

CITY COUNCIL MEETING MINUTES

Vancouver City Hall – Council Chambers – 415 W. 6th Street
PO Box 1995 – Vancouver, Washington 98668-1995
www.cityofvancouver.us

Anne McEnerny-Ogle, Mayor

Bart Hansen • Bill Turlay • Alishia Topper • Ty Stober • Linda Glover • Laurie Lebowsky

October 8, 2018

WORKSHOPS

Vancouver City Hall - 415 W 6th Street, Vancouver WA

All present

4:00-4:30 p.m. Downtown Business Improvement Area Update

***Presenters: Teresa Brum, Economic Development Division Manager, 487-7948;
John Collum, Principal Planner, 487-7956***

Staff provided Council with an update on the efforts to design a framework for a potential Vancouver Downtown Improvement Area.

4:30-5:00 p.m. Fourth Plain Forward Update

Presenters: Rebecca Kennedy, Long Range Planning Manager, 487-7896; Andrea Pastor, Associate Economic Development Planner, 487-7947

Staff provided Council with an update on implementation of the Fourth Plain Forward initiative.

5:00-6:00 p.m. Human Service Facilities Siting Ordinance Update

***Presenters: Chad Eiken, Community & Economic Development Director, 487-7882;
Jonathan Young, Deputy City Attorney***

Staff provided Council with an update on options related to potential amendments to the City's Human Service Facilities Siting ordinance.

COUNCIL DINNER/ADMINISTRATIVE UPDATES (6-7 PM)

Vancouver City Hall – Birch Conference Room

COUNCIL CONSENT AGENDA MEETING

Pledge of Allegiance

Call to Order and Roll Call

The consent meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor Anne McEnerny-Ogle in the Council Chambers of City Hall, 415 W. 6th Street, Vancouver, Washington.

Present: Councilmembers Lebowsky, Glover, Stober, Topper, Turlay, Hansen, Mayor McEnerny-Ogle

Absent: None

Proclamation: Breast Cancer Awareness Month

Mayor McEnerny-Ogle read and presented a proclamation Cyndi Holloway, representing Waste Connections Inc., Sherri McMillan, representing Why Racing, and Don Stose, Mayor of Ridgefield and representing the Pink Lemonade Project, proclaiming October as Breast Cancer Awareness Month in Vancouver.

Citizen Communication (Items 1-2)

Mayor McEnerny-Ogle opened Citizen Communication and, receiving no testimony, closed Citizen Communication.

Consent Agenda (Items 1-2)

Motion by Councilmember Lebowsky, seconded by Councilmember Turlay, and carried unanimously to approve the Consent Agenda.

1. **Arnada Park Right-of-Way Vacation**
Staff Report 149-18

A RESOLUTION fixing November 5, 2018 as the date for a public hearing on a proposal to vacate a portion of public rights-of-way associated with E 24th Street and H Street located within the current boundaries of Arnada Park. The right-of-way is located within the Southeast Quarter of Section 22, Township 2 North, Range 1 East, Willamette Meridian.

AN ORDINANCE vacating a portion of public rights-of-way associated with E 24th Street and H Street located within the current boundaries of Arnada Park. The right-of-way is located within the Southeast Quarter of Section 22, Township 2 North, Range 1 East, Willamette Meridian, City of Vancouver, Clark County, Washington; providing for an effective date.

Mayor Pro Tem Hansen read the title of the ordinance into the record.

Summary

City of Vancouver staff is requesting approval to vacate the right-of-way associated with the north half of E. 24th Street and east half of H Street, all which is located within the current boundaries of Arnada Park. The right-of-way is located within the Southeast Quarter of Section 22, Township 2 North, Range 1 East, Willamette Meridian.

Historically, the subject rights-of-way were part of the overall City of Vancouver downtown street grid. When Interstate 5 was constructed in the 1960s, some of the nearby properties and rights-of-way were acquired by WSDOT to accommodate the construction of the Fourth Plain Blvd interchange. After construction of the interstate was completed, Arnada Park was unused rights-of-way; there is no record of the City having constructed any public street improvements within the subject right-of-way area. The City of Vancouver now wishes to vacate the rights-of-way to create a clear designation of property ownership to correspond to the property use as a public park.

The rights-of-way to be vacated do not provide public street access to any adjacent private properties. Staff has reviewed the City's Transportation Systems Plan and determined there is no future need for these rights-of-way. Therefore, vacation of these rights-of-way will have no adverse impact on the City's transportation assets.

Staff has contacted all utility owners with facilities potentially located within the subject area. The City of Vancouver has utilities within the area of the proposed vacation, including a domestic water main, a storm water main, and associated appurtenances. The private utility owners have indicated there are no private utilities within the subject area. The City will retain a public utility easement under and over the entire vacated area for the construction, repair and maintenance of all public utilities and services. Pursuant to VMC 11.05.130, the property associated with a vacated street shall belong to the abutting property owners, one-half to each. The half-widths of right-of-way being vacated abut property currently owned by the City of Vancouver.

RCW 35.79.030 provides for, but does not require, the City to collect compensation for the value of public right-of-way that is vacated. As previously noted, prior to construction of I-5 the subject rights-of-way were part of the overall City of Vancouver downtown street grid. The rights-of-way were then converted to a public park after the completion of the interstate. The City has not constructed any street improvements within the proposed right-of-way. Based on these circumstances, staff recommends that no compensation be required for the vacated right-of-way.

Request: On October 8, 2018, adopt a resolution of intent and approve ordinance on first reading to vacate portions of street rights-of-way associated with E 24th Street and H Street situated within the current boundaries of Arnada Park, located within the Southeast Quarter of Section 22,

Township 2 North, Range 1 East, Willamette Meridian, setting the date of public hearing for Monday, November 5, 2018.

Eric Hahn, Senior Civil Engineer, 487-7702; Ryan Lopossa, Streets & Transportation Manager, 487-7706.

Motion adopted Resolution of Intent M-3981, setting date of public hearing for Monday, November 5, 2018.

2. Approval of Claim Vouchers

Request: Approve claim vouchers for October 8, 2018

(Copy available upon request.)

Motion approved claim vouchers for October 8, 2018, in the amount of \$10,694,905.81.

Citizen Forum

Mayor McEnerny-Ogle opened the Citizen Forum and received the following testimony:

- Carmen McKibben, representing SW WA Communities United for Change, expressed concerns about recent incidents of violence towards local people of color, and urged the Council to take a leadership role in denouncing and preventing such actions, as well as providing opportunities and political support for members of Vancouver's communities of color to fill leadership roles in the community.
- Ashley Giha, Vancouver, representing The Noble Foundation, expressed concerns about recent incidents of violence towards local people of color, and urged the Council to take a leadership role in denouncing and preventing such actions.
- Sarah Chivers, Vancouver, representing The Noble Foundation, expressed concerns about recent incidents of violence towards local people of color, and urged the Council to take a leadership role in denouncing and preventing such actions and the organized groups that initiate them.
- Ophelia Noble, executive director of The Noble Foundation, expressed concerns about recent incidents of violence towards local people of color, and urged the Council to take a leadership role in denouncing and preventing such actions, as well as committing to ensuring all communities are considered when making policy decisions.
- Karen Morrison, Vancouver, representing Odyssey World International Education Services, stated her intention to testify to the Council on behalf of residents who may be afraid to speak up. She stated she hopes to work with the Council to make the

needs of vulnerable communities known. She highlighted a new draft regulation proposed by the federal government that would negatively impact people attempting to legally immigrate to the United States.

- Joe Sasmillen, Vancouver, expressed concerns about his water utility bill and the fact that he lives in outside of the city limits but must be connected to the city utility for service.
- Heidi Owens, Vancouver, expressed concerns about provisions outlined in amendments to the City's Human Service Facilities Siting ordinance.
- Fred Meurer, Vancouver, expressed concerns about commercial signs posted in the right-of-way.

There being no further testimony, Mayor McEnerny-Ogle closed the Citizen Forum.

Adjournment

7:11 p.m.

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk
By: Carrie Lewellen, Deputy City Clerk

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Anne McEnerny-Ogle, Mayor

Bart Hansen | Bill Turlay | Alishia Topper | Ty Stober | Linda Glover | Laurie Lebowsky

October 15, 2018

WORKSHOPS

Vancouver City Hall - 415 W 6th Street, Vancouver WA

All present

4:00-4:45 p.m. Final 2019 State Legislative Agenda

Presenter: Brian Enslow, Governmental Affairs Liaison

The City's Governmental Affairs Liaison presented Council with the City's proposed final State Legislative Agenda for 2019.

4:45-5:45 p.m. City Manager's Recommended 2019-2020 Operating Budget

2019-2020 Budget (PDF)

Presenter: Natasha Ramras, Chief Financial Officer, 487-8484

Staff provided Council with an overview of the City Manager's recommended 2019-2020 biennial Operating Budget.

5:45-6:15 p.m. Executive Session re: Pending Litigation

Mayor McEnerny-Ogle announced the Council would be entering into executive session from 5:45-6:15 p.m. for the purpose of discussing pending litigation, followed by executive session from 6:15-6:45 p.m. for the purpose of discussing labor negotiation strategy. No action was taken.

6:15-6:45 p.m. Executive Session re: Labor Negotiation Strategy

COUNCIL DINNER/ADMINISTRATIVE UPDATES (6:45 PM)

Vancouver City Hall – Birch Conference Room

COUNCIL REGULAR MEETING

Pledge of Allegiance

Call to Order and Roll Call

The regular meeting of the Vancouver City Council was called to order at 7 p.m. by Mayor McEnerny-Ogle in the Council Chambers of City Hall, 415 W. 6th Street, Vancouver, Washington.

Present: Councilmembers Lebowsky, Glover, Stober, Topper, Turlay,
Hansen, Mayor McEnerny-Ogle

Absent: None

Councilmember Hansen left at 7:23 p.m.

Approval of Minutes

Minutes - September 24, 2018

Motion by Councilmember Glover, seconded by Councilmember Lebowsky, and carried unanimously to approve the meeting minutes of September 24, 2018.

Minutes - October 1, 2018

Motion by Councilmember Hansen, seconded by Councilmember Turlay, and carried unanimously to approve the meeting minutes of October 1, 2018.

Proclamation: Red Ribbon Week

Mayor McEnerny-Ogle read and presented a proclamation to the Lewis and Clark Young Marines, proclaiming October 23-21, 2018, as Red Ribbon Week.

Citizen Communication (Items 1-3)

Mayor McEnerny-Ogle opened Citizen Communication and, receiving no testimony, closed Citizen Communication.

Consent Agenda (Items 1-3)

Motion by Councilmember Lebowsky, seconded by Councilmember Hansen, and carried unanimously to approve the Consent Agenda.

1. Shelter upgrades - Affordable Housing Fund

Staff Report 150-18

Summary

Three applications have been made for funding through the Affordable Housing Fund for Shelter Purchase, Construction and Preservation Projects. The intent of this allocation of funding is to promote the creation and preservation of shelter space in Vancouver. A total of \$628,237 is available for these projects, which are as follows:

Vancouver Housing Authority – Valley Homestead Improvement Project

- \$252,533 requested to demolish and renovate bathrooms at the Valley Homestead family shelter.*
- The proposed bathrooms will be more water and energy efficient, accessible to residents with disabilities, and resistant to damp and mold growth.*

Vancouver Housing Authority – SafeChoice Shelter Improvement Project

- \$219,104 has been conditionally approved for improvements to the SafeChoice shelter, which serves victims of domestic violence.*
- Improvements will include increased wheelchair accessibility in the kitchen and doorways, as well as improvements to the heating and cooling systems to make the building more energy efficient and extend the lifespan of the roof.*

Share House Capital Improvements

- \$156,600 has been conditionally approved for improvements to the Share House men's shelter*
- Improvements will include the completion of deferred maintenance to the HVAC and mechanical systems, as well as renovations to the bathroom and shower facilities.*

Request: Approve the Affordable Housing Fund awards and authorize the City Manager or his designee to execute contracts with the Vancouver Housing Authority and Share.

Peggy Sheehan, Community Programs Manager, 487-7952

Motion approved the request.

2. Appointment to PDX Citizen Noise Advisory Committee

Request: Appoint John Pusieki to the PDX Citizen Noise Advisory Committee, term beginning immediately and expiring November 30, 2021.

Council Committee 2 (Turlay, Topper, Lebowsky)

Motion approved the request.

3. Approval of Claim Vouchers

Request: Approve claim vouchers for October 15, 2018.

(Copy available upon request.)

Motion approved claim vouchers for October 15, 2018, in the amount of \$1,484,011.35.

Public Hearings (Item 4)

4. Disposition of Real Property

Staff Report 151-18

A RESOLUTION of the City of Vancouver authorizing disposition of certain real property located at 1111 West Fourth Plain Boulevard.

Summary

The subject parcel is a 3,997 square foot vacant parcel located at the SE corner of West Fourth Plain Boulevard and West Lincoln Avenue (Assessor Parcel 058823-000).

Public Works staff has determined that the City will maintain 15 feet of right-of-way along Fourth Plain Boulevard as part of the disposition. The remaining area of the parcel not subject to the ROW dedication is 2,498 square feet.

The City obtained this parcel in 2002, as part of the 4th Plain Ramp Project (Simpson to "E").

A disposition report and a map is attached. The assessed value of the parcel is \$41,150. The appraised value is \$15,000.

As outlined in VMC 3.30 - Disposition of City-Owned Surplus Real Property, this is the second of a two-step process.

A Purchase and Sale Agreement (attached) has been entered into with the adjoining property owner for the sale of the parcel for \$33,000.00, subject to council ratification.

Request: On October 15, 2018, following a public hearing, adopt a resolution approving disposition of certain real property located at 1111 W. 4th Plain Blvd., ratifying a purchase and sale agreement, and authorizing the City Manager or his designee to execute documents necessary to close this transaction.

Linda Carlson, Property Management Specialist, 487-8423

Linda Carlson, Property Management Specialist, provided an overview of the proposed property disposition and the details of the subject property.

Mayor McEnerny-Ogle opened the public hearing and received the following testimony:

- William Wainwright, Vancouver, stated he lives near the subject parcel, and asked if there was any information available about what the property will be used for if the disposition is approved. He stated he had no opposition to the disposition, but noted the location of the parcel provides a good opportunity for a business that could catalyze further investment and improvements for that area.

There being no further testimony, Mayor McEnerny-Ogle closed the public hearing.

Ms. Carlson stated the city did not have information yet about what the proposed developer intends to build at the site, but the parcel is zoned community-commercial, which includes several opportunities for potential business development.

Councilmember Topper asked what opportunities exist for Mr. Wainwright to

follow the progress of the development and learn more about what might be built there in the future. Ms. Carlson stated there would be opportunities to learn more at future Planning Commission meetings.

Motion by Councilmember Topper, seconded by Councilmember Glover, and carried unanimously to adopt Resolution M-3982 approving the disposition of subject parcel, ratifying a purchase and sale agreement, and authorizing the City Manager or designee to execute documents necessary to close this transaction.

Communications

A. From the Council

a. Puebla: Accessibility in the Oldest City in the Americas (Councilmember Stober)

Councilmember Stober presented observations he made during a recent personal trip to Puebla, Mexico, especially concerning that city's efforts to ensure accessibility throughout. He highlighted several examples of places in Vancouver where pedestrian safety and accessibility is lacking, and he challenged the Council and Vancouver to think about and look for opportunities to make the city more accessible for all residents and visitors.

B. From the Mayor

C. From the City Manager

Adjournment

7:31 p.m.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk
By: Carrie Lewellen, Deputy City
Clerk

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October 22, 2018

WORKSHOPS

Vancouver City Hall - 415 W 6th Street, Vancouver WA

All present

4:00-5:00 p.m. The Heights District Plan Update

Presenters: Teresa Brum, Economic Development Division Manager, 487-7949; Rebecca Kennedy, Long Range Planning Manager, 487-7896

Staff provided Council with an update on The Heights District subarea planning effort.

5:00-6:00 p.m. City Manager's Recommended 2019-2020 Capital Budget

2019-2020 Budget (PDF)

Presenter: Natasha Ramras, Chief Financial Officer, 487-8484

Staff provided Council with an overview of the City Manager's recommended 2019-2020 biennial capital budget.

6:00-6:30 p.m. Executive Session re: Real Estate Transaction

Mayor McEnerny-Ogle announce the Council would enter into executive session from 6:00-6:30 p.m. for the purpose of discussing a real estate transaction. No action was taken.

COUNCIL CONSENT AGENDA MEETING

Pledge of Allegiance

Call to Order and Roll Call

The regular meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnerny-Ogle in the Council Chambers of City Hall, 415 W. 6th Street, Vancouver, Washington.

Present: Councilmembers Lebowsky, Glover, Stober, Topper, Turley, Hansen, Mayor McEnerny-Ogle

Absent: None

Proclamation: Native American Cultural Heritage Month

Mayor McEnerny-Ogle read and presented a proclamation to Sande Bea Allman and Becky Archibald, representing Native American community members, proclaiming November as Native American Cultural Heritage Month in Vancouver.

Citizen Communication (Items 1-9)

Mayor McEnerny-Ogle opened Citizen Communication and, receiving no testimony, closed Citizen Communication.

Consent Agenda (Items 1-9)

Council requested that item 2 be pulled for separate action.

Motion by Councilmember Stober, seconded by Councilmember Hansen, and carried unanimously to approve Items 1 and 3-9 of the Consent Agenda.

1. **Bid Award for BRT Fort Vancouver Way and E. McLoughlin Blvd Sidewalk Infill and Pedestrian Signal Upgrade, per Bid #18-12 (Project #071457)**

Summary

This project is a collaborative effort between Clark College and City of Vancouver. Presently sidewalk is missing along Fort Vancouver Way from McLoughlin Blvd. to the recently completed C-TRAN BRT Project.

On October 9th, 2018, the City received seven bids for the subject project. The bids ranged between \$561,666.00 and \$650,000. The low bidder was responsive. The bids are as follows:

SUMMARY OF BIDS	
BIDDER	AMOUNT
<i>Clark and Sons Excavating, Battle Ground, WA</i>	<i>\$561,666.00</i>
<i>Conway Construction Company, Vancouver, WA</i>	<i>\$573,774.00</i>
<i>Halme Excavation, Inc., Battle Ground, WA</i>	<i>\$585,319.60</i>
<i>MJ Hughes Construction, Inc., Vancouver, WA</i>	<i>\$589,603.99</i>
<i>C&R Tractor and Landscaping, Inc., Kelso, WA</i>	<i>\$630,084.70</i>
<i>3 Kings Environmental, Inc., Vancouver, WA</i>	<i>\$648,578.08</i>
<i>Advanced Excavating Specialists (AES), Longview, WA</i>	<i>\$650,000.00</i>
<i>Engineers' Estimate</i>	<i>\$700,000-\$750,000</i>

Due to the federal funding associated with this project, the Washington State Department of Transportation (WSDOT) set an Underutilized Disadvantaged Business Enterprise (UDBE) goal of 7%. Clark and Sons Excavating from Battle Ground, WA, has committed to meet this goal. Although this project has not been assigned a federal training requirement, federal guidelines for grant projects do not allow the inclusion of local agency apprenticeship programs. Consequently, there are no City apprenticeship goals for this project.

Request: October 22nd, award a construction contract for the BRT Fort Vancouver Way and E. McLoughlin Blvd. Sidewalk Infill and Pedestrian Signal Upgrade project to the lowest responsive and responsible bidder, Clark and Sons Excavating of Battle Ground, WA, USA, at their bid price of \$561,666.00, which includes Washington State Sales Tax, and authorize the City Manager or designee to execute the same.

Motion approved the request.

2. Celebrate Freedom Agreement

Staff Report 154-18

Summary

The City has contracted with the Vancouver National Historic Reserve Trust (dba The Historic Trust) to produce the Celebrate Freedom programs since 1999. Celebrate Freedom promotes the ideals of public service, leadership, civic engagement and community pride and includes many of the City's signature events, the Marshall Lecture, Marshall Adult and Youth Leadership Awards, Flag Day, Independence Day at Fort Vancouver and the Veterans Day Parade. The agreement between the City and the Trust continues a public/private partnership that maximizes the use of public resources and supports volunteerism. The City originally created and managed many of the Celebrate Freedom programs, including the Marshall Programs and the Veterans Day Parade.

When the City Council banned the sale and use of personal fireworks, effective in 2017, it had a significant financial impact on the Independence Day event since approximately \$90,000 per year in revenue was derived from fireworks sales at booths licensed to the Historic Trust. On September 17, 2018, the Historic Trust presented a recap of the 2018 Independence Day event including an overview of the revenue and expenses. The Historic Trust is willing to continue producing the event but will need an additional \$90,000 per year from the City to fill the funding gap.

Request: Authorize the City Manager or his designee to execute an agreement with the Vancouver National Historic Reserve Trust for the planning, coordination and funding of the Celebrate Freedom events.

Jeanette (Jan) Bader, Program & Policy Development Manager, 487-8606

Councilmember Glover recused herself from discussion and action on this item, as she sits on the board of directors for The Historic Trust.

Motion by Councilmember Stober, seconded by Councilmember Lebowsky, and carried unanimously to approve the request.

3. **Suspension of Aviation Advisory Committee**

Staff Report 155-18

A RESOLUTION suspending the Aviation Advisory Committee pending future action by the City Council.

Summary

Pearson Field Airpark has been operated by the City as a general aviation airport since 1947. Initially the airport was overseen by a volunteer "Vancouver Aeronautic Board". When Vancouver went to a City Manager form of government, the City Council created, via resolution in 1959, an "Aviation Advisory Committee" (AAC) whose role was to provide advice to the City Council and City Manager on aviation issues impacting the city, including the operation of Pearson Field airport. When the City hired a full-time, professional airport manager, the Aviation Advisory Committee continued to serve in an advisory role. The establishing resolution for the AAC has remained unchanged since 1959.

The City's airport manager resigned on September 15, 2018, and the City decided to use this opportunity to undertake a comprehensive assessment of the governance, operations and management of Pearson Field, including a review of the role and responsibilities of the Aviation Advisory Committee. The City Manager has recommended that the operation of AAC be suspended pending the completion of that assessment. Currently, three of the nine seats on the AAC are vacant or being filled by extension of an expired term. Three of the seats will be at the end of their term by the end of 2018.

Request: On October 22, 2018, adopt a resolution suspending the Aviation Advisory Committee pending future action by the City Council.

Jeannette (Jan) Bader, Program & Policy Development Manager, 487-8606

Motion adopted Resolution M-3983.

4. **Washington Traffic Safety Commission Grant Agreements to Reduce Impaired Driving**

Staff Report 156-18

Summary

The Washington Traffic Safety Commission (WTSC), as the statewide

administering organization for the National Highway Traffic Safety Administration, has awarded funding to the City of Vancouver for a regional initiative to reduce and prevent impaired driving crashes. A total of \$75,000 will be available over 12 months to support an evidence-based national program model that provides collaborative approaches and multi-agency partnerships to support high visibility data-driven regional enforcement with targeted outreach through education and a layered media campaign.

Traffic safety is an issue that affects everyone who lives or travels in Southwest Washington. Impaired driving crashes are emerging as a priority for Vancouver and Clark County, as Washington State crash data shows that serious injuries and fatalities involving impaired drivers are continuing to increase despite statewide decreases.

Vancouver will partner with the Washington Traffic Safety Commission and local law enforcement agencies to mobilize a High Visibility Enforcement campaign that employs evidence-based strategies to address high-risk factors involved in impaired driving-related fatal and serious injury crashes in Vancouver and Clark County. A series of targeted enforcement patrols will be deployed based on a risk assessment that takes into account high-risk hours of the day, days of the week, and months of the year; holidays and local events associated with increases in impaired driving; and focuses on geographic locations and roadways throughout Vancouver and Clark County with the highest concentrations of impaired driving crashes.

Washington Traffic Safety Commission funding is effective October 1, 2018 – September 30, 2019, and will provide a total of \$75,000 for police overtime, including an education component with driving schools, and professional services. Of the total amount, \$55,000 has been set aside to provide overtime reimbursement to VPD and for its partner agencies, which include the cities of Battle Ground, Camas, LaCenter, Ridgefield, Washougal, CRESA and the Clark County Sheriff. The remaining balance of \$20,000 will be used for professional services media. No match or retention funding is required.

Request: Authorize the City Manager or designee to execute agreements approving the receipt and disbursement of grant funds to enhance traffic safety.

James McElvain, Vancouver Police Chief, 487-7473; Mike Githens, VPD Finance & Logistics Supervisor, 487-7498

Motion approved the request.

5. **Collective Bargaining Agreement with Fire Command Officers Local 4378**

Staff Report 157-18

Summary

The labor agreement between the City and the Fire Command Officers Local 4378 bargaining unit expired on December 31, 2016. The parties were able to work through a collaborative process and consensual decision making on many of the provisions for a new three-year agreement. The labor agreement is being brought to Council for approval.

Key Points:

- *New three-year collective bargaining agreement (CBA) effective January 1, 2017 – December 31, 2019*
- *Maintains anti-compression between Fire Command and Fire Suppression unions by retaining the existing 21.5% spread between the base wage for top step Battalion Chief and establishing a 5% spread between the top step Division Chief and top step Battalion Chief. This results in a wage increase of slightly over 9% in 2017 with inflationary adjustments of 3% and 2% in 2018 and 2019.*
- *Increases the contribution to the Fire Health Trust by 5% each year over the contract period*
- *Adds two new holidays (Martin Luther King's Birthday and Veteran's Day) for 40-hour employees bringing the total number of holidays to ten (10)*
- *Allows a 40-hour employees up to one hour per week for Physical Training*
- *Eliminates waiting period to utilize accrued sick and vacation leave*
- *Establishes the City's contribution at \$370 per employee for wellness programming*
- *Clarifies policies in the following areas: additional work assignments, promotions/demotions, duty-related injury leave and vehicle assignments*
- *Provides for a \$1,333 one-time ratification bonus payable on the first full pay period after Council ratification*

Request: On October 22, 2018, authorize the City Manager or his designee to sign the 2017-2019 Collective Bargaining Agreement with the Fire Command Officers Local 4378.

Lenda Crawford, Deputy City Manager, 487-8600

Motion approved the request.

6. **Proposed amendments to to the City's Shoreline Master (SMP) Chapters 4, 6, and 8**

Staff Report 158-18

AN ORDINANCE relating to the City of Vancouver's implementation of shoreline management as required by Revised Code of Washington ("RCW") Chapter 90.58, the Shoreline Management Act; amending the City of Vancouver Shoreline Master Program (SMP) Chapter 4, Shoreline Designations Section 4.3.1.4; Chapter 6, Specific Shoreline Use Regulations Table 6-1; Section 6.3.3.4, Joint Use and Community Moorage Facilities; Section 6.3.4, Commercial Uses; Section 6.3.11, Residential Development; and Chapter 8, Definitions; subject to approval by the Washington State Department of Ecology (Ecology); providing for severability; and providing for an effective date.

Summary

Overwater Structures and Buildings

A key element of the City of Vancouver's City Center Vision (VCCV) Plan is the redevelopment of the Columbia West Renaissance District which includes the Port of Vancouver's Terminal 1 site. In order to complete the planned redevelopment of Terminal 1, the pier and subsequent building would have to be replaced due to the age and deterioration of the supporting piles affecting the long-term structural sufficiency of the pier. The pier and building are also in the identified right-of-way needed for an I-5 replacement bridge which would mean the structures would need to be removed to accommodate a new bridge.

While replacement of the pier would likely qualify as normal repair per WAC 173-27-040(2)(b), the building on this site would need to be relocated. This building is a non-conforming building, and the relocation of this building would constitute a new overwater structure for water-enjoyment use. Current SMP language prohibits both the relocation of a non-conforming use and building a new overwater structure for water-enjoyment use in the Aquatic shoreline designation.

Joint-use Docks

Some requirements related to joint-use docks are vague or are not compatible with other provisions of the SMP. As currently written, the definition of Dock, Joint-Use does not specifically state if the parcels with access to the joint use dock have to be contiguous to each other nor does it indicate the parcels must be residential, or if the lots are capable of being developed in compliance with zoning ordinance or SMP. This ambiguity has generated inquiries whether a joint-use dock would be allowed if the lots were separated, were in different zones, or were not on developable lots.

On-water Residences

Effective September 7, 2017, certain definitions were amended in WAC 173-26-020 relating to on-water residences/floating homes. The revisions added definitions of floating homes and floating on-water residences (PERMANENT RULES; Washington State Code Reviser's Office filing number 17-17-016; Order 15-06—Filed August 7, 2017, 2:58 p.m., effective September 7, 2017). The revisions are intended to clarify that certain floating structures are considered floating on-water residences and not vessels.

Live-aboard Boats

The Washington State Shoreline Management Act (SMA) and the Vancouver SMP do not allow on-water residences, but do allow live-aboard boats within marinas (up to 20% of the marina's slips if utilities and restroom facilities are provided). The intent of the state law and the City's SMP is to allow a limited number of live-aboard boats within marina areas and prohibit floating homes. The intent is to allow recreational boats within marinas to be used as live-aboard vessels while not allowing large, unseaworthy vessels.

Request: On Monday, October 22, 2018, approve the ordinance with recommended amendments to the Shoreline Master Program on first reading, setting date of second reading and public hearing for Monday, November 5, 2018.

Jennifer Campos, Principal Planner, 487-7728

Mayor McEnemy-Ogle read the title of the ordinance into the record.

Motion approved the request.

7. Continuation of a temporary moratorium on the acceptance and processing of applications for permits for the development of new structures; the expansion of existing structures; or subdivisions in the Tower Mall area

Staff Report 159-18

AN ORDINANCE declaring an emergency and continuing a temporary moratorium for the duration of six months upon the acceptance and processing of applications for permits for the development of new structures; the expansion of existing structures; or subdivisions in the Tower Mall area as defined herein; establishing six months as the tentative effective period of this ordinance; and establishing an immediate effective date.

Summary

The Heights District Subarea is identified as a future urban center in the City of Vancouver Comprehensive Plan. In order to establish a vision for

the area and guide its future growth and development, the City of Vancouver is undertaking a subarea planning process for the Heights District. In June 2017, the Vancouver City Council approved the purchase of an 11.83-acre parcel known as the Tower Mall site. Following the purchase of the property, Council adopted a six-month development moratorium for the site and adjacent properties in the Tower Mall area, and has twice adopted ordinances continuing the temporary moratorium, in November 2017 and May 2018. This temporary moratorium prohibits the acceptance and processing of applications for permits for the development of new structures, the expansion of existing structures, or subdivisions in the Tower Mall area.

After purchase of the Tower Mall site in May 2017, the City initiated a subarea planning process for the 205-acre Heights District. Over the last 15 months, City staff and a consultant team have conducted extensive public outreach on the future of the Heights District, including one-on-one meetings, focus groups, group presentations, large public open houses, and online surveys. Staff has heard from a variety of stakeholders, including neighborhood associations, property owners, residents, Vancouver Public Schools, C-TRAN, the faith community, social service providers, non-profit organizations, and a 20-member Community Advisory Committee that meets monthly and helps guide project decision-making.

In addition to public outreach, the project team has completed a detailed technical analysis of existing land use, transportation, and environmental conditions, as well as a feasibility study to determine what future uses and development typologies the market will support. Information gathered through the public outreach process, technical analysis, and market study informed the development of conceptual redevelopment alternatives for the Tower Mall Area, which are currently available for public comment.

Continuation of the moratorium allows staff time to complete the subarea planning process for the area that is currently underway and is anticipated to be completed in Fall of 2019. A continuation of the temporary moratorium is necessary to ensure that future development aligns with the vision articulated in the forthcoming plan.

Request: On Monday, October 22, 2018, approve ordinance on first reading, setting date of second reading and public hearing for Monday, November 5, 2018.

Rebecca Kennedy, Long Range Planning Manager, 487-7896

Mayor McEnemy-Ogle read the title of the ordinance into the record.

Motion approved the request.

8. Appointment to Parks and Recreation Advisory Commission

Request: Appoint Matthew Kuntz to the Parks and Recreation Advisory Commission, term beginning immediately and expiring July 31, 2021.

Council Committee 1 (Hansen, Stober, Glover)

Motion approved the request.

9. Approval of Claim Vouchers

Request: Approve claim vouchers for October 22, 2018.

(Copy available upon request.)

Motion approved claim vouchers for October 22, 2018, in the amount of \$7,414,090.96.

Citizen Forum

Mayor McEnerny-Ogle opened the Citizen Forum and received the following testimony:

- Karen Madsen, chair of Arts of Clark County, invited the Council and the community to the 2018 Open Studios tour.
- Carolyn Crain, Vancouver, expressed concerns about the response from the Vancouver Police Department related to the recent theft of her friend's vehicle.
- Vincent Marcy, Vancouver, expressed concerns about the response from the Vancouver Police Department related to the recent theft of his vehicle.

There being no further testimony, Mayor McEnerny-Ogle closed Citizen Communication.

Adjournment

7:05 p.m.

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

By: Carrie Lewellen, Deputy City
Clerk

Meetings of the Vancouver City Council are electronically recorded on audio and videotapes. The audio tapes are kept on file in the office of the City Clerk for a period of six years.

2018 Comprehensive Plan and zoning map and text changes

VANCOUVER
CITY HALL

CITY OF
Vancouver
WASHINGTON

November 5, 2018

Vancouver City Council Work Shop

**Bryan Snodgrass, Principal Planner, Community
and Economic Development Department**

Presentation overview

- Staff review of Comprehensive Plan and zone map and text change proposals, all unanimously recommended by the Planning Commission, almost all with no public comment offered.
- Council questions and identification of issue in advance of November 19 first reading and December 3 public hearing.

