



REASONABLE USE EXCEPTION

Page 1 of 4

Staff Use Only

Label



1. Application Submittal Checklist - All items listed are required at the time of application. Incomplete applications will not be accepted.

- ☒ Master Application
- ☒ Application Fee. Refer to the current fee schedule. *Additional fees may occur if the base hours/fees are exhausted.*
- ☒ One Site Plan - See Site Plan Submittal Requirements on page 4
- ☒ Project Narrative- The narrative should include what is existing and proposed on the subject parcel. Be specific regarding all uses and activities to occur on-site, the critical areas and the specific allowance or reduction requested.
- ☒ Special Reports if applicable. These may include wetland delineation, geotechnical report, mitigation plan, topographic survey or others. All special reports must be submitted as paper documents **and** PDF files on a flash drive

2. Project Description (Attach separate sheet if necessary):

Refer to RUE Exhibit A.

3. Provide answers to the following questions: (Attach separate sheets if necessary)

Pursuant to Thurston County Code 24.45.030, **all** of the following review criteria listed below are used by the Hearing Examiner to approve, or approve with conditions, the reasonable use exception. For each statement, explain how the project will meet the stated criteria. It is the applicant's responsibility to provide complete responses.

a. No other reasonable use of the property as a whole is permitted by this title.

Refer to RUE Exhibit B.

b. No reasonable use with less impact on the critical area or buffer is possible. At minimum, the alternatives reviewed shall include a change in use, reduction in the size of the use, a change in the timing of the activity, and/or a revision in the project design



REASONABLE USE EXCEPTION

Page 2 of 4

Refer to RUE Exhibit C.

c. The requested use or activity will not result in any damage to other property and will not threaten the public health, safety or welfare on or off the development proposal site or increase public safety risks on or off the subject property.

Refer to RUE Exhibit D.

d. The proposed reasonable use is limited to the minimum encroachment into the critical area and/or buffer necessary to prevent the denial of all reasonable use of the property

Refer to RUE Exhibit E.

e. The proposed reasonable use shall result in minimal alteration of the critical area including but not limited to impacts on vegetation, fish and wildlife resources, hydrological conditions, and geologic conditions

Refer to RUE Exhibit F.



REASONABLE USE EXCEPTION

Page 3 of 4

f. A proposal for a reasonable use exception shall ensure no net loss of critical area functions and values. The proposal shall include a mitigation plan consistent with this title and best available science. Mitigation measures shall address unavoidable impacts and shall occur on-site first, or if necessary, off-site.

Refer to RUE Exhibit G.

g. The reasonable use shall not result in the unmitigated adverse impacts to species of concern

Refer to RUE Exhibit H.

h. The location and scale of existing development on surrounding properties shall not be the sole basis for granting or determining a reasonable use exception

Refer to RUE Exhibit I.

Has the property been subdivided or boundary lines adjusted since February 1, 1994? ☒ YES ☐ NO

If Yes, has the subdivision or boundary line adjustment resulted in the need for this RUE? ☐ YES ☒ NO



REASONABLE USE EXCEPTION

Page 4 of 4

4. Site Plan Submittal Requirements **Refer to RUE Figures 1, 2, 3, & 4.**

- Site plan shall be legible and drawn to a standard engineer scale on 11" X 17" or 8 ½" x 11" sheet.
- Example scales include 1" = 30' or 1" = 100'
- Aerial photographs are not accepted as site plans.
- All applicable items noted below shall be addressed on the site plan.

Applicant	Site Plan Checklist	Staff
<input checked="" type="checkbox"/>	a. North arrow, site address, tax parcel number and map scale used	<input type="checkbox"/>
<input checked="" type="checkbox"/>	b. All property line boundaries and dimensions. Property owner is responsible for knowing their property line locations and flagging them onsite if requested.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	c. All existing and proposed structures	<input type="checkbox"/>
<input checked="" type="checkbox"/>	d. Setback distance measurements from all property lines (or road access easements) to all existing and proposed buildings	
<input checked="" type="checkbox"/>	e. All means, existing vehicular and pedestrian ingress and egress to and from the site, such as driveways, streets and fire access roads, including existing road names and existing county and state right-of-way.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	f. All easements encroaching onto the property (for example: utility, road, railroad, etc)	<input type="checkbox"/>
<input checked="" type="checkbox"/>	g. Location of all existing and proposed utilities such as septic tanks, drainfields, reserve drainfield areas, sewer lines, water lines, wells, and springs.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	h. The location of all existing off-site water supplies within 200 feet of the project site with their associated sanitary control radii (100' for wells & 200' for springs).	<input type="checkbox"/>
<input checked="" type="checkbox"/>	i. Square footage of existing and proposed impervious surfaces	<input type="checkbox"/>
<input checked="" type="checkbox"/>	j. Location of any critical areas and buffers (example: wetlands, shorelines, ponds, streams, steep slopes, seasonal drainages, marine bluffs, flood plain, high groundwater, oaks, special habitat, etc)	<input type="checkbox"/>
<input checked="" type="checkbox"/>	k. Topographic information showing two-foot contours for the entire subject parcel or parcels and a minimum of fifty feet into adjacent parcels, based on available county information.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	l. All existing vegetation to remain and all proposed landscaping including location and type	<input type="checkbox"/>
<input checked="" type="checkbox"/>	m. Vicinity Map at a scale of not less than three (3) inches to the mile, indicating the boundary lines and names of adjacent developments, streets and boundary lines of adjacent parcels, and the relationship of the proposed development to major roads and highways.	<input type="checkbox"/>

The project site must be identified in the field by posting an identification sign visible from the access road. The sign and flagging are provided by Thurston County to the applicant at the time of application.

Additional information may be necessary to make a determination. This could include full delineation and analysis of critical areas by a qualified professional at the applicant's expense.

RUE EXECUTIVE SUMMARY

The owner proposes to develop the Inspiring Kids Preserve, a 108-acre natural area, to provide schools and other interest groups opportunities for outdoor learning, as well as providing public access to trails. The owner's mission is to conserve land and provide environmental education opportunities to the public. This use is very protective of the natural areas of the site, minimizing development while allowing use. With the limited infrastructure in place, more than 700 youth from local schools have experienced outdoor learning on the site, and North Thurston Public Schools is partnering with CLT to bring third graders from all 13 elementary schools (approx. 1200 students) to the property for outdoor classes.

3.a. No other reasonable use if this property as a whole is permitted by this title.

