrated in Exhibit "B".

4. Purpose:

The purpose of this Development Agreement is to:

- a. Reserve capacity in the transportation system for certain developments within the WSU Vancouver Campus, and to not preclude reservation of capacity for development on contiguous property that WSU may acquire in the future, which shall be incorporated into the Master Plan and determined to be eligible for Mitigated "D" level of service.
- b. Allocate additional capacity available under application of the Mitigated "D" level of service to those developments within the Master Plan which meet the requirements of Chapter 12.40, Table 2, Mitigated "D" LOS, Section C.
- c. Not preclude the allocation of additional capacity to any development within the Master Plan or on contiguous parcels in the event WSU constructs or improves transportation infrastructure that will create additional capacity in the study area

identified under §12.40.050 CCC, the Salmon Creek area or other applicable transportation system.

5. WSU Vehicle Trip Estimation:

Transportation forecasts were completed by Clark County using the Salmon Creek Fairgrounds Regional Road Plan traffic model and projected PM peak hour trips covering Master Plan Phases I, II, and III. The traffic modeling assumed that projected trips from Phases I, II, and III would all occur by 2003, even though the entire build-out of these phases would not occur until at least 2010. Based on this information, Clark County determined that the level of service (LOS) on NE 134th Street and other roadways and at other intersections serving the campus would remain at a LOS D or better up to the year 2003. The Clark County forecasted LOS D is premised upon WSU's contribution of \$950,000.00 to Clark County to complete off-site road and intersection improvements.

6. Reservation of Trips:

The total number of trips reserved to WSU pursuant to this Development Agreement is 1,149 AM peak hour trips and 1,149 PM peak hour trips for the WSU Vancouver Campus. The total number of PM peak hour trips estimated for Phase I is 252 trips and for Phases II and III is 897 trips. The number of trips available can be applied to any development within any phase of the Master Plan. To the extent that any proposed development within the Master Plan utilizing the 1,149 AM peak hour trips and 1,149 PM peak hour trips does not generate more than 1,149 AM and 1,149 PM peak hour trips, such development(s) shall be found to comply with and meet the County's concurrency requirements and shall not be required to provide any additional system improvements relating to concurrency.

7. Documentation:

For documentation and monitoring of campus-related trip-making during the remainder of Phase I and during Phase II and III, WSU shall document the PM peak hour traffic associated with each development in each phase as each WSU site plan application is prepared. This documentation shall be prepared by a traffic engineer and shall consist of a summary of expected trip-making associated with each proposed development and a tally of trip-making for the campus as a whole to date. The purpose of the documentation will be to identify the extent to which new development consumes the available PM peak hour trip allocation identified in this Agreement. Documentation prepared in the format identified in Exhibit "C" will include:

- a) Calculation of trip-making for each new development in Phases II and III based on trip generation rates set forth in Exhibit "C".
- b) Preparation of a summary which identifies both existing trip-making at the time of the analysis, estimated trip-making associated with previously approved but

unconstructed or unoccupied development, and estimated trip-making associated with the development for which a site plan application is currently being submitted.

- c) This summary will be compared with the trip-making allocation of 1,149 PM peak hour trips (inbound and outbound) identified in this Development Agreement to determine if the allocation is exceeded.
- d) Where the estimated trip-making does not exceed the trip-making allocation, WSU will use the remaining unused trips for future development within any phase of the Master Plan, as it currently exists, or is hereafter amended.
- e) When the total estimate of trip-making for development within Phases I, II and III reaches 75 percent of the 1,149 PM peak hour trip allocation, WSU shall conduct a traffic count to identify actual traffic generation for the campus. Subject to discussion with and agreement by Clark County, this count shall be used to determine how much of the 1,149 reserved trips have been utilized and shall form the basis for all new estimates of trip-making up to and including the 1,149 PM peak hour reserved trips. Where the estimate of trip-making does exceed the trip-making allocation, WSU shall be eligible to utilize the Mitigated LOS D related to the "university" being a Family Wage Job Employer, pursuant to CCC 12.40 and shall be eligible for any other trips created by improvements to the transportation infrastructure of which WSU would be entitled to utilize.

8. Traffic Monitoring:

To support the County's on-going program of traffic monitoring at key intersections within the Salmon Creek/Fairgrounds Transportation Study area, Exhibit "D" includes a summary of estimated trip distribution patterns for the WSU Vancouver Campus. Exhibit "D" will constitute the basis for distribution of generated trips to and from the campus at all nearby intersections until such time as WSU or Clark County finds it necessary to modify this estimated pattern. Such modification shall be prepared by WSU in consultation with Clark County. Any traffic monitoring shall incorporate the impact of adding a campus entrance onto NE 50th Avenue in the general vicinity of NE 159th Street when this entrance is operational.