Four Seasons Residential - CC and MX to R-22 and R-18



Four Seasons Residential - background

- Served by roads, transit, supermarket, restaurants, park and school.
- Located in 112th Avenue Subarea Plan including design guidelines.
- Approximately 1500 daily vehicle trips envisioned under residential zoning vs 2500-7500 trips under commercial.
- Approximately 11 additional students to be generated at over-capacity Cascade Middle School, but also approximately \$930,000 in School Impact Fees.

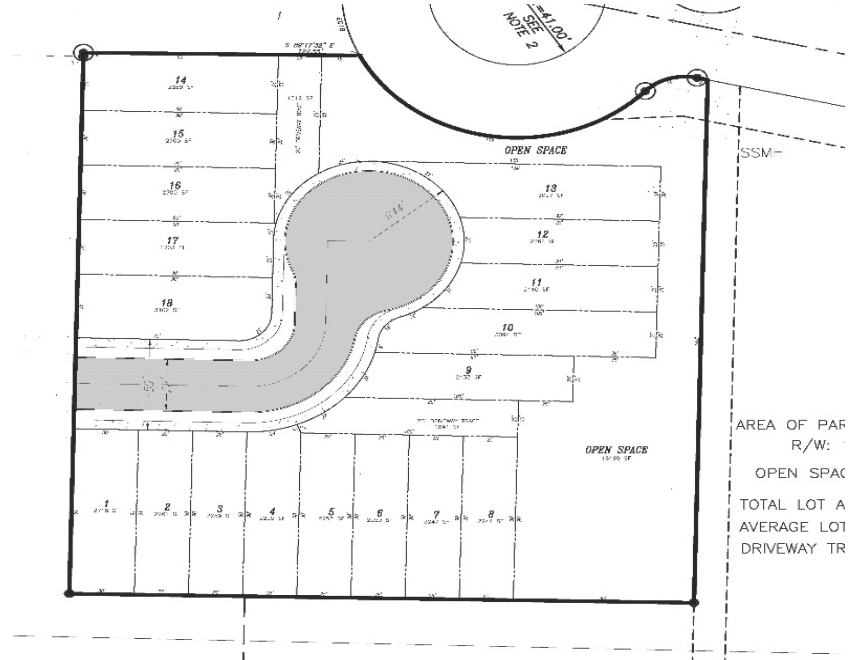
Four Seasons concept - 153 SFR lots, 1500 -2500 s.f

- Development Agreement proposed to ensure consistency with City standards, and address concerns raised by small lot proposal.



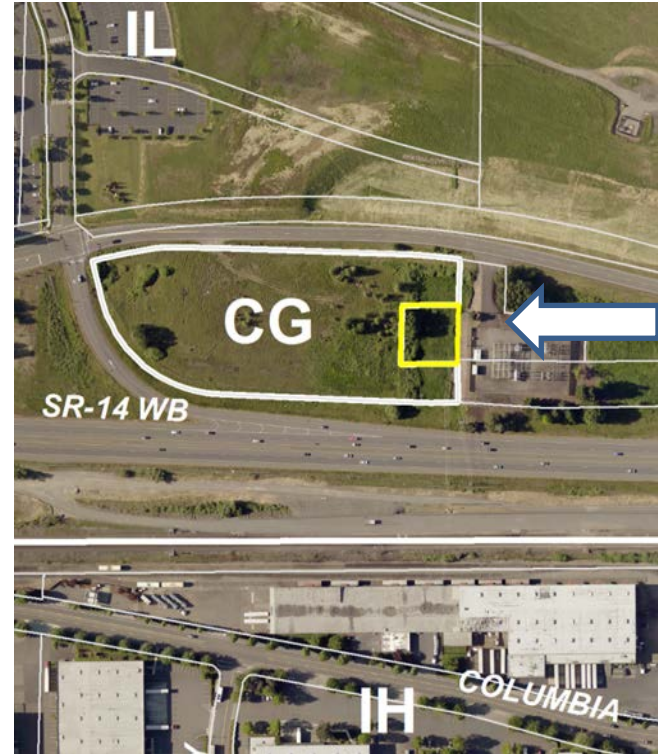
Four Seasons – Planning Commission review

- Proposal compatible and complementary with surroundings, and likely to result in relatively less expensive workforce housing.
- D.A. condition added based on testimony ensuring pedestrian access to site from properties immediately southwest.



Delta Plaza – Industrial/IL to Commercial /GC

- Remainder of larger site changed to I GC in 2015.
- Current site proposed in 2017. Recommended by Planning Commission, but withdrawn at Council because property sale and boundary line adjustment between applicant and CPU not completed.



Plan/zone map corrections identified by staff

- Thirty five park sites and one public works site proposed to change to a designations consistent with current use.
- One private homesite with split designations proposed to change to single family designation only.



Comprehensive Plan text change

- Addition of “community service facilities” to examples of General Government facilities in summary table
- Addition of “including parks acquisition and improvement of existing parks, and remodeling of the 2018 Grand Blvd. building.” to Appendix D discussion of REET funding

Zoning Code text changes

- Three changes in code sections related to Planning Commission responsibilities and review criteria.
- Commission to continue reviewing all Comprehensive Plan map and text changes, and all zoning code text changes except fees.
- Some stand-alone zoning map changes shifted from Hearings Examiner to Planning Commission. Other changes to generally consolidate, and eliminate superfluous provisions.

Zoning Code text changes (cont.)

- Sixteen changes in other sections primarily to reflect updated submittal requirements for applications for site plans, subdivisions, boundary line adjustments, temporary uses, and wireless communications facilities.
- Subdivision application changes drew three comments before hearing. Proposal changed to require surveyor preparation of existing conditions plans only, and to make no changes regarding as-built plans submittals. No testimony offered at hearing.

Zoning Code text changes (cont.)

- One amendment to allow affordable housing projects in most commercial zones without ground floor retail, as recommended by AHTF. Eligible projects would have to meet state Low Income Housing Tax Credit standards, and be located within 1000 feet of bus rapid transit or other high capacity transit.

Questions and discussion

- Bryan Snodgrass, Principal Planner, Community and Economic Development Department
- bryan.snodgrass@cityofvancouver.us, 360-487-7946



Memorandum

DATE: October 17, 2018

TO: Mayor and City Council

FROM: Bryan Snodgrass, Principal Planner, Community and Economic Development Department

RE: November 5 work session review of proposed 2018 Comprehensive Plan and zoning code map and text amendments

CC: Eric Holmes, City Manager

2018 amendments to the Comprehensive Plan and zoning code are scheduled for Council worksession review on November 5, first reading on November 19, and a public hearing on December 3, 2018. The amendments were all unanimously recommended for approval by the Planning Commission at three public hearings in August and September with very limited public comment or testimony offered. City planning, transportation, parks and legal staff will attend the upcoming work shop and hearing. Staff contact is Bryan Snodgrass, bryan.snodgrass@cityofvancouver.us, (360) 487-7946. The amendments are:

Comprehensive Plan Map Amendments – Private Requests (2)

- Four Seasons Residential (Attachment A, page 4 of this report) – A proposed Plan and zone change from Commercial/CC and Commercial/MX to Urban High Density Residential/R-22 and Urban High Density Residential/R-18 on seven parcels encompassing approximately 11 acres immediately east and southeast of Four Seasons Commercial development at NE 28th Street and 112th Avenue. If approved the applicant envisions submitting for Planned Development and subdivision approval for 153 detached single family lots between 1500 and 2500 square feet in size. A Development Agreement (DA) is recommended to ensure future development complies with applicable city standards and addresses issues raised by the proposed small lot configuration. The DA does not require future development to conform to the applicant's conceptual site plan, as it has not been determined that the specific site plan is consistent with all applicable City standards. The Planning Commission recommended approval based on staff findings that the proposed map change with the DA is compatible with surrounding uses; appropriately capitalizes on adjacent commercial and public services; is consistent with applicable rezone criteria and applicable standards of the 112th Corridor Subarea Plan; and is likely to result in workforce housing at prices generally lower than those in the vicinity. Three persons testified at the September 25 Commission hearing with concerns that the southeastern portion of the proposed development not include a road connection to 112th Avenue as envisioned, and that pedestrian access be provided through the southeastern portion of the site to Angelo Drive. The Planning Commission recommended the DA include a requirement for a pedestrian connection allowing residents along 25th Street

east of the southeast portion of the site to access the cul-de-sac in the southern rezone site. See Attachment A of this report. Included are links to the Planning Commission [staff report](#) and [presentation](#), the applicant's [economic study](#), [additional applicant materials](#), and the [minutes](#) of the September 25 hearing.

- Delta Plaza (Attachment B, page 7) – Change Comprehensive Plan and zoning map designations from Light Industrial/IL to General Commercial/GC on 0.3 acres of vacant property east of the intersection of Grove St and Columbia House Blvd. This change was proposed in 2017 and recommended for approval by the Planning Commission, but withdrawn during Council review because applicant Delta Management had not completed acquisition of the property and finalization of a Boundary Line Adjustment (BLA) with adjacent property owner Clark Public Utilities. The BLA and sale have since been completed, and the proposal is back before Council. The 0.3 acre rezone site is surrounded to the north, south and west by an undeveloped five-acre property also owned by applicant that was similarly rezoned to IL in 2015. No comments or testimony was received on the current proposal in 2017 or 2018. Attached are links to the 2017 Planning Commission [staff report](#) and [presentation](#) (slides 5-8), and the [minutes](#) of the October 10, 2017 hearing.

Comprehensive Plan Map Amendments – City Sponsored Map Corrections (37)

- Thirty seven properties are proposed to change Comprehensive Plan and/or zone map designations to reflect their current use. (Attachment C, page 8). Thirty five park sites are proposed to change to recreational and open space designations, one public works site is proposed to change to a public facility designation, and one private homesite with split single and multi-family designations bisecting the property is proposed to change to only single family designations. No comments have been received or hearing testimony offered. Attached are links to the Commission [staff report](#) and [presentation](#) (slides 15-19), and [minutes](#) of the September 25 hearing.

Comprehensive Plan Text Amendments – City sponsored (2)

- Two related text changes are proposed to reflect current capital projects for purposes of allocating REET funds. (Attachment D, page 10). A table in Comprehensive Plan Chapter 5 (Public Facilities and Services) is proposed to be changed to add “community facilities and services” to a list of general government facilities, and a related text change is proposed in Appendix D to include reference to parks acquisitions and improvements, and remodeling of the Grand Blvd. building. See Attachment D. No comments or testimony has been received. Attached are links to the Commission [staff report](#) (see page 71) and [presentation](#) (slide 4) and the [minutes](#) of the September 11 hearing.

Zoning Code Text Amendments – City sponsored (20)

- Planning Commission Codes (Attachment E, page 11). Three related zoning text changes are proposed in sections of the code addressing Planning Commission roles responsibilities, and criteria for considering Comprehensive Plan and zoning map and text changes. VMC 20.220.010 (Review Bodies) is recommended to be changed to update language regarding

Commission membership and officers, and clarify that review authority for code changes is limited to Title 20. VMC 20.285 (Text and Map Amendments) is proposed to shift some stand-alone rezones from Hearings Examiner to Planning Commission review, clarify that Development Agreements are reviewed by the Commission only in conjunctions with other items under their review, clarify the process for outside party initiation of map and text changes, and generally consolidate, and eliminate superfluous provisions. These changes were recommended for approval by the Planning Commission at an August 28 public hearing. No comments or testimony was received. Attached are links to the original [staff report](#) and [presentation](#), and the [minutes](#) of the August 28 hearing.

- Fall 2018 Code Clean-up Items (Attachment F, page 24). Sixteen other changes are proposed across the zoning code, primarily overdue updates to the submittal requirements for applications for site plans, subdivisions, boundary line adjustments, temporary uses, and wireless communication facilities, because of new electronic submission procedures and other changes. Also included are code updates required as follow up to previously completed changes, and miscellaneous corrections.

These changes were reviewed at a September 11 Planning Commission public hearing, at which no testimony was offered. Three comments had been submitted in advance of the hearing, all with concerns about proposed subdivision review changes to expand requirements for surveyor prepared materials and advance the timing of submittal of as-built plan. See Attachment H on page 31. Staff modified the proposal before the hearing to require surveyor preparation of existing conditions plans only, and to make no changes regarding as-built plans submittals. See separate subdivisions attachment for specific code changes proposed. Here are links to the Commission [staff report](#) (see page 59 of that report) and [presentation](#) (slide 5-8) and the [minutes](#) of the hearing.

- Affordable Housing Projects in Commercial Zones (Attachment G, page 30). An amendment to VMC 20.440 to allow affordable housing projects in commercial zoning districts under certain circumstances was recommended for approval by the Commission on September 25, and was the discussed conceptually at the October 1 City Council worksession. No comments or testimony were received. The Planning Commission recommendation in support also included a recommendation to report back on impacts after three years. Attached are links to the original Planning Commission [staff report](#) and [presentation](#), and the [minutes](#) of the September 25 hearing.

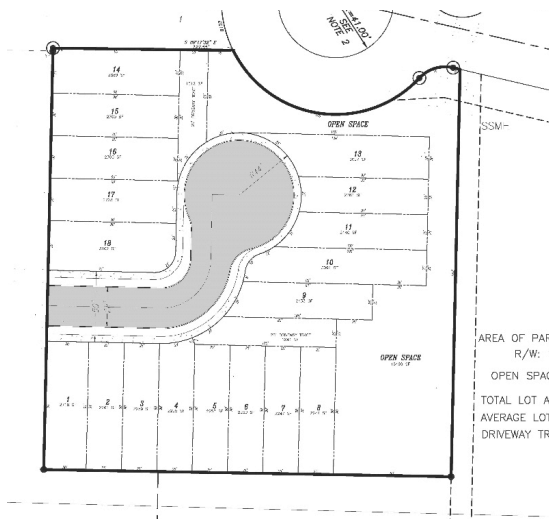
**ATTACHMENT A – FOUR SEASONS RESIDENTIAL PROPOSED MAP CHANGE
FROM COMMERCIAL/CC and COMMERCIAL/MX to URBAN HIGH DENSITY/R-22
and URBAN HIGH DENSITY /R-18**



Four Seasons Residential – Applicants Conceptual Future Site Plan form main area



Four Seasons Residential – Applicants Conceptual Future Site Plan form southeastern portion



Four Seasons Residential Development Agreement substantive provisions:

4. Conditions.

- 4.1 Future Development Review.** Future development shall conform to any requirements of the development review process, which shall include but not be limited to the following:
- a. A comprehensive parking study that examines public safety and mobility implications based on reasonable assumptions of residents or visitors use of garages, driveways, alleys or streets for parking. Based on the results of the parking study, the City may require the developer to provide additional parking spaces above current parking standards.
 - b. Compliance with applicable fire access requirements, including implications for any homes proposed for alley access only.
 - c. Compliance with transportation standards, including a traffic analysis demonstrating consistency with intersection performance and capacity standards, and revisions to the proposed street network if necessary to meet those standards.
 - d. Provisions to ensure home frontages are as envisioned in the applicant's concept plan and supporting materials submitted, particularly on 28th Street and the associated planter strip, plantings, and detached sidewalk.
 - e. Provisions to ensure compliance with applicable 112th Corridor Subarea Plan Design Guidelines, such as F.2 limitations on fence height to 36 inches as applied particularly to 28th Street, and internal pedestrian connections.
 - f. Options to facilitate variety and/or openings in any proposed extended and unbroken rows of housing, along 28th Street and within the development.
 - g. If multi-family densities are proposed to be achieved through single family structures, design provisions shall be incorporated to achieve subarea plan building design guidelines overall intent of reducing scale and adding visual interest, particularly on 28th Street. Homes in the development should be comparable in terms of articulation and design quality to Four Seasons North Illustrative Concept materials submitted on July 25, 2018.
 - h. Provisions to facilitate tree retention consistent with the 112th Corridor Subarea Plan.
 - i. A requirement to record against the properties covenants, conditions and restrictions that will impose a design review process to ensure all landscaping and building on the proposed development complies with design restrictions and maintenance requirements set forth in the final land use decision approving development of the subject property and that will require future property owners to maintain all private common open areas through a Homeowners Association.
 - j. A requirement to ensure pedestrian access is provided from NE 25th Avenue envisioned in the southeastern portion of the rezone site to the NE Angelo Drive roundabout.

ATTACHMENT B – Delta Plaza – Industrial/IL to Commercial /GC



Attachment C – Proposed Comprehensive Plan and Zoning Map Corrections

Park Sites					
Name	Serial #	Current Zoning	Current Comp. Plan	Proposed Zoning	Proposed Comp. Plan
Bagley	30790354, 30790355	R18	PF	P	OS
Behrens Woods	91800000, 91810000, 91820000	Park	UL	P	OS
Brickyard	135000	R18	UH	P	OS
Burnt Bridge Creek Greenway	29374030, 100444000, 100448000, 151582000	R9	UL	GW	OS
Burnt Bridge Creek Greenway	29467000, 29467000	GW	P/OS/IND	GW	OS
Burnt Bridge Creek Greenway	37919100	R6	UL	GW	OS
Burnt Bridge Creek Greenway	163214000	GW/R9	P/OS/UL	GW	OS
Burnt Bridge Creek Greenway	986034260	GW/R18	P/OS/UH	GW	OS
Burton Ridge	163472000	Park	UL	NA	OS
Burton Ridge North	108491648, 108491650, 108491652, 108491654	R9	UL	P	OS
Diamond	163963054, 163963056	R9	UL	P	OS
East Biddle Lake	122591000	R4	UL	NA	OS
East Image	164126000	R9	UL	P	OS
Ellsworth Springs	112862000	R-22	UH	P	OS
Endeavor	162659021	Park	UH	P	OS
Firstenburg Rec. Center	165180000	IL	IND	P	OS
Fisher Basin	177463000, 177487000	Park	UL	P	OS
Fisher's Creek	126838000	Park	UL	P	OS
General Anderson	37912533	R6	P/OS	P	OS
George & Hazel Stein	111011444, 165498000	R6	UL	P	OS
Gretchen Fraser	114790000	CC	UH	P	OS
Hanna Acres	177227190, 177227192	Park	UL	P	OS
Henry J Biddle Nature Preserve	112539062, 112539064, 112539066, 112539068, 112539070, 112539072, 112539074, 112539076, 112539078, 112539080, 112539082, 167414004	R4	UL	NA	OS
Kelley Meadows	105240000, 105522616	R9	UL	P	OS
Kevanna	159749002	R6	UL	P	OS
Lauren	163724000	Park	UL	P	OS
Marine	37910176	WX	COM	P	OS
Marine	37917211	Park/IL	PF/P/OS/IND	P/IL	OS/PF
Marine	502388000, 502389000	IH	IND	P	OS
Marine	503080000	IL	POS/IND	P	OS
Marine	503091000	NA/IL	P/OS/IND	P	OS
Marine	503110000	WX	COM	P	OS
Mims Marsh	122571000	R4	UL	NA	OS
North Image	109590000	R9	UL	P	OS
North Image	109720000	Park	UL	P	OS

Park Sites (Cont.)					
Orchards West	159568000	Park/R22	P/OS/UH	P	OS
Peter S Ogden	109785000	R6	PF	P	OS
Sam Brown	37912622	R6	UL	P	OS
Sam Brown	37912623	R6	UL	P	OS
Summers Walk	177017000	Park	UL	P	OS
The Downs	108805000, 108806000	R30	UH	P	OS
Tranquility	165408000, 165490000	Park	UL	NA	OS
Vancouver Lake Lowlands	147354000, 152595000	IL	IND	NA	OS
Vancouver Waterfront	986038098, 986038099	CX	COM	P	OS
Village Woods	126790000	R9	UL	NA	OS
Wildwood	114783534	R9	UL	P	OS
Public Facilities Site					
4205 E 5 th Street	37910108, 37910106	P/OS	IL	PF	IL
Private Homesite					
2409 Carlson Road	30239041	UL/UH	R-9/R-18	UL	R-9

Attachment D – Proposed Comprehensive Plan Text Changes

1) Amend Chapter 5 and Appendix D of Comprehensive Plan to reflect current capital projects for purposes of allocation of REET funds:

Table 5-1, (page 5-4 of Plan), last row :

General government	•City of Vancouver (Administrative Offices, Support Facilities; <u>community service facilities</u>) •Clark County (unincorporated urban area, urban correctional facilities, law enforcement and emergency response support services)*
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2) Amend Appendix D of Plan:

Real Estate Excise Tax (REET). State statute authorizes the City to impose two taxes of ¼% each on the sale of real estate within the city limits. The proceeds of the tax must be used for capital purposes as allowed by State law and as directed by the City Council. The City has implemented both taxes. The proceeds from one ¼% REET are dedicated to the City's pavement management program in Transportation. Proceeds from the other ¼ % REET from 2005 through 2009 were split between parks and recreation and transportation. A total of 70% of the proceeds was dedicated to parks and recreation, largely funding the debt service for bonds issues to remodel Marshall and build Firstenburg Community Centers and the remaining 30% was dedicated to funding neighborhood traffic safety projects. Beginning in 2009 this funding source continues to fund debt service on the two recreation community centers, but the remaining balance has been or will be allocated between funding the debt service on the Waterfront Access Project (20%), reduced in scope neighborhood traffic safety program, (6% of revenue) and, if any funds remain, parks capital programs, including parks acquisition and improvement of existing parks, and remodeling of the 2018 Grand Blvd. building.

Attachment E – Proposed Zoning Code Text Changes related to Planning Commission responsibilities and review criteria

Table 20.210.020-1 Summary of Development Applications by Type of Decision-making procedure

Type	Development Application	Cross Reference	Review Body
IV	Annexations	20.230	Planning Commission City Council
	Development Agreements	20.250	Planning Commission, <u>if Agreement is part of proposal before the Commission</u> City Council
	Habitats of Local Importance	20.740	Planning Commission City Council
	Interpretations Codification	20.255	Planning Commission City Council
	Planned Developments, 25 acres or less	20.260	Planning Commission, <u>except Hearing Examiner for Planned Developments 25 acres or smaller in size</u> City Council
	Planned Developments, 25 acres or less	20.260	Hearings Examiner City Council
	<u>Master Plans</u>	<u>20.268,</u> <u>20.430,</u> <u>20.680,</u> <u>20.690</u>	Planning Commission review of master plans related to Mixed Use, Waterfront Mixed Use, Riverview Gateway, and Section 30 development; Hearings Examiner review of Public Facility master plans City Council
	Comprehensive Plan or zoning Text/Map Amendment – Legislative	20.285	Planning Commission, <u>except review of VMC 20.180, Fees</u> City Council
	Comprehensive Plan or zoning Map Amendments, greater than 25 acres in size	20.285	Planning Commission, <u>except Hearings Examiner review in cases of stand-alone zone changes from one single or multi-family residential designation to the next most or least dense that also involve a concurrent subdivision proposal.</u> City Council
	Zoning Map Amendments 25 acres or less	20.285	Hearings Examiner City Council

VMC 20.220.010 Review Bodies

C. Authority and responsibilities.

1. The Planning Commission shall have such powers and perform such duties as are prescribed by Chapter 35.63 RCW, other applicable state law, and the city code. The Planning Commission shall review and make recommendations to City Council on planned developments greater than 25 acres in size, amendments to the comprehensive land use plan, amendments to the zoning map of 25 acres or greater in size, and implementing standards and regulations that are generally legislative in nature.

2. The Planning Commission is specifically responsible for the following:

a. Formal review of actions listed under Chapters 20.210 and 20.285 VMC, and review of SEPA appeals filed pursuant to such actions.

- b. Informal or advisory review of studies, analysis or reports related to land use matters as directed by City Council.
- c. Other duties related to land use matters as directed by City Council, provided they are not inconsistent with state law.

VMC 20.285 Text and Map Amendments

Section 20.285.010 Purpose.

~~The purpose of This Chapter is to set forth the~~ provides standards and processes governing for the review of amendments to maps or text of the Comprehensive Plan and Title 20 Development Code text and maps. These will be referred to as "text and map amendments." ~~It is recognized that Such amendments may be periodically necessary from time to time to reflect changing community conditions and needs and desires or to address legal considerations, mistakes and/or to address changes in the law.~~ (M-3643, Added, 01/26/2004)

Comment: Changes for clarity, and specify that code changes focus on Title 20.

Section 20.285.020 Applicability.

A. Types of proposals. The following types of proposals are reviewed under this chapter:

1. ~~Map Amendments to the Comprehensive Plan or to VMC Title 20 zoning designations applying to one or more properties, comprehensive plan designations, including associated zoning map changes, if any.~~
2. ~~Development Agreements that are included with property specific Comprehensive Plan or zoning map changes being reviewed under this chapter.~~
3. ~~Text changes to the comprehensive plan or to VMC Title 20 zoning code, except fees under VMC 20.180, including the capital facilities plan and other elements adopted as part of the comprehensive plan.~~
 2. ~~Amendments to zoning, land use or environmental standards:~~
 - a. ~~Area-wide residential zoning map changes which are consistent with the current comprehensive plan map designation but characterized by one of the following:~~
 1. ~~Are greater than 25 acres in size. For the purposes of determining acreage size under this section, adjacent proposals submitted by the same proponent within a one year period shall be considered to constitute a single project;~~
 2. ~~Involve a change in single family residential designations of at least two classification levels, such as from R-9 to R-4, and/or~~
 3. ~~Involve a designation change from R-4 to R-2, or vice versa.~~
 - b. ~~Text changes to zoning, land use or environmental regulations:~~
 3. ~~Review of appeals of the zoning administrator pursuant to VMC 20.210 and of appeals of stand alone administrative variance decisions pursuant to 20.210.~~
 4. ~~Review of planned development pursuant to VMC 20.260.~~
 5. ~~Development proposals reviewed pursuant to criteria of VMC 20.430, Waterfront Mixed Use (WX) or VMC 20.430.060, Mixed Use (MX). Appeal provisions shall be as specified by VMC 20.210.~~
 6. ~~Other development proposals which the City Manager or designee determines warrant consideration under this chapter by virtue of their size, complexity, or impact on area wide planning policies:~~ (M-3643, Added, 01/26/2004)

Comment: Listings of types of decisions to be reviewed by the Planning Commission under the standards of this chapter are now addressed in new section 040, and are slightly expanded to include almost all stand alone rezones in addition to Comprehensive Plan map changes, and Plan or zoning text changes. Listings of various other decisions reviewed by the Planning Commission under standards other than this chapter will be included in other chapters, to be included in the fall 2018 code clean-up, with some revisions. Commission review is intended to be clarified to cover the following:

- Continued PC review of Planned Developments, Mixed Use Master Plans, and Waterfront Mixed Use master plans over 25 acres. These have not occurred in practice.
- Continued PC review of master plans in the Riverview Gateway Master Plans and Section 30. The PC has reviewed a Riverview Gateway master plan.
- Continued allowance for PC review of any other proposal which the City Manager or designee determines, because of project size, complexity, or area wide impact. This has not occurred in practice.
- No PC review of vestigial code language referring to processes which no longer exist, haven't been used, or would trigger a text change in which case the PC would review them anyway. These are appeals of zoning administrator or administrative variances, assignments of locally important habitat, or review of minor adjustments and interpretations.

Section 20.285.030 Initiation.

- A. Proposals reviewed under this chapter may be initiated by property owners or their representatives, the City of Vancouver, or private citizens or groups as follows:
1. Map Changes. Property owners or any individual, group or organization may initiate Comprehensive Plan and associated zoning map designation changes applying to one or more properties, through submittal of an Annual Review application and associated fees specified in VMC 20.180. Stand-alone zoning changes not requiring a Comprehensive Plan change shall be subject to zone change application and associated fees per VMC 20.180.
 2. Text Changes. Property owners or any individual, group, or organization may initiate Comprehensive Plan or zoning code text changes through submittal of a text change application and associated fees per VMC 20.180.
 3. City Initiated Map or Text Changes. The City of Vancouver, on its own behalf or on behalf of an outside individual or group, may initiate Comprehensive Plan or zoning map and/or text changes. City initiation of outside requests for amendments, shall be at City discretion, and generally limited to proposals that are limited in scope and/or clearly warranted in terms of policy implications, and subject to the following:
 - a. Private parties shall submit a written summary of the amendment proposed to Community and Economic Development Department staff, an indication of why it is needed, and the potential land use impacts if approved. No application fees shall be assessed.
 - b. City staff shall maintain a docket listing of private party requests, and shall provide the listing not less than once per year to the Planning Commission, which shall determine which items shall be scheduled for public hearing review, deferred to future work programs, or discontinued. Requesting parties of discontinued proposals shall have the option of submitting formal applications under this chapter.

Section 20.285.040 Review Process

- A. Overall Timing. Except as noted herein, all Comprehensive Plan map or Comprehensive Plan text amendments will be reviewed concurrently and not more than once per calendar year. Site specific zoning map amendments applying to properties proposed for Comprehensive Plan map changes shall also be submitted at that time. All other zoning map or zoning text amendments may be reviewed independently and more frequently than once per year.
- B. Pre-Application. Comprehensive Plan or zoning map amendments proposed by private parties shall require a pre-application conference. The conference shall be scheduled upon receipt of a complete Map Amendment

Pre-application Form. Based on the information provided, the pre-application conference is intended to provide for a discussion of major issues and concerns and possible staff recommendation. Staff will provide a written summary within 14 days following the conference. Pre-application conferences are non-binding, and do not vest the development rights of the proposals involved. Pre-application conferences shall not be required for city initiated map amendments, or text amendments initiated by any party.

C. Review Body.

1. All proposed Comprehensive Plan or zoning map or text changes shall be initially reviewed by the Planning Commission unless noted herein.
2. Stand alone zoning map changes that propose to shift from one residential zoning designation to the next most or least intensive designation, and are accompanied by a proposed subdivision, shall be reviewed by the Hearings Examiner
3. Development Agreements accompanying a proposed zoning map change shall be reviewed by the body reviewing the map change.

D. Hearings Process. The Planning Commission at a duly advertised public hearing shall develop and forward a recommendation for approval, approval subject to modifications or conditions, or denial to the Vancouver City Council. The Vancouver City Council shall hold a duly advertised, open record public hearing to make final decisions on the Planning Commission recommendation.

E. Timing Exceptions. The following Comprehensive Plan changes may be reviewed more frequently than once per year.

1. The initial adoption of a subarea plan.
2. The adoption or amendment of a shoreline master program pursuant to RCW 90.58.
3. The adoption or amendment of the capital facilities or transportation element of the Comprehensive Plan is undertaken concurrently with a related budget action.
4. The adoption of Comprehensive Plan amendments necessary to enact a Planned Action under RCW 43.21C.031(2).
5. Comprehensive Plan amendments concurrent and related to an annexation.
6. Corrections of scrivener or mapping errors. Scrivener or mapping errors are defined as minor map or text errors in the comprehensive plan or development regulations which were clearly unintended and inconsistent with the record of their original adoption, as determined by the City. Correction of such errors shall be submitted by the City only, at no charge to parties demonstrating the error.
7. Emergency comprehensive plan amendments, defined as a change of community wide significance, and including but not limited to the following:
 - a. Action necessary to address threats to public health or safety.
 - b. Action necessary to ensure that the goals and policies of the comprehensive plan are not substantially obstructed.
 - c. Action necessary to respond to an order from the Growth Management Hearings Board or competent court of law.

F. Periodic comprehensive plan updates. At least once every eight years or as otherwise provided by state law, the City shall initiate a periodic review of the overall comprehensive plan and land use regulations. Within the calendar year of such review the City may alter the procedural requirements herein, although other approval criteria of this chapter shall still apply.

Section 20.285.030 Initiation of Amendments.

~~A. Unless otherwise provided for herein, proposed amendments may be initiated by any of the following:~~

- ~~1. Property owner(s) or their representatives;~~
- ~~2. Any citizen, agency, neighborhood association or other party; or~~
- ~~3. City staff, Planning Commission or council.~~

~~(M-3643, Added, 01/26/2004)~~

Section 20.285.040 Types of Amendments.

~~A. Legislative. For the purpose of this Chapter, the text and/or map amendment of the Comprehensive Plan is to be undertaken legislatively. These changes are processed collectively during the annual update of the Comprehensive Plan. A text and/or map amendment of this Title is legislative if it affects an entire class of properties or development projects, with some exceptions described in Section (C) below.~~

~~B. Quasi-judicial. For purposes of this Chapter, a quasi-judicial amendment of this Title is one that amends the zoning designation of a specific property owner or development of 25 or fewer acres or the approval of a Planned Unit Development. When such an amendment also requires a change of plan designation on the Comprehensive Plan, a concurrent request for a legislative map change is required and both amendments will be processed as a legislative amendment.~~

~~C.C. Exceptions. Amendments to the Zoning Map that would ordinarily be considered quasi-judicial actions will be processed as legislative actions in the following circumstances:~~

- ~~1. Are greater than 25 acres in size. For the purposes of determining acreage size under this section, adjacent proposals submitted by the same proponent within a one-year period shall be considered to constitute a single project; and/or~~
- ~~2. Involve a change in single-family residential designations of at least two classification levels, such as from R-9 to R-4 or from R-2 to R-6; and/or~~
- ~~3. Involve a designation change from R-4 to R-2, or vice-versa.~~

~~(M-3643, Added, 01/26/2004)~~

Comment: Proposed new sections 030 and 040 consolidate various procedural standards contained in existing sections 030, 060, 070, 080, and 090 with the following changes:

- Planning Commission map change review responsibilities are expanded to include all stand-alone rezones regardless of size, except for shifts of one zoning designation to the next more or less intense category, such as R-4 to R-6. Changes from R-4 to R-9 that shift two categories would continue to be reviewed by the PC. Changes from R-9 to R-18 would by definition involve a Comprehensive Plan change, and thus continue to be reviewed by the Planning Commission.
- Development Agreements would be reviewed by the reviewing body for the map change, which is current practice but is not reflected in current code.
- Commission denials would no longer require an appeal to be heard by City Council.
- The list of Plan amendments allowed more frequently than once per year is expanded to reflect statutory changes. Annexation-related Plan changes no longer classified as an emergency, but still allowed to be processed outside the annual cycle.
- The timing of mandatory periodic updates to the full Comprehensive Plan is changed to every eight years, also to reflect statutory changes.