The owner's mission is to conserve land and provide environmental education opportunities to the public. The north half of the property was purchased using public grants. A condition of the grant imposed by the funding agency was that CLT would forfeit previously existing development rights, thereby restricting development of the site to the conservation and education use declared by CLT in their grant application. CLT cannot develop the property for a use other than the one they are proposing. The proposed Site plan represents the minimal impact when compared to all other land uses that could be implemented for this site. There is no other reasonable use appropriate to the owner's mission that would have less impact on the site's critical areas or buffers.

3.b. No reasonable use with less impact on the critical area or buffer is possible. At a minimum, the alternatives reviewed shall include a change in use, reduction in size of the use, a change in the timing of the activity, and/or a revision in the project design.

The applicant examined multiple site development options, balancing road / traffic safety for the driveway location with location of critical areas, mainly wetlands and buffers along Johnson Point Road. When CLT purchased the property, development rights were extinguished, thus eliminating possible residential development which would have much higher impacts. The location of entry and hub minimize impact to wetlands. Timing of activities is confined to the daylight hours, and no additional noise impacts are proposed, other than vehicles coming in and out of the entrance. Project design revisions have eliminated septic system, well and viewing platforms, thus further minimizing impacts.

3.c. The requested use will not result in any damage to other property and will not threaten public health, safety or welfare on or off the proposed development site or increase public safety risks on or off the subject property.

No damage will be caused to nearby properties by the proposed use. Except for the facility entrance and lower parking area, visibility of the proposed infrastructure will be minimal. Construction will not intrude on other properties. Views will not be modified or degraded. The project poses no threats to public health, safety or welfare. The project proposal meets the road sight distance requirements for the driveway location and trails and other amenities are designed with safety in mind.

3.d. The proposed reasonable use is limited to the minimum encroachment into the critical area and/or buffer necessary to prevent denial of all reasonable use of the property.

Alternative locations for the site entrance were analyzed to meet the Thurston County minimum site distance requirements on Johnson Point Road NE, and the design of driveway and hub area in order to impact the least square footage of wetlands and buffers. The proposed Site plan represents the optimal driveway entrance location to meet code safety requirements and to result in minimal impact to wetlands and buffers when compared to all other land uses that could be implemented for this site.

3.e. The proposed use shall result in minimal alteration of the critical area including but not limited to impacts on vegetation, fish and wildlife resources, hydrological conditions, and geologic conditions.

This project is to create a natural preserve that can be safely accessed by youth and the public to enhance education and understanding of natural ecosystems. Emphasis in design has been placed on minimizing alteration and impacts to the environment, including vegetation, fish and wildlife resources, hydrology, and geology, while providing safe ingress/ egress to the site. Only 707 sq. ft. of direct wetland and 50,856 sq. ft. of direct wetland buffers will be disturbed. Mitigation that meets or exceeds Thurston County standards is planned for both direct impacts. Mitigation is also proposed for indirect wetland and indirect wetland buffer impacts. Multiple design alternatives were considered when determining which site entry point was the least impactful, while still providing safe access.

3.f. A proposal for RUE shall ensure no net loss of critical area functions and values. The proposal shall include a mitigation plan consistent with this title and best available science. Mitigation measures shall address unavoidable impacts and shall occur on-site, or if necessary, off-site.

The project has been designed to avoid, minimize and mitigate onsite for impacts to critical areas, namely wetlands and wetland buffers. No activities will impact groundwater. Restoration/ mitigation planting is already underway on the property. A mitigation plan is provided in the Critical Areas Report. All mitigation planting areas are on-site.

3. g. The reasonable use shall not result in unmitigated adverse impacts to species of concern.

No species of state or federal concern have been identified on the site.

3.h. The location and scale of existing development on surrounding properties shall not be the sole basis for granting or determining a RUE.

The proposal is much less in scale and impacts than the surrounding properties. Surrounding properties are residential and in continuous use. This project is to be used in daytime only, not every day, and with minimal noise.

Table of Contents for RUE application - list of exhibits and figures

Sequence	Item	Page number or number of pages
1.	RUE Exhibit A – Response to Question 2: (Project Description)	Pages 1-2
2.	RUE Exhibit B - Response to Question 3a	Page 3
3.	RUE Exhibit C - Response to Question 3b	Page 4
4.	RUE Exhibit D - Response to Question 3c	Page 5
5.	RUE Exhibit E - Response to Question 3d	Page 6
6.	RUE Exhibit F - Response to Question 3e	Page 7
7.	RUE Exhibit G - Response to Question 3f	Page 8
8.	RUE Exhibit H - Response to Question 3g	Page 9
9.	RUE Exhibit I - Response to Question 3h	Page 10
10.	RUE Exhibit J - Site Development Options 1-4.	4 pages (not numbered)
11.	RUE Exhibit K - Sight Distance Analysis	3 pages (not numbered)
12.	RUE Exhibit L – Revised Critical Areas Report	134 pages
13.	Figure 1 – Vicinity Map	1 page
14.	Figure 2 – Project/Site Map	1 page
15.	Figure 3 – Hub Plan	1 page
16.	Figure 4 – Impervious Surfaces Map	1 page

RUE Exhibit A – Response to Question 2: (Project Description)

Capitol Land Trust (CLT) is a 501(c)3 nonprofit whose mission is to further collaborative and strategic conservation of southwest Washington's essential natural areas and working lands. Since 1987, our partners and supporters have helped us conserve over 6,000 acres and 15 miles of Puget Sound shoreline. We seek not only to conserve land but also to connect people to place, to each other, and to the natural world.

We had all these goals in mind when acquiring the Inspiring Kids Preserve (IKP), a 108-acre natural area on the eastern shore of Henderson Inlet. The preserve protects many natural resources including small freshwater streams and the surrounding riparian hardwood forest, a large tract of saltmarsh, second and third-growth coniferous forest, freshwater wetlands, and over one mile of Puget Sound shoreline. CLT has invested heavily in restoring the ecological integrity of this property by removing derelict structures, old farming equipment and vehicles, fences, and acres of Himalayan blackberry and by planting native trees and shrubs.

CLT proposes to develop the Inspiring Kids Preserve to provide schools and other interest groups outdoor learning, as well as providing public access to trails - activities that are consistent with its mission. The property was purchased using public grants. A condition of the grant imposed by the funding agency was that CLT would forfeit previously existing development rights, thereby restricting development of the site to the conservation and education use declared by CLT in their grant application. CLT cannot develop the property for a use other than the one they are proposing. The proposed Site Plan represents the minimal impact when compared to all other land uses that could be implemented for this site. There is no other reasonable use appropriate to the CLT's mission that would have less impact on the site's critical areas or buffers.