9. WSU Funding Contribution:

WSU funds of \$950,000.00 will be used by Clark County for road and intersection improvements identified in the Salmon Creek / Fairgrounds Regional Road Plan. Pursuant to state law, the expenditure of these funds on road projects in the Salmon Creek / Fairgrounds Regional Road Plan shall entitle WSU to reserved transportation capacity and traffic impact fee credits. Traffic impact fee credits shall be equal to the funds provided to Clark County by WSU associated with this Development Agreement. In addition to reserved transportation capacity, WSU will immediately receive traffic impact

fee credits equal to the funds provided to Clark County under this Development Agreement.

10. Allocation of Additional Capacity:

If WSU constructs or improves the transportation infrastructure within the Salmon Creek / Fairgrounds Regional Road Plan area, WSU shall not be precluded from additional reserved transportation capacity pursuant to Clark County Code. Traffic impact fee credits associated with these road improvements shall be immediately provided to WSU.

11. Phase II and Phase III Development:

The Phase II and Phase III expansion of the campus shall be consistent with the approved Master Plan adopted pursuant to CCC 18.319 which will substantially comply with CCC 18.414 Master Plan Ordinance.

12. Provides an Exceptional Opportunity to Create Family Wage Jobs:

The WSU Vancouver Campus provides both a unique presence and educational opportunities in Clark County. WSU is a vital regional resource in this rapidly growing and evolving economy because it provides a broad array of quality educational opportunities, and is the only public institution located within the State of Washington that offers a baccalaureate and graduate level education to the residents of Clark County and Southwest Washington. As such, the WSU Vancouver Campus is a critical part of the Clark County infrastructure.

CCC 12.40 (Concurrency Management) allows a "Mitigated D" or reduced level of service standard for certain types of developments that provide exceptional opportunities for creating family wage jobs and incorporate commitments to commute trip reduction programs. In December 1997, the Clark County Board of County Commissioners added "university" to the Concurrency Ordinance related to Family Wage Job Employers in recognition of WSU's value to the community. This will allow the WSU Vancouver Campus to utilize the Mitigated LOS D for future campus development. Not only does WSU provide family wage jobs to its employees; WSU also provides the educational training to citizens of Clark County that will allow them to obtain family wage jobs. A major decision factor for other family wage job employers to locate in Clark County has been the presence of the quality educational opportunities provided by WSU. WSU reserves the right to use the additional AM and PM peak hour trips which are available, under the provisions for Mitigated LOS D, after utilizing the reserved trips set forth in this Development Agreement.

At the time the WSU Mitigated LOS D AM and / or PM peak hour trips are utilized, WSU will be required to submit documentation to Clark County verifying compliance with the requirements of CCC 12.40.061. This compliance will require five (5) consecutive years of monitoring at the time the additional AM and / or PM peak hour

trips are needed in order to confirm that WSU is family wage compliant. WSU can elect to qualify for Mitigated LOS D status either based on existing code requirements, as updated in December 1997, or based on future code requirements that may be in effect at the time the additional AM and / or PM peak hour trips are requested. At the time of execution of this Development Agreement, WSU was reviewed and it was determined by Clark County that WSU met and exceeded the minimum family wage job standards.

13. Incorporates a Commitment to Commuter Trip Reduction:

WSU will continue its commitment to commute trip reduction as illustrated in the partial buildout of Phase I where trip generation from the partial buildout of Phase I was less than initially projected. WSU will develop and implement a commute trip reduction program for the remainder of Phase I, Phase II and Phase III, which incorporates a commitment to commute trip reduction and which is designed to meet the goals of Chapter 5.50 CCC.

14. Incorporation by Reference:

Resolution No. 1995-10-37 approving the Master Plan incorporating Clark County case File REZ# 95-003-2431/1331 is hereby incorporated into this Agreement by reference and shall become binding on all of the parties to this Agreement, unless modified by Agreement of the parties.

15. Run with the Land:

This Development Agreement will be binding on the party's successors and assigns and the Agreement shall be recorded with the County Auditor. Specifically, this Development Agreement shall be binding upon the City of Vancouver if the WSU Vancouver Campus is annexed to the City. If the City of Vancouver adopts a different concurrency ordinance from Clark County, WSU reserves the right to be subject to the City of Vancouver Concurrency Ordinance.

16. Term:

Term for this Development Agreement is 27 years ending at the end of the calendar year 2025.