Section 20.285.050 Approval Process—General.

~~A. Legislative amendments. Legislative zoning map and text amendments shall be undertaken by means of a Type IV procedure, as governed by Section 20.285.070 VMC. The review authority shall be as follows:~~

- ~~1. The Planning Commission shall make a recommendation to the City Council on all applications —for comprehensive plan map and text amendments and those zone change applications for parcels greater than 25 acres which do not involve comprehensive plan map amendments.~~

- ~~2. The Planning Commission shall make a recommendation to the City Council on a zone change —application that also involves a concurrent application for a Comprehensive Plan Map amendment.~~
- ~~3. The Planning Commission shall make a recommendation to the City Council for changes in the —text of the Title 20 of the Vancouver Municipal Code, unless such change relates merely to development review fees.~~
- ~~B. Quasi-judicial amendments. Quasi-judicial zoning map amendments shall be undertaken by means of a Type IV procedure, Section 20.210.070 VMC, using standards of approval contained in Section 20.285.040 VMC below. The review authority shall be as follows:~~
 - ~~1. The Hearings Examiner shall make a recommendation to the City Council on zone change —applications for parcels 25 acres or less in size which do not involve comprehensive plan map —amendments.~~
 - ~~2. Exception from Consolidated Review. Applications reviewed under this chapter shall be considered —exempt from RCW 36.70B.120 requirements which mandate consolidation of all related project permits into a single application review if requested by the applicant. Projects involving a Comprehensive Plan amendment and associated change of zone shall not be processed under concurrent review under VMC 20.210.020D: (M-3922, Amended, 07/06/2009, Sec 13, ACM M-3701, Amended, 03/17/2008, should be 25 years, M-3701, Amended, 05/02/2005, Sec 9, M-3643, Added, 01/26/2004)~~

Comment: Subsection A of the above stricken section is moved to proposed new section 040. Stricken subsection B above is proposed to be eliminated as discussion of legislative and quasi-judicial does not add clarity to review process.

Section 20.285.050 Approval Criteria – Comprehensive Plan and Concurrent Zoning Map Amendments Section 20.285.060 Comprehensive Plan Map Amendments and Large Scale Rezones

- ~~A. Approval process for Comprehensive Plan map amendments and rezones of more than 25 acres~~
 - ~~1. Overall. All proposed map amendments to the comprehensive plan will be reviewed concurrently and not more than once per calendar year, except as noted herein. Zoning map amendment proposals which do not include corresponding comprehensive plan changes may be reviewed separately from one another, and at any time.~~
 - ~~2. Pre-application. All proposed map amendments shall require a pre-application conference. The conference shall be scheduled upon receipt of a complete Map Amendment Pre-application Form. Based on the information provided, the pre-application conference is intended to provide for a discussion of major issues and concerns and possible staff recommendation. Staff will provide a written summary within 14 days following the conference. Pre-application conferences are non-binding, and do not vest the development rights of the proposals involved.~~
 - ~~3. Application. A completed Map Amendment Application Form may be submitted at any time. Comprehensive plan amendments will be collected and reviewed concurrently with the next scheduled comprehensive plan review (VMC 20.285.120.C)~~
 - ~~4. Public Hearings before Planning Commission. All fully complete applications received in a timely manner shall be scheduled for review at a public hearing or hearings before the Planning Commission as scheduling allows. The Planning Commission shall issue a recommendation for approval, approval subject to recommended modifications or conditions of approval, continuance, or a decision for denial. Denials shall be considered final unless appealed.~~
 - ~~5. Public Hearings before City Council. An open record public hearing or hearings shall be scheduled before City Council to review Planning Commission approval recommendations, or denial decisions which have been appealed. At the hearings council shall issue a final decision for approval, approval with conditions, continuance, denial, or remand of the proposed amendment.~~

A. B. Overall Approval criteria for Comprehensive Plan map amendments and rezones of more than 25 acres.
Proposed map amendments reviewed under this chapter shall be approved only if

demonstrated by the proponent to be in the public interest, as based on a review of all applicable principals from the following:

1. How the proposal is more consistent than the existing designation with applicable policies of the Vancouver Strategic Plan and Comprehensive Plan ~~than the existing designation~~, and
2. How the proposal is more consistent than the existing designation with each of the following objectives as applicable: ~~than the existing designation. Consistency is not required where the objective is clearly not applicable to the type of proposal involved.~~
 - a. Encourage more intensive development to locate in major urban centers and corridors, particularly downtown Vancouver. Encourage development of distinct neighborhoods served by commercial nodes, and discourage urban sprawl and strip commercial development;
 - b. Provide development of uses which are functionally integrated with surrounding areas and neighborhoods in terms of local shopping, employment, recreational or other opportunities;
 - c. Provide development which is compatible and integrated with surrounding uses in terms of scale, orientation, pedestrian enhancements, and landscaping;
 - d. Conserve or enhance significant natural or historical features;
 - e. Provide adequate provision of transportation, water, sewer, and other public services;
 - f. Provide significant family wage employment opportunities and broadening of the Vancouver economy; and
 - g. Provide for the formation and enhancement of neighborhoods and communities.
 - h. Provide affordable or below market-rate housing opportunities
2. Scope of review. Review and evaluation of proposed comprehensive plan or zoning map changes shall consider both the likely and possible future use of the site and associated impacts.
3. Cumulative Impacts. The review of individual comprehensive plan map or policy amendments, other than exceptions noted in 20.285.040, shall also consider the cumulative transportation, land supply, and environmental impacts of other plan amendments proposed within the same annual cycle.
4. Required Findings. ~~No amendment to comprehensive plan or zoning maps shall be approved unless the required findings of VMC 20.285.085 have been addressed in the written staff report and the written decision of the review authority.~~
(M-3959, Amended, 07/19/2010, Sec 18-Effective 8/19/2010; M-3922, Amended, 07/06/2009, Sec 14; M-3730, Amended, 12/19/2005, Sec 5; M-3643, Added, 01/26/2004)

Comment: Procedural guidance in stricken subsection A of this section above is moved to new section 040. City Strategic Plan and affordable housing added to substantive guidance in section B. Required findings section proposed for elimination as final City Council decisions are usually contained in a record containing a staff report, ordinance, and hearings tape, not a final written report.

Section 20.285.060 Approval Criteria – Stand Alone Zoning Map Amendments

- A. Zoning Map amendments not involving associated Comprehensive Plan Map amendments shall demonstrate the following:
 1. How the proposal is more consistent with applicable policies of the Vancouver Strategic Plan and Comprehensive Plan than the existing designation, and
 2. That a change in circumstances has occurred since the existing designation was established.

Section 20.285.080 Small Scale Rezones

~~A. Approval process for rezones of 25 acres or less and Planned Unit Developments~~

~~All proposals for amendments to the zoning map for parcels of less than 25 acres in size and for approval of Planned Unit Developments shall be processed in accordance with the procedures set forth for a Type IV process in VMC 20.210. In addition, applications for approval of Planned Unit Developments shall meet the requirements of VMC 20.260.~~

~~B. Approval criteria for rezones of 25 acres or less and Planned Unit Developments~~

~~Zone change proposals submitted without an associated comprehensive plan change shall demonstrate consistency with the Comprehensive Plan and that a substantial change in circumstances has occurred since the original designation. In addition, applications for approval of Planned Unit Developments shall meet the requirements of VMC 20.260.~~

~~C. Required Findings for rezones of 25 Acres or less and Planned Unit Developments~~

~~No zone change shall be approved unless the required findings of VMC 20.285.085 have been addressed in the written staff report and the written decision of the review authority.~~

~~(M-3922, Amended, 07/06/2009, Sec 15; M-3730, Amended, 12/19/2005, Sec 6; M-3643, Added, 01/26/2004)~~

Comment: Approval process section of stricken section 080.A above is covered in new 040. No change to approval criteria for rezones in existing 080.B

Section 20.285.070 Approval Criteria – Comprehensive Plan or Zoning Code Text Amendments

- A. Text amendments to the Comprehensive Plan or Title 20 zoning standards shall demonstrate the following:
1. The proposal is consistent with applicable policies of the Vancouver Strategic Plan and Comprehensive Plan, and
 2. The proposal is necessary to further the public interest based on present needs and conditions.

Section 20.285.090 Zoning Code Text Amendments

~~A. Approval process for Zoning Code text amendments~~

~~1. Initiation. All proposed text amendments to the development or zoning regulations shall be developed, submitted and presented by the City staff, based on direction from the City Council, Planning Commission, or the City Manager or designee.~~

~~2. Private party requests. City staff shall submit proposals from private individuals or groups as follows:~~

~~a. Private parties shall submit a written summary of the amendment proposed to City staff, an indication of why it is needed, and the potential land use impacts if approved. No fees shall be assessed.~~

~~b. Staff shall maintain a docket listing of private party requests, and shall provide the listing not less than once per year to the Planning Commission, which shall determine which items shall be further reviewed by staff and submitted as a formal proposal, which shall be deferred to future work programs, and which shall not be considered. Decisions to defer or not consider private requests shall be considered final unless appealed as provided herein.~~

~~3. Process. Text amendments submitted by City staff, including those originated from outside party requests if applicable, shall be scheduled for Planning Commission and City Council, subject to procedural criteria of subsections of this chapter, except that staff initiated actions shall not be considered final without council consent. Hearing scheduling shall be determined by City staff based on work program constraints or direction from the City Manager, Planning Commission and/or council. Proposed text amendments to zoning or development regulation amendments which do not include corresponding comprehensive plan changes may be reviewed separately from one another, at any time.~~

~~B. Approval criteria for Zoning Code text amendments~~

~~Proposed zoning or development regulation text changes shall be considered based on the following:~~

- ~~1. The proposed change is consistent with the comprehensive plan, and~~
- ~~2. The proposed change is necessary to further the public interest based on present needs and conditions.~~

~~(M-3643, Added, 01/26/2004)~~

Comment: Approval process section of stricken section 090.A above is covered in new 040. No change to approval criteria for zoning text amendments in existing 090.B

Section 20.285.080 Notice Provisions.

- A. Notice indicating the time and place of public hearings for review of proposed amendments pursuant to this chapter shall be provided as follows:
 1. For all amendments subject to this chapter, published notice within a newspaper of record at least 10 calendar days prior to the hearing.
 2. For ~~quasi-judicial~~ site specific map amendments, the following additional notice shall be provided:
 - a. Written notice mailed at least 10 calendar days prior to the public hearing to property owners and residents located within 500 feet of subject properties, as determined by records of the county assessor.
 - b. If located within or adjacent to an officially recognized neighborhood, notice shall also be sent to the neighborhood association president or chair.
 - c. ~~For quasi-judicial map amendments~~ A sign or signs on or adjacent to the proposal site posted at the site at least 10 calendar days prior to the hearing.
 - d. Written or posted notice may be foregone at the Planning Official discretion for map amendments which are limited to minimal adjustment of Comprehensive Plan or zoning designation borders within a property, or other corrections which do not increase the potential of additional land use development impacting the surrounding area
 3. For text amendments, written notice mailed at least 10 calendar days to individuals, groups, or agencies which are deemed necessary and appropriate by the City or which have requested notice of the particular action.
 4. With the exception of newspaper publication, failure to provide notice to any person or group subject to this chapter shall not automatically invalidate the proceedings associated with the proposed action.

Comment: Quasi-judicial and legislative terms eliminated to avoid confusion. New language added to avoid requiring mailed notice to all properties within 500 feet of unimpactful map changes such as the 37 map corrections addressed in this staff report, which might have required mailing approximately 10,000 postcards.

Section 20.285.085 General Rezone Criteria and Required Findings for All Rezones.

- A. ~~The provisions of this chapter shall apply to all rezones, including those involving an amendment to the Comprehensive Plan, except correction of mapping errors. In evaluating proposed rezones, the provisions of this chapter shall be weighed and balanced together to determine which zone best meets those provisions. In addition, the zone purpose, location criteria, and design statements, which describe the intended purpose and design of each designation, shall be used to assess the likelihood that the area proposed to be rezoned would function as intended.~~
- B. ~~No single criterion or group of criteria shall be applied as an absolute requirement or test of the appropriateness of a zone designation, nor is there a hierarchy or priority of rezone considerations, unless a provision indicates the intent to constitute a requirement or sole criterion.~~
- C. ~~Compliance with the provisions of this chapter shall constitute consistency with the Comprehensive Plan for the purpose of reviewing proposed rezones.~~
- D. ~~The most appropriate zone designation shall be that for which the purpose, design statement, and location criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation. The following zoning principles shall be considered:~~
 1. ~~The impact of more intensive zones on less intensive zones or industrial and commercial zones on other zones shall be minimized by the use of transitions, physical edges, or buffers, if possible. A gradual transition between zoning categories is preferred.~~
 2. ~~Physical edges and buffers, such as natural features, major traffic arterials and railroad tracks, open spaces, and distinct change in street layout and block orientation may provide an effective separation or transition between different uses and intensities of development.~~
 3. ~~Physical edges, buffers and platted lot lines shall be considered in establishing boundaries.~~
 4. ~~Boundaries between commercial and residential areas shall generally be established so that~~

~~commercial uses face away from adjacent residential areas, unless physical edges or buffers (arterial streets, waterways, topographic breaks, mature natural or landscape buffers, etc) provide a more effective separation between uses.~~

~~5. Lower Density Residential areas may be rezoned to Higher Density zones only if the applicant demonstrates that the area no longer meets the location criteria for a Lower Density designation or the change is recommended as part of an adopted sub-area plan.~~

~~E. Impact Evaluation. The review of a proposed rezone shall consider both positive and negative factors when evaluating land use and environmental impacts, including impacts on public facility and service capacities, in the area of the proposed rezone.~~

~~F. The review of a proposed rezone shall include consideration of uses which can reasonably be anticipated based on the development potential of the requested zone, and the nature of the site and surrounding area.~~

~~G. Consideration of changed circumstances shall include elements or conditions embodied in the location criteria, and the purpose and design statements, for the relevant zone.~~

~~H. Overlay Districts. If the proposed rezone area is located within the boundaries of an overlay district or sub-area plan, the purpose and boundaries of the overlay district or subarea plan shall be considered.~~

~~I. An area designated and zoned Lower Density Residential that meets the location criteria of VMC 20.410.025 for such designation, may not be redesignated or rezoned to a Higher Density Residential designation unless the change is to implement an adopted sub-area plan.~~

~~(M-3730, Added, 12/19/2005, Sec 7)~~

Comment: This section recommended for elimination as it is unclear; contains review criteria more appropriate for site plans than rezone proposals such as buffers and direction of uses; references locational criteria for zoning district which reflect the ideal placement of those districts on a blank slate, not necessarily how those districts should or shouldn't be amended in developed actual setting; emphasizes physical separation of uses which may not always be realistic in an urban environment; and thwarts rezoning of lower density sites to higher densities by allowing that only where guided by a subarea plan. Removal of this section would not prevent the Commission or Council from basing recommendations or decisions on neighborhood compatibility concerns, as compatibility and neighborhood formation are explicit approval criteria under proposed section 040, and in Comprehensive Plan policies.

Section 20.285.090 Appeals of Final Decisions Appeal Provisions.

A. Final decisions of the City Council may be appealed to the Washington Growth Management Hearings Board or Superior Court where appropriate, in accordance with provisions and timelines set forth by state statute and regulations. Where state statute or regulations do not provide timelines, an appeal must be submitted within 30 calendar days of the final council decision. Aggrieved parties shall exhaust local administrative remedies prior to state or federal administrative or judicial review of the City Council decision.

Comment: Change of title to clarify

Section 20.285.100 Amendments within the Unincorporated Vancouver Urban Growth Area.

A. Comprehensive plan and regulation map or text amendments within the Vancouver Urban Growth Area outside of City limits are the jurisdictional responsibility of Clark County. The City shall review notice provided from Clark County on such amendments, and shall reciprocally provide notice to Clark County of proposed amendments within City limits.

B. The City shall not support amendments which raise inconsistencies with this chapter, capital facilities plans or adopted population projections.

Comment: No change

Section 20.285.110 Record of Amendments.

The Planning Official shall maintain a record of amendments to the text and map of this Title in a format convenient for the use of the public.

Comment: No change

Section 20.285.120 Exceptions:

~~A. The following map or text amendments to the comprehensive plan may be reviewed separately and outside the timelines and process of this chapter, but shall be subject to applicable approval criteria, and applicable notice provisions:~~

- ~~1. The initial adoption of a subarea plan.~~
- ~~2. The adoption or amendment of a shoreline master program pursuant to RCW 90.58.~~
- ~~3. The adoption or amendment of the capital facilities or transportation element of the comprehensive plan is undertaken concurrently with a related budget action.~~
- ~~4. Emergency comprehensive plan amendments, defined as a change of community-wide significance, and including but not limited to the following:~~
 - ~~a. Annexation.~~
 - ~~b. Action necessary to address threats to public health or safety.~~
 - ~~c. Action necessary to ensure that the goals and policies of the comprehensive plan are not substantially obstructed.~~
 - ~~d. Action necessary to respond to an order from the Growth Management Hearings Board or competent court of law.~~

~~5. Corrections of scrivener or mapping errors. Scrivener or mapping errors are defined as minor map or text errors in the comprehensive plan or development regulations which were clearly unintended and inconsistent with the record of their original adoption, as determined by the City. Correction of such errors shall be submitted by the City only, at no charge to parties demonstrating the error.~~

~~B. City staff initiated amendments. City staff initiated map or text amendments to the comprehensive plan or development regulations shall not require pre-application conference and submittal for formal application and associated fees, but shall be subject to applicable scheduling, notice, public hearing, and approval criteria requirements of this chapter.~~

~~C. Periodic comprehensive plan updates. No later than September 1, 2002, and at least once every five years thereafter, the City shall initiate a periodic review of the overall comprehensive plan and land use regulations. Within the calendar year of such review the City may alter the procedural requirements herein, although other approval criteria of this chapter shall still apply.~~

~~(M-3643, Added, 01/26/2004)~~

Comment: This section moved to new section 040

Comment: The below table summarizes changes to VMC 20.285 in full:

Issue	Proposed Changes to VMC 20.285, Text and Map Amendments
Type of proposals reviewed by Planning Commission (Existing and proposed subsection 020)	- Clarify code to fully reflect current practice. The PC reviews Comprehensive Plan and most stand-alone rezone map changes and any accompanying Development Agreements (DAs), and all Comprehensive Plan and Title 20 zoning code text changes, except fees. - Simplify and slightly expand PC review of stand-alone rezone map changes. Instead of current PC review of stand-alone rezones that meet any of three thresholds (over 25 acres; change from the least dense single family zone R-2 to R-4 or vice versa; change from any single family designation to another that is not the next least or most dense), change to PC review of all stand-alone rezones except those that involve a change from one single or multi-family residential designation to the next most or least dense, and also involve a concurrent subdivision proposal. - Clean up code so PC review responsibilities are addressed in appropriate sections. VMC 20.285 should address Comprehensive Plan and zone map and text changes, and associated DAs. VMC 20.210 and other sections will address PC review of other items. These will be determined separately as part of overall fall 2018 code changes, but are anticipated to continue PC review of Planned Unit Developments, mixed use master plans or waterfront mixed use master plans over 25 acres; and master plans within the Riverview Gateway or Section 30 subareas. PC review of various administrative appeal items which are stated in portions of current code but have not occurred in practice is anticipated to be eliminated.
Initiation of proposals (proposed subsection 030, consolidating various existing sections)	Very limited changes primarily for clarity and to reflect current practice. Map or text change proposals may be initiated by properties owners, other individual parties or groups, or city staff. Owners or outside parties may submit formal applications with accompanying fees, or request the City to serve as proponent. City sponsorship will be at City discretion and generally limited to proposals that are limited in scope and/or clearly warranted in terms of policy implications.
Process of review (proposed subsection 040, consolidating various sections of existing code)	- Very limited changes primarily for clarity and to reflect current practice. Per state law, Comprehensive Plan changes with limited exceptions are reviewed once per year, zoning changes at any time. Plan change timing exceptions are modified to fully reflect statute – new subarea plans, shoreline amendments, capital facilities or transportation element changes concurrent with related budget action, Plan changes related to a Planned Action ordinance or annexation, correction of scrivener errors or emergency amendments may be reviewed more frequently than once per year. - Commission denials are changed from a decision to a recommendation. They would no longer require appeal to be considered by City Council.

Approval criteria (proposed subsections 050, 060, and 070)	Limited changes to reflect current policy direction. Consistency with Comprehensive Plan policies remains the main criteria for reviewing proposed map or text changes. Consistency with the Strategic Plan and affordable housing goals added to short list of additional factors to consider. Current VMC 20.285.085, General Rezone Criteria and Required Findings for All Rezones, eliminated as it is redundant of various existing Comprehensive Plan goals; includes site specific considerations more appropriate for evaluating a proposed development than a map change; encourages separation of uses in a manner inconsistent with an urbanizing environment, and is generally unclear.
Other	No change to notification requirements of VMC 20.285.080 other than removal of hardcopy mail requirement for properties near unimpacful map changes that do not increase development opportunities. For all other rezones, newspaper publication, as well as site posting and hardcopy mail to properties within 500 feet of sites still required. Various electronic notice practices will continue, but are not recommended for codification.

Attachment F – Fall 2018 Code clean-up changes

Code Section	Proposed Amendment
1. VMC 20.160.020 classifications	Allow for skating rinks in IL as well as commercial zones, by removing skating rinks from indoor entertainment listings, allowing them to be considered community recreation. 20.160.020(C)(3(b). Indoor Entertainment. Commercial indoor facilities such as skating rinks, bowling alleys, arcades, trampoline or bounce house facilities, shooting ranges, movie, and live performance theaters.
2. VMC 20.210.080 Pre-application Conference submittal requirements	Simplify pre-application submittal requirements: <u>20.210.080 D. Application for a pre-application conference. Request for a pre-application conference shall be submitted to the planning official and shall contain the following information:</u> 1. <u>Completed application form prescribed by the planning official with applicable fees identified in VMC 20.180.</u> 2. <u>A site plan or proposed plat, as appropriate for the proposed land use, drawn to a minimum scale of one inch equals twenty feet. The development plan shall include sufficient information to allow city departments to make an adequate determination as to the potential impacts and development standards required for the proposal and respond accordingly.</u> 3. <u>Provide a written narrative and attach any exhibits that give a complete and accurate depiction of what the proposal involves, including any specific questions to be answered by the city. If the applicant proposes any specific conditions or mitigation measures, this should be included in the narrative.</u> D. To request a pre-application conference, an applicant shall submit the required fee, and 12 sets of the following information. The planning official may waive submittal requirements upon request if found to be inapplicable to the proposed development: 1. Completed and signed Pre-application Conference Request form provided by the planning official. 2. Folded and collated plans of the proposed development drawn to scale, no larger than 24" x 36" and clearly marked with the following: project name; vicinity map; scale; north arrow; date; applicant's name, phone and fax numbers; contact person's name; phone and fax numbers. 3. A GIS packet obtained from Clark County's Department of Assessment and GIS department for all properties covered by the application. 4. A narrative description of the following: a. Uses proposed for the site. b. Hours of operation. c. Estimated vehicular traffic to and from the site. 5. Preliminary architectural information. A brief narrative description of the following: a. Gross square footage of each structure and outdoor activity center proposed to be built or retained on site. b. Proposed and potential uses and occupancy group of each structure proposed to be built or retained on site. c. Number of floors, building height, and construction type of each structure and outdoor activity area proposed to be built on site. d. Conceptual plans showing at least the gross square footage of each structure proposed to be built or retained on site. e. Conceptual elevation drawing of each structure proposed to be built or retained on site. f. Show the dimensions and area of the project site. 6. Existing and Proposed on-site Structures and Improvements:

	a. Identify use(s) of all existing and proposed structures. b. Location, dimensions, and height of all existing and proposed buildings and structures. c. Location and dimensions of existing and proposed recreation areas and open space. d. Location of existing and proposed driveways, off-street parking and loading areas, bicycle parking, and pedestrian and bicycle pathways. e. Location, dimensions, and screening of proposed solid waste/recyclables storage areas. f. Existing or conceptual plan showing lighting and landscaping. Landscape plan should include location of driveways and buffering off-street parking and loading areas. g. Location and dimensions of existing and proposed streets, rights-of-way and public and private access easements on and adjoining the site. h. Location and dimensions of all existing and proposed above-ground and below ground utilities. 7. Preliminary engineering information. Provide a conceptual drawing or sketch showing the following: a. Approximate location of existing fire hydrants within a one-hundred foot (100') radius of the site. b. Preliminary assessment of low impact development implications and proposed method of providing storm-water drainage on the site as required in VMC 14.25. c. Strategy narrative for proposed erosion control measures as required in VMC 14.24. d. Proposed grading activity for the site, indicating areas of native soil preservation, compaction prevention, and proposed cuts and fills.
3. VMC 20.270.040 Site Plans	Update and streamline Site Plan submittal requirements to reflect electronic submissions: Section 20.270.040 Submission Requirements. Unless waived in writing and in advance by the Planning Official, an applicant shall submit all of the following items with an application for a Type I or Type II site plan review: A. General. 1. A completed application form provided by the Planning Official, and 10 copies of the information required. 2. Site Plan Review drawings shall be on sheets not larger than 24" x 36" unless approved otherwise by the Planning Official. Site plans drawings shall include the following: shall be drawn at a scale of 1" equals 60' or larger, e.g., 1" equals 30'. Building elevations and floor plans shall be drawn at a scale of 1/4" or 1/8" equals 1'. a. An existing conditions plan described in Subsection (B) below. b. A site plan described in Subsection (C) below. c. A preliminary stormwater and erosion control plan or plans described in Subsection (D) below. d. Architectural plans and elevations described in Subsection (E) below. e. A landscape plan described in Subsection (F) below. f. 8 1/2" x 11-inch reduced copies of all plans. 3. A site plan review application also shall include a n <u>A narrative describing the development including uses proposed for the site, hours of operation, hours and frequency of deliveries, and construction schedule.</u> 4. Payment of all applicable review fees. 5. Certified mailing list (not applicable for Type I applications). Current Clark County

	Assessor map(s) showing the property(ies) within a 500' radius of the site, per the requirements in Chapter 20.210.050 and 20.210.060 VMC, Decision-Making Procedures, and two sets of mailing labels with the names and addresses of owners of all properties within the 500' radius. Such list shall be certified as accurate and complete by the Clark County Assessor, a title company. For non-owner occupied properties, provide mailing labels addressed to "occupant" as can be determined from available County Assessor records (two copies). H. Sign plan. Sign drawings are optional. If submitted, sign drawings shall be reviewed for compliance with Chapter 20.960 VMC Signs.
4. VMC 20.310.040 Boundary Line Adjustment Submittal Requirement	Update and streamline BLA submittal requirements to reflect electronic submissions: 20.310.040 Submittal Requirements Applicants shall submit the following documentation as part of a request for a Boundary Adjustment compliance check: <u>A. Completed application form including signatures of all property owners involved in boundary line adjustment.</u> <u>B. Site plan. One site plan drawn to scale on 8 1/2" x 11" paper, Survey. The proposed boundary line adjustment shall be prepared by a surveyor in accordance with the provisions of the Survey Recording Act (Chapter 18.90 RCW), clearly showing the following:</u> 1. The dimensions of the existing property/properties involved 2. The location of any improvements (structures, septic system, etc.) 3. The location and dimension of any access or utility easements 4. The dimensions of the proposed new lot lines 5. North arrow 6. Zoning of each involved property <u>B. Quarter section map. One (1) copy of the quarter section map with the properties highlighted. (This can be obtained from the Clark County Assessor's Office.)</u> <u>C. Recorded deed. One (1) - Copy of all property owners' recorded deeds, verifying current ownership.</u> <u>D. Sales history. Complete sales history of all parcels since 1969. Sales history is comprised of copies of all deeds or real estate contracts showing previous owners or divisions for the properties involved. It is used to verify the legal creation of the parcel and is available from either a title company or the Clark County Assessor's Office. This is not required if the request involves lots within a subdivision which have not been altered or further divided.</u> <u>E. Letter of intent. Letter of intent explaining the purpose of the request. The letter should also include information that may be helpful in evaluating the request.</u> <u>F. Existing conditions or related development restrictions. Copies of existing conditions of approval, covenants, restrictions and/or easements</u> <u>G. Application fee. Application fee as contained in Chapter 20.180 VMC.</u> <u>H. Signatures of authorized parties. Signatures of all property owners authorizing the proposed adjustment of their property lines as certified by a Notary Public.</u>
5. VMC 20.320.Subdivision	Changes are listed in full in separate attachment, and are intended to update and streamline submittal requirements to reflect electronic submittals, remove and update items to meet RCW & WAC requirements, eliminating required Mayor/Council approval of subdivisions, and update language to reflect existing City development escrow policy.
6.VMC 20.420 Multi-family residential zones	Eliminate footnote 24 of the multi-family use table, which invokes VMC 20.840 child care requirements. The number 24 is not found in use table, and redundant of footnote 14 which already references 20.840 for child care centers: Table 20.430.030-1 24 Subject to the provisions of Chapter 20.840 VMC, Child Care Centers.