Local schools are seeking a place dedicated to hands-on learning for Science, Technology, Engineering, Art, and Math. CLT and North Thurston Public Schools are partnering to bring all 13 elementary school third grade classes (1,200 students) to the preserve for outdoor learning. More than 700 youth have visited in the last 5 years despite the pandemic and site access limitations.

We also plan to make this preserve available to other organizations in the area to support their programming. Our community is rich in groups trying to improve the quality of life of everyone who lives here. The preserve will help them leverage their programs and the engagement of their constituents, through service projects that will have a restorative effect for all involved.

To make this a welcoming place for all, we need infrastructure that provides safe access to the site and complements the natural features of the land while protecting its conservation values. Currently, the site has no infrastructure other than old logging/ access roads at the north and south ends. Neither of these access points provides safe ingress/ egress for visitors.

This project proposes that visitors will enter the preserve from a new driveway off of Johnson Point Road that provides adequate sight distance to safely enter and exit. General public parking will be near Johnson Point Road to enable easy surveillance of the parking area while school buses will have access beyond the gate to the Hub of the preserve. This Hub will include an area for buses to park and turn around, as well as Sani-can facilities, an open-air pavilion, storage space, interpretive signs, and parking. The open-air pavilion will be used to gather students before they walk the trails further into the preserve for activities and will be utilized by CLT and other community organizations for meetings and workshops. Once at the Hub, visitors can access the trail system which has been planned to highlight the natural

features at the preserve. Some sections of the trail will be designed to accommodate groups, while other sections will provide more of a wilderness experience for individuals. In both cases, trails will be designed to provide a journey while telling a conservation story.

An ADA-compliant loop trail will head north from the preserve Hub so that people with disabilities or those not able to travel farther than a short distance can still enjoy the benefits of spending time at IKP. This trail will be supplemented with navigation features such as guide ropes or an audio tour. The loop highlights an 80-year old second-growth forest and a 25-year old third-growth forest, as well as an outstanding wetland. To minimize disturbance, the trail avoids crossing wetlands and will be an adequate width to allow people to pass each other without stepping off the trail.

Land use permit, critical areas and impacts by parcel number:

Parcel #	Project Impact	Applicable Land Use Appl.	Proposed Activity/ Construction	Critical Areas on parcel	Planned Critical Areas impact
11928230100	Yes	RUE & SUP	ADA trail (gravel)	Wetlands, wetland buffers, intermittent stream	ADA trail will be within buffers of Wetland A, B, & C
11928220800	None	N/A	None	Wetlands, wetland buffers, intermittent stream	None
11929110500	None	N/A	None	Marine shoreline, wetlands, wetland buffers, intermittent stream	None
11929140000	None	N/A	None	Wetlands, wetland buffers, intermittent stream	None
11928230200	Yes	RUE & SUP	Entrance/ parking, shelter & ADA trail (gravel)	Wetlands, wetland buffers, intermittent stream	Wetlands M & P will be partially filled and trees removed for entrance/ parking; Fill in Wetland F buffer; Entrance/ parking and ADA trail within Wetland C buffer; natural surface trail within Wetlands F & G buffer
11929440200	None	N/A	None	Marine shoreline, wetlands, wetland buffers	None
11928320500	None	N/A	None	Wetlands, wetland buffers	None
11928320000	None	N/A	None	None	None

(Note: bathroom, septic, well, viewing platforms and storage shed have been removed from project)

To create the appropriate safe entrance and Hub area, CLT is requesting to place fill in a small area of wetlands (707 square feet) that lie in a small ditch along the west edge of Johnson Point Road NE, and to clear and grade 1.31 acres of wetland buffer to create the driveway and Hub area.

Conservation is incredibly important for our way of life. Not only does it maintain the long-term ecological health of Thurston County, it benefits our physical and mental well-being. Overall, this plan provides access to these benefits while avoiding sensitive habitats, leaving large tracts of land untouched to protect wildlife habitat, and preserving the shoreline. While we initially envisioned this to be a place primarily serving children, we're confident it will become a place that inspires the kid in all of us.

RUE Exhibit B - Response to Question 3a:

3.a No other reasonable use of this property as a whole is permitted by this title.

No, there is no other reasonable use of the property that would advance the owner's goals and have less impact on the wetlands or buffers. The owner's mission is to conserve and preserve land in a natural state and provide environmental education opportunities to the public. The proposed use, the Inspiring Kids Preserve (IKP), when implemented according to the owner's plan, will limit vehicular access to the facility Hub, which extends to approximately 500 ft. into the 2,000 ft. wide property. Only 0.92% of the property will be impervious surfaces, including asphalt pavement, buildings, and crushed gravel trails. As a comparison, impervious surface area in community parks typically ranges between 5% and 12%. There is no other reasonable use appropriate to the owner's mission that would have less impact on the site's critical areas or buffers.

The north/northwest half of the property was purchased using public grants. A condition of the grant imposed by the funding agency was that Capitol Land Trust (CLT) would forfeit previously existing development rights, thereby restricting development of the site to the use declared by CLT in their grant application. CLT cannot develop the property for a use other than the one they are proposing.

Four development options for the proposed use were considered for the site. (Refer to RUE Exhibit J - Site Development Options 1-4). The preferred plan is Site Development Option 4. This option puts the Hub location central to the property, thereby making it more suitable to its purpose as the trail network's hub. Locating the Hub at either the north or south end of the property would result in a half mile walk one way to reach some of the project's interest points, which could be problematic for many younger visitors and result in an increase in buffer impacts. All the other options would impact the wetland buffers as much or more than Site Development Option 4.

A sight distance analysis (RUE Exhibit K) determined an entrance location near the mid-point of the property line along Johnson Point Road NE would provide safer vehicle entry and exit than locations to the north or south. Site Development Option 3, which has the Hub located at the south end of the site, would require widening of an existing driveway which currently serves three residences. This driveway passes just 50 feet in front of the first residence off Johnson Point Road NE. Also, the Hub at the south option would be visible from two of the adjacent residences to the southwest. The north end option (Site Development Option 1) would put the Hub within 100 feet of the neighboring property to the north and would require a longer driveway from the safest access location near the north end on Johnson Point Road NE.

RUE Exhibit C - Response to Question 3b:

- 3.b No reasonable use with less impact on the critical area or buffer is possible. At minimum, the alternatives reviewed shall include a change in use, reduction in size of the use, a change in the timing of the activity, and/or a revision in the project design.