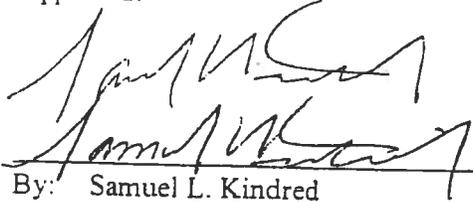
17. Public Hearing:

The Board of County Commissioners has approved execution of this Agreement by resolution after a public hearing.

DATED this 26th day of January, 1999.

WASHINGTON STATE UNIVERSITY

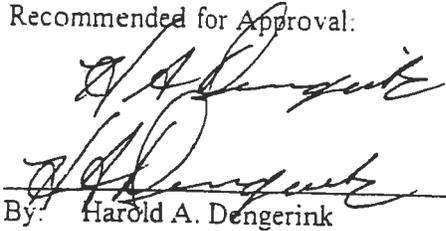
Approved:


By: Samuel L. Kindred

Title: Vice President for Business Affairs

WASHINGTON STATE UNIVERSITY

Recommended for Approval:


By: Harold A. Dengerink

Title: Campus Executive Officer and Dean

CLARK COUNTY

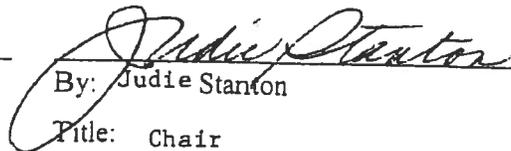
Approved:

By: Betty Sue Morris

Title: Commissioner

CLARK COUNTY

Approved:


By: Judie Stanton

Title: Chair

Approved:

By: Craig Pridemore

Title: Commissioner

EXHIBIT B

Family Wage Qualification

2007

WSU Vancouver

	NAICS basis	Data basis	WSU Vancouver actual
Clark County Covered Wage (1)	\$39,458		\$39,458
Add: 25%	\$49,323		\$49,323
NAICS Code 6113 (2)(3)	\$40,386		
WSU Vancouver Actual 12/31/2007 (6)			\$56,607
Health Care 2007	\$8,484	21.0%	\$8,484
Retirement (4)	\$2,685	6.6%	\$3,764
Vacation (5)	\$1,864	96hrs/yr	\$2,613
Sick pay not calculated LT Disability and life/ADD incl in med			
	\$13,033	32.3%	\$14,861
Cash wage exclusion (above 17.5%)	\$7,068	17.50%	\$9,906
Available contribution toward threshold family wage	\$5,966		\$4,954
TOTAL WSU VANCOUVER FAMILY WAGE	\$ 46,352		\$ 61,561

1. Source: Quarterly Census of Employment and Wages 2007 4th Quarter

2. SIC have migrated to NAICS [8221 to 6113] -- Colleges, Universities and Professional Schools

3. Four digit code best available choice. Original Data source is author (Evalina Tainer) of above document

4. Weighted avg. contribution % by class from budget office model. Used 12/31/07 ratio of actual employ by type.

5. Entry level Civil service accrue 96hrs/yr. All A/P and Civil service with 16 years accrue at 176hrs/yr

6. PBL and non-PBL permanent positions. Excludes student and temporary hours.

EXHIBIT C Commute Trip Reduction

WSU Vancouver (WSUV) will continue to participate with travel demand management (TDM) activities in Clark County to reduce the number of vehicles traveling to and from the campus, both daily and during peak travel hours. These strategies have and will continue to benefit WSUV (by reducing on-campus parking demand) and the surrounding street system (by reducing campus-oriented traffic volumes). WSU Vancouver TDM strategies have and will include the following