7. VMC 20.430 Commercial zones	A. Correct footnote citation errors, changing Motor Vehicle Sales/Rental in the CC District from "P²⁷" to "L²⁷" and Motor Vehicle Servicing/Repair in the CC District from "P²⁸" to "L²⁸" because the footnotes refer to additional conditions and therefore both uses are considered "Limited" instead of "Permitted." B. Correct for missing footnote 36 in the CX zone which currently allows dog day care on a limited basis in CX, but without the requirement applying to other zones that dog day care be subject to dog day care standards of VMC 20.850.
8. VMC 20.440 Industrial uses	A. Eliminate lengthy table of NAICS listings of industrial uses implies greater precision than is realistic given changing industrial uses: B. Eliminate reference to no longer applicable A Airport zone in list of industrial zoning districts C. Add missing footnote 6 for various general retail uses which are listed as limited in the OCI zone, but without the footnote 6 limitations which apply to these retail uses in the other industrial districts. The footnote limits retail uses to 20% of total building square footage of the development complex, and 40,000 sf. per building. D. Merge footnote 30 language on ECX (Section 30) district non-accessory parking into footnote 10, which addresses similar issues, and eliminate footnote 30: <i>10 In the OCI zone, non-accessory surface parking is conditionally permitted on brownfields where subsurface environmental constraints effectively preclude other uses, provided such development complies with applicable local, state and federal environmental standards. In the IL zone, non-accessory surface parking is permitted, and non-accessory structured parking is prohibited. In the ECX zone, non-accessory structural parking only shall be permitted.</i>
9. VMC 20.690 Section 30 Cross references to parking, and master planning requirement	Correct inaccurate cross references to parking, and add Director discretion regarding required master planning for all developments, where recently a formal exception process had to be used to avoid requiring a master plan for a small development at the edge of Section: 20.690.030. D. Master Planning Required. All development, including properties with an existing Development Agreement shall be subject to the master plan process contained in VMC 20.690.050, Master Planning. <i>Properties applying for an existing use expansion, 20.690.030E are exempt from the Master Plan Process. <u>The Planning official may at his or her discretion may exempt or limit master planning process requirements for individual development proposals whose development has no significant area wide infrastructure or land use implications.</u></i> 20.690.040.E. Parking spaces provided for individual uses shall be no less than 80% of the minimum required indicated in VMC Table 20.945.070-1-2, and no more than 115% to the amount provided in Table 20.945.070-1-2,. The planning official may approve parking beyond the maximum or a parking reduction from the required minimum based on a parking study that justifies the change. Structural parking is permitted subject to the design standards contained in VMC20.945.060. Structural parking shall count toward the minimum but not the maximum number of parking stalls. 20.690.070.D.10. Parking a. Parking spaces provided for individual uses shall be no less than 60% of the minimum required indicated in VMC Table 20.945.070-1-2, and no more than 115% to the amount provided in Table 20.945.070-1-2. The planning official may approve parking beyond the maximum or a parking reduction from the required minimum based on a parking study that justifies the need.
10. VMC	Update and correct Temporary Use approval criteria:

20.885.040.C.2.c Temporary Use	20.885.050.C.2.c (Model Homes) Applicant must sign a Memorandum Of Understanding to be prepared by the applicant and approved by the planning official stating the model home will have approved access and can be adequately served by public water and sewer on the parent parcel. Only one model home per parent parcel is allowed. 20.885.050.D.6 (Temporary uses in commercial or industrial zones) The use will not create adverse off-site impacts including noise, odors, vibrations, glare or lights which will effect<u>affect</u> the adjoining uses as governed by Chapter 20.935 VMC, Off-Site Impacts
11. VMC 20.890.070 Wireless Communication Facilities	Update and clarify required information for co- locating facilities: 20.890.020 Applicability B. <u>Process Type</u>. All permitted attached antennae and collocations require a Type I permit <u>Building Permit</u>. All other permitted uses shall require a Type II permit. Any wireless communications facilities not otherwise permitted or prohibited shall require a conditional use permit. Section 20.890.040 General Development Standards. O. <u>Building and utility permits</u>. The applicant for a permit pursuant to this ordinance shall submit an application, plans, specifications and all other materials to obtain a building permit and any applicable utility permits. Such permits may be applied for either concurrently or after approval of other permits required by this ordinance. <u>Submittal requirements for attached antennae and collocations are M., Liability Insurance, N. Performance Bond and a lease agreement.</u> R. <u>Co-location evaluation study</u>. An applicant's collocation study shall consist of a report that includes the following: 1. Identification of other wireless communication sites within the search ring for the proposed wireless facility, based on the City's database or contact with other providers. 2. Certification from a qualified radio engineer indicating whether the necessary service is technically feasible if provided by collocation on the other provider's site. 3. A response from the owner/lessor of the site(s) identified by the other provider(s), who either agrees or disagrees to collocation on their property; and/or: <u>lease agreement</u>.
12. VMC 20.895.020 and 030 Miscellaneous special use standards	Substitute inaccurate references of use "category" with use "classification" in animal kennels and cemeteries descriptions.
13. VMC 20.910.040 Exceptions and Interpretations - Yard Requirement	Clean up and clarify language to eliminate undefined landing places and add setback: Section 20.910.040 Yard Requirements. Projections into required yards. Certain architectural features may project into required yards or courts as follows: 1. Cornices, canopies, eaves, belt courses, bay windows, sills or other similar architectural features, or fireplaces not including floor extensions may extend no more than 24 inches into any required yard area. 2. Fire escapes, open-uncovered porches, balconies, landing places, or outside stairways may extend no more than 18 inches into any required side, side street, or rear yard <u>setback</u>, and no

	<i>more than six feet into any required front yard <u>setback</u>. Open porches, decks or stoops not exceeding 18 inches in height may extend no closer than 18 inches to any lot line.</i>
14. VMC Table 20.945.070-2	Eliminate reference in parking requirements table to ADU to reflect changes made to ADU standards in 2017 eliminating ADU parking requirements.
15. VMC table 20.410.030-1 Lower Density Residential Uses	Fix typo on footnote 19: <i>19 A “designated manufactured home” is exempt from the development standards of 20.410.050F VMC and may continue to exist and expand. An existing unit may be replaced or may be relocated either to an approved manufactured home development or an approved manufactured home subdivision. After July 1, 2005, only “new manufactured homes” that also meet the “designated manufactured home” criteria will be permitted on individual lots not part of an existing approved manufacturing home development or manufactured home subdivision. Except that a new manufactured home placed on an individual lot after July 1, 2005, may be relocated as permitted by this Title if within (5) five <u>(5)</u> years of the date of the original placement.</i>
16. VMC Table 20.450.030-2, Open Space District allowed uses	Eliminate table listings prohibiting Light Industrial, General Industrial and Heavy Industrial in the Open Space districts, as these are general categories but are not defined as uses. Keep existing list of prohibited industrial uses (Industrial services, Manufacturing and production, Railroad yards, Research and development, Warehouse/Freight sales, Wholesale sales, Waste-related)

Full zoning code: <https://www.cityofvancouver.us/vmc?tid=334>

Attachment G – Code Change to allow affordable housing projects in Commercial zones under select circumstances

Table 20.430.030-1 Commercial and Mixed Use Districts Use Table

USE	CN	CC	CG	CX	WX	CPX1	MX2	RGX44
RESIDENTIAL								
Household Living	L4	L4	L4	L42	L5	P6	P6	P6
Group Living	P/C 7	P/C 7	P/C 7	P/C 7	P/ C7	P6	P6	P6
Transitional Housing	X	C9	L9	L9	C9	X	X	X
Home Occupation	L10	L10	L10	L10	L1 0	L10	L10	L10
<u>Affordable Housing Projects</u>	<u>X</u>	<u>P8</u>	<u>P8</u>	<u>P8</u>	<u>P8</u>	<u>P8</u>	<u>P8</u>	<u>P8</u>

~~8 The language for this footnote has been deleted. Eligible affordable housing projects must a) demonstrate eligibility for Washington State Housing Finance Commission Low Income Housing Tax Credits by providing at least 40% of units affordable to households at 60% of Area Median Income or otherwise as demonstrated eligible for credits; b) Include a guarantee that the threshold is maintained for at least 30 years unless specified longer by the Finance Commission; and c) Be located on properties whose borders are within 1000 feet of a bus rapid transit or other high capacity transit corridor.~~

Attachment H – Written Comments Received (all related to subdivision application changes)

Snodgrass, Bryan

From: Dorszynski, Weston
Sent: Monday, September 10, 2018 5:30 PM
To: Snodgrass, Bryan; Hildreth, Johnnie
Subject: COV requirements for a existing conditions survey

Bryan,

My underlying motivations here come from a surveyor's duty to "safeguard life, health and property and promote the welfare of the public" WAC 196-27A-020. So I am looking to set a standard of information they are providing to the city planners allowing them to make informed and accurate decisions regarding whether a project or plan is compatible with the existing conditions on the site as they decide to vest a project or not. Many project submittals are doing this already and this should not be a difficult standard to meet.

One exception I have with the County's Preliminary Survey provided example is the WAC that is cited by the surveyor in the narrative is WAC 332-130-090 which has to do with accuracy standards but not the complete and full information on the site.

WAC 332-130-050 Survey Map Requirements is the Section that contains the requirements I am particularly interested in being met.

Section WAC 332-130-050(1)(B) defines these areas.

- (f)(vi) Identify any ambiguities, hiatuses, and/or overlapping boundaries.
- (f)(vii) Give the location and identification of any visible physical appurtenances such as fences or structures which may indicate encroachment, lines of possession, or conflict of title.

I know many and even most of the existing condition surveys are currently performed by surveyors and there are some that are not performed by a licensed surveyor. Unfortunately we do receive an occasional Existing Conditions Map/Plan/Survey that does not show existing onsite fences, buildings, pedestrian trails, vehicle tracks, they only show the boundary and contours. An incomplete representation does not allow the planners to make accurate decisions.

Weston Dorszynski | City Surveyor



CITY OF VANCOUVER, WASHINGTON
Public Works | City Surveyor's Office
P: (360) 487-7771
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CITY OF VANCOUVER
PLANNING COMMISSION

SEP 11 2018

RECEIVED FOR RECORD

Snodgrass, Bryan

From: Travis Johnson <travis@plsengineering.com>
Sent: Friday, September 07, 2018 6:07 PM
To: Snodgrass, Bryan
Subject: RE: Updates to Vancouver subdivision submittal standards
Attachments: 2581 Preliminary Boundary Survey.pdf

Hey Brian:

I appreciate the opportunity to provide constructive change with the final plat process. I did get a chance to speak with Johnnie about these changes because I wanted to have an understanding from staff of why these changes are needed. I think bullet point 2 & 5 below create a challenge for the applicant, consultants and staff and may not be necessary.

I understand the intent of having the surveyor stamp the preliminary plat and the existing conditions plan, but I don't think the ultimate outcome for this requirement will achieve what is intended. Most surveyors do not have a good understanding of the development and zoning code and only take the linework that the engineer/planner provides to prepare the final plat. What is important at the preliminary stage is acquiring a boundary of the property with all encroachments surveyed to determine if adverse possession will be an issue. Though this is a private matter, us consultants should be aware that if there is an adverse possession claim there needs to be enough area in the impacted lot to meet the underlying zoning requirements. This isn't a requirement in most agencies, but a good designer should be taking these issues into account early on in the design process. A copy of what Clark County requires is attached.

In regards to the 5th bullet point there are always timeline issues with as-builts and final plats and last minute comparisons. The plat should have all of the easements that are reflected on the construction plans and if there are changes in utility locations the easements are a minor change. Easements on the plat are important, but they are only a very small portion of information on the final plat. What's important is that the majority of the plat gets reviewed as this is a crucial time for the applicant as the interest payments are the highest. Implementing this would add approximately 2-months of additional review at the worst possible time for the applicant which would create tension between applicants, consultants and staff. It is crucial that we start the plat review after construction drawing approval.

I will look through the code this weekend and will provide comment if something stands out. Appreciate everything Bryan, and thanks for the opportunity to provide feedback!

Travis Johnson, P.E.

travis@plsengineering.com



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CITY OF VANCOUVER
PLANNING COMMISSION

SEP 11 2018

RECEIVED FOR RECORD

From: Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>

Sent: Thursday, September 6, 2018 9:26 AM

To: Travis Johnson <travis@plsengineering.com>; 'John@aks-eng.com' <John@aks-eng.com>; 'kurt@olsonenr.com' <kurt@olsonenr.com>; 'Jaima.Johnson@fnf.com' <Jaima.Johnson@fnf.com>; 'SHunzeker@wfgtitle.com' <SHunzeker@wfgtitle.com>; 'carolina@clarkcountyttitle.com' <carolina@clarkcountyttitle.com>

From: John Meier [mailto:John@aks-eng.com]
Sent: Thursday, September 06, 2018 12:07 PM
To: Snodgrass, Bryan
Subject: RE: Updates to Vancouver subdivision submittal standards

Bryan,

Thanks for sending us this information. I do have some comments below and also regarding the e-plan process. I am not a huge fan of the e-plan process that the City of Vancouver implements. We are submitting e-plans in many jurisdictions in SW Washington and the Portland Metro area. The City's system is built upon the use of proprietary software that we all need to learn how to use, which is the biggest problem that I have with it. It makes it difficult for our staff to review and address comments as we now have to learn how to use the City's software and it just takes more time. My suggestion is to make the system more user friendly so that anyone on the outside does not have to learn to use the system. I believe it will save you a lot of staff time as well. I would be more than happy to discuss further.

A couple of the items below will add more cost to a given project and we are seeing costs escalate across the board for residential development. Less regulation would be better, which you are getting to with a couple of your items below.

Thanks!

John M. Meier, P.E.
Principal

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From: Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>
Sent: Thursday, September 6, 2018 9:26 AM
To: 'travis@plsengineering.com' <travis@plsengineering.com>; John Meier <John@aks-eng.com>; 'kurt@olsonengr.com' <kurt@olsonengr.com>; 'Jaima.Johnson@fnf.com' <Jaima.Johnson@fnf.com>; 'SHunzeker@wfgtitle.com' <SHunzeker@wfgtitle.com>; 'carolina@clarkcountytitle.com' <carolina@clarkcountytitle.com>
Cc: Hildreth, Johnnie <Johnnie.Hildreth@cityofvancouver.us>
Subject: Updates to Vancouver subdivision submittal standards

EXTERNAL EMAIL: This email originated from outside of AKS Engineering & Forestry. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Greetings

As professionals involved with the subdivision submittal and approval process, we wanted to individually let you know of proposed changes to the City subdivision review standards, attached. The changes are primarily intended to reflect Vancouver's new electronic submittal process, with updates also in the following areas:

- Make City code consistent with state law and no longer require mayor/council final approvals **Good.**
- Require licensed surveyor preparation of existing condition plans and preliminary plats **I would agree with existing conditions, but not preliminary plats. I would suggest requiring a record of survey be recorded or provide a preliminary record of survey, which is what the County went to. I fail to see the gain by having a surveyor prepare a preliminary plat.**
- Simplify plat alterations and update codes to meet RCW standards **good**
- Update escrow standards consistent with Vancouver's Development Escrow Policy that has been in place since May 2017 **We haven't had issues with subdivisions, but the City's site plan requirements are broken with regards to bonding/escrow of improvements.**
- Require as-built approval prior to final plat submittal, consistent with requirements of Clark County and other local jurisdictions **The County does allow us to submit final plats before as-builts are approved, but the plat cannot record prior to as-built approval. This will delay plats longer than necessary and is a horrible idea. I suggest allowing final plat review but maybe not recording until as-builts are approved. This is a big impact if as-builts have to be approved prior to final plat review.**

We believe the changes will have very limited impacts, but feel free to advise staff or the City Planning Commission if you believe otherwise. The Planning Commission is holding a public hearing on these and other zoning code updates on Tuesday, September 11, at 7:30, and City Council will review Planning Commission recommendations and make final decisions at a public hearing of its own December 3.

For questions about the Planning Commission review process or to submit a comment, contact Bryan Snodgrass at 360 487-7946, bryan.snodgrass@cityofvancouver.us

For technical questions about the subdivision submittal changes, contact Johnnie Hildreth at 360 487-7824, Johnnie.Hildreth@cityofvancouver.us

Thank you

Chapter 20.320

SUBDIVISIONS

Sections:

20.320.010	Purpose.
20.320.015	Applicability.
20.320.020	Approval Process.
20.320.030	Preliminary Plat Application Requirements.
20.320.040	Preliminary Plat Approval Criteria.
20.320.050	Final Plat Application.
20.320.060	Final Plat Approval.
20.320.070	Technical Standards.
20.320.080	Other Provisions.
20.320.090	Remedies and Penalties.

Section 20.320.010 Purpose.

Purpose. The purpose of this Chapter is to implement the policies of the various applicable state statutes including, but not limited to, Chapter 58.17 RCW, Findings; Chapters 35.63 and 65.08 RCW, and the City of Vancouver Comprehensive Plan. The regulations contained herein are intended to:

- A. Promote the effective utilization of land and infrastructure;
- B. Make adequate provision for the housing, commercial and industrial needs of the City, the county and the region;
- C. Prescribe procedures for the subdivision of land in accordance with officially adopted plans, policies and standards, including the provisions of the Development Code (Title 20 VMC); and
- D. Provide for the efficient processing of subdivision applications without undue delay.
(M-3643, Added, 01/26/2004)

Section 20.320.015 Applicability.

All divisions of land except those listed in Subsection (D) below, shall be subject to the requirements of this Section.

- A. Short subdivisions. A short subdivision is a land partition containing nine (9) or fewer lots.
- B. Subdivisions. A subdivision is a land partition containing ten (10) or more lots.
- C. Infill Subdivisions and Short Subdivisions, pursuant to additional requirements of Section 20.920 VMC.
- D. Exemptions. The provisions of this Chapter shall not apply to the following:
 - 1. Cemeteries and burial plots while used for that purpose.

2. Divisions of land into lots or tracts, each of which is 1/64 of a section of land or larger, or 10 acres or larger, if the land is not capable of description as a fraction of a section of land. For purposes of computing the size of any lot under this item which borders on a street or road, excluding limited-access streets or roads, the lot size shall be expanded to include that area which would be bounded by the centerline of the road or street, and the side lot lines of the lot running perpendicular to such centerline.

3. Divisions and/or acquisitions of land pursuant to condemnation or threat of condemnation by a government agency public purposes.

4. Divisions of land made by testamentary provisions, or the laws of descent.

5. Divisions of land made by subjecting a portion of a parcel or tract of land to Chapter 64.34 RCW (Condominiums) if the Planning Official has approved a binding site plan in accordance with Chapter 20.330 VMC.

6. Divisions of land into lots or tracts classified for industrial or commercial use, when the Planning Official has approved a binding site plan for use of the land in accordance with Chapter 20.330 VMC.

7. A division made for the purpose of adjusting boundary lines which does not create any additional lots, tracts, parcels, sites or divisions, nor any lots, tracts, parcels, sites or divisions which contain insufficient area and/or dimensions to meet the minimum requirements for width, depth and/or area for a lot.

8. Divisions created by a court order that result in lots that conform to the requirements of this Title. (M-3643, Added, 01/26/2004)

Section 20.320.020 Approval Process.

A. Decision-making process

1. Short subdivisions. The Planning Official shall approve, approve with conditions or deny an application for a short subdivision preliminary plat by means of a Type II procedure, pursuant to 20.285.050 VMC, using approval criteria contained in Section 20.320.040 VMC, and additional requirements of 20.920 VMC if a qualifying infill development, and 20.927 VMC if a qualifying narrow lot development.

2. Subdivisions. The Hearings Examiner shall approve, approve with conditions or deny an application for a subdivision preliminary plat by means of a Type III procedure, pursuant to 20.210.060 VMC, using approval criteria contained in Section 20.320.040 VMC, and additional requirements of 20.920 VMC if a qualifying infill development or 20.927 if a narrow lot development.

B. Term of preliminary plat approval. Approval of a preliminary short subdivision or subdivision shall be valid for a period of seven years, except as provided by RCW 58.17.140(3)b, subject to verification of utility availability, during which time an application for final plat meeting all the requirements of this Chapter and all conditions of preliminary plat approval shall be made; provided, that extensions of preliminary short subdivision or subdivision plat approval may be granted in accordance with the procedures and criteria set forth in Section (D) below.

C. Phasing. The developer may develop the short subdivision or subdivision in phases. Any phasing proposal shall be submitted with application materials for the preliminary plat and approved by the Review Authority, except that the Planning Official may approve a phasing plan for an approved short subdivision or subdivision by means of a Type I procedure, governed by 20.210.040 VMC Type I Applications upon finding that:

1. The phasing plan includes all land identified within the legal notice of the approval hearing;
2. The sequence of phased development is identified by map;
3. Each phase shall constitute an independent project meeting all of the requirements for density, open space, public and private infrastructure, landscaping, pedestrian and vehicle circulation etc.; and
4. The Director of Public Works and Transportation Manager have approved the necessary documents to determine that all streets, sanitary and storm sewers, water and other public improvements, including but not limited to drainage improvements, and erosion control measures are assured.

D. Extensions. Extension requests shall be reviewed in accordance with the following criteria:

1. An initial one-year extension request, which has been filed at least 30 days prior to the expiration of the seven-year period, shall be reviewed by the Planning Official by means of a Type I procedure, as governed by Section 20.210.040 VMC, upon showing that the applicant has attempted in good faith to meet the conditions for the final plat within the seven-year period.

2. Two additional two-year extension requests may be granted by the Planning Official by means of a Type II procedure, as governed by Section 20.210.050 VMC, providing the applicant demonstrates compliance with all of the following criteria:

a. The applicant has pursued compliance with all conditions of preliminary plat approval and submitting the final plat in good faith; and

b. There have been no changes to the Comprehensive Plan, zoning ordinance, development standards or other applicable codes that are inconsistent with the approved preliminary plat.

3. Short subdivisions or subdivisions that have been approved for phased development pursuant to Subsection (C) above may receive subsequent two-year extensions in accordance with the criteria of Subsection (D)(2) above so long as at least one phase received final plat approval and was properly recorded within four years prior to each such subsequent extension request.

E. Transportation concurrency. The approval of extensions notwithstanding, the applicant shall comply with the provisions of Chapter 11.95 ~~70~~ VMC, Transportation Concurrency.

F. Land transfer agreements. Agreements to transfer land prior to final plat are authorized, provided, that the performance of an offer or agreement to sell, lease or otherwise transfer a lot, tract or parcel of land following preliminary plat or short plat approval is expressly conditioned on the recording of the final plat or short plat containing the lot, tract or parcel and shall comply with the requirements of 58.17.205 RCW. (M-4034, Amended, 12/03/2012, Sec 8-Effective 01/03/2013; M-3959, Amended, 07/19/2010, Sec 22-Effective 8/19/2010; M-3643, Added, 01/26/2004)

Section 20.320.030 Preliminary Plat Application Requirements.

A. Application/fees. ~~Completed application form as prescribed by the Planning Official with applicable fee per VMC 20.180. The applicant shall provide one original and eight copies of the application for a completed application form provided by the planning official, and copies of the information required. A preliminary plat of a short subdivision or subdivision consisting of the following information:~~

- ~~1. Subdivision or short subdivision name that must be other than the name of an existing subdivision, addition or plat recorded in Clark County Washington;~~
- ~~2. Name, mailing address, and telephone number of the owner and/or developer;~~
- ~~3. Name, mailing address, telephone number, and signature of person preparing the application~~
- ~~4. Date;~~
- ~~5. Location, including ¼ of ¼ section, section, township, range and, as applicable, donation land claim and/or subdivision;~~
- ~~6. Total parcel area in acres and square feet;~~
- ~~7. Comprehensive Plan and zoning designations;~~
- ~~8. Existing and proposed land uses;~~
- ~~9. Number and size of residential, commercial and industrial lots;~~
- ~~10. Names of all utility purveyors;~~
- ~~11. Signatures of all property owners; and~~
- ~~12. Fee, as governed by Chapter 20.180 VMC.~~

B. Submittal Requirements. ~~Preliminary plat information.~~ ~~The applicant shall provide one original and eight copies of the following information. Drawings shall be on sheets not larger than 24" X 36". Preliminary plats shall be drawn at a scale of 1" = 50' or larger. Plans for the preliminary plat will not be accepted if they are not collated and folded. Applications for preliminary short subdivisions or subdivisions shall be on a scale legible for digital reproduction and shall include the following:~~

1. Existing conditions plan. ~~The preliminary plat application shall include the following information: on one or more to-scale drawings: The existing conditions plan, shall include pertinent survey data compiled as a result of a survey made by or under the supervision of a licensed land surveyor in the state of Washington and shall include the following information:~~

- a. A vicinity map showing streets and access points, pedestrian and bicycle pathways, transit stops and utility locations within a 500' radius of the site;
- b. The site size, dimensions and orientation relative to true north;
- c. Remaining easements

d. The location, name and dimensions of public and private streets adjoining the site, identifying whether the streets are public or private;

e. Location, dimension, and purpose of existing easements;

f. The location of existing structures and other improvements on the site, including buildings, driveways, parking, loading, pedestrian and bicycle paths, passive or active recreational facilities or open space and utilities;

g. Elevation of the site at 2' contour intervals for grades 0% to 10% and at 5' contour intervals for grades more than 10%;

h. The location of natural conditions such as:

1. Waterbodies, the 100-year floodplain, aquatic habitats, natural drainage courses, wetlands, springs, seeps, closed depression areas, groundwater elevations, aquifers, and wellhead protection areas;

2. Geological hazard areas such as slopes in excess of 15%, unstable or weak soils, soils with high erosion potential, rock outcroppings, and areas of healthy native soils and hydraulic conductivity;

3. Existing vegetation including stands of trees and individual trees ~~with a caliper greater than 6"~~, additional information necessary to comply with VMC 20.770 Tree, Vegetation, and Soil Conservation, and areas of wildlife habitat. (PMC to check with Charles)

2. Preliminary plat. The proposed preliminary plat shall include the following: ~~The proposed preliminary plat shall include the following information presented on one or more drawings. Plans shall be on sheets not larger than 24" x 36". Preliminary plats shall be drawn at a scale of 1" = 50' or larger. Other scales may be used with the approval of the Planning Official. Plans for the preliminary plat will not be accepted if they are not collated and folded.~~

a. The proposed site and its dimensions and area.

b. Proposed lots, tracts and easements, including dimensions, individual lot areas and total acreage.

c. Abutting properties or, if abutting properties extend more than 100' from the site, the portion of abutting properties within 100' of the site, and the approximate location of structures and uses on abutting property or portion of the abutting property.

d. The location and dimensions of development, including but not limited to the following:

1. Streets and other rights-of-way and public or private access easements on and adjoining the site;

2. Vehicle, and bicycle parking and pedestrian bicycle and vehicular circulation areas;

3. Loading and service areas;

4. Active or passive recreational or open space features;

5. All utilities;

6. Existing structures to be retained on the site and their distance from proposed property lines;

7. Proposed structures on the site, including signs and fences, and their distance from property lines if known at time of land division;

8. The location and type of proposed outdoor lighting and existing lighting to be retained if known at time of land division.; and

9. Boundary delineation of any wetlands including required buffers and shoreline setback lines if applicable

3. Narrative. ~~A Preliminary plat application~~ The narrative shall include the following:

a. A comprehensive narrative addressing how the development complies with preliminary plat approval criteria 20.320.040 and the technical standards in Section 20.320.0870 VMC; other applicable standards of this Title and the policies of the Comprehensive Plan outlined by staff as being applicable to the proposed development

b. Description of the uses proposed for the site;

c. Phasing plan, if applicable;

~~d. Construction schedule;~~

~~e. d.~~ Any variances requested pursuant to the regulations in Chapter 20.290 VMC;

~~f. e.~~ Existing covenants or restrictions and easements, if applicable; and

~~g. f.~~ History of any previous subdivisions and short subdivisions of the property.

4. Supplementary information. ~~One original and eight copies, collated and folded, of t~~ The following supplemental information shall also be submitted unless otherwise indicated in parentheses:

a. Environmental checklist that complies with Chapter 20.790 VMC, SEPA Regulations (if applicable,

b. Legal description;

~~e. Reproducible copies of all plans identified in 8 1/2 x 11" or 11" x 17" format;~~

~~d. Assessor's map(s) showing all properties within 1,000' of the plat boundary;~~

~~e. Results of any completed percolation tests, if applicable (four copies);~~

~~f. 1 copy of the proposed plat map, reduced to fit on either 8 1/2" X 11" or 11" X 17" paper;~~

~~g. c.~~ Geotechnical/soils survey (~~four copies~~), if applicable;

~~h. d.~~ Tree, vegetation, and soil plan that complies with the requirements of Chapter 20.770

VMC, Tree, Vegetation, and Soil Conservation;

~~i. e.~~ Preliminary grading, erosion prevention and stormwater plans

1. Grading Plan indicating areas of soil protection and compaction prevention.
2. Erosion Prevention measures as required in VMC 14.24, and
3. Stormwater Site Plan as required in VMC 14.25,

~~j. f.~~ Archaeological Pre-Determination Report, if applicable, that complies with the requirements of Chapter 20.710 VMC, Archaeological Resource Protection (~~four copies~~);

~~k. g.~~ Sales history. A deed history of all applicable properties dating back to 1969 or to the date when a legal lot determination was made (~~one copy~~);

~~l. h.~~ Clark County ~~Public Health Department~~ Development Review Evaluation Form or copy of application to the Clark County Public Health Department (~~four copies~~);

~~m. Pre-application conference notes; and~~

~~n. i.~~ Certified mailing list. Current Clark County Assessor map(s) showing the property(ies) within a 500' radius of the site, per the requirements in Chapter 20.210.050 and 20.210.060 VMC, Decision-Making Procedures, and two sets of mailing labels with the names and addresses of owners of all properties within the 500' radius. Such list shall be certified as accurate and complete by the Clark County Assessor, ~~a title company~~. For non-owner occupied properties, provide mailing labels addressed to "occupant" as can be determined from available County Assessor records (two copies).

~~o. j. Request for Certificate of Concurrence or Certificate of Concurrence Survey and applicable traffic studies. Traffic Study or Trip Generation and Distribution Report in compliance with Title 11.~~

(M-4179, Amended, 10/17/2016, Sec 72-Effective 12/31/2016; M-3643, Added, 01/26/2004)

Section 20.320.040 Preliminary Plat Approval Criteria.

Approval criteria. To grant approval of a preliminary short subdivision or subdivision, the applicant must demonstrate compliance with all of the following criteria:

A. Public facilities provision. Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for transportation, water, storm drainage, erosion control and sanitary sewage disposal methods that are consistent with the City's current ordinances, standards and plans;

B. Proposed improvements. Appropriate provisions have been made for proposed streets, alleys and public ways, utilities and other improvements that are consistent with the City's current ordinances, standards and plans, and Department of Health and/or Washington State Department of Transportation standards and plans, where applicable;

C. Open space and dedications. Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for open space, parks, schools, dedications, easements and reservations;

D. Physical characteristics. The design of the proposed short subdivision or subdivision site has taken into consideration the physical features of the site, including but not limited, to: topography, soil conditions, susceptibility to flooding, inundation or swamp conditions, steep slopes or unique natural features such as wildlife habitat or wetlands;

E. Re-platting of existing subdivisions. When re-platting an existing subdivision, the short subdivision or subdivision shall comply with all of the terms and conditions of the existing subdivision's conditions of approval;

F. Compliance with all requirements of this title. The proposed short subdivision or subdivision complies with all applicable requirements of this title unless modified through the approval; and

G. Compliance with State requirements. That the proposed short subdivision or subdivision complies with the requirements of RCW 58.17.110.

H. Narrow Lot Additional Criteria. Land divisions which contain one or more residential lots having a width of less than 40 feet shall meet additional criteria of VMC 20.927.030 A, B and C.

(M-4147, Amended, 12/07/2015, Sec 4-Effective 1/7/2016; M-3778, Amended, 12/04/2006, Sec 3; M-3643, Added, 01/26/2004)

Section 20.320.050 Final Plat Application.

A. ~~Final plat application. Applications for final plat approval of a short subdivision or subdivision shall be filed with the Planning Official. Note that Tier I and Tier II and Tier I, II and III submittal requirements may be filed concurrently.~~ Final plat application and fees. A complete application, including all supplemental documentation and correct number of copies, shall be filed with the Planning Official along with all associated fees per VMC 20.180.

B. ~~Fees, materials and reproduction. The applicant shall submit the requisite fee, a completed application form and five collated and folded paper copies of the information required below. Plans for final plat will not be accepted if they are not collated and folded. Include one reduced 8 1/2" x 11" copy of all plans.~~ Proposed final plat. The proposed final plat shall be prepared by a surveyor in accordance with the provisions of the Survey Recording Act (Chapter 18.90 RCW) as it now exists or hereafter amended. The plat shall consist of one or more pages of a size acceptable to the recording authority, and drawn to a minimum scale of one inch equals fifty feet. The drawing shall contain the following:

1. Date, north arrow and scale;
2. Name of subdivision and applicable project numbers;
3. Letter height must not be less than .08";
4. Heavy dashed line around the exterior boundary;
5. All section, township, municipal and county lines lying within or adjacent to the subdivision;
6. Legend;
7. The location of all monuments or other evidence used as ties to establish the subdivision's boundaries, and all permanent monuments with linear dimension, including dimensions to every curb screw;

8. The boundary of the subdivision with complete bearings and linear distances;
9. The length and bearings of all straight lines and the radii, arcs and semi-tangents of all curves;
10. The length of all lot lines, together with bearings and other data necessary for the location of any lot line in the field;
11. Identification of areas to be dedicated or reserved clearly indicated with location, size and purpose. These may include rights-of-way width, public easements, private easements, specific utility easement and type, open space tracts, wetland, etc.;
12. Numbers assigned to all lots, indication of the acreage and/or square footage of each lot, and letters assigned to all blocks within the subdivision;
13. Certification on the face of the plat by a registered land surveyor:

I, _____, registered as a land surveyor by the state of Washington, certify that this plat is based on an actual survey of the land described herein, conducted by or under my supervision, during the period of _____ through _____; that the distances, courses and angles are shown thereon correctly, and that monuments other than those monuments approved for setting at a later date have been set and lot corners staked on the ground as depicted on the plat.

14. Signature blocks for the following:
 - a. Director of Public Works;
 - b. Director of Community and Economic Development;
 - c. Clark County Public Health signature or a letter from Public Health is provided confirming completion of the Public Health's Development Review Process;
 - d. County assessor;
 - e. Auditor's certification;
 - f. Surveyor's certification, with license number, signature, date and seal.

C. Additional final plat application requirements:

1. Final Performance and Maintenance Bond (if applicable);
2. Legal description of boundary which has been certified by the land surveyor with seal and signature as being an accurate description of the lands actually surveyed;
3. Mathematical closures;
4. Certification of platting from a title company;
5. Dedication of Plat. A plat certificate shall be provided, including dedications, if any (RCW 58.17.165). The intention to dedicate shall be evidenced by the owner by the presentment for filing of a final plat, or modification showing the dedication thereon; and the acceptance by the public shall be evidenced by the approval of such plat for filing;

6. Treasurer's certificate;
7. Conditions, covenants and restrictions, notes, and/or binding agreements as required by this code, SEPA, conditions of preliminary plat approval or other law, including but not limited to the following:
 - a. Private road maintenance agreement (if applicable);
 - b. Recorded conservation covenant (if applicable);
8. Final tree and landscaping plan, including street trees;
9. Other supporting documents required pursuant to the preliminary plat decision;
10. Mylar Submittal. Upon compliance of the final plat and the construction plans with all preliminary plat conditions and with all applicable adopted statutes and local ordinances, the Planning Official shall request submittal of the final plat Mylar(s) for signature.

~~C. Tier I minimum submittal requirements for final plat subdivision. An application form shall be provided by the Planning Official, and shall contain the following Tier I submittal requirements:~~

- ~~1. Mathematical lot closure calculations for each lot prepared by a surveyor licensed in the State of Washington~~
- ~~2. Boundary survey prepared by a surveyor licensed in the State of Washington which shows dimensions, orientation of all boundary lines and indicating all property corners;~~
- ~~3. Incorporation of all plat notes from decision;~~
- ~~4. Drafting and indexing requirements:~~
 - ~~a. 21" x 30" sheet;~~
 - ~~b. North arrow indicated;~~
 - ~~c. Scale noted and shown graphically;~~
 - ~~d. Letter height must not be less than .08";~~
 - ~~e. Heavy dashed line around the exterior boundary;~~
 - ~~f. Legend;~~
 - ~~g. Approved Street names;~~
 - ~~h. Lot, block, street right of way, street dedication and centerline dimensions.~~
- ~~5. Title block on right or lower edge. The Title block shall appear on all sheets with the name of the business/owner with the firm and/or surveyor and telephone number. Include sheet designation for multiple sheets.~~

a. ~~Name, mailing address, and telephone number of owner and/or developer, and surveyor of the plat;~~

b. ~~Date;~~

c. ~~Acreage;~~

d. ~~Number of lots; and~~

e. ~~Zoning designation.~~

6. ~~Indexing information. Location, including 1/4 of 1/4 section, section, township, range, and as applicable, donation land claim and/or subdivision.~~

7. ~~Signature blocks.~~

a. ~~Director of Public Works.~~

b. ~~Director of Community Development.~~

c. ~~Mayor, for subdivisions only.~~

d. ~~Clark County Public Health Department signature shall be required unless a letter from the Public Health Department is provided confirming completion of the Health Department's Development Review Process.~~

e. ~~County Assessor.~~

f. ~~Surveyor's certificate with license number, signature, date and seal.~~

g. ~~County Auditor.~~

8. ~~Special requirements~~

a. ~~Identification of areas to be dedicated or reserved (rights of way, open space tracts, wetlands, etc);~~

b. ~~Special setbacks;~~

c. ~~Private easements and streets;~~

d. ~~Utility easements;~~

e. ~~Any conditions that need to be recorded with the plat denoted on the face of the plat, as indicated in the Planning Official's or Hearing Examiner's Final Order and Decision;~~

f. ~~Public and private stormwater management facilities;~~

g. ~~Identification of responsible party for maintenance of stormwater facilities;~~

- ~~h. Access restrictions;~~
- ~~i. Corner lot driveway locations;~~
- ~~j. Parking restrictions.~~

~~9. Survey information~~

- ~~a. Monument setting;~~
- ~~b. Site dimensions; and~~
- ~~c. General information including property corners, lot areas, dimensions and bearings of all property lines and areas of right of way dedication.~~

~~D. Tier II minimum submittal requirements for final subdivision/short subdivision plat.~~

- ~~1. Paper copies of approved engineering plans (full size and 8 1/2" x 11");~~
- ~~2. Final performance and maintenance bonds:~~
 - ~~d. Stormwater facilities, if applicable;~~
 - ~~e. Street(s), if applicable;~~
 - ~~f. Wetland, if applicable; and~~
 - ~~g. Trees, if applicable.~~
- ~~3. Four copies of approved street lighting plan (full size and 8 1/2" x 11");~~
- ~~4. Street signing and striping plan;~~
- ~~5. Final tree and landscaping plan, including street trees, if applicable;~~

~~E. Tier III submittal requirements for final subdivision/short subdivision plat~~

- ~~1. Two sets of final mylars for signatures;~~
- ~~2. Three paper copies of approved as built plans (full size and 8 1/2" x 11" PMTs);~~
- ~~3. Plat certificate, including dedications;~~
- ~~4. Certificate of Title;~~
- ~~5. Covenants, conditions and restrictions (CC and R's), if applicable;~~
- ~~6. Treasurer's Certificate;~~
- ~~7. Recording fee established by the County Auditor's office and made payable to the Clark County~~

Auditor.