After examining four Site Development Options (refer to RUE Exhibit J), the Applicant concluded the proposed site plan fulfills the owner's goals while minimizing impacts on critical areas and buffers. The dominant land use of this Johnson Point area is residential. The development of Inspiring Kids Preserve (IKP) is a change of use from residential. It is easy to conclude that this project is a reduction in the use when compared to residential. For example, residential development would typically result in the one residence, multiple buildings, and paved/gravel parking whereas IKP is proposing a single lane access road, limited parking, and 2 small buildings, significantly less impact than a large lot single family home. With regards to timing of activity, a single-family home is active 24 hours/day, 365 days a year whereas IKP will only be open during the daylight hours of the day and there will be no overnight activity whatsoever. IKP will certainly result in far less physical, audible, and visual impacts to critical areas, buffers, neighbors, vegetation disturbance, and wildlife than any other land use.

RUE Exhibit D - Response to Question 3c:

- 3.c *The requested use or activity will not result in any damage to other property and will not threaten the public health, safety, or welfare on or off the development proposal site or increase public safety risks on or off the subject property.*

No damage will be caused to nearby properties by the proposed use. Except for the facility entrance and the lower parking area, visibility of the proposed improvements will be extremely limited from surrounding properties. Construction of the project will not require intrusion onto neighboring properties, and there are no areas where topography would cause inadvertent runoff, sedimentation, or slope instability resulting from any construction proposed on the property.

The IKP project will not degrade views from off the property. The preserve's Hub area will be approximately 1000 feet away from adjacent neighbors to the south and southwest, 1,400 feet away from the adjacent neighboring property to the north and 280 feet from the edge of Johnson Point Road NE. Only the lower parking area and the driveway leading to it will be visible from Johnson Point Road NE. None of the development beyond 180 feet up the driveway will be visible from off the property, and all disturbed areas will be replanted with native species. Houses on the east side of Johnson Point Road NE are setback 100 feet from the fog line and are reasonably well screened from the road with mature trees and shrubs. The visibility of IKP improvements will be screened with natural vegetation from off the site.

The proposed use would not pose a threat to public health, safety, or welfare. The owner's mission is to conserve and preserve land in a natural state and provide environmental education opportunities to the public. The completed project will feature a paved entrance drive and parking where vehicle speed will be limited to 10 mph. The entrance drive will be located with guidance from and will be designed by a licensed engineer. The project will also feature a network of trails not exceeding 6 feet in width, an open-air Pavilion for educational use, and a small building enclosing one ADA Sanican and storage room. All structures will comply with applicable building codes. Safety will be a priority in design and development of all components of the facility. There will be no toxic or otherwise hazardous materials on site.

The completed IKP project will ensure that over 96% of the property is retained in a natural state for the entirety of its existence. This will be a benefit to neighboring residents as the development of the IKP will eliminate the possibility of introduction of potentially degrading or harmful uses and/or materials to the site in the future.

RUE Exhibit E - Response to Question 3d:

- 3.d The proposed reasonable use is limited to the minimum encroachment into the critical area and/or buffer necessary to prevent the denial of all reasonable use of the property.

Alternative location options for the site entrance and hub area were considered at the north and south ends of the property (Refer to RUE Exhibit J - Site Development Options 1-4). All the Site Development Options 1, 2 and 3 would have a greater impact to critical areas and buffers than the proposed Site Plan.

Review of RUE Exhibit K – Driveway Site Distance Analysis, provides evidence that the Applicant has examined several options and have found the proposed Site Plan results in minimal impacts when compared to all the other land uses that could be implemented on this site. The proposed Site Plan represents the minimal impact by any land use; denial of this project would result in a reasonable and minimal use of this property. The safest location for the site entrance from a sight distance aspect is at the mid-point of the property line along Johnson Point Road NE. This is a strong determinant in locating the Hub proximate to that entry point. The Hub and driveway are designed to be compact, while also providing adequate, but not excessive vehicle and pedestrian space. The roadway at the Hub area is designed with large turn radii and road widths that facilitate access by large vehicles such as buses and fire trucks as required by code.

Parking spaces for two buses and sixteen standard vehicle parking stalls are provided. Closer to the project entrance, a lower parking area with seven stalls is provided from which users will walk along a gravel trail to the Hub area. The roadway connecting the lower lot to the Hub is reduced to a single 13-foot wide lane with a 7-foot gravel passing shoulder. The roadway is reduced in length by 270 feet, or 40%, from an original plan which maintained a 24-foot wide two-lane driveway all the way to the Hub.

The plan strives to keep impacts as far as is reasonably possible from Wetland C to the north without placing the Hub on topography that will require a greater area of disturbance. The entrance and hub area will be entirely within wetland buffers. Some wetland disturbance will occur where the driveway intersects with Johnson Point Road. Because of a limited safe sight distance area along the road, there is little leeway for the entrance location, making some wetland disturbance in the ditch parallel to the road unavoidable. Another factor in determining this project's driveway location is the Thurston County's engineering requirement of aligning driveways that are on opposite sides of the road from one another 150 feet apart or aligning them opposite to one another. Locating this project's driveway 150 feet north or south would have far greater wetland impacts than its present location. Thurston County Public Works agrees because they approved this Site Plan.

RUE Exhibit F - Response to Question 3e:

- 3.e The proposed reasonable use shall result in minimal alteration of the critical area including but not limited to impacts on vegetation, fish and wildlife resources, hydrological conditions, and geologic conditions.

The project's entrance drive will require a small amount of excavation (100 square feet) and placing fill in a small area of two wetlands (707 square feet) which lie in the ditch along the west edge of Johnson Point Road NE. Also, the entire entrance drive and hub area will be within the wetland buffers and will require clearing and grading of approximately 50,856 square feet (1.17 acres: 1.08% of the site). Most of the facility's trails will be in wetland buffers.

Existing vegetation will only be removed from areas which require clearing to construct the project. Being a nature preserve, it is in the best interest of the project to retain existing native vegetation to the greatest extent practicable.

Disturbed areas which will not be surfaced for vehicle or pedestrian use will be planted with native trees, shrub and groundcover species. Cut slopes and embankments may be seeded with an erosion control native grass mix in addition to native tree, shrub and groundcover plantings. No non- native lawn spaces are proposed as part of the project.

RUE Exhibit G - Response to Question 3f:

- 3.f A proposal for a reasonable use exception shall ensure no net loss of critical area functions and values. The proposal shall include a mitigation plan consistent with this title and best available science. Mitigation measures shall address unavoidable impacts and shall occur on-site first, or if necessary, off-site.