- **Campus shuttle:** In January 2006, C-Tran began providing a shuttle bus route (Route #19) from 7:30 AM to 6 PM weekdays between the campus and the Salmon Creek park-and-ride lot on roughly 45 minute headways. In addition to serving the campus, this route also serves the nearby Legacy Emanuel Hospital and the Kaiser Clinic. In August 2007, service was expanded to include the 99th Street Transit Center and frequency expanded to service between 6:10 AM and 9:10 PM on roughly 30 minute headways. In the initial service period of spring 2006, ridership on the route averaged 34 persons per day. With the addition of freshmen and sophomores to the campus in August 2006, ridership on the route has increased to an estimated 45 riders per day.
- **Transit passes:** WSUV partners with C-Tran to offer “C-Zone” semester bus passes to students, staff and faculty at a reduced rate of \$60.00 per semester. Currently, approximately 40 permits per semester are purchased, an increase from 16 permits sold during the initial spring semester of 2006.
- **Paid parking:** WSUV currently employs approximately 275 permanent full-time and temporary employees. The campus serves an estimated 2,500 (annualized) WSU registered students and around 400 Clark College staff members and students at the Clark Center on the WSUV campus. 1,204 parking spaces are currently provided on the campus that are administered using a Zone Payment system. With parking space additions anticipated in Fall 2008, the campus will have a total of 1,500 parking spaces. Staff and visitors pay to park Monday through Friday between 7 AM and 7 PM. Parking permits may be purchased for a semester or an entire school year. Individuals may also pay to park for a single visit.
- **Tele-teaching:** The WSU system currently offers educational services on the Washington Higher Education Telecommunications System (WHETS) whereby classes taught in Pullman, Spokane and Richland can be viewed on the Vancouver campus and vice versa. Options for teaching while the professor and students remain at home are continually being explored and expanded as technology advances. The university also recently introduced several commercially-supported video-conferencing sites on campus. These new facilities are expected to further reduce the reliance on travel to and from campus.
- **Commute Trip Reduction Activities:** WSU Vancouver participates in local CTR efforts by assigning a CTR Coordinator. Through the coordinator, WSU Vancouver has assisted with or offers:
 - Carpool matching services (www.carpoolmatch.org and www.rideshareonline.com)
 - Carpool parking permits are offered with increased parking lot availability preference
 - Commute Trip Reduction surveys (in partnership with Washington State and Clark County)
 - Successfully lobbying for the return of C-Tran shuttle service from the Salmon Creek park-and-ride lot
 - Participation in “Clean Air Action Day”
 - On-going participation in the “Drive Less, Save More” program including Walk and Roll and Wheel Options.
 - *Walking Magazine* promotion through CTR efforts on campus.

- Updates and maintains Commuter Options Center (located in the Parking Services office) providing information on alternative commute options.
 - A dedicated space on the Parking Services website with updated information on alternative commute options for campus stakeholders and surrounding community members (contains active links to commute options, services, and resource links) <http://www.vancouver.wsu.edu/adm/fo/psafety/CommuetripReduction.htm>
- **Off-peak travel:** Alternate work schedules at WSUV have been expanded beyond the summer months and were made available in August of 2006 to employees on a year-round basis; typically 7:30 AM to 4:00 PM. Review of drive times at most intersections around the campus was examined with the assistance of County staff to determine optimal scheduling to minimize PM peak hour traffic volumes. Classroom activity is already at low levels during the PM peak period, with scheduling driven by student needs and classroom availability at capacity for both day and evening classes. This limits further flexibility.
 - **Bicycle/Pedestrian Facilities:** The WSU Vancouver campus has an extensive internal network of paths serving both bicycle and pedestrian traffic. Roughly paralleling the primary entrance road, a path connects the center of campus with NE Salmon Creek Avenue. A multi-use path also parallels the access road between the campus and the entrance at NE 50th Avenue/NE 159th Street. Between NE 29th Avenue and the main campus buildings, an accessway provides ingress/egress for emergency vehicles and also serves as a western gateway for bicyclists and pedestrians. On the northwest side of campus, two paths serve the main parking lot and provide a connection to the residential area near NE 158th and NE 160th Streets. The university provides on-campus bicycle racks, and showers are available for students, faculty and staff at the fitness center.

4716365 COV

RecFee - \$87.00 Pages: 9 - LANDERHOLM MEMOVICH ETAL
Clark County, WA 11/12/2010 11:41

Return Recorded Instrument to:

Landerholm, Memovich,
Lansverk & Whitesides, P.S.
P.O. Box 1086
Vancouver, WA 98666-1086

Document Title(s) (or transactions contained therein):

Covenant Running with the Land NE 29th Avenue Activity #CPZ2008-00023

Reference Number(s) or Documents assigned or released:

None

Additional reference numbers on page ____ of document

Grantor(s) (Last name first, then first name and initials):

Ridgefield Self Storage, LLC and Salmon Creek Park, LLC

Additional names on page ____ of document

Grantee(s) (Last name first, then first name and initials):

Clark County, a Municipal corporation and political subdivision of the State of Washington

Additional names on page ____ of document

Legal Description (abbreviated: i.e., lot, block, plat or section, township, range):

SW ¼ and SE ¼ of Section 25, 3N, 1E,

Additional legal is on page ____ of document

Assessor's Property Tax Parcel/Account Number:

186571-000, 186385-000

Assessor Tax Number Not Yet Assigned

**COVENANT
RUNNING WITH THE LAND
NE 29th AVENUE
ACTIVITY #CPZ 2008-00023**

An Agreement and Covenant to Clark County, a Municipal corporation and political subdivision of the State of Washington (hereinafter "County"), from Ridgfield Self Storage LLC, (hereinafter "Applicant"), and Salmon Creek Park, LLC, (hereinafter "Applicant") are owners of certain real property in Clark County, legally described in Exhibit 'A' which Applicant wishes to rezone (hereinafter "Property"), whereby Applicant covenants to County that if the Property described in Exhibit 'A' is rezoned from Urban Medium (R-18) to General Commercial (CG) zoning and comprehensive plan designation, that the Property will be used only in accordance with this Covenant and subject to the conditions herein described.