~~F. Legal description. The legal description of the boundary which has been certified by the land surveyor shall be provided, with seal and signature as being an accurate description of the lands actually surveyed.~~

(M-4179, Amended, 10/17/2016, Sec 73-Effective 12/31/2016; M-3959, Amended, 07/19/2010, Sec 23-Effective 8/19/2010; M-3922, Amended, 07/06/2009, Sec 18; M-3643, Added, 01/26/2004)

Section 20.320.060 Final Plat Approval.

A. Final plat procedure.

1. An applicant requesting final approval of a plat shall submit to the Planning Official copies of the materials specified in VMC 20.320.050.
2. The Planning Official shall coordinate the final plat review among the appropriate city and/or county departments.
3. Upon consideration of the approval criteria below, the Planning Official shall forward the final plat to the Public Works Director and Community and Economic Development Director for signature.
 - a. The plat is in proper form for recording as established by the submittal requirements;
 - b. The final plat map and mathematical closures are in compliance with the survey standards set forth in RCW 58.17;
 - c. All required improvements have been completed or security acceptable to the City in lieu of completion guaranteeing that all required improvements will be completed;
 - d. The final plat is in conformance with conditions of preliminary plat approval;
 - e. The final plat complies with the requirement of this chapter and all applicable, adopted states and local ordinances.
4. The final plat shall be recorded with the Clark County auditor. It shall be the responsibility of the applicant to record the plat with the county auditor.
5. Upon recording of the final plat with the Clark County auditor, the applicant shall submit two full-size copies of the actual recorded Mylar to the Planning Official.

~~Three copies of the proposed final plat map with mathematical closures calculations shall be submitted to the Planning Official. The Planning Official shall forward a copy of the final plat and the mathematical closures to the Director of Public Works or assigned designee within five working days of receipt. A second copy of the plat and closure calculations shall be forward to the Clark County Surveyor for review and comment. The third copy shall be kept on file in Community and Economic Development.~~

~~1. The Director of Public Works or assigned designees shall review final plats for conformance with conditions of preliminary plat approval and the mathematical closures for compliance with the survey standards set forth in Section 20.320.080(D) VMC and return his written approval or comments for correction to the Planning Official within 10 working days. The Clark County Surveyor shall return his written approval or comments for corrections to the Planning Official within 10 working days.~~

~~2. After compliance with the procedures of Subsections (A) and (A)(1) above, the final plat application and final plat map shall be submitted to the Planning Official as set out in Section 20.320.050 VMC.~~

~~3. Public improvement plans for the design of required street, utility and other public improvements shall be submitted to the Director of Public Works or assigned designee, who shall review them for compliance with conditions of preliminary plat approval and other standards as of the date of preliminary plat approval. Approval shall be indicated by the signature of the Director of Public Works or assigned designee appearing on the public improvement plans. The Director of Public Works shall indicate on the plan that the design is approved for construction, or within 20 working days return the plan to the applicant with modifications, if necessary.~~

~~4. Upon finding that the final plat and the public improvement plans comply with all preliminary plat conditions and all applicable statutes and local ordinances, the Planning Official shall sign the final plat. In the case of subdivisions only the final plat and accompanying recommendation shall then be forwarded to the Mayor for his signature on behalf of the City Council as provided by 58.17.140 RCW within five working days.~~

~~5. Upon approval of the final plat by the City Council and after all other statutory requirements have been met, the applicant shall record the plat with the County Auditor. The applicant shall provide the Planning Official with one mylar original and two paper copies of the recorded final plat.~~

6. Construction prior to final plat approval In lieu of the completion and acceptance of any required public or private improvements prior to approval of a final plat, the Director of Public Works may accept an escrow or other form of security acceptable to the City, in an amount and with conditions satisfactory to him. The security to the City shall be sufficient to ensure that the actual construction and installation of such improvements occur within a period specified in the agreement by the Director of Public Works and/or Transportation Division Manager; and completion of the improvements in accordance with the agreement shall be enforced by the Director of Public Works and/or Transportation Division Manager by appropriate legal and equitable remedies.

7. Construction of streets and utilities shall not start prior to the approval of the civil engineering construction plans by the Director of Public Works. However, rough grading operations may proceed before the plans are approved by the Director of Public Works under the following conditions:

- a. The grading plan and erosion control plans, are submitted along with an application for the grading permit; including applicable fees;
- b. The grading plan is in conformance with the approved preliminary plat;
- c. The grading plan will not be in conflict with the street profiles and drainage structure plans;
- d. A hold harmless agreement signed by the applicant in the case of mandated change to the engineering plans associated with the plat; and

e. These plans receive approval from the Department of Public Works and/or Transportation Division.

(M-3643, Added, 01/26/2004)

Section 20.320.070 Technical Standards.

A. Subdivision Layout and Required Improvements

1. Principles of acceptability. The short subdivision or subdivision shall conform to the Comprehensive

Plan. The short subdivision or subdivision shall conform to the requirements of the state law and to the standards established by this Title.

a. Street improvement standards. All proposed streets and street improvements shall comply with the provisions of Title 11 and approved transportation standards details on file with the Public Works Department.

b. Blocks. The length, width and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated; consideration of the needs for convenient access, circulation, control, safety of motor vehicular, bicycle and pedestrian traffic and recognition of limitations and opportunities of topography.

c. Blocks shall not exceed 1,300' in length between street lines, except blocks adjacent to arterial streets or unless a previous adjacent layout or topographical conditions justify variation. The recommended minimum distance between intersections of arterial streets is 1,800'. Minimum length of a block shall not be less than 180'.

d. Easements

1. Utility lines. Easements for sewers, drainage, water lines, electric lines or other public use utilities shall be provided. The size and location of the easement shall be reviewed and approved by the appropriate utility provider.

2. Watercourses. If a subdivision is traversed by a watercourse, such as a drainageway, channel or stream, there shall be provided a stormwater easement for the width of the watercourse plus 15' on each side of the watercourse. Streets or parkways parallel to a major watercourse may be required.

3. Pedestrian/bicycle ways in and through residential subdivisions. In blocks over 800' in length, a pedestrian/bicycle way with a minimum width of 16' shall be required through the middle of the block when required by the Transportation Manager for public convenience and safety; 12' of the 16' corridor shall be paved in a durable material. If unusual conditions require blocks longer than 1,200' in length, two pedestrian/bicycle ways shall be required. When required by the Transportation Manager for public convenience and safety, pedestrian ways shall be required to connect cul-de-sacs or to pass through unusually shaped lots.

e. Flag lots. Flag lots may be permitted, provided that the minimum width of the flag stem be 15' for a single lot and 20' for a shared flag access, and it is in compliance with fire access standards contained in VMC 16.04.150. No more than four lots may be accessed from a single flag stem. A private maintenance agreement shall be recorded for driveways which serve more than one lot.

f. Lot side lines. Side lines, as far as practical, shall run at right angles to the street on which the lot faces.

g. Lot frontage. With the exception of flag lots, all lots shall abut on a public or private street with a minimum frontage of not less than 20'.

~~h. Lot depth and setbacks. Lots fronting or accessing on primary or secondary arterials shall be avoided when possible. If lots front on arterials, the lots shall have an average minimum depth of 100'.~~

h. i. Parks and playgrounds. The Review Authority shall see that appropriate provision is made for parks and playgrounds to serve the proposed subdivision.

~~i.-j.~~ Narrow Lot Land Divisions. Land divisions which contain one or more residential lots having a width or less than 40 feet shall meet the development standards of VMC 20.927.040.

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~~k.-2k.~~ Existing trees. All subdivision developments shall comply with the tree and vegetation management provisions contained in Chapter 20.770 VMC, Tree Conservation Tree, vegetation & soil conservation.

2. Procedure for installation. In addition to other requirements, improvements installed by the developer of the short subdivision or subdivision, either as a requirement of these regulations or at his own option, shall conform to the requirements of this Title and improvement standards, specifications, inspections and procedures as set forth by the city and administered by the Department of Public Works and Community and Economic Development Department, and shall be installed in accordance with the following procedures:

a. Public work shall not commence until civil engineering plans, prepared in accordance with the requirements of the city, have been approved by the city: all required permits have been obtained and a pre-construction conference has been conducted. Public work shall not be commenced until the city has been notified in advance.

b. If work has been discontinued for any reason, it shall not be resumed until the city has been notified.

c. Public improvements shall be constructed under the inspection and to the satisfaction of the Director of Public Works or their designee. The city may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.

d. All underground utilities, sanitary sewers and storm drains installed in the streets by the developer of the short subdivision or subdivision shall be constructed prior to the surfacing of streets. Stubs for service connections and underground utilities and sanitary sewers shall be placed to a length precluding the necessity for disturbing the street improvements when surface connections are made.

e. A plan showing all improvements "as built" shall be filed with the Development Review Services upon the completion of the improvements.

f. Public improvements required. Improvements to be installed at the expense of the owner of the short subdivision or subdivision are as follows:

1. All full-width streets, sidewalks, curbs and gutters, including alleys, within or adjacent to the subdivision or short subdivision; streets adjacent but only partially within the short subdivision or subdivision; and the extension of short subdivision or subdivision streets to the intercepting paving line of existing streets with which short subdivision or subdivision streets intersect shall be graded for the full right-of-way width and improved to the city's improvement standards and specifications.

2. Half-width roads. In situations where the property being developed does not permit full-width public streets, half roads having a minimum right-of-way or easement and roadway improvement width of 1/2 of the design width may be permitted when placed adjacent to adjoining property so long as there is no physical obstruction or development constraint prohibiting the completion of the street on such adjoining property; provided, that public street half-width shall be a minimum of 20' wide. Public half-width streets serving six or more parcels shall be required to dedicate additional right-of-way as necessary to provide for a minimum of 1' of right-of-way beyond the edge of the sidewalk. Further, additional right-of-way or easement may be required between the edge of the roadway and the property line for construction

clearance, slopes or other features. Half-width public streets shall serve a maximum of 200 ADT. If the number of trips generated is greater than 200 ADT, the street shall be widened to full-width standards. Parking shall be prohibited along any half-width street and necessary signs and pavement markings shall be the responsibility of the developer.

3. Bench marks. When required, Elevation bench marks shall be established within the subdivision with elevations to U.S. Geological Survey datum.

4. Surface drainage systems shall be provided within the subdivision or short subdivision. The design of the drainage system within the short subdivision or subdivision shall be in accordance with the standards set forth by VMC 14.25, as administered by the Department of Public Works.

5. Erosion control and stormwater quality. Facilities shall be provided within the short subdivision or subdivision to enhance stormwater runoff and protect existing and future drainage facilities. The design of the erosion control and stormwater quality system shall be in accordance with the standards set forth by the city, pursuant to VMC 14.24 and 14.25, as administered by the Department of Public Works.

6. Sanitary sewers. Sanitary sewers shall be installed to serve the short subdivision or subdivision and to connect the short subdivision or subdivision to existing mains. In the event that it is impractical to connect the short subdivision or subdivision to the city trunk sewer system, the Review Authority may authorize the use of septic tanks if the lot area is adequate, taking into consideration the physical characteristics of the area determined by the County Health Department.

7. Water system. Water lines with valves and fire hydrants serving the short subdivision or subdivision and connecting the subdivision or short subdivision to the city mains shall be installed according to specifications of the city, pursuant to Title 14 VMC, Water and Sewer Facilities, as administered by the Department of Public Works.

8. Sidewalks. Sidewalks shall be installed along both sides of each street within and/or adjacent to the short subdivision or subdivision, unless exempted by approval of a Roadway Modification, by the Review Authority and along pedestrian ways of the short subdivision or subdivision. Sidewalks shall be installed according to the specifications of the city, pursuant to Title 11 VMC, Streets and Sidewalks, as administered by the Department of Public Works.

9. Street trees. Street trees shall be planted along both sides of each street within the short subdivision or subdivision and along any portion of the short subdivision or subdivision that fronts upon an existing street. Street trees shall be planted 30' on-center and be of a species approved by the city Planning Official.

10. Other. When special conditions are encountered in the plans for improvements such as fill section requiring the placement of guardrails, ditches requiring drainage appurtenances, or other protection against erosion such as slopes requiring use of sod and/or seeding, such improvements shall be considered as an integral part of the improvement construction. Such special improvements shall be approved by the Director of Public Works or Transportation Manager prior to commencement of construction.

g. Conditions of agreements

1. Short Subdivisions or Subdivisions. Before the ~~City Council~~ Public Works and Community and Economic Development Directors approval is certified on the plat of a subdivision, the developer shall either install required improvements and repair any damage to the existing streets or other facilities

damaged due to the development of a the subdivision, or at the city's discretion execute and file with the City Clerk an agreement between herself/himself and the city specifying a period not to exceed two years in which the required improvements and repairs shall be completed and providing that if work is not completed within the period specified, the city may complete the work and recover the full cost and expense from the subdivider.

~~2—Short subdivisions. Before the Planning Official's approval is certified on the plat of a short subdivision, the developer shall either install the required improvements and repair any damage to the existing streets or other facilities damaged due to the development of a the short subdivision, or at the city's discretion execute and file with the City Clerk an agreement between himself and the city specifying a period not to exceed two years in which required improvements and repairs shall be completed and providing that if work is not completed within the period specified, the city may complete the work and recover the full cost and expense from the developer of the short subdivision.~~

3. 2. Escrow or other form of security acceptable to the city required – Public Improvements. The city may accept from the developer of any short subdivision or subdivision, in lieu of completion and acceptance of certain approved required public improvements prior to approval of a final plat, an escrow agreement or other form of security acceptable to the city which secures and provides for the actual construction and installation of the improvements of the conditions of plat approval and subject to the following:

a. The use of escrow in lieu of construction completion shall be limited to work items representing end-of-project issues that are generally outside the control of the developer. Examples may include; top layer of pavement, landscaping or sidewalk construction in unfavorable weather seasons; delayed delivery of long-lead-time items like street lighting or traffic signal equipment. The use of escrow shall not be approved for underground utility installation.

~~a. Use of escrow or other form of security acceptable to the city in lieu of completion and acceptance of such required private improvements shall include:~~

~~1. Approved public transportation system improvements, including sidewalks and streetlights, provided emergency access improvements are constructed on-site as needed;~~

~~2. Approved water system improvements;~~

~~3. Approved sanitary sewer improvements;~~

~~4. Approved public stormwater collection and management facilities; and~~

~~5. Approved landscaping and street trees, including installation and maintenance costs.~~

b. The developer shall submit a written request and the appropriate forms to the Development Review Services, and the Director of Public Works, or designee, for review, which shall include the following information:

1. A scheduled unit cost breakdown for project work to be completed presented as Exhibit "A", an agreement will not be accepted without an approved unit cost breakdown for the project.

2. ~~The executed~~ A draft of the escrow agreement in a form approved by the city.

3. Any other documents deemed necessary by the city.

4. Applicable processing fee.

c. Upon approval of an escrow or other form of security acceptable to the city, recording of the final plat is allowed, provided all other conditions to be met prior to final plat approval have been satisfied.

~~5.4.~~ Escrow or other form of security acceptable to the city required – Private Improvements. The city may accept from the developer of any subdivision or short subdivision, in lieu of completion and acceptance of certain approved required private improvements prior to approval of a final plat, an escrow agreement or other form of security, acceptable to the city, which secures and provides for the actual construction and installation of the private improvements or the performance of the conditions of agreement for plat and subject to the following:

a. Use of escrow or other form of security acceptable to the city in lieu of completion and acceptance of such required private improvements shall be limited to:

1. Approved private transportation system improvements, including sidewalks and streetlights, provided emergency access improvements are constructed on-site as needed;

2. Approved private stormwater collection and management facilities;

3. Approved landscaping and trees to meet minimum on-site tree density, including installation and maintenance costs.

b. The developer shall submit a written request along with the appropriate forms to the Planning Official for review.

c. Each escrow or other form of security acceptable to the city request shall include the following:

1. A scheduled cost breakdown for project work to be completed presented as Exhibit “A”, an escrow agreement shall not be accepted without an approved unit cost breakdown for the remaining improvements.

2. A draft escrow agreement in a form provided by the city.

3. An irrevocable license signed by the owner of subject property to run with the property which provides the city with the right to allow the employees, agents, or contractors of the city to go on access the subject property for the purpose of inspecting and, if necessary, doing completing the work or making the improvements covered by the escrow or other form of security acceptable to the city.

4. Any other documents deemed necessary by the city.

5. Applicable processing fee.

d. Upon approval of an escrow or other form of security acceptable by to the city, recording of the final plat is allowed, provided all other conditions required to be met prior to the final plat approval have been satisfied.

~~5.4.~~ Amount of escrow or other form of security acceptable to the city. Such assurance of full and faithful

performance shall be for a sum approved by the Planning Official as sufficient to cover the cost of the improvements and repairs, including related engineering and incidental expenses.

~~6.~~ 5. Failure to carry out agreement. In the event the developer of the short subdivision or subdivision fails to carry out provisions of the agreement and the city has un-reimbursed costs or expenses resulting from such failure, the escrow or other form of security acceptable to the city shall be forfeited and the money shall be paid to the city to defray its costs. If the amount of the escrow or other form of security acceptable to the city exceeds the cost and expense incurred by the city, the city shall release the remainder and if the amount of the escrow or other form of security acceptable to the city is less than the cost and expense incurred by the city, the subdivider shall be liable to the city for the difference.

~~7.~~ 6. Guarantee of workmanship and materials. It shall be required that a 110% maintenance bond or bonds be posted to guarantee all workmanship and material for a period of one year from the date of the acceptance of the improvements by the city. This is provided that in the judgment of the Director of Public Works any defects are not the result of public abuse, misuse or acts of God. City inspection does not give relief from the one-year guarantee on workmanship.

~~8.~~ 7. Release of escrow or security. Upon completion of required improvements, the subdivider shall request in writing that the Planning Official or Director of Public Works release all or a portion of the funds held in escrow. Such improvements shall be inspected and accepted as complete by the city prior to the release of any such escrow funds, or portion thereof.

B. Public improvements plan. Where public improvements are required, plans for such improvements shall be submitted to the Director of Public Works. Public improvements shall be designed by or under the direct supervision of a licensed professional civil engineer as required by statute, pursuant to 18.08, 18.43, and 18.96 RCW, and shall meet, as a minimum, the requirements of Section 20.320.080(A) VMC. The engineer shall certify the plans by seal and signature. Such certification shall contain the following: (1) subdivision name; (2) name, mailing address, and telephone number of engineer preparing the plan; and (3) date, including month and year. All public improvement plans shall be submitted for review and approval by the Director of Public Works.

C. Monument-setting. All monuments set in subdivisions shall be at least ½" X 24" steel bar or rod, or equivalent, with durable cap imprinted with the license number of the land surveyor setting the monument.

1. Centerline monument-setting After paving, except as provided in, Subsection (4) below, monuments shall be driven flush with the finished road surface at the following intersections:

- a. Street centerline intersections;
- b. Points of intersection of curves if placement falls within the paved area or otherwise, at the beginnings and endings of curves;
- c. Intersections of the plat boundaries and street centerlines.

2. Property line monument-setting. All front corners, rear corners, and beginnings and endings of s curves shall be set with monuments, except as provided in Subsection (4) below. In cases where street curbs are concentric and/or parallel with front right-of-way lines, front property-line monuments may be provided by brass screws or concrete nails with the surveyor's license number at the intersections of curb lines and the projections of side property lines. If curb monuments are used, it shall be noted on the plat, and also that

such is monuments are good for projection of line only and not for distance.

3. Post-monument-setting. All monuments for the exterior boundaries of the short subdivision or subdivision shall be set and referenced on the plat prior to plat recording. Interior monuments need not be set prior to recording if the developer certifies that the interior monuments shall be set within 90 days of final short subdivision or subdivision construction inspection by the Director of Public Works, and if the developer guarantees such interior monument-setting.

a. The developer shall sign the following certification, the existence of which shall be noted on the plat, if post-monument-setting of the interior monuments is chosen:

DEVELOPER'S CERTIFICATION FOR POSTMONUMENTATION

I, certify that the post-monument-setting of the interior monuments of this plat shall be accomplished within ninety (90) days of final acceptance of subdivision construction by the Director of Public Works for the City of Vancouver, Clark County and State of Washington.
(Signature)”

b. The land surveyor who performs any post-monument-setting shall certify that the interior monuments have been set in compliance with the final plat, and shall record the following certification with the County Auditor:

“I, certify that I have set the interior monuments for (name of subdivision) a subdivision plat recorded in Book (____), page (____), Records of Clark County, and that said monuments are set in compliance with said final plat.

Dated this (____) day of (____), 20__.

(License number, seal, and signature of surveyor).

c. If the surveyor cannot certify that the monuments are in compliance with the final plat, the discrepancy shall be resolved by filing an amended final plat in accordance with the provisions of Section 20.320.030(D)(1) VMC.

4. Post-monument-setting bonds. In lieu of setting interior monuments prior to final plat recording as provided in Section 20.320.080 (C)(2) VMC, the Director of Public Works may accept a bond in an amount and with surety and conditions satisfactory to him/her, or other secure method as the Director of Public Works may require, providing for and securing to the city the actual setting of the interior monuments as provided in Section 20.320.080 (C)(2) VMC and to be enforced by the Director of Public Works by appropriate legal and equitable remedies.

D. Survey standards. All surveys shall comply with standards set forth by state statutes, drafting standards of this Title, and WAC 332-130, except that linear closures after azimuth adjustment shall be at least a ratio of 1:10,000 for WAC 332-130-090. Where conflicts are identified, the most restrictive standard shall prevail.

1. Elevations of vertical information. Where required, any elevations or vertical information shall have an accuracy of third-order specifications as published by the U.S. Department of Commerce in a bulletin entitled “Classification, Standards of Accuracy, and General Specifications of Geodetic Control Surveys,” and bench marks with the datum used shall be shown on the plat.

E. Drafting standards

1. Preferred scale proportions. The preferred scale proportions for preliminary and final plat are ratios as follows:

a. 1:600 or 1"=50'

b. 1:1,200 or 1" = 100' and 1:2,400; or 1" = 200'; but in no case shall the proportion exceed 1:2,400.

2. Final plat drawing requirements. The final plat shall be drawn with ink upon three-mil mylar film, or equivalent; sheet size as required by recording agency ~~said sheets to be 30" X 21"~~, with a 1" border on each side.

3. Lettering. Lettering shall be at least 0.08" high, and the perimeter of the final plat shall be depicted with heavier lines (dashed) than the remaining portion of the plat.

4. Location. All data necessary for the location in the field of all points within the plat shall be shown. Straight lines shall be designated with bearing and distance; curves shall be designated by arc length, central angle and radius. All dimensions shall be in feet or meters, and decimals thereof to the nearest 1/100 of a foot, or 5/1,000 of a meter; except that angles shall be in degrees to the nearest second. (M-4179, Amended, 10/17/2016, Sec 74-Effective 12/31/2016; M-4034, Amended, 12/03/2012, Sec 9--Effective 01/03/2013; M-3847, Amended, 11/19/2007, Sec 5; M-3778, Amended, 12/04/2006, Sec 4; M-3701, Amended, 05/02/2005, Sec 11; M-3643, Added, 01/26/2004)

Section 20.320.080 Other Provisions.

A. Variances. One or more variances may be requested relating to any of the design or development standards contained within Section 20.320.070 VMC except those for which variances are expressly prohibited, as listed in Chapter 20.290.010 VMC. These shall be requested concurrently subject to the procedural requirements and approval criteria contained in Chapter 20.290.040 VMC. No variances to procedural regulations are permitted.

B. Proximity to agricultural and mineral activities

1. All plats or development approvals under this Title issued for residential development activities within 1/4 mile of lands zoned agricultural or from existing agricultural or mineral resource operations shall be accompanied by a notice provided by the Planning Official. Said notice shall include the following disclosure:

a. The subject property is within 1/4 mile of designated agricultural land or mineral resource land as applicable, on which a variety of commercial activities may occur that are not compatible with residential development for certain periods of limited duration. Potential discomforts or inconveniences may include, but are not limited to: noise, odors, fumes, dust, smoke, insects, operation of machinery, including aircraft, during any hour period, storage and disposal of manure, and the application by spraying or otherwise of chemical fertilizers, soil amendments, herbicides and pesticides.

b. In the case of subdivision plats, short subdivision plats or recorded binding site plans, such notice shall also be recorded separately with the Clark County Auditor.

2. All plats or development approvals under this Title issued for residential development activities shall provide a barrier such as fencing or vegetation between the immediately-adjacent residential lots and

agricultural and mineral resource activities. A natural buffer, such as a wetland, swale or berm, may substitute for the barrier upon approval of the Planning Official. Lots with street frontage are not required to provide a barrier between residential uses and an adjacent agricultural or mineral resource activity across the street.

C. Subdivisions of commercially and industrially zoned properties

1.1. Preliminary plats for commercial and industrial properties shall comply with all of the requirements of Section 20.320.030 VMC and 20.320.040 VMC.

2.2. Final plats for commercial and industrial properties shall comply with all of the requirements of Section 20.320.060 VMC except that the final plat shall be in substantial compliance with the preliminary plat if lot sizes are within the range of lots sizes proposed for the preliminary plat, if lot sizes were shown on the preliminary plat.

D. Revisions of recorded plats. ~~The subdivider shall file the final short plat or plat and attached documents for record with the Clark County Auditor. Any alteration or modification of a short subdivision or subdivision plat shall be undertaken pursuant to all applicable development standards including regulations established in 58.17.215-220 RCW by a Type II or Type III process, respectively.~~

1. Any alteration or modification of a short subdivision or subdivision plat shall be undertaken pursuant to all applicable development standards including regulations established in RCW 58.17 by a Type II or Type III process, respectively. If approved, the subdivider shall obtain approval of a final plat application as required by this Chapter.
2. Dedicated easements - (Alternative Process):
To extinguish or alter a dedicated easement, an alternative process to the above may be used if such process was established on the recorded plat or other document creating the dedicated easement as authorized under RCW 64.04.175.

(M-3701, Amended, 05/02/2005, Sec 12; M-3643, Added, 01/26/2004)

Section 20.320.090 Remedies and Penalties.

A. Remedies and penalties

1. Rescinding of sale and recovery of costs. Any purchaser or transferee of property divided in violation of this Chapter may rescind the sale or transfer and recover costs of investigation, suit and reasonable attorney's fee occasioned thereby, or otherwise recover any damage resulting thereby from the person or agent who illegally subdivided or short subdivided the land.

2. Injunctive

a. Whenever any parcel of land is divided into two or more divisions, lots, tracts or parcels of land, and any person, firm or corporation or any agent of any of them sells or transfers any such division, lot, tract or parcel without either having a final plat or short plat filed and recorded as required in this Chapter, the City Attorney shall commence an action to restrain and enjoin further divisions or sales, or transfers, and compel compliance with all provisions of this Chapter. The costs of such action shall be taxed against the person, firm, corporation or agent selling or transferring the property.

b. In the enforcement of this Chapter, the City Attorney may accept an assurance of discontinuance of any act or practice deemed in violation of this Chapter from any person engaging in or who has engaged in such act or practice. Any such assurance shall be in writing and be filed with and subject to, the approval of

the Superior Court of Clark County. The violation of such assurance shall constitute prima facie proof of violation of this Title.

3. Penalty for violation. No land comprising any part of a proposed subdivision or short subdivision to be established henceforth in the City shall be sold or leased until such subdivision or short subdivision has been approved as provided by this Chapter, and a plat or short plat, as appropriate, has been filed and recorded. In addition, any person, being the owner or agent of the owner of such land, or who acts in any capacity in effectuating a sale or lease, who sells or leases any division, lot, tract or portion thereof shall be guilty of a misdemeanor and upon conviction thereof shall be punished by a fine in any sum not to exceed \$5001,000. Each sale or lease shall constitute a separate and distinct offense for each separate land division, lot, tract or portion of said land.