The project design team includes a reputable wetland consultant group which has provided critical area identification/delineation, recommendations for avoidance, and has provided a plan for mitigation for both wetlands and buffers. No proposed improvements will require grading or construction that will negatively affect groundwater on the site. Furthermore, CLT has already done several planting and restoration projects that have improved marine riparian, upland forest, and wetland habitats on the property. Refer to RUE Exhibit L - Critical Areas Report (Revised) for the Mitigation Plan (Appendix A, page 32 of the revised Critical Areas Report) that is consistent with best available science.

RUE Exhibit H - Response to Question 3g:

3.g *The reasonable use shall not result in unmitigated adverse impacts to species of concern.*

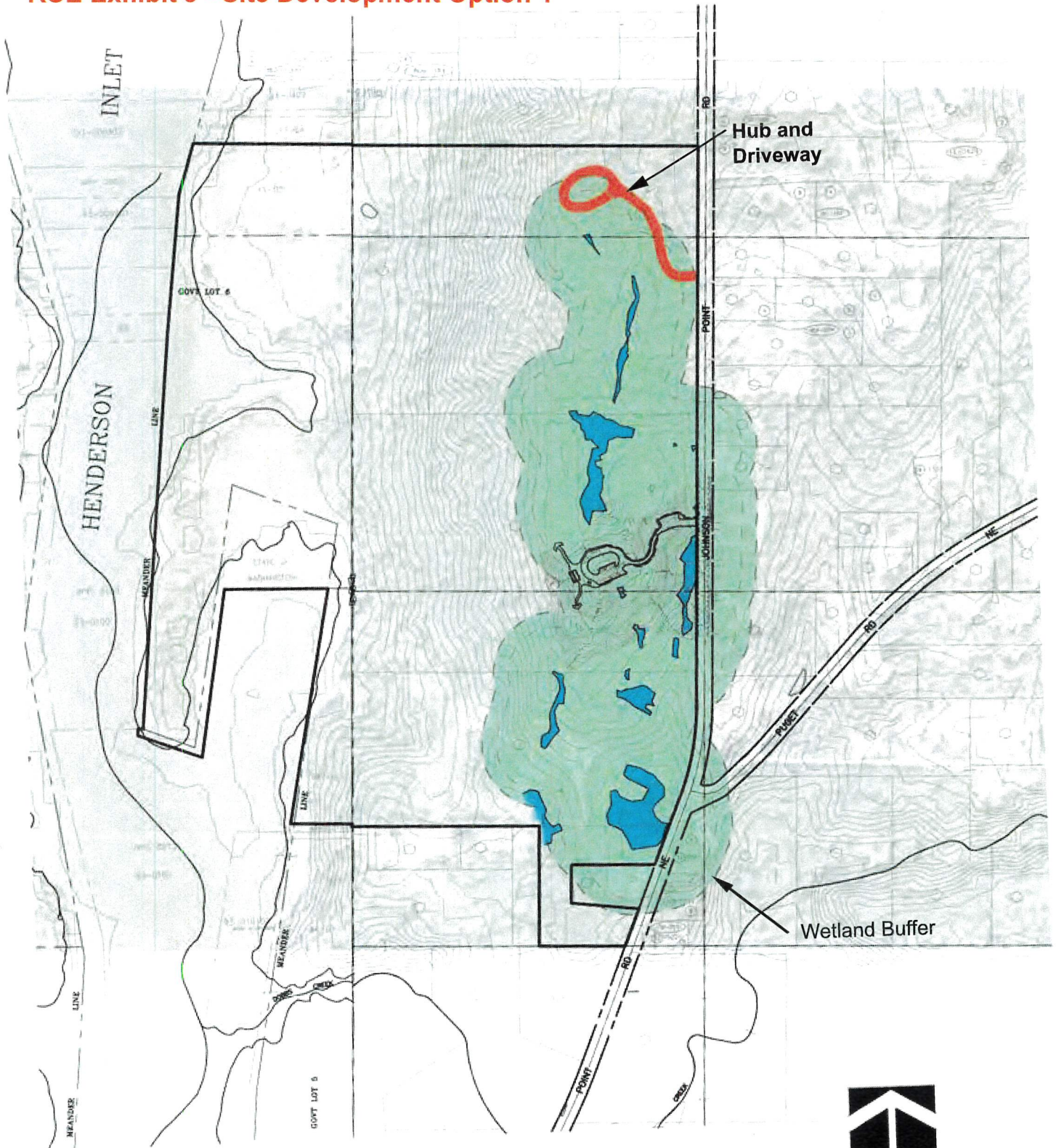
Granting of this Reasonable Use Exception will not result in any adverse impacts to species of concern. Online mapping tools from WDFW and USFW Service show no critical habitats or endangered species on the project site. <https://geodataservices.wdfw.wa.gov/hp/phs/>
<https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77>

RUE Exhibit I - Response to Question 3h:

- 3.h The location and scale of existing development on surrounding properties shall not be the sole basis for granting or determining a reasonable use exception.

The proposal for IKP is less in scale and impacts than surrounding properties. The physical site disturbance is less than if this project was a residential development. The daily use of IKP will not be every day of the year and no overnight use will occur by CLT. The sound level emanating from IKP will be well below legal limits and will be intermittent because nobody lives on site.

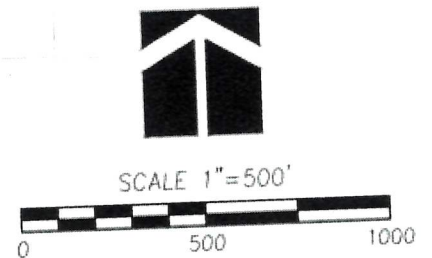
RUE Exhibit J - Site Development Option 1