Applicants herein covenant and agree to County on behalf of themselves and all of their heirs, assigns and successors in interest into whose ownership the Property might pass, as follows, it being specifically agreed to that this is a covenant which touches, concerns, enhances, benefits and runs with the real property of Applicant.

1. **Title.** Applicants are the sole and exclusive owners of the real property situated in Clark County, Washington, legally described in Exhibit "A" attached hereto.
2. **Conditions.** The rezone shall be subject to the following conditions:
 - a. Development or re-development of the Properties shall result in no more than 650 new PM peak hour vehicle trips, based on the Institute of Traffic Engineers (ITE), Trip Generation Manual, 7th Edition and its successors, if adopted by Clark County. This covenant shall not be construed as limiting the County in its ability to lawfully condition the future development of the property including imposing mitigation for transportation impacts.
 - b. This covenant applies to two separate parcels with a combined PM peak hour trip cap. The current proposed allocation of trips between the parcels shall be 272 PM peak hour trips for Parcel #186571-000 and 378 PM peak hour trips for Parcel #186385-000. Upon written consent by the owners of both parcels, at any time prior to the first development review application being submitted to the County for either property, the County shall re-allocate the PM peak hour trips as directed by the owners; provided that the total number of PM peak hour trips does not exceed 650.
3. **Remedies.** This Covenant may be enforced by the County in any or all of the following ways at its option:
 - a. By the County's refusal to issue either site plan review approval and/or preliminary/final plat approval, building permits and/or occupancy permits

in the case that this Agreement has not been fully observed in the construction, development and use of the Property by Applicant, or any of its successors in interest, or by the revocation of any such permits for the failure of Applicant, or its successors to observe any of the provisions of this Agreement made pursuant thereto, but said revocation may only occur after a hearing by the Board of County Commissioners, or the County Land Use Hearings Examiner for which ten (10) days notice by publication in a paper of general circulation has been given as well as to affected parties by registered mail, return receipt requested and/or certified mail:

- b. By bringing a suit in any court of competent jurisdiction for monetary damages to cover the expected cost of the County's performance of any and all obligations covenanted herein and which are to be performed by the County, or its direction, on behalf of any obligor,
 - c. For injunction to cause specific performance of this Agreement, or for other appropriate relief as may be deemed desirable by County;
4. **Binding.** This Covenant shall remain in full force and effect until amended, modified or terminated by the action of Applicant and Clark County in zoning proceedings appropriate for that purpose.
 5. **Filing.** This Agreement shall be filed with the Clark County Auditor so as to appear as a covenant within the chain of title for the Property.
 6. **Severability.** If any provision of this Agreement, or the application of the provision to any person or circumstances, is declared invalid, then the rest of the Agreement, or the application of the provision to other persons or circumstances, shall not be affected.
 7. **Successors.** This Agreement and all of its provisions, and each of them, shall be binding upon Applicant, and any and all of its heirs, assigns and successors in interest into whose respective ownership the Property may pass, and any obligation made herein by Applicant shall be enforceable against all of their heirs, assigns and successors of interest into whose ownership real property may pass, and all of them.
 8. **Annexation, Incorporation, Successors, and Assigns.** Subject to the terms hereof, the provisions of this Agreement shall extend to, bind and inure to the benefit of the parties hereto and their respective personal representatives, heirs, successors and assigns. This Agreement shall be recorded with the real property records of Clark County. This Agreement is binding on the parties hereto, their successors, and assigns, including the city, town, or municipality that assumes jurisdiction through incorporation or annexation of the area covering the property by this Agreement. The terms of this Agreement shall be binding on all successors, assigns or future parties in interest, including, but not limited to and through future annexation or incorporation of area in which the development exists.

DATED this 19th day of OCTOBER, 2010

APPLICANTS:

Elvin J. Kawai SECRETARY
Ridgefield Self Storage, LLC.
Keys Mgt. Ent., Inc. Grp.
of Keys Limited Partnership

APPLICANTS:

Gary Reed
Salmon Creek Park, LLC.

STATE OF OREGON)

) ss.

COUNTY OF Clackamas)

I certify that I know or have satisfactory evidence that Edwin J. Kawasaki is the person who appeared before me, and said person acknowledge that he signed this instrument and acknowledged it to be his/her free and voluntary act for the uses and purposes mentioned in this instrument.