(M-3643, Added, 01/26/2004)

Complete Streets Program Update

VANCOUVER
CITY HALL



November 5, 2018

Vancouver City Council Workshop

Rebecca Kennedy, Long Range Planning Manager

Jennifer Campos, Principal Planner

Presentation Overview

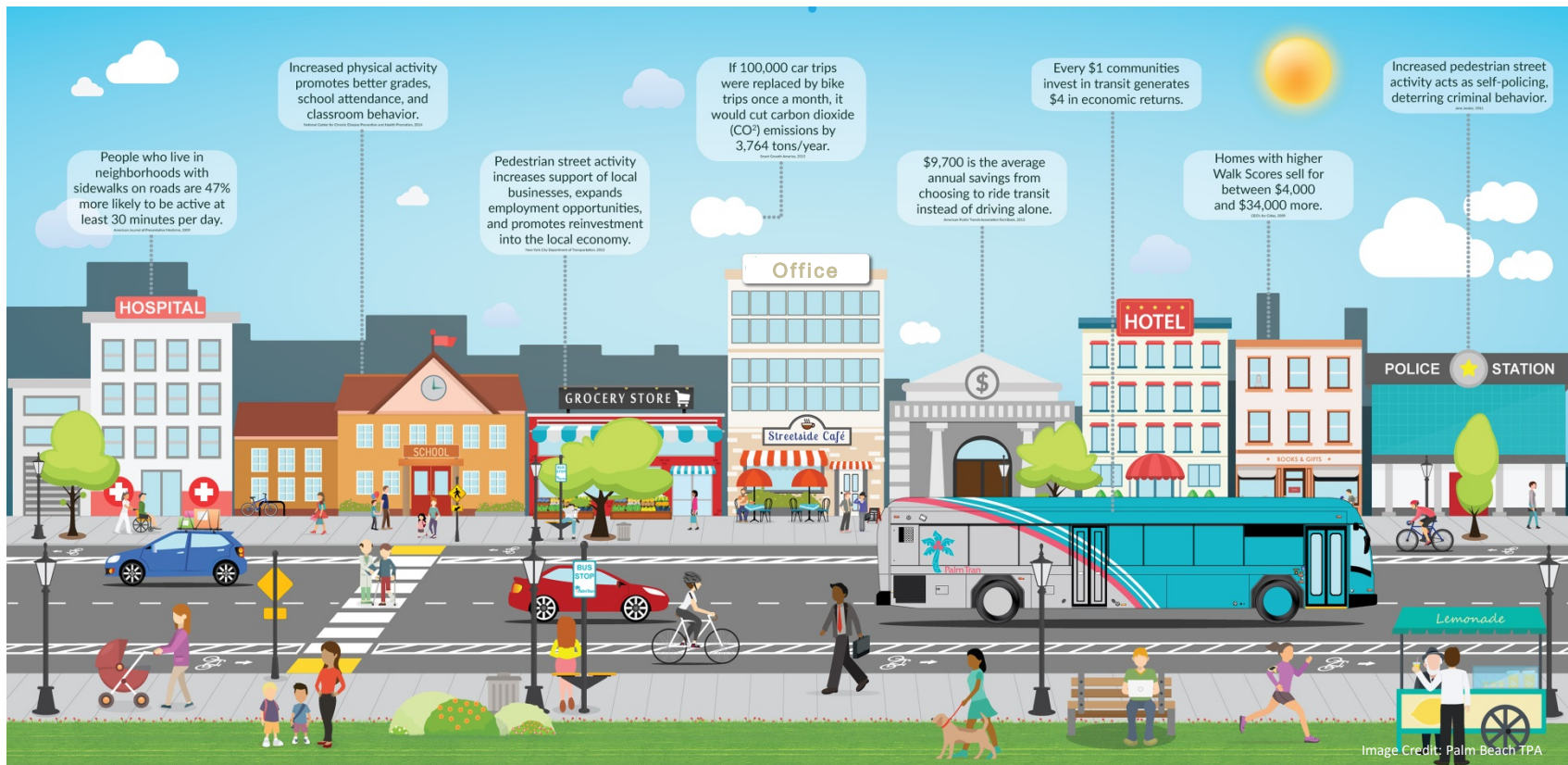
- Benefits of Complete Streets
- Review of City's Complete Streets Policy
- McLoughlin Safety Improvement Pilot Project
- Westside Bike Improvement Project
- Program next steps

Benefits of Complete Streets



Image credit: NJDOT

Benefits of Complete Streets



City's Complete Streets Policy

The City of Vancouver will provide safe, accessible streets for all users, ages and abilities regardless of their preferred mode of travel

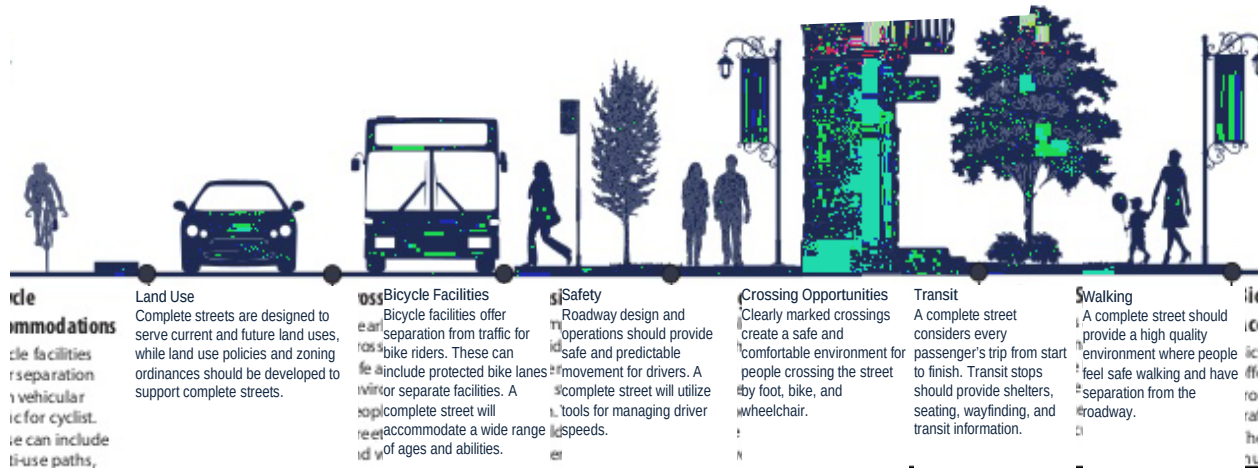
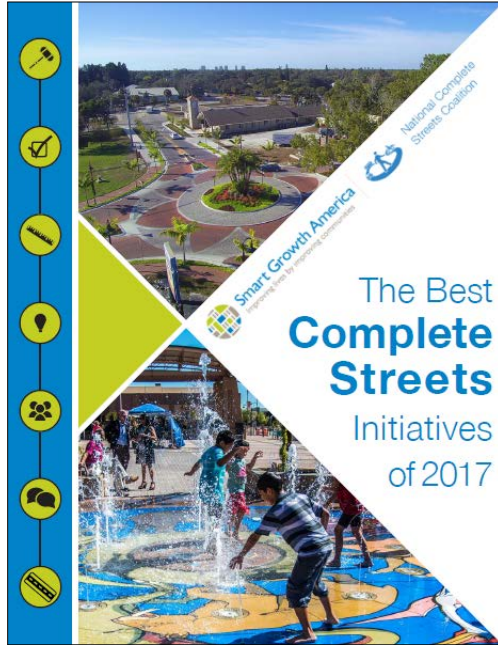


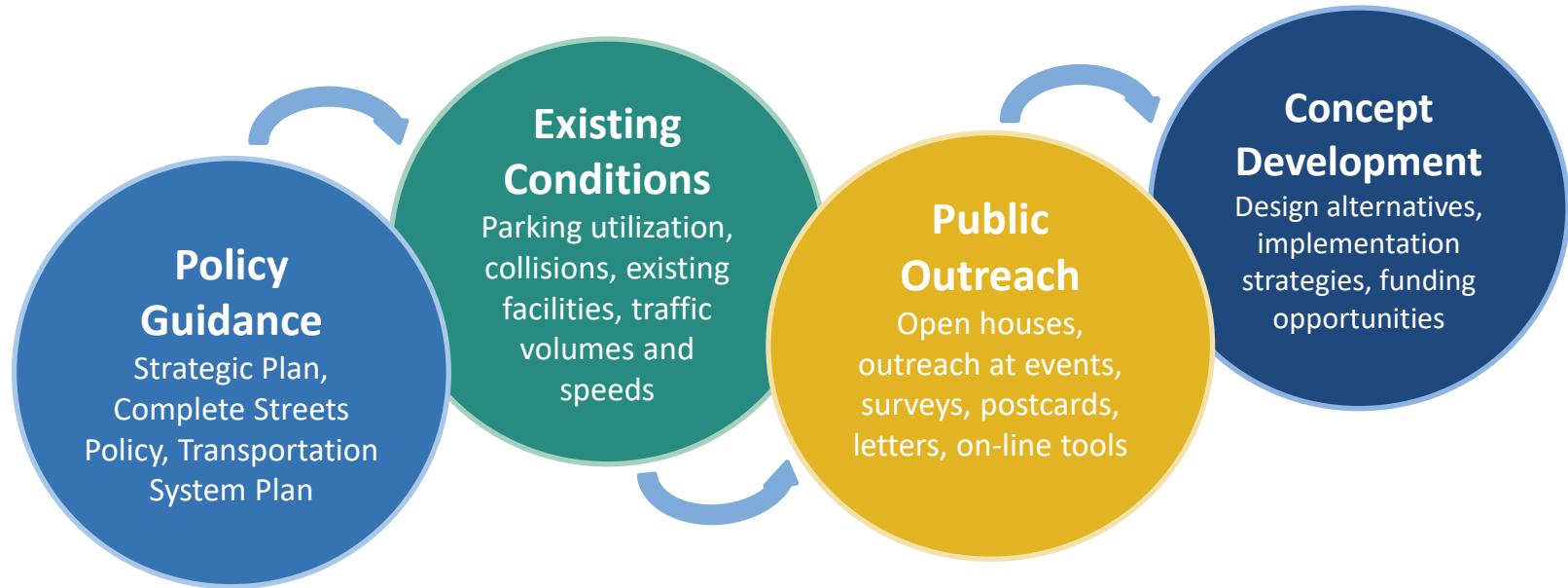
Image credit: Boulder, CO

City's Complete Streets Policy

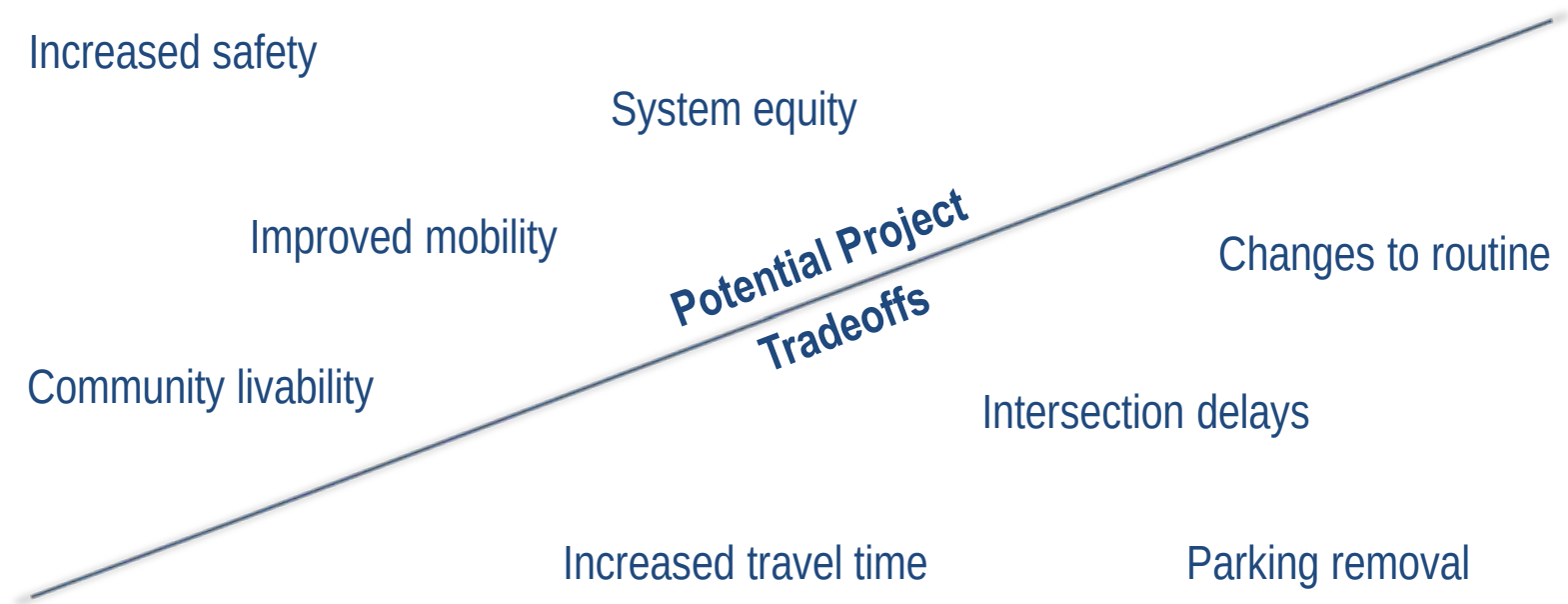


- Vancouver's policy was reviewed by the National Complete Streets Coalition and received an almost perfect rating - 98.6 out of 100
- Adoption of the policy now makes the City eligible for the Transportation Improvement Board's Complete Streets funding program

Complete Streets Project Process



Complete Streets Project Process



Complete Streets Project Process

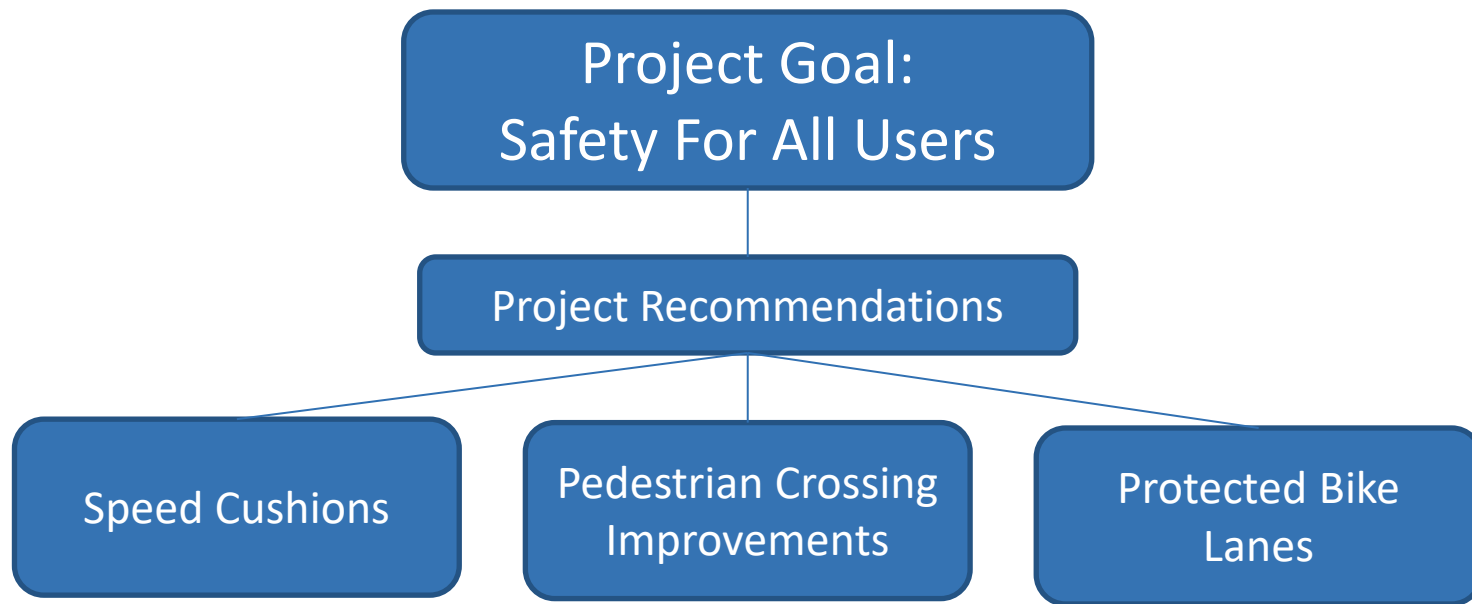
Assessing tradeoffs and mitigating impacts:

- Opportunities for alternative routes
- Availability of other on-street parking options
- Re-configuring streets to add additional parking
- Improving private property to enhance off-street parking
- Assessment of safety conditions

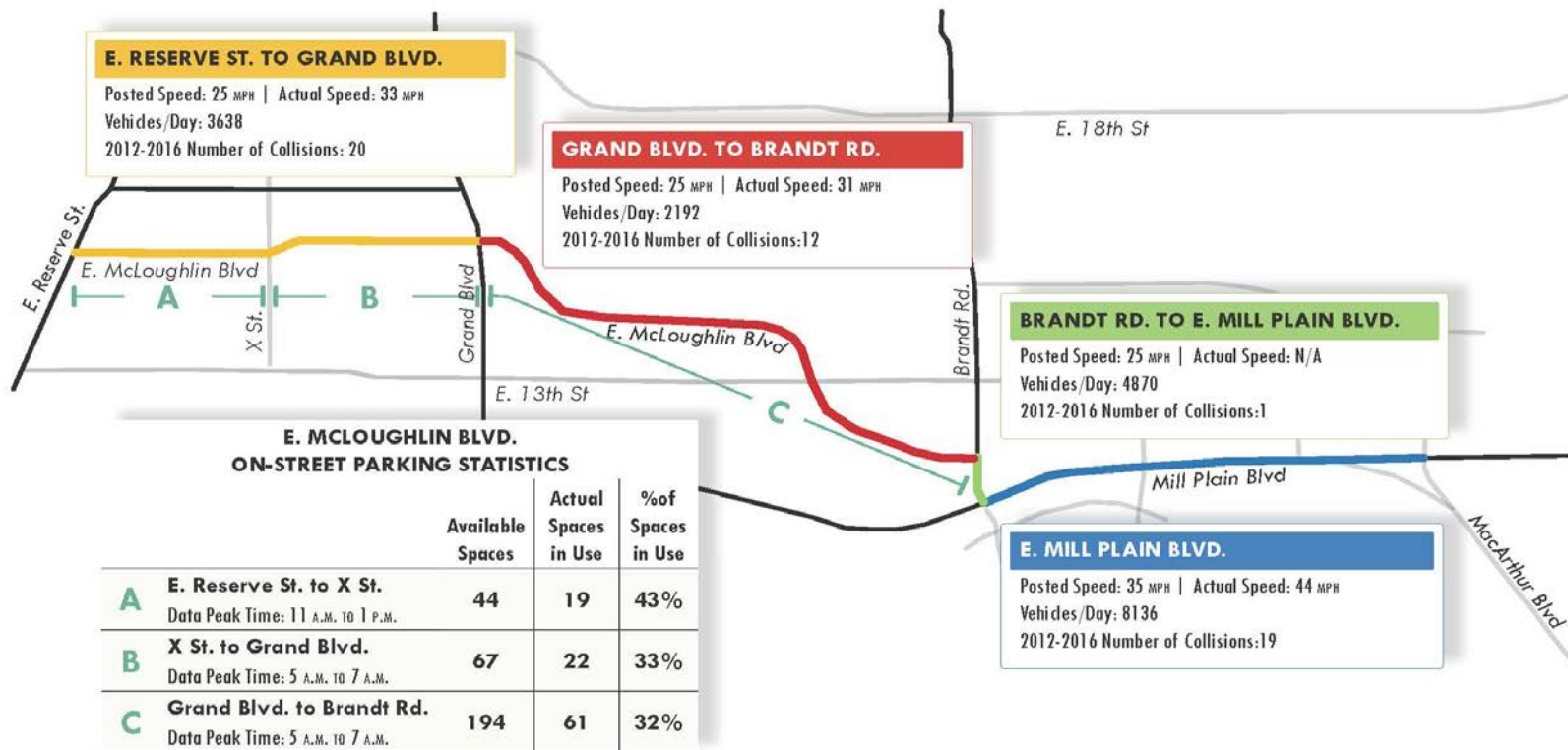
CITY OF
Vancouver
WASHINGTON



McLoughlin Safety Improvement Pilot Project



McLoughlin Safety Improvement Pilot Project



McLoughlin Safety Improvement Pilot Project

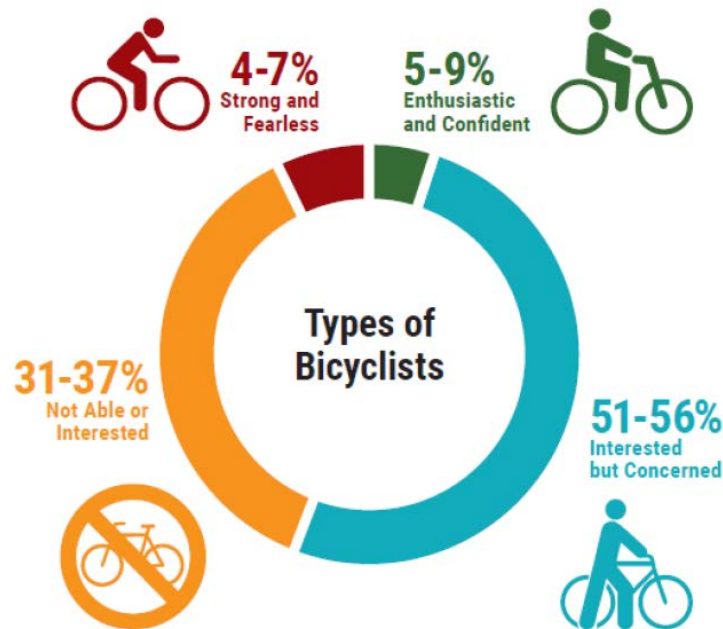


Image credit: Alameda County

McLoughlin Safety Improvement Pilot Project



Image credit: Vancouver, B.C.

McLoughlin Safety Improvement Pilot Project



Image credit: Transitized.com

McLoughlin Safety Improvement Pilot Project

- Existing conditions analysis included parking utilization study on McLoughlin and side streets, collision history, traffic counts, driveway access and capacity
- Public outreach has included two open houses, postcard mailings, project web site, and notification via e-mail to project stakeholders
- Initial concept was developed for all ages and abilities per the Complete Streets policy then refined based on additional analysis and public outreach

McLoughlin Safety Improvement Pilot Project



McLoughlin Safety Improvement Pilot Project

- Pilot project would add traffic calming, pedestrian crossing improvements, and a protected bicycle facility on both sides
- Pilot project would result in loss of parking on both sides of McLoughlin from Reserve to Brandt
- Recommendation based on the safety conditions, limited right-of-way availability, Complete Streets policy, public outreach, and analysis of alternative routes

McLoughlin Safety Improvement Pilot Project

- Project would be implemented in late summer of 2019 and be in place until summer of 2020
- During the pilot staff will work with property owners to help address changes in parking by helping to find alternative locations or potentially making improvements to private property
- Project will be evaluated during the pilot and based on the results, the project could remain or be altered with planned resurfacing in 2020

Westside Bike Mobility Project



- Implements elements of the Westside Mobility Strategy
- Goal is to establish an all ages and abilities bike facility from Burnt Bridge Creek Trail to the Renaissance Trail

Westside Bike Mobility Project



- First phase of outreach has focused on identifying preferred routes
- Outreach has included an on-line survey, on-line open house, and events such as the Waterfront Park grand opening and Farmer's Market
- Columbia Street could become a key north-south bike facility

Benefits and Tradeoffs of Complete Streets



Next Steps

- City is the process of submitting forms to different State agencies and non-profits to be eligible for the Transportation Improvement Board's Complete Streets Program
- Utilize the Transportation System Plan update to develop performance measures and updated street standards
- Confirm direction for project implementation

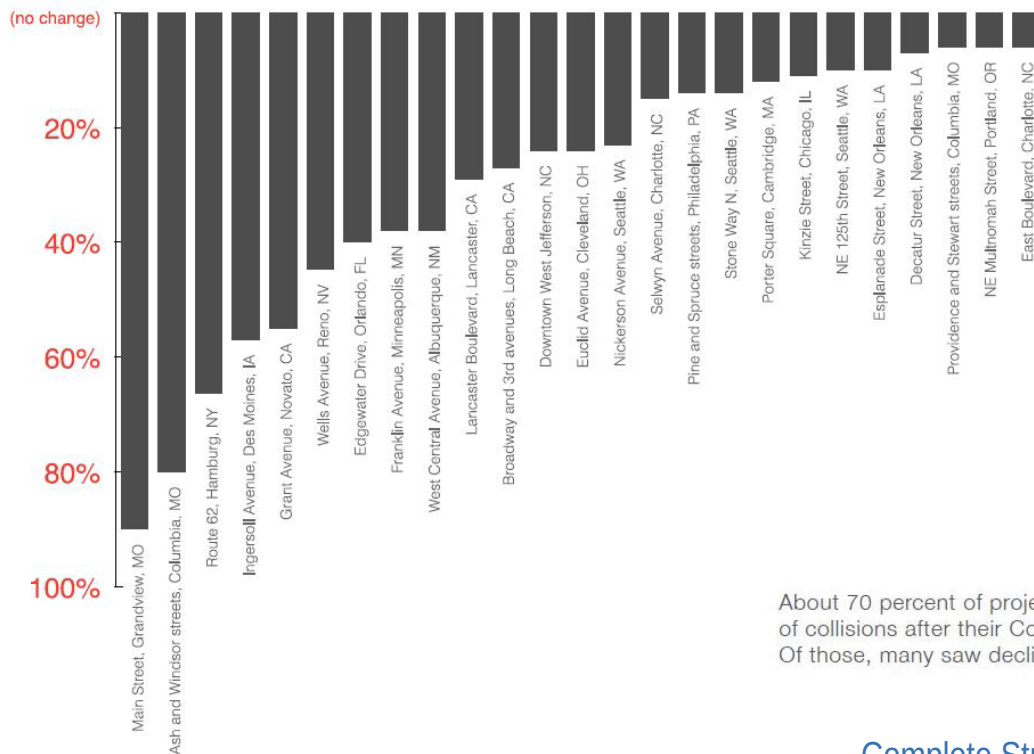
Questions and Discussion

VANCOUVER
CITY HALL

- Rebecca Kennedy, Long Range Planning Manager
Rebecca.kennedy@cityofvancouver.us or 360-487-7896
- Jennifer Campos, Principal Planner
Jennifer.campos@cityofvancouver.us or 360-487-7728

www.cityofvancouver.us/completestreets

Safety Improvements of Complete Streets Projects



About 70 percent of projects saw a reduction in the number of collisions after their Complete Streets improvements. Of those, many saw declines that were significant.

Image credit: Smart Growth America



Item #1.

Staff Report 160-18

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 11/5/2018

SUBJECT Four Seasons Subdivision Final Plat

Key Points

- Four Seasons, a 234 attached single-family lot and three multi-family lot subdivision was approved by the City Land Use Hearing Examiner on August 29, 2017 subject to conditions of approval.
- The applicant has complied with the conditions of approval of the original decision and constructed the required street and utility improvements to city standards.

Strategic Plan Alignment

N/A

Present Situation

The applicant is requesting final plat approval, having complied with all requirements and completed all required infrastructure improvements to city standards.

Advantage(s)

1. Approval will allow for additional home construction in an area contemplated for development by the City's Comprehensive Plan
2. Approval will expand the City's tax base

Disadvantage(s)

Additional traffic will be generated; however, this was reviewed by City traffic engineers who determined as mitigated, adequate capacity exists. In addition the developer must pay traffic impact fees.

Budget Impact

No direct impacts to the City's budget.

Prior Council Review

None

Action Requested

On November 5, 2018, approve the Four Seasons final plat.

Patti McEllrath, Senior Planner, 487-7893

ATTACHMENTS:

- ▯ Plat Schematic

NOTES:

1. IF ANY ARCHAEOLOGICAL DEPOSITS ARE FOUND DURING CONSTRUCTION, WORK SHALL STOP AND THE CITY OF VANCOUVER'S DEVELOPMENT REVIEW SERVICES AND THE WASHINGTON STATE DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION SHALL BE NOTIFIED.
2. DEVELOPMENT WITHIN THIS SUBDIVISION IS SUBJECT TO AN APPROVED TREE PLAN. TREE REMOVAL IS SUBJECT TO APPROVAL BY THE CITY OF VANCOUVER. STREET TREES MUST BE PLANTED PRIOR TO OCCUPANCY PER THE APPROVED PLAN.
3. NO DISTURBANCE SHALL BE ALLOWED IN THE SLOPE TRACT.
4. MAINTENANCE OF THE COMMON PARKING AREAS IS THE RESPONSIBILITY OF THE HOMEOWNER'S ASSOCIATION CREATED FOR THIS DEVELOPMENT.
5. TRACT "A" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
6. TRACT "B" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
7. TRACT "C" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
8. TRACT "D" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
9. TRACT "E" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
10. TRACT "F" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
11. TRACT "G" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
12. TRACT "H" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
13. TRACT "I" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
14. TRACT "J" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
15. TRACT "K" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
16. TRACT "L" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
17. TRACT "M" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
18. TRACT "N" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
19. TRACT "O" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
20. TRACT "P" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
21. TRACT "Q" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
22. TRACT "R" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
23. TRACT "S" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
24. TRACT "T" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
25. TRACT "U" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
26. TRACT "V" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
27. TRACT "W" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
28. TRACT "X" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
29. TRACT "Y" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
30. TRACT "Z" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
31. TRACT "AA" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
32. TRACT "BB" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
33. TRACT "CC" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
34. TRACT "DD" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
35. TRACT "EE" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
36. TRACT "FF" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
37. TRACT "GG" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
38. TRACT "HH" IS TO BE OWNED AND MAINTAINED BY THE OWNER OF LOT 237. THE ENTIRE TRACT "HH" IS A PUBLIC STORM EASEMENT GRANTED TO THE CITY OF VANCOUVER (864 SQ. FT.)
39. TRACT "II" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
40. STREET TREES FOR SINGLE-FAMILY LOTS ARE REQUIRED TO BE INSTALLED PRIOR TO CERTIFICATE OF OCCUPANCY AS PER THE APPROVED TREE PLAN.
41. A VARIANCE HAS BEEN GRANTED ALLOWING FOR EIGHT FOOT STREET SIDE SETBACK FOR LOTS 71, 72, 83, 84, 95, 96, 107 AND 108.
42. PUBLIC SEWER RESIDES WITHIN THE EXISTING EASEMENT ON LOTS 205 THRU 219. PERMANENT STRUCTURES OR FEATURES WITHIN THE EXISTING SEWER EASEMENT ARE PROHIBITED.
43. PURSUANT TO CHAPTER 20.915 OF THE VMC, THE PARK, TRAFFIC AND SCHOOL IMPACT FEES FOR A SINGLE-FAMILY RESIDENCE IN THIS PLAT ARE \$2,142.00 (PARK FACILITY PLAN DISTRICT C), \$1,482.05 (PACIFIC TRANSPORTATION SUBAREA AND MILL PLAIN TRAFFIC OVERLAY DISTRICT), AND \$6,100.00 (EVERGREEN SCHOOL DISTRICT). SAID FEES WILL BE RECALCULATED FOR BUILDING PERMIT APPLICATION FILED MORE THAN 3 YEARS AFTER PRELIMINARY PLAT APPROVAL. THESE FEES DO NOT CONSTITUTE LIENS AGAINST THE LOTS IN THIS SUBDIVISION, BUT ARE COLLECTED AS A CONDITION OF INITIAL BUILDING PERMIT ISSUANCE.
44. CITY OF VANCOUVER HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN THE PRIVATE STREETS CONTAINED WITHIN OR PRIVATE STREETS PROVIDING ACCESS TO THE PROPERTY DESCRIBED IN THIS PLAT, NOR DOES THE CITY OF VANCOUVER HAVE RESPONSIBILITY FOR ANY OF THE INFRASTRUCTURE ASSOCIATED WITH THE ROADWAY SUCH AS SIDEWALKS, DRAINAGE FACILITIES, STREET LIGHTS, CURBS, OR LANDSCAPING.

MINISTER AND GLAESER SURVEYING, INC. MAKES NO WARRANTIES AS TO MATTERS OF UNWRITTEN TITLE SUCH AS ADVERSE POSSESSION, ACQIESCENCE, ESTOPPLE, ETC.

A FIELD TRAVERSE WAS PERFORMED USING A FIVE SECOND TOTAL STATION. THE FIELD TRAVERSE MET THE MINIMUM STANDARDS FOR SURVEYS AS DESIGNATED IN WAC 332-130-090. ALL CORNERS NOTED AS FOUND WERE VISITED ON 01-31-18.

21 22

CALCULATED POSITION OF CLARK COUNTY
CONCRETE MONUMENT PER SURVEY REFERENCE NO. 1
SEE LCR BOOK 14, PAGE 63

CITY OF VANCOUVER UTILITY NOTE:

THE EASEMENTS SHOWN AND CALLED OUT RELATED TO CITY OF VANCOUVER WATER, SEWER, SURFACE WATER & TRANSPORTATION UTILITIES ARE GRANTED FOR THE FOLLOWING PURPOSE: CONSTRUCTING, INSTALLING, RECONSTRUCTING, ENLARGING, EXTENDING, REPAIRING, OPERATING, AND MAINTAINING OF ALL PIPE LINES AND APPURTENANCES, AND PROVIDING NEW SERVICE TO USERS OF SUCH SERVICE AS AUTHORIZED AND PERMITTED BY THE CITY OF VANCOUVER. THE CITY OF VANCOUVER, GRANTEE HEREIN, AND ITS AGENTS AND CONTRACTORS WILL HAVE THE RIGHT TO ENTER UPON THE PREMISES FOR SUCH PURPOSES. THE GRANTOR(S), ITS EXECUTORS, AGENTS, ASSIGNS AND SUCCESSORS IN INTEREST AGREE AND COVENANT TO OBTAIN WRITTEN CONSENT FROM THE CITY OF VANCOUVER PRIOR TO ALLOWING THE CONSTRUCTION OF ANY IMPROVEMENTS, OR PRIOR TO PLANTING TREES OR OTHER TYPES OF VEGETATION, UPON THE PERMANENT EASEMENT AREA DESCRIBED AND SHOWN HEREIN.

COVENANT RUNNING WITH THE LAND
STORMWATER ACCESS AND INSPECTION EASEMENT

GRANTOR, ON BEHALF OF ITS HEIRS, ASSIGNS, AND SUCCESSORS IN INTEREST INTO WHOSE OWNERSHIP THIS PROPERTY MAY PASS, COVENANT AND AGREE THAT THE CITY OF VANCOUVER WILL HAVE ACCESS TO THE STORM WATER TREATMENT AND CONTROL FACILITIES ("FACILITIES") SHOWN AND CALLED OUT, GRANTOR, ON BEHALF OF ITS HEIRS, ASSIGNS, AND SUCCESSORS IN INTEREST INTO WHOSE OWNERSHIP THIS PROPERTY MAY PASS, COVENANT AND AGREE TO THE CITY OF VANCOUVER AS FOLLOWS:

1. IT IS THE PURPOSE OF THIS COVENANT TO ENSURE THAT THE CITY IS ALLOWED ACCESS TO THE STORM WATER CONTROL AND TREATMENT FACILITIES AS SHOWN. THE PURPOSE OF CITY ACCESS IS FOR THE PURPOSE OF INSPECTION OF FACILITIES FOR COMPLIANCE WITH VMC 14.25, STORM WATER CONTROL ORDINANCE AND ITS SUCCESSORS. A SECONDARY PURPOSE IS FOR EMERGENCY MAINTENANCE TO PREVENT FLOODING OR POLLUTION OF OTHER PROPERTIES.
2. IF THE PARTIES RESPONSIBLE FOR LONG TERM MAINTENANCE FAIL TO MAINTAIN THEIR FACILITIES TO ACCEPTABLE STANDARDS, THE CITY SHALL ISSUE A WRITTEN NOTICE SPECIFYING REQUIRED ACTIONS TO BE TAKEN IN ORDER TO BRING THE FACILITIES INTO COMPLIANCE. IF THESE ACTIONS ARE NOT PERFORMED IN A TIMELY MANNER, THE CITY MAY PERFORM THIS MAINTENANCE AND BILL THE PARTIES RESPONSIBLE FOR THE MAINTENANCE IN ACCORDANCE WITH VMC 14.25.230.
3. NOTHING IN THIS COVENANT SHALL BE CONSTRUCTED TO PROVIDE FOR PUBLIC USE OF OR ENTRY INTO THE STORMWATER QUANTITY AND QUALITY FACILITIES AREA AS SHOWN. HOWEVER, REPRESENTATIVES AND AGENTS OF THE CITY ARE HEREBY AUTHORIZED TO MAKE REASONABLE ENTRY UPON SUCH LAND FOR THE PURPOSE OF ADMINISTERING THIS COVENANT.
4. THE PROVISION OF THIS COVENANT IN ENFORCEABLE IN LAW OR EQUITY BY THE CITY OF VANCOUVER AND ITS SUCCESSORS.
5. THIS COVENANT AND ITS PROVISIONS SHALL BE BINDING UPON THE OWNERS AND ANY AND ALL OF THEIR HEIRS, ASSIGNS AND SUCCESSORS IN INTEREST INTO WHOSE OWNERSHIP FACILITIES MAY PASS, AND ANY OBLIGATIONS MADE HEREIN BY OWNERS, SHALL BE ENFORCEABLE AGAINST ALL OF THEIR HEIRS, ASSIGNS AND SUCCESSORS IN INTEREST INTO WHOSE OWNERSHIP THE FACILITIES MAY PASS. IT IS SPECIFICALLY AGREED AND COVENANTED THAT THIS AGREEMENT TOUCHES AND CONCERNS THE LAND AND IS A COVENANT RUNNING WITH THE LAND.