Site Development Option 1 - Hub at North End

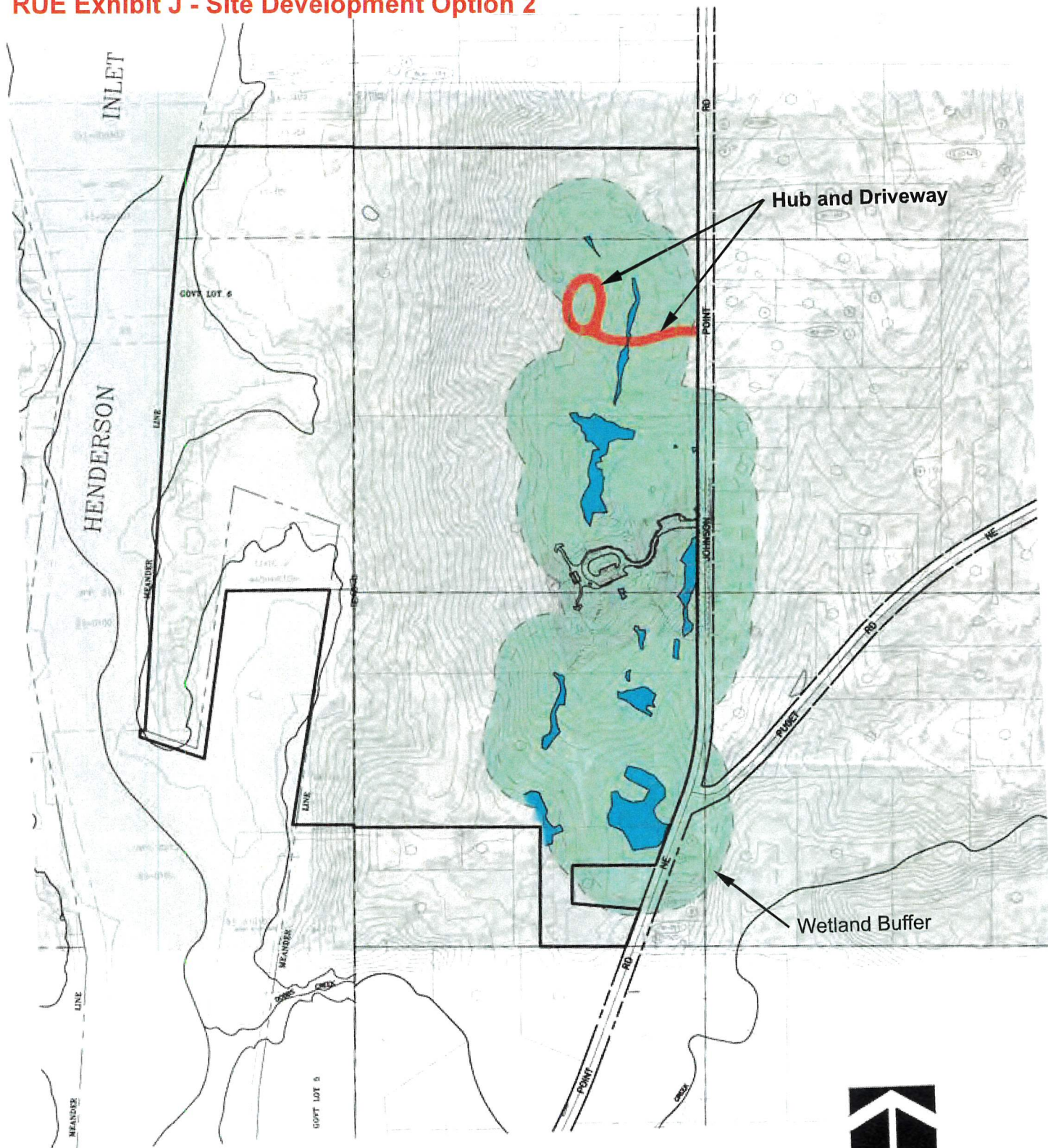


Inspiring Kids Preserve
Capitol Land Trust



Robert W. Droll, Landscape Architect, PS
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July 29, 2020

RUE Exhibit J - Site Development Option 2



Site Development Option 2 - Hub North of Middle



Inspiring Kids Preserve
Capitol Land Trust

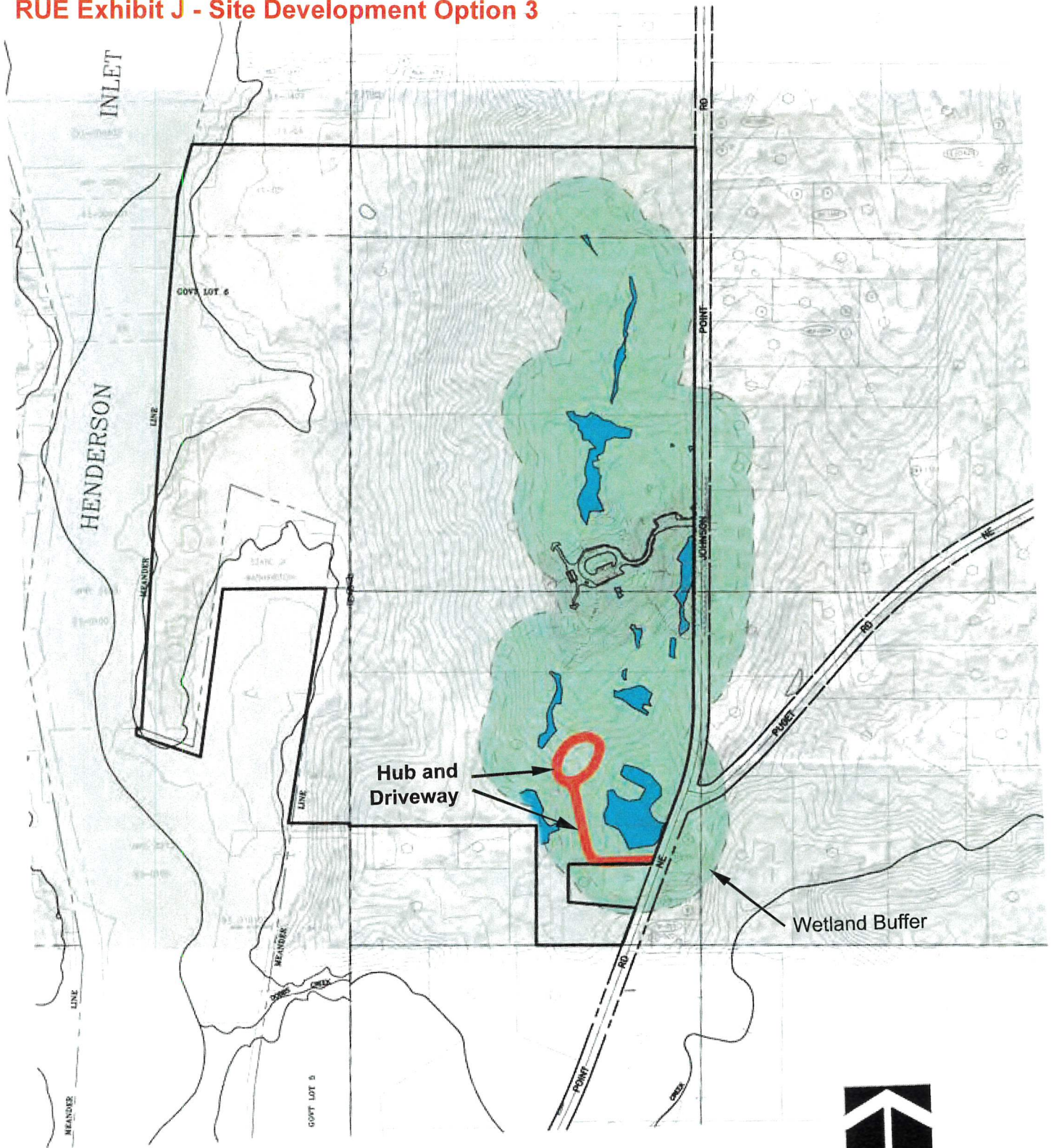


SCALE 1"=500'