DATED: 10-19-10

Print Name: Terisa J. Lundy
NOTARY PUBLIC for the State of
Oregon, residing at

Terisa J. Lundy

My appointment expires:

11-30-12



STATE OF WASHINGTON)

) ss.

COUNTY OF Clark)

I certify that I know or have satisfactory evidence that Gary Reed is the person who appeared before me, and said person acknowledge that he

signed this instrument and acknowledged it to be his/her free and voluntary act for the uses and purposes mentioned in this instrument.

DATED: November 3, 2010



Print Name: John O. Kellar
NOTARY PUBLIC for the State of
Washington, residing at _____

My appointment expires: 11/18/11

EXHIBIT 'A'

LEGAL DESCRIPTION:

That portion of the following described tract lying North of S.R. 205, to-wit:

BEGINNING at a point which is North 15°15' West 2.962 chains from a point 20.966 chains North and 12.026 chains East of the Southwest corner of Section 25, Township 3 North, Range 1 East of the Willamette Meridian, Clark County, Washington, said point being the Northeast corner of that certain tract conveyed to Lester F. Gowdy, et ux, by deed recorded in Book 228, at page 341, Clark County Deed Records; and running thence North 15°15' West 5.078 chains to the Southwest corner of that certain tract conveyed to James Hulett by deed recorded in Book 9 at page 406 of said records; thence North 10° West 11.65 chains to the North line of the Southwest quarter of said Section 25; thence West 8.50 chains to the quarter corner on the West line of said Section; thence South 32.70 chains to a point 7.30 chains North of the Southwest corner of said Section; thence along the center line of the County Road as follows: North 50°45' East 3.77 chains; thence North 73°45' East 4.75 chains; thence North 58°30' East 2.50 chains; thence North 16°30' East 6.047 chains to the Southeast corner of that certain tract conveyed to B. H. Kreis, et ux, by deed recorded in Book 236 at page 492 of said records; thence West 286.6 feet to the Southwest corner of said Kreis tract; thence North 9°32' West 87.2 feet; thence North 66°15' East 163.0 feet to the Southwest corner of said Gowdy tract; thence North 15°15' West 3.289 chains to the Northwest corner of said Gowdy tract; and thence East 3.162 chains to the point of beginning.

EXCEPTING therefrom that portion lying within Northeast 29th Avenue.

EXCEPTING therefrom that portion conveyed to Clark County under Auditor's File No. G 301257.

EXCEPT that portion conveyed to Leonard P. Mattox and Sylvia J. Mattox under Auditor's File No. G 379979.

EXCEPT that portion acquired by the State of Washington by Decree of Appropriation, under Clark County, Washington, Superior Court Case No. SCS0182.

DESCRIPTION:

ORDER NO: K145581 JB

PARCEL I

BEGINNING at a point 20 feet South and 20 feet West from the quarter Section corner between Sections 25 and 26, Township 3 North, Range 1 East of the Willamette Meridian; running thence West, parallel to the North line of Lars Peterson's property, 499.5 feet; thence South along old fence line, 523.3 feet; thence East 499.5 feet, more or less; thence North parallel to the Lars Peterson East line, 523.3 feet to the Point of Beginning.

EXCEPTING therefrom that portion conveyed to Clark County by deeds recorded January 31, 1961, under Auditor's File No. G 301252 and G 301253, records of Clark County, Washington.

ALSO EXCEPTING therefrom that portion conveyed to the State of Washington by deed recorded October 1, 1978, records of Clark County, Washington.

PARCEL II

That part of the following described Tract "X" lying Northeasterly of a line described as follows:

BEGINNING at a point 151.88 feet distant Northeasterly, when measured at right angles from the LR Line center line of SR 205, Columbia River to Jct. SR 5, at Highway Engineer's Station 617+74.99; thence Northwesterly in a straight line to a point 120 feet distant Northeasterly, when measured at right angles from said center line at Highway Engineer's Station 624+00; thence Northwesterly in a straight line to a point 119.47 feet distant Northeasterly, when measured at right angles and/or radially, from said center line at Highway Engineer's Station 624+31.48, and the end of this description.