NE 112TH AVENUE

N 01°15'55" E 1642.02'

356.57'

21 22
28 27

FOUND CLARK COUNTY
CONCRETE MONUMENT WITH
3-1/2" BRASS CAP (BOXED)
SEE LCR BOOK 3, PAGE 128
IN PREVIOUS SURVEY 41-81

DEED REFERENCES:

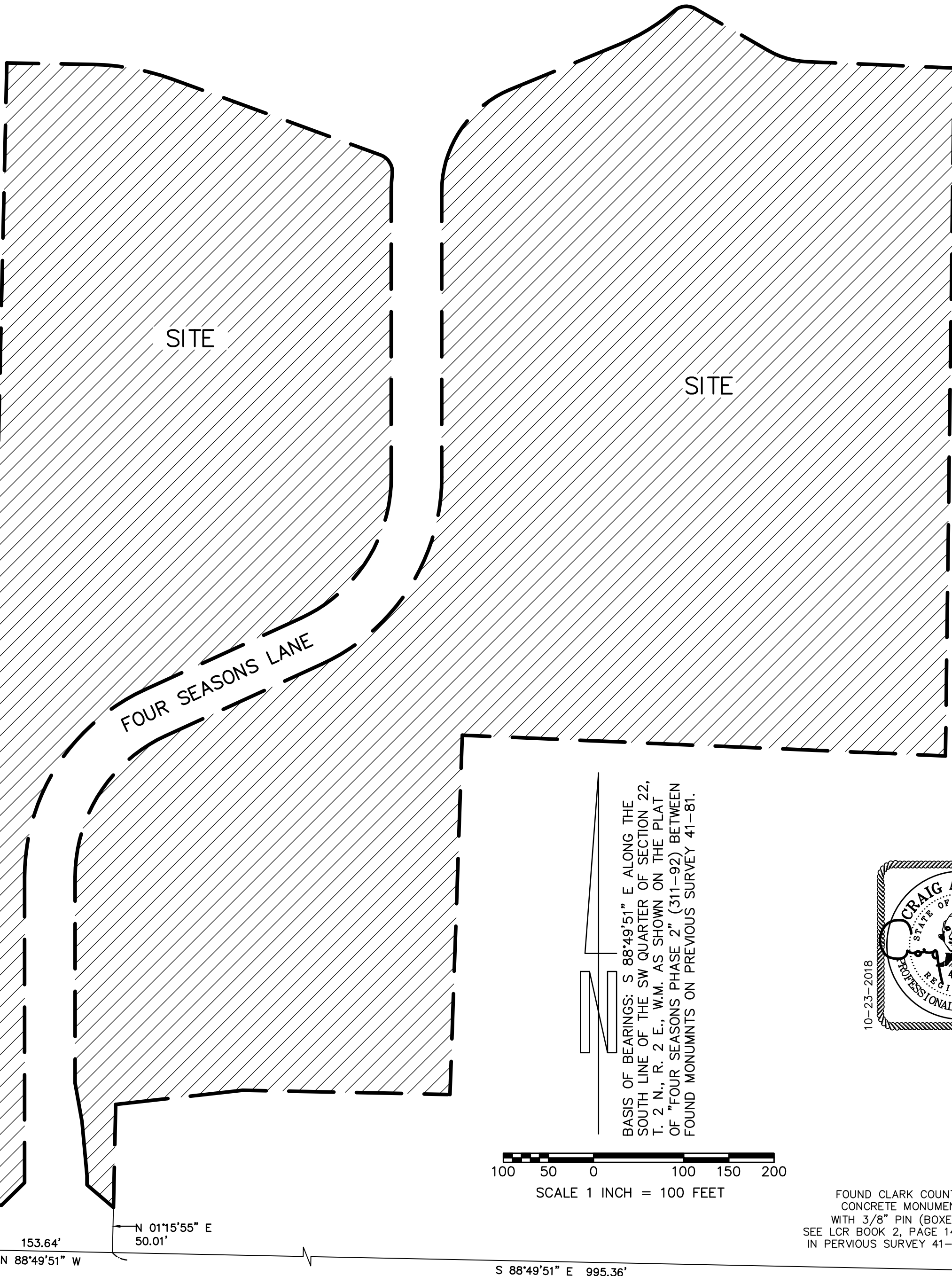
GRANTOR: FOUR SEASONS PLACE, LLC
GRANTEE: FOUR SEASONS SUBDIVISION, LLC
AFN: 5325868 D
DATE: 09/16/2016

GRANTOR: KEITH BERGLER & DOROTHY BERGLER
GRANTEE: FOUR SEASONS SUBDIVISION, LLC
AFN: 5307562 D
DATE: 07/25/2016

GRANTOR: JOHN T. HOUGH & NORA J. HOUGH
GRANTEE: FOUR SEASONS SUBDIVISION, LLC
AFN: 5321703 D
DATE: 09/02/2016

EASEMENT:

AN EASEMENT IS HEREBY RESERVED UNDER AND UPON ALL TRACTS AND THE EXTERIOR SIX (6) FEET ON ALL BOUNDARY LINES OF THE LOTS ADJACENT TO PUBLIC/PRIVATE ROADS AND TRACTS FOR THE INSTALLATION, CONSTRUCTION, RENEWING, OPERATING AND MAINTAINING ELECTRIC, TELEPHONE, TV, CABLE, WATER SERVICES. ALL LOTS CONTAINING PADMOUNT TRANSFORMERS ARE SUBJECT TO THE MINIMUM CLEARANCES AS DEFINED BY CLARK PUBLIC UTILITIES CONSTRUCTION STANDARDS. ALSO, A SIDEWALK EASEMENT, AS NECESSARY TO COMPLY WITH ADA SLOPE REQUIREMENTS, SHALL BE RESERVED UPON THE EXTERIOR SIX (6) FEET ALONG THE FRONT BOUNDARY LINES OF ALL LOTS AND TRACTS ADJACENT TO PUBLIC STREETS.



ACKNOWLEDGMENT:

STATE OF _____
COUNTY OF _____

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 AND ACKNOWLEDGED IT TO BE (HIS/HER) FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

WITNESS MY HAND AND SEAL HERETO AFFIXED ON THIS ____ DAY OF ____ 20__

SIGNED _____
NOTARY PUBLIC IN AND FOR THE STATE OF _____
RESIDING IN _____
MY COMMISSION EXPIRES _____
PRINT NOTARY NAME _____

FOUR SEASONS

A SUBDIVISION IN A PORTION
OF LOTS 2, 3, & 4 OF "FOUR
SEASONS PHASE 2" (311-092)
AND LOTS 1 AND 2 OF SHORT
PLAT 2-884, AND A PORTION
OF THE JOHN BERSCH D.L.C.
IN THE SW 1/4 OF SECTION 22
T. 2 N., R. 2 E., W.M.
CITY OF VANCOUVER,
CLARK COUNTY WASHINGTON
SHEET 1 OF 7
PRJ-153527/LUP-60968

CLARK COUNTY HEALTH DEPARTMENT:

LOTS _____ THRU 237 _____ ARE APPROVED. AN APPROVED PUBLIC
WATER SUPPLY AND PUBLIC SANITARY SEWER SYSTEM ARE REQUIRED.

CLARK COUNTY HEALTH OFFICER _____ DATE _____

ASSESSOR:

THIS PLAT MEETS THE REQUIREMENTS OF R.C.W 58.17-170, LAWS OF
WASHINGTON, TO BE KNOWN AS FOUR SEASON SUBDIVISION
NO. _____ IN THE COUNTY OF CLARK, STATE OF WASHINGTON.

COUNTY ASSESSOR _____ DATE _____

CITY OF VANCOUVER MAYOR:

APPROVED: _____ DATE _____
MAYOR

CITY OF VANCOUVER PUBLIC WORKS:

APPROVED: _____ DATE _____
DIRECTOR

CITY OF VANCOUVER
COMMUNITY DEVELOPMENT DEPARTMENT:

APPROVED: _____ DATE _____
DIRECTOR

AUDITOR:

FILED FOR RECORD THIS _____ DAY OF _____, 2018
IN BOOK _____ OF SHORT PLATS, AT PAGE _____
AT THE REQUEST OF _____ FOUR SEASON SUBDIVISION LLC
AUDITOR'S RECEIVING NO. _____

DEPUTY/COUNTY AUDITOR _____

SURVEYOR'S CERTIFICATE:

I, CRAIG A. GALVIN, A PROFESSIONAL SURVEYOR, DO HEREBY CERTIFY THAT THIS PLAT OF "FOUR SEASONS" CORRECTLY REPRESENTS A SURVEY AND SUBDIVISION OF SECTION 22, TOWNSHIP 2 NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT, AND THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT; THAT THE DISTANCES, COURSES, AND ANGLES ARE SHOWN HEREON CORRECTLY AND THAT MONUMENTS AND LOT CORNERS HAVE BEEN SET ON THE GROUND AS SHOWN ON THE PLAT.

Craig A. Galvin
CRAIG A. GALVIN, PROFESSIONAL LAND SURVEYOR,
PLS. NO. 43609
10-23-2018
DATE

DECLARANT DECLARATION:

THE UNDERSIGNED OWNER OR OWNERS OF THE INTEREST IN THE REAL ESTATE DESCRIBED HEREIN HEREBY DECLARE THIS MAP AND DEDICATE THE SAME FOR A COMMON INTEREST COMMUNITY NAMED FOUR SEASONS SUBDIVISION HOMEOWNERS ASSOCIATION, A HOMEOWNERS ASSOCIATION, AS THAT TERM IS DEFINED IN THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT, SOLELY TO MEET THE REQUIREMENTS OF THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT AND NOT FOR ANY PUBLIC PURPOSE. THIS MAP AND ANY PORTION THEREOF IS RESTRICTED BY LAW AND THE DECLARATION FOR FOUR SEASONS SUBDIVISION HOMEOWNERS ASSOCIATION, RECORDED UNDER CLARK COUNTY RECORDING NO. _____

BY: PRINTED _____ SIGNED _____ TITLE _____ DATE _____

	MINISTER-GLAESER SURVEYING INC. 2200 E. EVERGREEN BLVD. VANCOUVER, WA 98661 (360) 694-3313	JOB NO. 17-011 DATE: 10-23-18 CALC BY: CAG DRAWN BY: CAG, AAD CHECKED BY: DAD FILE: 17011.DWG
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FOUR SEASONS

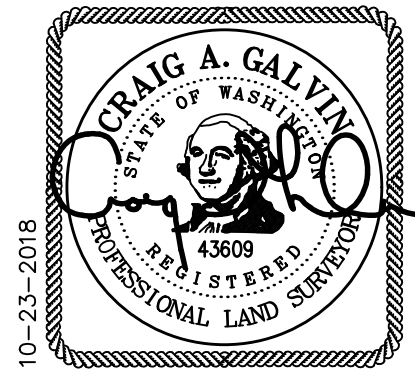
A SUBDIVISION IN A PORTION
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SEASONS PHASE 2" (311-092)
AND LOTS 1 AND 2 OF SHORT
PLAT 2-884, AND A PORTION
OF THE JOHN BERSCH D.L.C.
IN THE SW 1/4 OF SECTION 22
T. 2 N., R. 2 E., W.M.
CITY OF VANCOUVER,
CLARK COUNTY WASHINGTON
SHEET 2 OF 7

LEGEND:

- + INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED 43609 SET AT THE EXTENSION OF LOT LINE IN THE CURB, FOR THE PURPOSE OF LINE, NOT DISTANCE
- INDICATES CALCULATED POSITION
- INDICATES FOUND 1/2" STEEL ROD WITH YPC STAMPED "D. DENNY 35477", HELD UNLESS NOTED OTHERWISE.
- ⊙ INDICATES 1/2" x 24" STEEL ROD WITH (GALVIN 43609) CAP SET
- ⊗ INDICATES LOCATION OF DECOMMISSIONED WELL
- SEPTIC ○ INDICATES LOCATION OF DECOMMISSIONED SEPTIC SYSTEM
- TR: INDICATES TRACT
- SF: INDICATES SQUARE FOOTAGE
- YPC: INDICATES YELLOW PLASTIC CAP
- AFN: INDICATES AUDITOR'S FILE NUMBER
- TPN: INDICATES TAX PARCEL NUMBER
- COV: INDICATES CITY OF VANCOUVER
- ROW: INDICATES RIGHT-OF-WAY

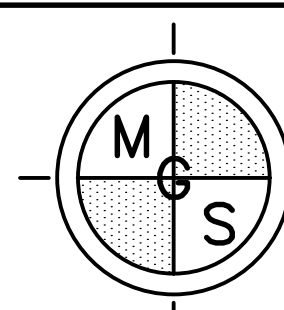
SURVEY REFERENCES:

- 1) MINISTER SURVEY BOOK 41, PAGE 81
- 2) DEAN MEADOWS VOLUME "J", PAGE 175
- 3) SWART SHORT PLAT BOOK 2, PAGE 884
- 4) SWART SURVEY BOOK 14, PAGE 16
- 5) SWART SURVEY BOOK 12, PAGE 131
- 6) REPPETO SURVEY BOOK 17, PAGE 194
- 7) CLARK COUNTY SURVEY BOOK 23, PAGE 172
- 8) HART SURVEY BOOK 4, PAGE 97
- 9) GREENWOOD SURVEY BOOK 14, PAGE 66
- 10) GREENWOOD SURVEY BOOK 3, PAGE 3
- 11) GREENWOOD SURVEY BOOK 3, PAGE 74
- 12) SPOSITO SURVEY BOOK 39, PAGE 56
- 13) OQUIST SURVEY BOOK 58, PAGE 4
- 14) DENNY SURVEY BOOK 54, PAGE 60
- 15) FOUR SEASONS PHASE 2", BOOK 311, PAGE 92



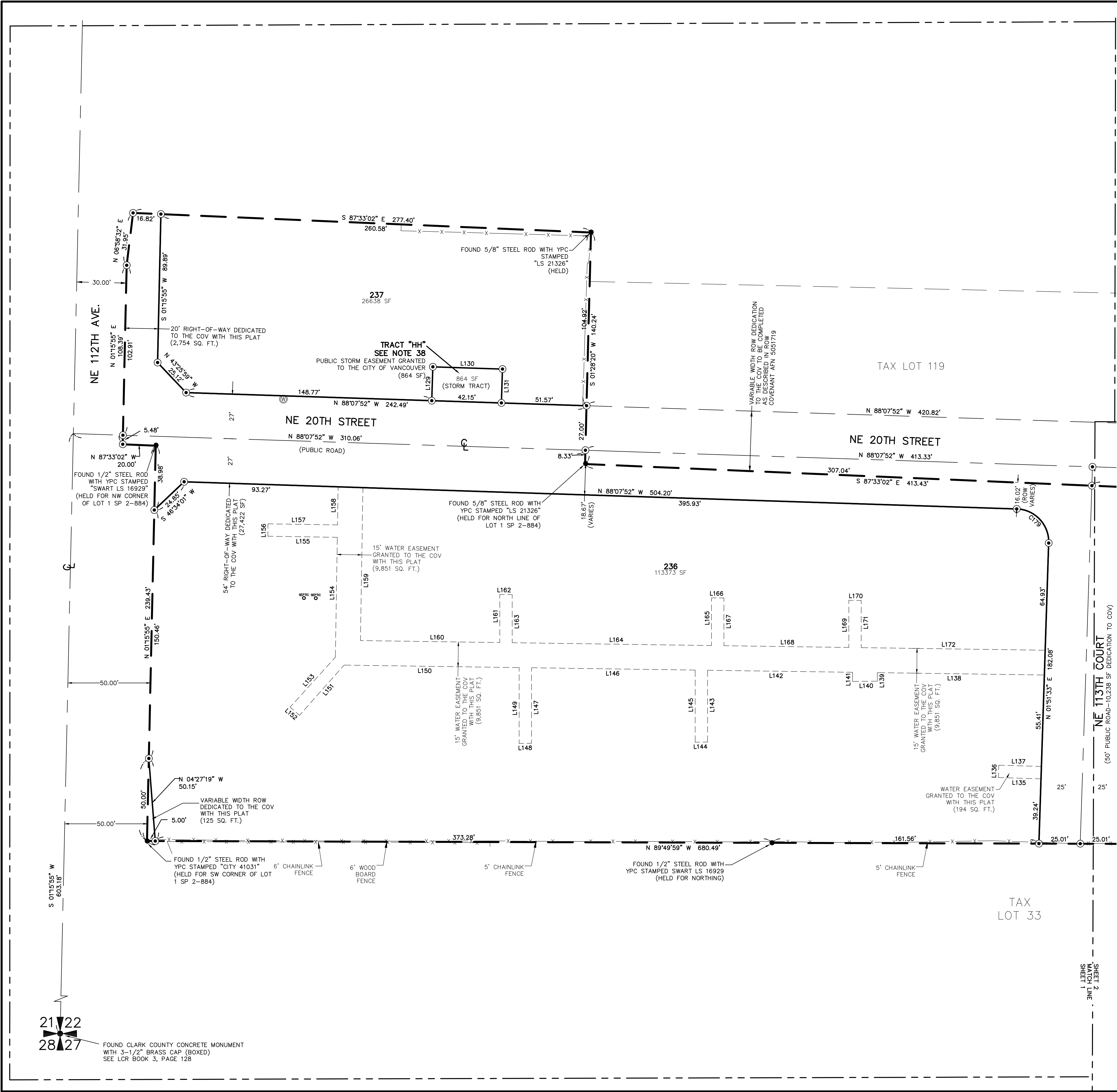
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SCALE 1 INCH = 30 FEET

BASIS OF BEARINGS: S 88°49'51" E ALONG THE
SOUTH LINE OF THE SW QUARTER OF SECTION 22,
T. 2 N., R. 2 E., W.M. (311-092) BETWEEN
OF "FOUR SEASONS PHASE 2" (311-092) BETWEEN
FOUND MONUMENTS ON PREVIOUS SURVEY 41-81.



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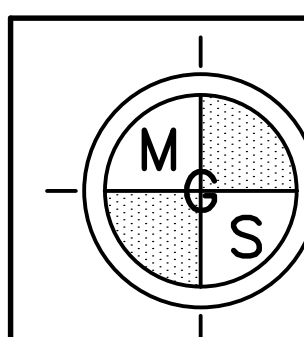
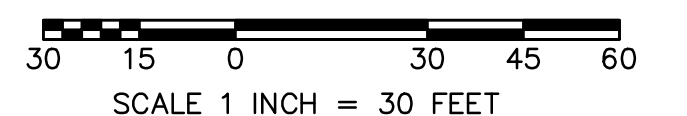
21 22
28 27
FOUND CLARK COUNTY CONCRETE MONUMENT
WITH 3-1/2" BRASS CAP (BOXED)
SEE LCR BOOK 3, PAGE 128

A SUBDIVISION IN A PORTION
OF LOTS 2, 3, & 4 OF "FOUR
SEASONS PHASE 2" (311-092)
AND LOTS 1 AND 2 OF SHORT
PLAT 2-884, AND A PORTION
OF THE JOHN BERSCH D.L.C.
IN THE SW 1/4 OF SECTION 22
T. 2 N., R. 2 E., W.M.
CITY OF VANCOUVER,
CLARK COUNTY WASHINGTON
SHEET 4 OF 7

+	INDICATES ROCK NAIL WITH BRASS WASHER INScribed 43609 SET AT THE EXTENSION OF LOT LINE IN THE CURB, FOR THE PURPOSE OF WITNESS CORNER
○	INDICATES CALCULATED POSITION
●	INDICATES FOUND 1/2" STEEL ROD WITH YPC STAMPED "D. DENNY 35477", HELD UNLESS NOTED OTHERWISE.
⊙	INDICATES 1/2" x 24" STEEL ROD WITH (GALVIN 43609) CAP SET
TR:	INDICATES TRACT
SF:	INDICATES SQUARE FOOTAGE
AFN:	INDICATES AUDITOR'S FILE NUMBER
COV:	INDICATES CITY OF VANCOUVER

- 1) MINISTER SURVEY BOOK 41, PAGE 81
- 2) DEAN MEADOWS VOLUME "J", PAGE 175
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- 4) SWART SURVEY BOOK 14, PAGE 16
- 5) SWART SURVEY BOOK 12, PAGE 131
- 6) REPPETO SURVEY BOOK 17, PAGE 194
- 7) CLARK COUNTY SURVEY BOOK 23, PAGE 172
- 8) HART SURVEY BOOK 4, PAGE 97
- 9) GREENWOOD SURVEY BOOK 14, PAGE 66
- 10) GREENWOOD SURVEY BOOK 3, PAGE 3
- 11) GREENWOOD SURVEY BOOK 3, PAGE 74
- 12) SPOSITO SURVEY BOOK 39, PAGE 56
- 13) QUISST SURVEY BOOK 58, PAGE 4
- 14) DENNY SURVEY BOOK 54, PAGE 60
- 15) FOUR SEASONS PHASE 2", PAGE 311, PAGE 92

BASIS OF BEARINGS: S. 88°49'51" E. ALONG THE SOUTH LINE OF THE SW QUARTER OF SECTION 22, T. 2 N., R. 2 E., W.M. AS SHOWN ON THE PLAT OF "FOUR SEASONS PHASE 2" (311-92) BETWEEN FOUND MONUMENTS ON PREVIOUS SURVEY 41-81.



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CALC BY: CAG
DRAWN BY: CAG,AAD
CHECKED BY: DAD
FILE: 17011.DWG

FOUR SEASONS

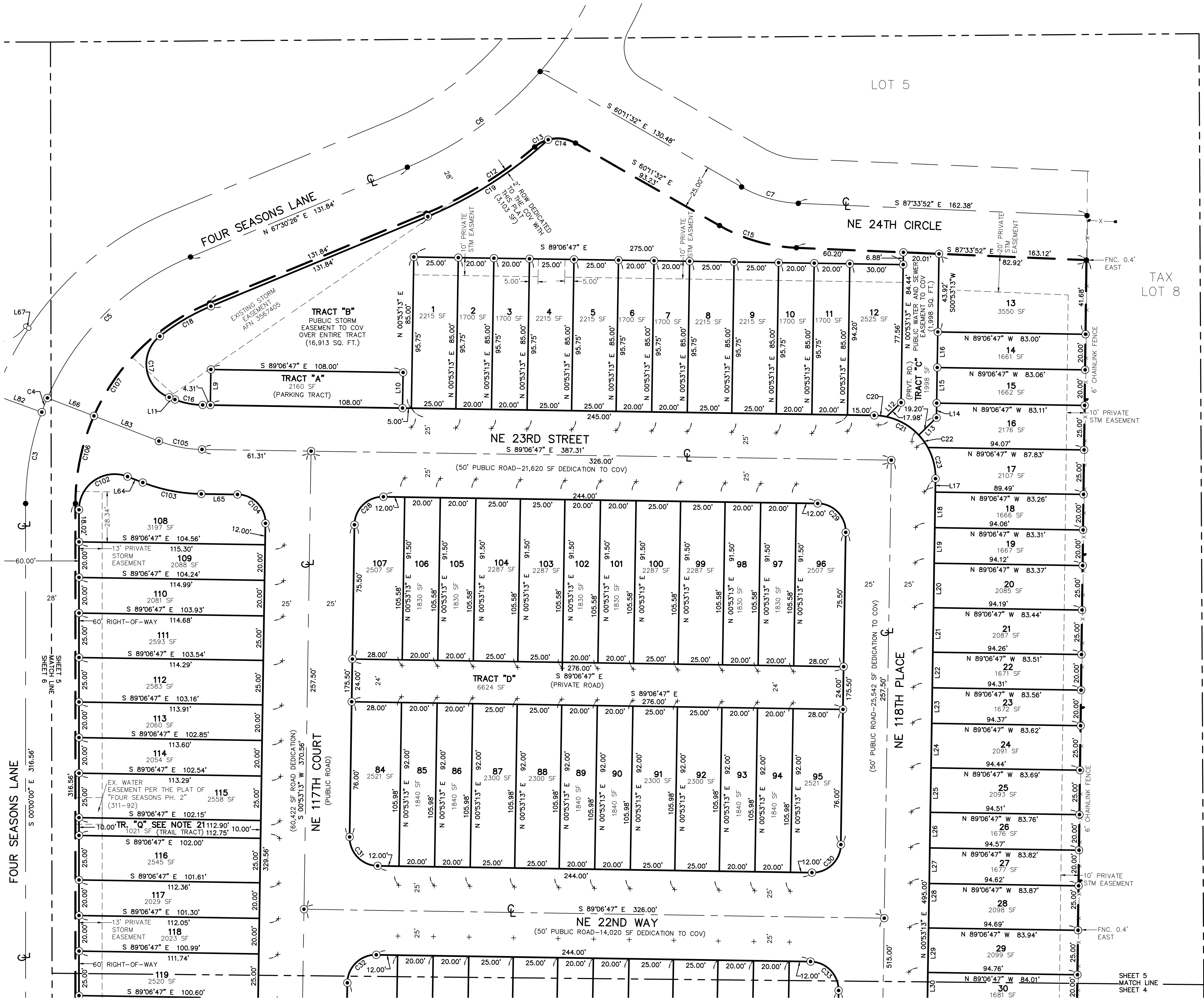
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T. 2 N., R. 2 E., W.M.
CITY OF VANCOUVER,
CLARK COUNTY WASHINGTON
SHEET 5 OF 7

LEGEND:

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- 10) GREENWOOD SURVEY BOOK 3, PAGE 3
- 11) GREENWOOD SURVEY BOOK 3, PAGE 74
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SCALE 1 INCH = 30 FEET

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FOUR SEASONS

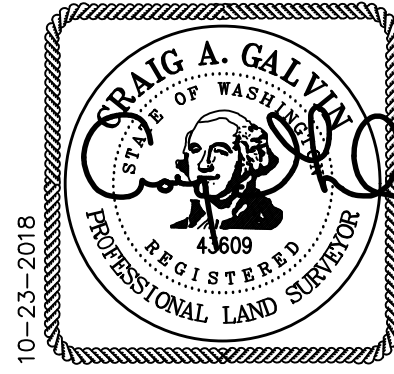
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SHEET 6 OF 7

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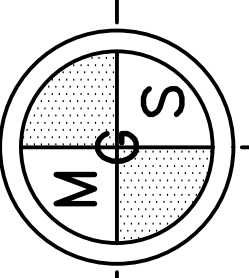
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- 15) FOUR SEASONS PHASE 2", BOOK 311, PAGE 92



10-23-2018
BASIS OF BEARINGS: S 88°49'51" E ALONG THE SOUTH LINE OF THE SW QUARTER OF SECTION 22, T. 2 N., R. 2 E., W.M. AS SHOWN ON THE PLAT OF "FOUR SEASONS PHASE 2" (311-092) BETWEEN FOUND MONUMENTS ON PREVIOUS SURVEY 41-81.

SCALE 1 INCH = 30 FEET



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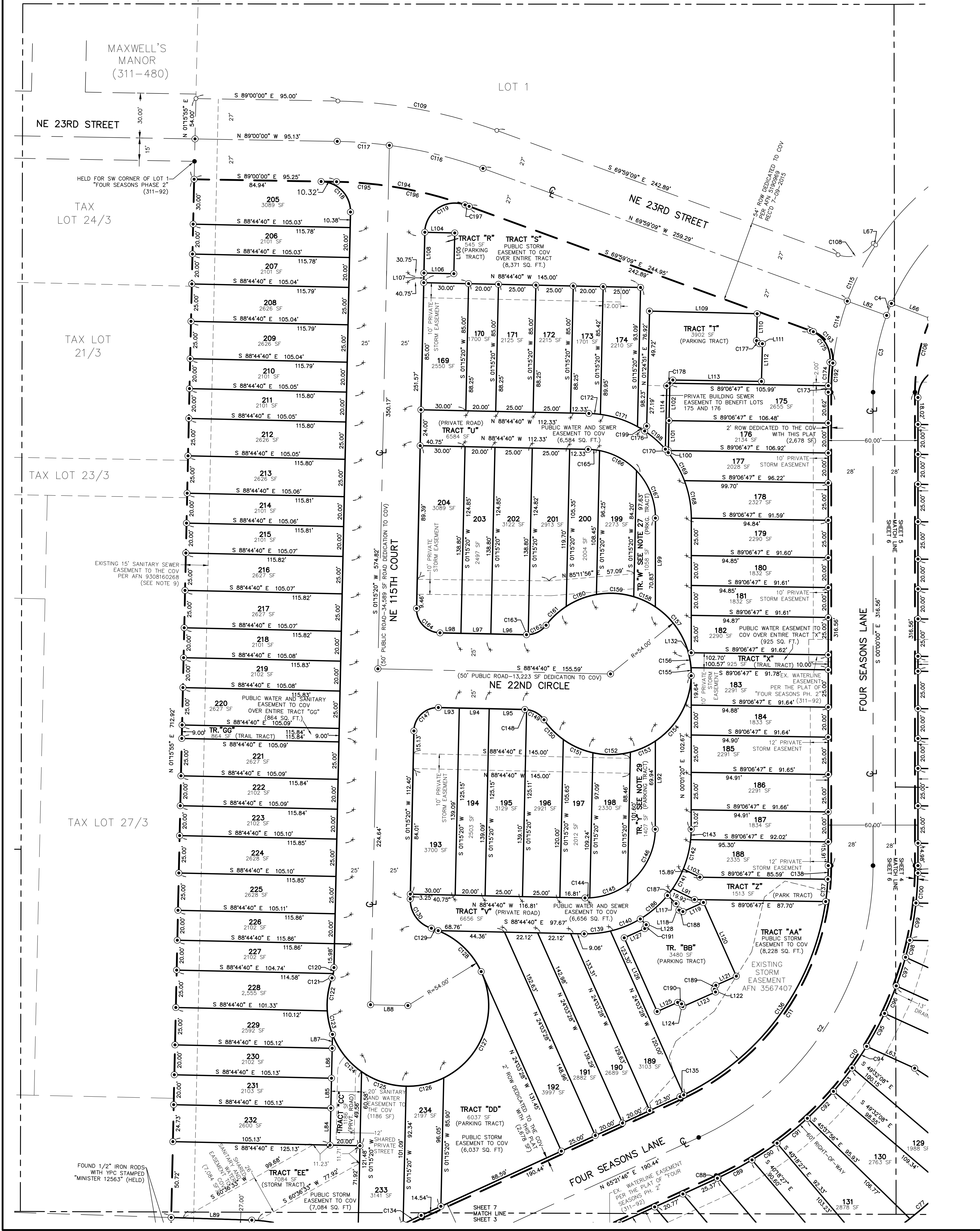
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CALC BY: CAG

DRAWN BY: CAG/AD

CHECKED BY: DAD

FILE: 17011.DWG



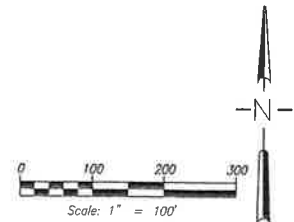
LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 01°15'55" E	50.01'
L2	N 49°20'48" W	38.51'
L3	N 00°00'00" E	10.39'
L4	N 05°19'07" W	59.80'
L5	S 10°07'43" E	43.43'
L6	S 01°15'55" W	50.00'
L7	N 88°49'52" W	29.70'
L8	N 45°35'04" E	35.71'
L9	S 00°53'13" W	20.00'
L10	S 00°53'13" W	20.00'
L11	S 68°49'51" E	3.51'
L12	N 45°34'17" E	11.45'
L13	S 45°34'17" W	13.95'
L14	S 00°53'13" W	8.20'
L15	S 00°53'13" W	20.00'
L16	S 00°53'13" W	20.00'
L17	N 00°53'13" E	7.58'
L18	N 00°53'13" E	20.00'
L19	N 00°53'13" E	20.00'
L20	N 00°53'13" E	25.00'
L21	N 00°53'13" E	25.00'
L22	N 00°53'13" E	20.00'
L23	N 00°53'13" E	20.00'
L24	N 00°53'13" E	25.00'
L25	N 00°53'13" E	25.00'
L26	N 00°53'13" E	20.00'
L27	N 00°53'13" E	20.00'
L28	N 00°53'13" E	25.00'
L29	N 00°53'13" E	25.00'
L30	N 00°53'13" E	20.00'
L31	N 00°53'13" E	20.00'
L32	N 00°53'13" E	25.00'
L33	N 00°53'13" E	25.00'
L34	N 00°53'13" E	20.00'
L35	N 00°53'13" E	20.00'
L36	N 00°53'13" E	25.00'
L37	N 00°53'13" E	25.00'
L38	N 00°53'13" E	20.00'
L39	N 00°53'13" E	17.42'
L40	N 45°17'52" W	4.84'
L41	N 45°17'52" W	8.67'
L42	S 00°53'13" W	19.00'
L43	S 00°53'13" W	20.00'
L44	S 00°53'13" W	20.00'
L45	S 00°53'13" W	48.39'
L46	N 64°19'42" W	24.57'
L47	N 45°17'52" W	11.25'
L48	S 01°24'53" W	29.00'
L49	S 88°35'07" E	56.46'
L50	N 62°20'40" E	23.58'
L51	N 62°20'40" E	23.58'
L52	N 42°30'18" W	10.53'
L53	N 39°35'17" W	11.76'
L54	N 88°35'09" W	30.15'
L55	N 88°35'09" W	25.00'
L56	N 88°35'09" W	25.00'
L57	N 88°35'09" W	25.00'
L58	S 74°38'34" E	39.12'
L59	N 31°12'15" W	9.71'
L60	S 19°55'38" E	21.98'