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July 29, 2020

RUE Exhibit J - Site Development Option 3



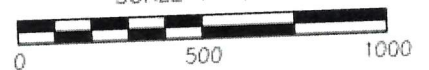
Site Development Option 3 - Hub at South End



Inspiring Kids Preserve
Capitol Land Trust

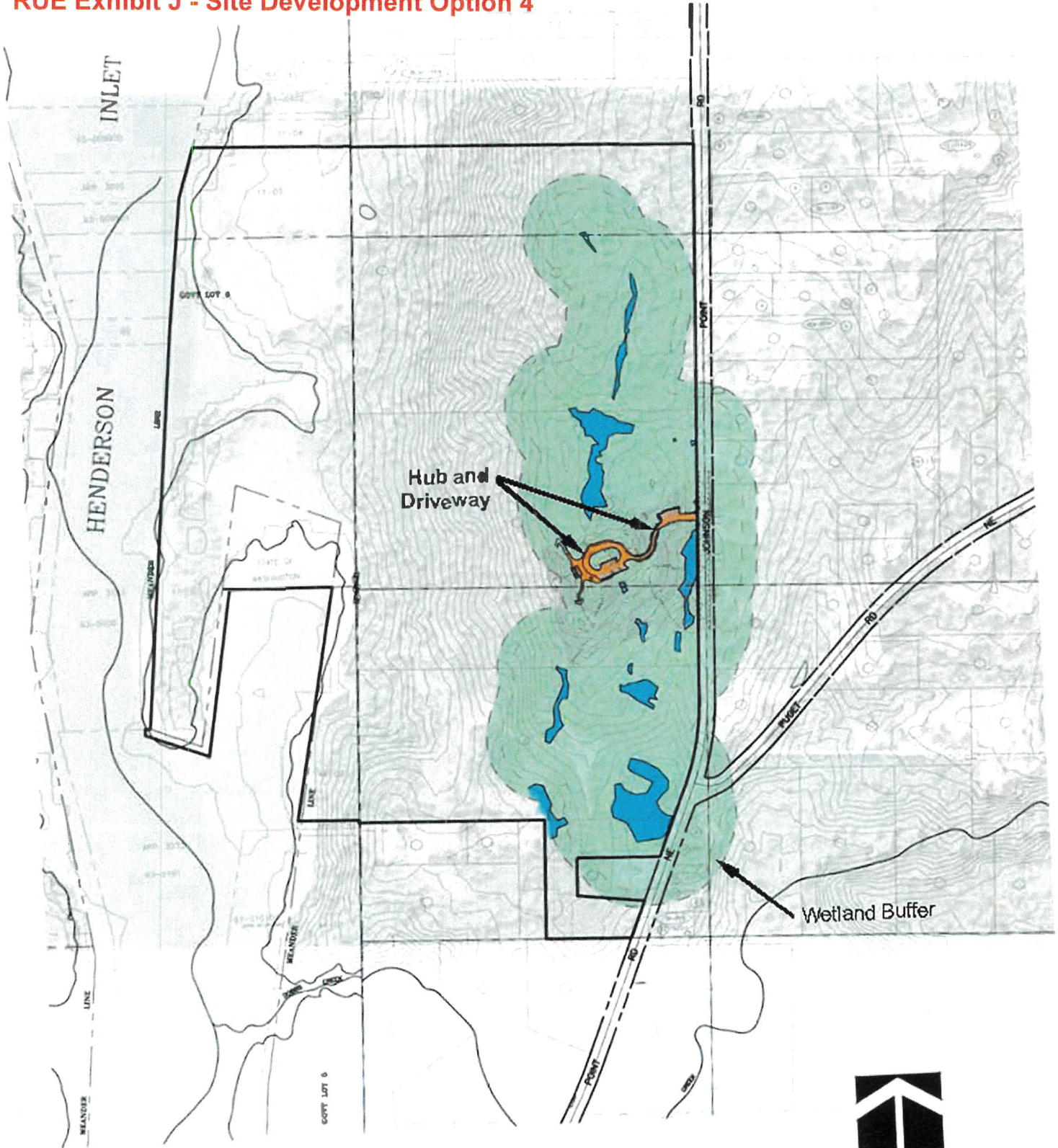


SCALE 1"=500'



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July 29, 2020

RUE Exhibit J - Site Development Option 4



Site Development Option 4 - Hub at Middle Proposed Site Plan



Inspiring Kids Preserve
Capitol Land Trust

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July 29, 2020

RUE Exhibit K - Sight Distance Analysis & Preferred Location Discussion

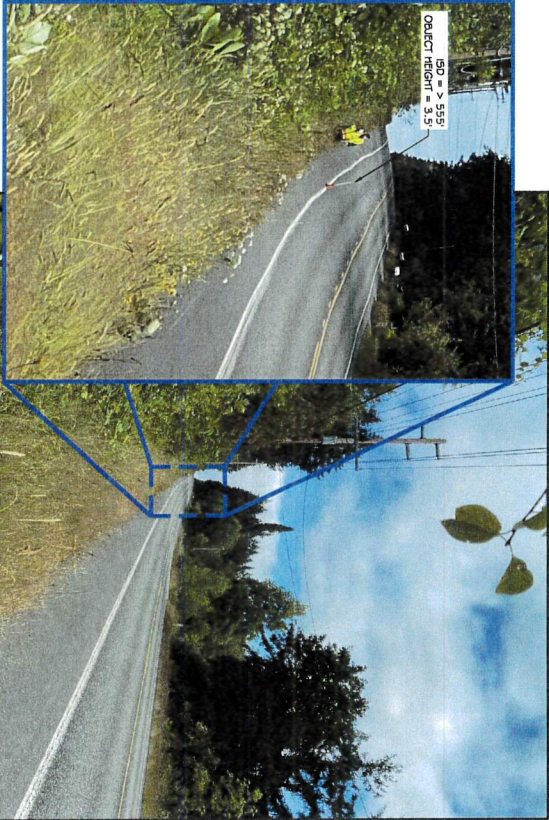
Alternative location options for the site entrance and Hub area were considered at the north and south ends of the property using existing driveways into the property (see RUE Exhibit J Site Development Options 1-4 above). The preferred location (Option 4) is the only option that meets county sight distance requirements on Johnson Point Road, and thus is the safest entry location with least impacts to neighboring parcels. All of the possible access locations will result in buffer impacts, and the southern alternative (Option 3) results in the turn around impacting buffers from four different wetlands. Two of the alternatives (Options 2 & 4) result in wetland impacts but the wetland impact at the preferred central location (Option 4) is to two small Category III wetlands associated with a ditch and depression along Johnson Point Road and would result in the least amount of direct wetland fill impact. None of the alternatives that use existing driveways (Options 1, 2 and 3) would have accommodated a Hub facility without impacting wetland buffers, and the south location (Option 3) would put the development closer to wetlands in the area.