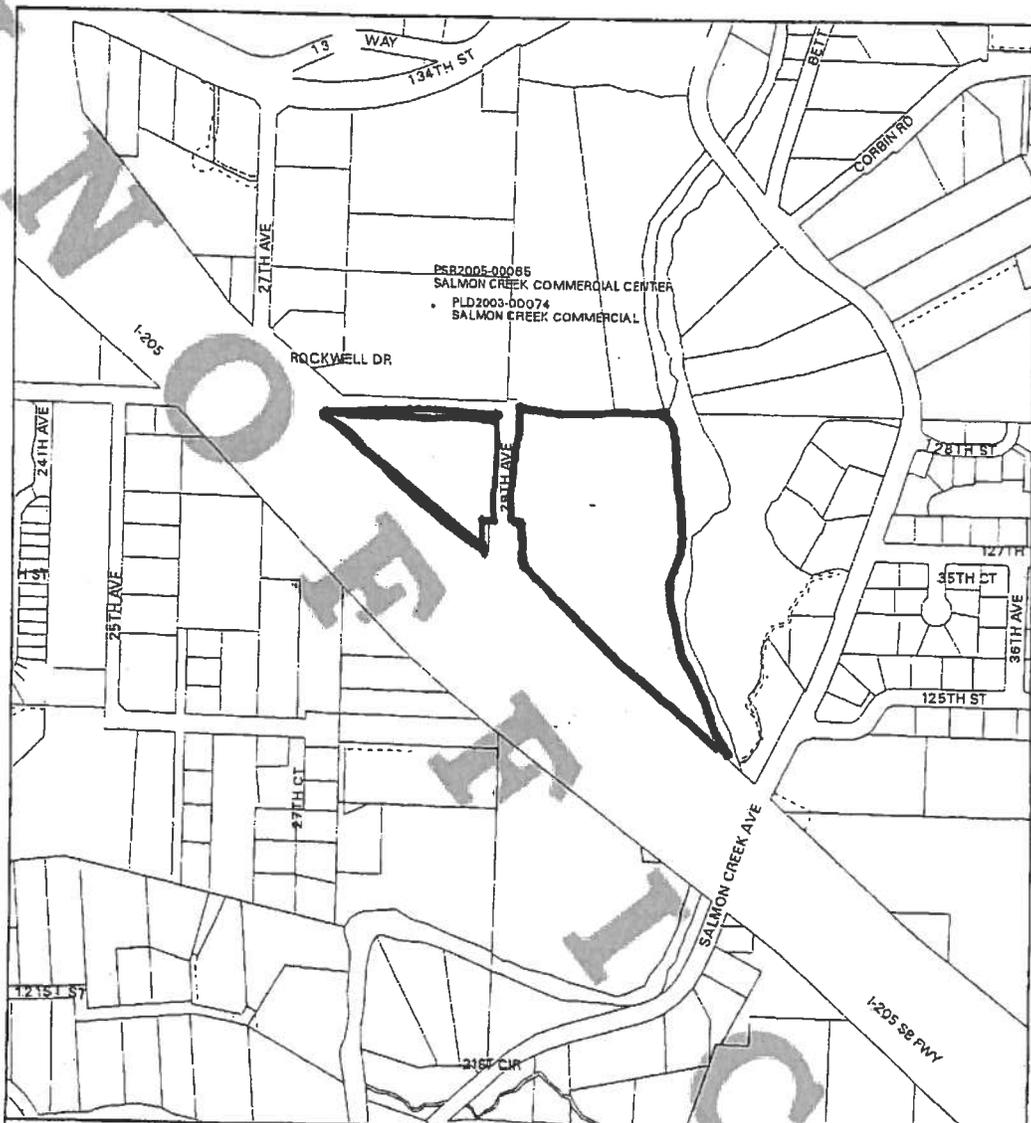
TRACT "X"

BEGINNING at a stake which is 1588.5 feet East and 40 feet South of the center of Section 26, Township 3 North, Range 1 East of the Willamette Meridian, in Clark County, Washington; thence East 259.75 feet to a point on the North line of that certain tract of land conveyed by John Knudson to John Munson on June 8, 1915, by deed recorded in Volume 113, page 99, records of said County, said point being the TRUE Point of Beginning of the tract of land herein described; thence South 1557 feet, more or less, to a point in the South line of said tract which is 284.1 feet distant South 78°8' East from the Southwest corner of said tract; thence South 78°8' East 284.1 feet to a stake; thence North 1611.3 feet to a stake and thence West 259.75 feet to the TRUE Point of Beginning.

SUBJECT TO:

1. Taxes and assessments as they become due and payable.

CR.



PSR2005-00065
 SALMON CREEK COMMERCIAL CENTER
 • PLD2003-00074
 SALMON CREEK COMMERCIAL

Scale 1:4800
 0 200 400 800 Feet



- Subject Parcel
- Public Road
- Transportation or Major Utility Easement

31123	31124	31119
31126	31125	31130
31135	31136	31131

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

Development	Buildout Horizon (yr)	Intersection	Corridor	Total Entering Trips		Buildout Horizon	Buildout Horizon
				Development (Existing)	LOS Prior to Development (Existing)		
South Ridge Elementary	2016	NE 10th Avenue/NE 199th Street	NE 199th Street	775 B		849 B	
Washington State University	2023	NE 134th Street/I-205 NB Off Ramp	NE 134th Street	2259 D			
Washington State University	2023	NE 134th Street/I-205 SB Off Ramp	NE 134th Street	3383 B			
Washington State University	2023	NE 134th Street/I-205 SB On Ramp	NE 134th Street	2680 ?			
Washington State University	2023	NE 134th Street/I-5 NB Off Ramp	NE 134th Street	3514 F			
Washington State University	2023	NE 134th Street/I-5 SB On Ramp	NE 134th Street	3185 A			
Washington State University	2023	NE 134th Street/NE 27th Avenue	NE 134th Street	1258 ?			
Washington State University	2023	NE 134th Street/NE 29th Avenue	NE 134th Street	1394 B			
Washington State University	2023	NE 159th Street/NE 50th Avenue/WSU	NE 50th Avenue	282 A			
Washington State University	2023	NE 20th Avenue/NE 134th Street	NE 20th Avenue	4410 D			
Washington State University	2023	NE 20th Avenue/NE 139th Street	NE 20th Avenue	1690 B			
Union Road Apartments	2023	NE 20th Avenue/NE 144th Street	NE 20th Avenue	1068 C			
Union Road Apartments	2014	NE 20th Avenue/NE 144th Street	NE 20th Avenue	2679 D			1364 E
NE 134th Street Lofts	2015	NE 23rd Avenue/NE 134th Street	NE 134th Street	512 C			4246 E
NE 134th Street Lofts	2015	NE 23rd Avenue/NE 139th Street	NE 139th Street	566 B			975 C
Community Home Health & Hospice	2014	NE 29th Avenue/NE 139th Street	NE 29th Avenue	645 B			925 B
Bonaventure	2015	NE 29th Avenue/NE 139th Street	NE 29th Avenue	556 B			695 B
Union Road Apartments	2014	NE 29th Avenue/NE 139th Street	NE 29th Avenue	551 B			937 B
Union Road Apartments	2014	NE 29th Avenue/NE 179th Street	NE 29th Avenue	517 A			851 B
Velveteen Meadows Subdivision	2011	NE 29th Avenue/NE 189th Street	NE 29th Avenue	184 A			884 B
Velveteen Meadows Subdivision	2011	NE 29th Avenue/NE 194th Street	NE 29th Avenue	174 A			195 A
Cedar Tree Christian Classical School	2014	NE 29th Avenue/NE 199th Street	NE 29th Avenue	443 B			183 A
Velveteen Meadows Subdivision	2011	NE 29th Avenue/NE 199th Street	NE 29th Avenue	620 B			553 B
Cedar Tree Christian Classical School	2014	NE 29th Avenue/NE 199th Street	NE 29th Avenue	1379 D			958 C
Cedar Tree Christian Classical School	2014	NE 29th Avenue/NE 219th Street (SR 502)	NE 219th Street	561 A			1465 F
Cedar Tree Christian Classical School	2014	NE 50th Avenue/NE 199th Street	NE 199th Street	1244 E			650 B
Kol Ami Synagogue	2013	NE 72nd Avenue/NE 119th Street	NE 119th Street	2255 C			1418 F
Kol Ami Synagogue	2013	NE 72nd Avenue/NE 139th Street	NE 72nd Avenue	1210 D			3435 D
Union Road Apartments	2013	NE 87th Avenue/NE 119th Street	NE 119th Street	1185 A			1645 F
Union Road Apartments	2014	NE Delfel Road (N)/NE 179th Street	NE 179th Street	603 B			2035 C
Cedar Tree Christian Classical School	2014	NE Delfel Road/NE 199th Street	NE 199th Street	332 B			774 B
Chucks	2016	NE Highway 99/NE 117th Street	NE Highway 99	2070 D			393 B
Community Home Health & Hospice	2014	NE Salmon Creek Avenue/NE 119th Street	NE 119th Street	701 B			3074 D
Community Home Health & Hospice	2014	NE Salmon Creek Avenue/NE 134th Street	NE 134th Street	1122 C			748 B
Washington State University	2023	NE Salmon Creek Avenue/NE 134th Street	NE 134th Street	1112 B			1221 B
Washington State University	2023	NE Salmon Creek Avenue/WSU Main Entrance	NE Salmon Creek Avenue	694 B			467 B
NE 134th Street Lofts	2015	NE Salmon Creek Street/NE 50th Avenue (N)	NE Salmon Creek Street	351 B			
Washington State University	2023	NE Salmon Creek Street/NE 50th Avenue (N)	NE Salmon Creek Street	367 B			
Bonaventure	2015	NE Salmon Creek Street/NE 50th Avenue (N)	NE Salmon Creek Street	351 B			503 C