The preferred Hub location (Option 4) is central to the property, thereby making it more suitable to its purpose as the trail network's hub. From this location, trails can radiate to the various points of interest with the least overall trail impact, and provide better access for disabled and younger users. Locating the Hub at either the north or south end of the property would result in a half mile walk one way to reach some of the project's interest points. This could be problematic for many younger visitors.

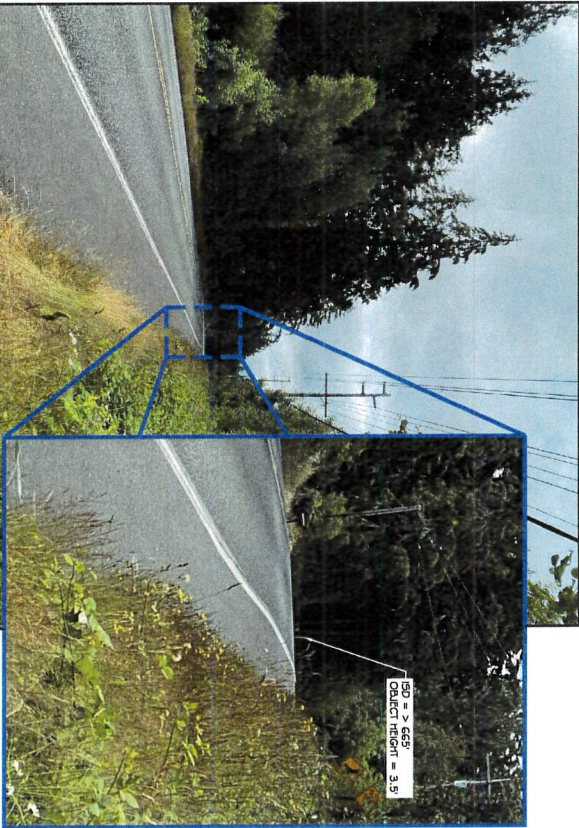
A sight distance study determined an entrance location near the mid-point of the property line along Johnson Point Road NE would provide safer vehicle entry and exit than the north or south options. The south end option would require widening of an existing driveway which currently serves three residences. This driveway passes just 50 feet in front of the first house off Johnson Point Road NE. Also, the Hub at the south option would be visible from two of the adjacent residences. The north end option would put the Hub within 100 feet of the neighboring property to the north and would require a longer driveway from a safe access location on Johnson Point Road NE.

The plan strives to keep impacts as far as is reasonably possible from the major wetland to the north without placing the Hub on topography that will require a greater area of disturbance. The entrance and Hub area will be entirely within wetland buffers. Some wetland disturbance will occur where the driveway intersects with Johnson Point Road. Because of a limited safe sight distance area along the road, there is little leeway for the entrance location, making some wetland disturbance in the ditch parallel to the road unavoidable.

The Hub and driveway are designed to be compact, while also providing adequate, but not excessive vehicle and pedestrian space. The roadway at the Hub area is designed with large turn radii and road widths that facilitate access by large vehicles such as buses and fire trucks



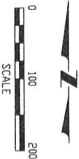
LEFT SIGHT LINE (RIGHT TURN)
(LOOKING NB ON JOHNSON PT RD NE)



RIGHT SIGHT LINE (LEFT TURN)
(LOOKING SB ON JOHNSON PT RD NE)

INTERSECTION SIGHT DISTANCE (ISD) ANALYSIS			
	LEFT SIGHT LINE RIGHT TURN DESIGN ISD	RIGHT SIGHT LINE LEFT TURN DESIGN ISD	
50 MPH	460'	575'	
60 MPH	555'	665'	
AVAILABLE	> 555'	> 665'	

- NOTES:
- FOG LINE SIGHT DISTANCE = 10'
 - PRT HEIGHT @ DRIVEWAY = 3.5'
 - TARGET OBJECT = 3.5'
1. INTERSECTION SIGHT DISTANCE REQUIREMENTS PER SECTION 9.5 OF THE AASHTO GEOMETRIC DESIGN OF HIGHWAYS AND STREETS MANUAL FOR DESIGN SPEEDS OF 50 MPH AND 60 MPH IN ACCORDANCE WITH THURSTON COUNTY ROAD STANDARDS.
 2. DUE TO THE REMOVAL OF EXISTING VEGETATION TO THE ROADWAY, A 10' SETBACK FROM FOG LINE WAS USED FOR THIS ANALYSIS.
 3. DISTING TOPOGRAHY AND PROPERTY LINES OBTAINED FROM THURSTON COUNTY GEODATA.
 4. THIS SECTION OF JOHNSON POINT ROAD IS POSTED AS 50 MPH. IT WAS OBSERVED THAT SIGHT DISTANCE REQUIREMENTS CAN BE ACHIEVED FOR A 60 MPH DESIGN SPEED.
 5. SHOULDER VEGETATION FOR APPROX. 100' ON BOTH SIDES OF THE PROPOSED DRIVEWAY TO BE REMOVED FOR THE INSTALLATION OF DRIVEWAY IMPROVEMENTS.



INSPIRING KIDS PRESERVE
THURSTON COUNTY, WA

DRIVEWAY INTERSECTION
SIGHT DISTANCE ANALYSIS

DRAWN BY
FFW

CHECKED BY
TPA

DATE
7-1-2020

JOB NO. 10161900021

DESIGNED BY
PAI

APPROVED BY
TPA

CALL
UNDERGROUND
LOCATE TWO (2)
WORKING DAYS
BEFORE YOU
DIG
811

kpff

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NOT FOR CONSTRUCTION

NO	DATE	BY	CHD	APPR	REVISION