LINE TABLE		
LINE	BEARING	DISTANCE
L61	S 60°41'33" E	17.85'
L62	N 62°20'40" E	23.58'
L63	S 65°29'30" E	35.26'
L64	S 68°49'51" E	9.24'
L65	S 89°06'47" E	20.31'
L66	N 68°49'51" W	28.02'
L67	S 56°23'39" E	2.00'
L68	S 31°12'15" E	8.31'
L69	S 31°12'15" E	8.31'
L70	N 88°35'09" W	20.76'
L71	N 01°24'51" E	25.00'
L72	N 01°24'51" E	20.00'
L73	N 01°24'51" E	25.00'
L74	N 01°24'51" E	25.00'
L75	N 01°24'51" E	20.00'
L76	N 01°24'51" E	25.00'
L77	N 88°35'09" W	5.00'
L78	S 01°24'51" W	9.00'
L79	S 88°35'09" E	5.00'
L80	S 88°35'09" E	30.00'
L81	S 01°24'51" W	20.00'
L82	S 69°59'09" E	28.00'
L83	N 88°49'51" W	39.13'
L84	N 01°15'20" E	24.73'
L85	N 01°15'20" E	20.00'
L86	N 01°15'20" E	20.00'
L87	N 01°15'20" E	9.33'
L88	N 88°44'40" W	25.00'
L89	N 88°07'52" W	53.92'
L90	N 47°53'02" W	3.29'
L91	S 63°56'01" E	16.37'
L92	S 00°01'20" W	58.92'
L93	N 88°44'40" W	14.00'
L94	N 88°44'40" W	20.00'
L95	N 88°44'40" W	23.85'
L96	S 88°44'40" E	23.85'
L97	S 88°44'40" E	20.00'
L98	S 88°44'40" E	14.00'
L99	N 00°01'20" E	59.31'
L100	N 01°15'20" E	1.46'
L101	N 01°15'20" E	20.00'
L102	N 01°15'20" E	25.00'
L103	S 63°44'21" E	12.37'
L104	N 88°44'40" W	20.00'
L105	N 01°15'20" E	27.26'
L106	S 88°44'40" E	20.00'
L107	S 01°15'20" W	6.46'
L108	S 01°15'20" W	27.26'
L109	S 88°35'09" E	72.00'
L110	S 01°24'51" W	18.00'
L111	S 88°35'09" E	2.00'
L112	S 01°24'51" W	25.17'
L113	N 89°06'47" W	59.27'
L114	S 01°15'20" W	42.34'
L115	N 54°24'54" W	20.51'
L116	N 39°58'58" W	20.24'
L117	S 46°26'47" E	7.89'
L118	S 24°03'28" E	4.75'
L119	N 65°56'32" E	15.00'
L120	S 24°03'28" E	54.00'

LINE TABLE		
LINE	BEARING	DISTANCE
L121	S 65°56'32" W	15.00'
L122	S 24°03'28" E	2.00'
L123	S 65°56'32" W	24.00'
L124	N 24°03'28" W	2.00'
L125	S 65°56'32" W	15.00'
L126	N 24°03'28" W	54.00'
L127	N 65°56'32" E	15.00'
L128	N 46°00'02" W	5.49'
L129	S 01°51'34" W	20.50'
L130	N 88°07'52" W	42.16'
L131	N 01°52'08" E	20.50'
L132	S 89°06'47" E	1.90'
L133	N 47°53'02" W	2.70'
L134	S 87°33'03" E	7.58'
L135	N 88°14'33" W	25.88'
L136	S 02°26'31" W	7.50'
L137	N 88°14'33" W	25.89'
L138	S 89°11'31" E	101.11'
L139	S 00°00'00" E	5.17'
L140	S 89°31'46" W	15.01'
L141	N 00°00'00" E	5.50'
L142	S 89°11'30" E	87.75'
L143	N 00°00'00" E	43.50'
L144	S 89°31'46" W	7.50'
L145	S 00°00'00" E	43.66'
L146	S 89°11'30" E	99.08'
L147	N 00°00'00" E	45.75'
L148	S 89°31'46" W	7.50'
L149	S 00°00'00" E	45.92'
L150	S 89°11'30" E	105.97'
L151	N 41°36'35" E	40.65'
L152	N 48°51'39" W	7.50'
L153	N 42°10'11" E	40.79'
L154	S 00°55'51" W	72.62'
L155	S 89°04'09" E	42.05'
L156	S 00°55'51" W	7.50'
L157	S 89°04'09" E	42.05'
L158	S 00°55'51" W	22.83'
L159	S 00°55'51" W	92.61'
L160	S 89°11'30" E	84.39'
L161	N 00°00'00" E	29.14'
L162	S 89°22'30" E	7.50'
L163	S 00°00'00" E	29.16'
L164	S 89°11'30" E	120.62'
L165	N 00°00'00" E	28.87'
L166	S 89°22'30" E	7.50'
L167	S 00°00'00" E	28.89'
L168	S 89°11'30" E	75.60'
L169	N 00°00'00" E	28.57'
L170	S 89°22'30" E	7.50'
L171	S 00°00'00" E	28.60'
L172	S 89°11'31" E	111.38'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING	CHORD DIST.
C1	200.00'	65°21'46"	228.16'	S 32°40'53" W	215.99'
C2	200.00'	65°21'46"	228.16'	N 32°40'53" E	215.99'
C3	150.00'	20°00'50"	52.40'	S 10°00'25" W	52.13'
C4	150.00'	31°7'41"	8.63'	S 21°39'41" W	8.62'
C5	150.00'	44°11'55"	115.71'	S 45°24'28" W	112.86'
C6	200.00'	26°34'20"	92.75'	N 54°13'16" E	91.93'
C7	70.00'	27°22'21"	33.44'	S 73°52'42" E	33.12'
C8	172.00'	65°21'46"	196.22'	S 32°40'53" W	185.75'
C9	228.00'	65°21'46"	260.10'	S 32°40'53" W	246.22'
C10	228.00'	65°21'46"	260.10'	N 32°40'53" E	246.23'
C11	172.00'	65°21'46"	196.22'	N 32°40'53" E	185.75'
C12	228.00'	18°00'00"	71.63'	N 58°30'26" E	71.33'
C13	20.00'	24°48'53"	8.66'	S 61°54'52" W	8.59'
C14	20.00'	45°29'10"	15.88'	N 82°56'06" W	15.46'
C15	95.00'	27°22'21"	45.39'	S 73°52'42" E	44.95'
C16	45.00'	20°16'55"	15.93'	S 78°58'19" E	15.85'
C17	20.00'	12°02'35.53"	42.03'	S 08°37'55" E	34.71'
C18	120.00'	15°56'24"	33.38'	S 59°32'14" W	33.28'
C19	230.00'	20°05'29"	80.65'	N 57°27'41" E	80.24'
C20	35.00'	11°27'23"	7.00'	N 83°23'05" W	6.99'
C21	35.00'	34°34'19"	21.12'	N 60°22'14" W	20.80'
C22	35.00'	14°07'32"	8.63'	N 36°01'18" W	8.61'
C23	35.00'	29°50'46"	18.23'	N 14°02'09" W	18.03'
C24	35.00'	4°13'48"	2.58'	N 03°00'07" E	2.58'
C25	35.00'	39°35'07"	24.18'	N 24°54'34" E	23.70'
C26	35.00'	34°51'00"	21.29'	N 62°07'38" E	20.96'
C27	35.00'	11°20'06"	6.92'	N 85°13'10" E	6.91'
C28	16.00'	90°00'00"	25.13'	S 45°53'13" W	22.63'
C29	16.00'	90°00'00"	25.13'	N 44°06'47" W	22.63'
C30	16.00'	90°00'00"	25.13'	N 45°53'13" E	22.63'
C31	16.00'	90°00'00"	25.13'	S 44°06'47" E	22.63'
C32	16.00'	90°00'00"	25.13'	S 45°53'13" W	22.63'
C33	16.00'	90°00'00"	25.13'	N 44°06'47" W	22.63'
C34	16.00'	90°00'00"	25.13'	N 45°53'13" E	22.63'
C35	75.00'	10°05'05"	13.20'	S 84°04'14" E	13.18'
C36	16.10'	101°43'18"	28.58'	S 32°40'18" E	24.97'
C37	325.00'	12°36'35"	71.53'	N 12°02'08" E	71.38'
C38	325.00'	4°50'37"	27.47'	N 03°18'32" E	27.47'
C39	325.00'	0°36'24"	3.44'	N 01°11'25" E	3.44'
C40	100.00'	24°47'04"	43.26'	S 76°43'15" E	42.92'
C41	125.00'	2°44'19"	5.97'	S 87°44'37" E	5.97'
C42	125.00'	9°15'13"	20.19'	S 81°44'51" E	20.17'
C43	125.00'	7°01'51"	15.34'	S 73°36'19" E	15.33'
C44	16.00'	37°17'06"	10.41'	N 88°43'57" W	10.23'
C45	16.00'	40°19'22"	11.26'	S 52°27'49" W	11.03'
C46	325.00'	3°06'13"	17.61'	N 33°51'15" E	17.60'
C47	50.00'	90°00'00"	78.54'	N 46°24'51" E	70.71'
C48	100.00'	60°55'49"	106.34'	S 31°52'45" W	101.40'
C49	300.00'	36°50'50"	192.93'	N 43°55'15" E	189.62'
C50	300.00'	24°36'37"	128.86'	N 13°11'32" E	127.87'
C51	75.00'	21°48'51"	28.55'	S 51°26'14" W	28.38'
C52	75.00'	21°48'18"	28.54'	S 29°37'39" W	28.37'
C53	75.00'	15°32'27"	20.34'	S 10°57'17" W	20.28'
C54	75.00'	1°46'13"	2.32'	S 02°17'57" W	2.32'
C55	35.00'	12°14'10"	7.47'	N 07°31'56" E	7.46'
C56	35.00'	36°03'16"	22.02'	N 31°40'39" E	21.66'
C57	35.00'	31°50'19"	19.45'	N 65°37'26" E	19.20'
C58	35.00'	9°52'15"	6.03'	N 86°28'43" E	6.02'
C59	54.00'	24°40'19"	23.25'	S 76°14'59" E	23.07'
C60	54.00'	26°18'18"	24.79'	S 50°45'40" E	24.57'
C61	54.00'	34°46'29"	32.77'	S 20°13'16" E	32.27'
C62	54.00'	21°29'00"	20.25'	S 07°54'28" W	20.13'
C63	54.00'	25°38'42"	24.17'	S 31°28'19" W	23.97'
C64	54.00'	31°11'21"	29.40'	S 61°33'03" W	29.03'
C65	54.00'	97°17'46"	91.70'	N 54°12'23" W	81.07'
C66	10.00'	11°108'16"	19.40'	S 61°07'38" E	16.50'
C67	25.00'	61°53'23"	27.00'	N 32°21'32" E	25.71'
C68	125.00'	10°03'24"	21.94'	S 06°26'33" W	21.91'
C69	125.00'	9°29'34"	20.71'	S 16°13'02" W	20.69'
C70	125.00'	8°20'38"	18.20'	S 25°08'08" W	18.19'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING	CHORD DIST.
C71	125.00'	8°57'42"	19.55'	S 33°47'18" W	19.53'
C72	125.00'	9°14'32"	20.16'	S 42°53'25" W	20.14'
C73	125.00'	11°30'03"	25.09'	S 53°15'43" W	25.05'
C74	125.00'	31°9'56"	7.27'	S 60°40'42" W	7.27'
C75	275.00'	3°09'17"	15.14'	N 60°46'01" E	15.14'
C76	275.00'	7°21'34"	35.32'	N 55°30'35" E	35.30'
C77	275.00'	6°38'50"	31.90'	N 48°30'23" E	31.89'
C78	275.00'	4°10'20"	20.03'	N 40°23'48" E	20.02'
C79	275.00'	7°32'55"	36.23'	N 37°14'11" E	36.20'
C80	275.00'	7°12'17"	34.08'	N 29°51'35" E	34.56'
C81	275.00'	4°10'05"	20.00'	N 24°10'24" E	20.00'
C82	275.00'	4°10'51"	20.07'	N 19°59'56" E	20.06'
C83	275.00'	11°17'40"	54.21'	N 12°15'40" E	54.12'
C84	275.00'	5°43'37"	27.49'	N 03°45'02" E	27.48'
C85	275.00'	0°30'31"	2.44'	N 01°08'29" E	2.44'
C86	170.00'	23°07'15"	68.60'	S 11°33'38" W	68.14'
C87	170.00'	15°39'05"	46.44'	S 30°56'48" W	46.29'
C88	230.00'	0°08'56"	0.60'	N 65°71'18" E	0.60'
C89	230.00'	5°22'43"	25.80'	N 62°01'29" E	25.59'
C90	230.00'	6°01'03"	20.16'	N 56°19'37" E	20.13'
C91	230.00'	6°32'05"	26.23'	N 50°33'03" E	26.22'
C92	230.00'	6°15'16"	25.11'	N 44°09'23" E	25.09'
C93	230.00'	4°59'23"	20.03'	N 38°32'04" E	20.02'
C94	230.00'	4°20'18"	17.42'	N 33°52'13" E	17.41'
C95	230.00'	6°14'48"	25.08'	N 28°34'40" E	25.06'
C97	230.00'	5°01'00"	20.14'	N 17°57'38" E	20.13'
C98	230.00'	2°54'41"	11.69'	N 13°59'48" E	11.69'
C99	230.00'	6°18'01"	25.29'	N 09°23'27" E	25.28'
C100	230.00'	4°59'24"	20.03'	N 03°44'45" E	20.02'
C101	230.00'	1°15'03"	5.02'	N 00°37'31" E	5.02'
C102	20.00'	111°10'09"	38.81'	S 55°35'04" W	33.00'
C103	95.00'	20°10'55"	33.63'	S 78°58'19" E	22.45'
C104	16.00'	90°00'00"	25.13'	N 44°06'47" W	22.63'
C105	70.00'	20°16'55"	24.78'	S 78°58'19" E	24.65'
C106	122.00'	23°48'01"	50.68'	S 11°54'00" W	50.31'
C107	122.00'	43°42'25"	93.07'	S 45°39'13" W	90.83'
C108	20.00'	76°24'31"	26.67'	N 71°48'35" E	24.74'
C109	327.00'	19°00'50"	108.52'	N 79°29'35" W	108.02'
C110	54.00'	1°39'43"	1.57'	S 45°07'31" W	1.57'
C111	28.00'	19°28'33"	9.86'	S 21°27'58" E	9.81'
C112	5.00'	32°37'08"	2.85'	S 14°53'41" E	2.81'
C113	8.00'	90°00'00"	12.57'	S 46°24'51" W	11.31'
C114	178.00'	13°43'54"	42.66'	S 13°08'54" W	42.56'
C115	178.00'	13°35'30"	42.22'	S 26°48'36" W	42.13'
C116	300.00'	12°20'13"	64.60'	N 76°09'16" W	64.47'
C117	300.00'	6°40'37"	34.96'	N 85°39'41" W	34.94'
C118	20.00'	90°15'20"	31.51'	N 43°52'20" W	28.35'
C119	20.00'	108°45'31"	37.96'	S 55°38'05" W	32.52'
C120	21.75'	10°38'25"	4.04'	N 06°34'33" E	4.03'
C121	21.75'	8°03'45"	3.06'	N 15°55'38" E	3.06'
C122	54.00'	23°43'42"	22.36'	S 08°05'39" W	22.20'
C123	54.00'	17°09'58"	16.18'	S 12°21'11" E	16.12'
C124	54.00'	34°03'34"	32.10'	S 37°57'57" E	31.63'
C125	54.00'	33°44'56"	31.81'	S 71°52'12" E	31.35'
C126	54.00'	27°34'42"	25.99'	N 77°27'59" E	25.74'
C127	54.00'	48°38'40"	83.42'	N 19°25'17" E	75.37'
C128	54.00'	83°00'59"	106.67'	N 46°24'32" W	39.71'
C129	54.00'	5°04'49"	4.79'	N 70°31'26" W	4.79'
C130	20.00'	74°19'57"	25.94'	S 35°54'16" E	24.65'
C131	97.00'	40°14'51"	68.14'	N 60°00'27" W	66.17'
C132	230.00'	2°01'58"	8.16'	S 51°59'59" W	8.16'
C133	230.00'	8°59'47"	36.11'	S 57°30'52" W	36.08'
C134	230.00'	32°10'01"	13.45'	N 63°41'16" W	13.45'
C135	170.00'	0°54'36"	2.70'	N 64°54'28" E	2.70'
C136	170.00'	56°18'49"	167.09'	N 36°17'46" E	160.44'
C137	170.00'	5°04'28"	15.06'	N 05°36'07" E	15.05'
C138	170.00'	3°03'53"	9.09'	N 01°31'57" E	9.09'
C139	70.00'	14°30'38"	17.73'	N 84°00'01" E	17.68'
C140	70.00'	17°40'35"	21.60'	N 67°54'24" E	21.51'
C141	70.00'	12°20'50"	15.09'	N 28°31'50" E	15.06'



BEING A PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 36N,
NORTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN CLARK COUNTY, OREGON

PRELIMINARY SITE PLAN

MARCH 2017

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EXISTING PARCEL NUMBERS	162742-042, 162742-039, 162742-038, 162742-037, 163699-005, 163699-000, 162742-036
CURRENT USE	VACANT LAND/RESIDENTIAL WITH COMPLETED INFRASTRUCTURE.
ZONING DESIGNATION	R-22, R-30
GROSS SITE AREA	25.51 ACRES 1,111,331
TRANSIT ROUTES	C-TRAN TRAVELS ALONG NE 18TH
EXISTING WATER AND SEWER	EXISTING LOTS ARE SERVED BY (VANCOUVER SEWER & WATER.

NONE KNOWN.

THE EXISTING CONDITIONS SHOWN ON THIS PLAN WERE OBTAINED FROM INFORMATION PROVIDED BY MGS SURVEYING AND PUBLIC SOURCES. ENGINEERING, PLLC DOES NOT GUARANTEE THE ACCURACY OF THIS INFORMATION.

ATTACHED AND DETACHED SINGLE-FAMILY AND MULTI-FAMILY RESIDENCES IN THE R-22 AN

MANHATTAN INDUSTRY	181-22.1 B/L/ACRE
MANHATTAN LOT AREA	1,590 SF
MANHATTAN LOT WIDTH	20'
MANHATTAN LOT DEPTH	50' & 80'
FRONT YARD SETBACK	10'
GARAGE SETBACK	18'
STREET SIDE YARD SETBACK	18'
REARWARD SIDE YARD SETBACK	0', 5'
ACR. YARD SETBACK	0', 5'
MANHATTAN LOT COVERAGE	50%
MANHATTAN BUILDING HEIGHT	50'
MANHATTAN UNDEVELOPED AREA	10%
UTILITY PROVIDERS	
SEWER	CITY OF VANCOUVER
WATER	CITY OF VANCOUVER
ELECTRICAL	CLARK PUBLIC UTILITIES

TREATMENT	STORMWATER IS PROPOSED TO BE TREATED IN BIO-RETENTION FACILITIES, RAINGARDENS OR APPROVED BMP'S
DISPOSAL	TREATED STORMWATER WILL BE INFILTRATED @ GROUND WHERE FEASIBLE.

GROSS SITE AREA	25.51	11113
NET SITE AREA	16.33	71135
AVERAGE LOT AREA	0.06	2547
R/W DEDICATION, EASEMENTS & STORM TRACTS	9.18	40001



R-22 PARCEL DENSITY CALCULATIONS 677,083 SF OR 15.54 ACRES GROSS SITE AREA -MAX DENSITY = 22 UNITS/ACRE 15.54 X 22 = 341.08 UNITS MAX NET SITE AREA (GROSS - R/W, STM & SLOPE ESMT.) 424,897 SF OR 9.75 ACRES -MINIMUM DENSITY = 18.1 UNITS/ACRE 9.75 X 18.1 = 176.48 UNITS MINIMUM	R-30 PARCEL DENSITY CALCULATIONS 434,268 SF OR 9.97 ACRES GROSS SITE AREA -MAX DENSITY = 30 UNITS/ACRE 9.97 X 30 = 299.1 UNITS MAX NET SITE AREA (GROSS - R/W, STM & UTILITY) 268,458 SF OR 6.68 ACRES -MINIMUM DENSITY = 22.1 UNITS/ACRE 6.62 X 22.1 = 145.42 UNITS MINIMUM
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10,230 SF SANITARY SEWER ESMT.*
39,741 SF EXISTING SLOPE ESMT.
11,078 SF PROPOSED SLOPE TRACT
60,004 SF STORMWATER TRACTS
11,743 SF PARKING TRACTS*
115,396 SF PUBLIC R/W
25,947 SF ALLEY & ACCESS EASEMENT

13.655 SF PARK TRACT #1
2.000 SF PARK TRACT #2
871 SF TRAIL TRACT

434,268 SF OR 9.97 ACRES GROSS SITE AREA
-MAX DENSITY = 30 UNITS/ACRE
9.97 X 30 = 299.1 UNITS MAX
NET SITE AREA (GROSS - R/W, STM & UTILITY)
286,458 SF OR 6.58 ACRES
-MINIMUM DENSITY = 22.1 UNITS/ACRE
6.52 X 22.1 = 145.42 UNITS MINIMUM

110,782 SF PUBLIC R/W
17,480 SF ALLEY & ACCESS EASEMENTS
19,584 SF STORMWATER TRACTS
3,847 SF PARKING TRACTS*

1,031 SF TRACT
*NOT REMOVED FROM NET SITE AREA

QUEST PARKING SPACES
 $234 \text{ NARROW LOTS} / 3 = 78 \text{ SPACES REQUIRED}$
 79 PARKING SPACES PROVIDED

R-30 & R-22 ZONE TOTALS:
 $145.42 + 176.48 = 322 \text{ UNITS MINIMUM}$
 324 UNITS PROPOSED.
 (90 APARTMENT UNITS & 234 LOTS)



Staff Report 161-18

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 11/5/2018

SUBJECT Project Award- Custom Fire Pumper Contract

Key Points

- The City of Vancouver Fire Department has five (5) fire pumper/engines that will need to be replaced over the next five (5) years.
- The fire pumps used by the City of Vancouver are built individually to the City of Vancouver's unique specifications.
- The previous contract used by the City for the purchasing of fire pumps has expired.
- Approval of the contract will enable the city to acquire fire pumps meeting its requirements.

Strategic Plan Alignment

Goal 2: Provide effective, innovative, and well-resourced police, fire, and emergency medical services.

- **Objective 2.1:** Provide reliable and responsive police, fire, and EMS services
- **Objective 2.2:** Increase the level of emergency preparedness in the City as an organization and in the community.

Present Situation

The purchasing contract that the City has used for the last five years to purchase new fire pumps has expired.

The City has four fire pumper units that will need to be replaced in the next four year period.

On August 29, 2018, the City received three responses to the Request for Proposal. After review of all proposals it was determined that Cascade Fire and Safety of Yakima representing KME (Kovatch Mobile Equipment) of Nesquehoning, PA best met the requirements as outlined in the Request for Proposal. Because this was a request for proposal, other factors beyond the price

were factors in the selection.

SUMMARY OF BIDS	
BIDDER	AMOUNT
Cascade Fire and Safety Equipment Yakima WA, representing KME (Kovatch Mobile Equipment Corp.) Nesquehoning, PA (4 each)	\$2,538,784.16
Hughes Fire Equipment Springfield ,OR	\$2,655,763.84
Rosenbauer South Dakota, LLC. Lyons, South Dakota	\$2,434,753.91

Advantage(s)

- The City will be able to purchase fire pumpers for five years without having to go to bid.
- This contract will allow the fire pumpers to be consistent with City required specifications.

Disadvantage(s)

None.

Budget Impact

None. Fire Engines replacement is included in each approved budget and funded by reserves set aside for the asset.

Prior Council Review

None.

Action Requested

On November 5, 2018, award a contract for the purchase of four (4) custom fire pumper/engines to the most responsive bidder Cascade Fire Equipment, Yakima, WA, representing KME of Nesquehoning, PA, at their bid price of \$2,538,784.16, which includes Washington State sales tax, and authorize the City Manager or designee to execute the same.

Dan Zenger, Equipment Services Superintendent, 487-8205; Doug Koellermeier, Deputy Fire Chief, 487-7218

ATTACHMENTS:

- ▢ Contract

This staff report references the terms and conditions of the request for approval. Any document referred to herein and that is not attached may be reviewed prior to the City Council meeting in the office of the City Manager. Documents may be reviewed following scheduled Council meetings in the office of Central Records, 415 West 6th Street, Vancouver, WA. Office hours are 8:00 a.m. to 5:00 p.m., Monday through Friday.

CITY OF VANCOUVER
AGREEMENT No. _____
2018 VFD CUSTOM FIRE ENGINES/PUMPERS

This Agreement by and between the City of Vancouver, a municipal corporation, under the laws of the State of Washington, hereinafter referred to as "City" and Cascade Fire and Safety hereinafter referred to as "Contractor", whose address is 123 S Front St Yakima WA 98901.

WHEREAS, the City desires to engage the Contractor for the assembly and delivery of custom fire engines/pumpers and other related services on an as needed basis. Contractor has agreed to offer its services to perform said work per City issued Request for Proposal (RFP) No. 27-18, Contractor's proposal to said RFP; and City Council's approval on November 5, 2018_of Staff Report No. 161-18; and

WHEREAS, the Contractor has represented by entering into this Agreement that it is fully qualified to perform the work to which it will be assigned in a competent and professional manner, and to the standards required by City.

NOW, THEREFORE, IT IS MUTUALLY AGREED BETWEEN THE PARTIES:

The City hereby agrees to engage the Contractor and the Contractor hereby agrees to perform, in a satisfactory and proper manner, as determined by the City, the services hereafter set forth in connection with this Agreement:

1. Statement of Work.

Contractor agrees to undertake the assembly and delivery of custom fire engines/pumpers per RFP No. 27-18, pumper specifications (ATTACHMENT B – City of Vancouver Fire Department Custom Pumper, 2018) and Contractor's Proposal submitted in response to said RFP. All documents on file with City of Vancouver Procurement Services and by reference hereto made a part of this Agreement.

The Contractor, at its sole cost and expense, shall perform and comply with all applicable laws of the United States and the State of Washington; the Vancouver City Charter, the Vancouver Municipal Code ("VMC"), and ordinances of the City of Vancouver; and rules, regulations, orders, and directives of their respective administrative agencies and officers.

Orders will be placed with Contractor via signed Purchase Orders on an as-needed basis. The City is not obligated to any minimum or maximum quantities under this Agreement.

All work must be authorized and approved by the City's Project Manager in writing before any work begins. Contractor shall approach this project in a manner consistent with its customary practice. Contractor shall actively seek collaborative input from City staff.

Compensation is limited to the Unit Price amount plus applicable Washington State Sales Tax specified in herein attached ATTACHMENT C – COST PROPOSAL for the fire apparatus ordered. Contractor shall be paid up to the maximum amount specified. Compensation may be amended, at the City's sole discretion, for documentable circumstances not reasonably foreseeable to either party at the time of Contract award, or for changes to the Scope of Work or specifications requested by the City. The vehicle delivered must be acceptable to the City, at the sole discretion of the City.

This agreement is for the purchase of fire apparatus at the mutually agreed upon cost. Pricing shall be firm and fixed for 12 months from date of award.

2. Order of Precedence.

Where there is a conflict among or between any of these documents, the controlling documents shall be the first listed in the following sequence: Amendments to this Agreement; this Agreement; Purchase Orders; Contractor's submitted proposal to RFP No. 27-18 and RFP No. 27-18.

3. Relation of Parties.

The Contractor, its subcontractors, agents and employees are independent contractors performing services for City and are not employees of City. The Contractor, its subcontractors, agents and employees, shall not, as a result of this Agreement, accrue leave, retirement, insurance, bonding or any other benefits afforded to City employees. The Contractor, subcontractors, agents and employees shall not have the authority to bind City in any way except as may be specifically provided herein.

4. E-Verify.

Contractor shall register and enter into a Memorandum of Understanding (MOU) with the Department of Homeland Security E-Verify program within sixty (60) days after execution of this Agreement. Contractor shall ensure all Contractor employees and any sub-contractor(s) assigned to perform work under this Agreement are eligible to work in the United States. Contractor shall provide verification of compliance upon City request. Failure by Contractor to comply with this subsection shall be considered a material breach.

5. Delivery Date.

Unless the City requests a change in schedule, the Contractor shall deliver the custom fire engine/pumper and associated services by the "Delivery Date" stated on the signed purchase order.

It is understood and agreed that time is of the essence in delivery of a fully functioning, reliable apparatus in conformance with the specifications set forth in this Agreement. Accordingly, the parties mutually agree to a delivery date of 330 calendar days from the date a signed pre-construction letter is received by the Contractor. Stated delivery is for one unit per order. Any additional units purchased at the same time will require an additional 20 days per unit for completion. Delivery is as defined Section 6 of this Contract.

Failure to meet this delivery date shall result in an automatic penalty of \$500.00 per day commencing the day after the agreed delivery date and continuing until the product has been delivered and accepted as fully functioning and reliable within the discretion of the City of Vancouver.

In the event that the equipment and related services are not delivered and accepted in the timelines specified in the Purchase Order, the City of Vancouver reserves the right to reject the product and service and cancel the Purchase Order in its entirety. The City shall bear zero expense due to this breach.

6. Delivery:

All costs referenced must be F.O.B. Vancouver, Washington, Prepaid and Allowed (freight included in the unit cost), prepaid with all transportation and handling charges paid by the Contractor. Responsibility and risk of loss or damage shall remain with the Contractor until final inspection and acceptance when responsibility shall pass to the City except as to latent defects, fraud, and the Contractor's warranty obligations.

Apparatus shall be delivered under its own power. Rail or truck freight shall not be acceptable. A qualified delivery engineer representing the contractor shall deliver the apparatus. The item must be delivered to the City of Vancouver, Fire Station 5, located at 7110 NE 63rd Street, Vancouver, Washington 98661.

The City at any time may make reasonable changes in the place of delivery, installation or inspection; the method of shipment or packing; labeling and identification; and ancillary matters that Contractor may accommodate without substantial additional expense to the City.

7. Contract Term

The initial term of this contract shall be for a period on three years from the effective date of the Agreement. The City reserves the right to offer the Contractor Contract extension(s) for a period of up to two (2) additional years. Any Contract extension will be approved by written amendment signed by both parties. The total term of the Contract shall not exceed five (5) years.

8. Delays and Extensions of Time.

If delivery of a vehicle is delayed by the Contractor, by any causes beyond Contractor's control, the time for performance may be extended by such time as shall be mutually agreed upon by Contractor and City and shall be incorporated in a written amendment to this Agreement. Any request for an extension of time shall be made in writing to the City and shall include full documentation to support the request.

9. Payment.

Invoices will be paid at net thirty (30) days after the City's receipt and acceptance of the completed apparatus and associated services, provided that all appropriate information has been listed on the invoice and necessary forms have been submitted. Payment periods may be computed from either the date of delivery of all materials ordered, the completion of all services, or the date of receipt of a correct invoice, or the date the invoice is received in the Accounts Payable department, whichever date is later. No payment shall be due prior to the City's receipt and acceptance of the materials identified in the invoice thereof.

The City reserves the right to correct any invoices paid in error according to the rates set forth in this Agreement. City and Contractor agree that any amount paid in error by City does not constitute a rate change in the amount of the contract. The City's contract/purchase order (PO) number given on the notice to proceed **must** be referenced on any invoice submitted for payment.

10. Ownership of Records and Documents.

All materials, writings, and products produced by Contractor in the course of performing this Agreement shall immediately become the property of the City. In consideration of the compensation provided for by this Agreement, the Contractor hereby further assigns all copyright interests in such materials, writing and products to the City; provided, however, that this clause does not apply to materials, writings, or products in which Contractor has a copyright interest prior to the date of this Agreement. A copy may be retained by the Contractor.

11. Termination.

The City, at its sole discretion, may terminate this contract for convenience at any time for any reason deemed appropriate. Termination is effective immediately upon notice of termination given by the City.

In the event this Agreement is terminated prior to the completion of work, Contractor will only be paid for the hours completed at the time of termination of the Agreement.

12. Evaluation and Compliance with the Law.

The Contractor shall have the authority to control and direct the performance and details of the work described herein. The Contractor agrees to comply with all relevant, federal, state and municipal laws, rules and regulations.

13. Liability and Hold Harmless.

Contractor agrees to indemnify, defend, save and hold harmless the City, its officials, employees and agents from any and all liability, demands, claims, causes of action, suits or judgments, including costs, attorney fees and expenses incurred in connection therewith, of whatsoever kind or nature (including patent infringement or copyright claims) to the extent arising out of, or in connection with, or incident to, the negligent performance or willful misconduct pursuant to this Agreement. This indemnity and hold harmless shall include any claim made against the City by an employee of Contractor or subcontractor or agent even if Contractor is thus otherwise immune from liability pursuant to the workers' compensation statute, Title 51 RCW, except to the extent that such liability arises from the concurrent negligence of both the City and the Contractor, such cost, fees and expenses shall be shared between the City and the Contractor in proportion to their relative degrees of negligence. Contractor specifically acknowledges the provisions contained herein have been mutually negotiated by the parties and it is the intent of the parties that Contractor provide the broadest scope of indemnity permitted by RCW 4.24.115. Contractor is an independent contractor and responsible for the safety of its employees.

14. Performance Bond

Contractor shall furnish a Performance and Payment bond (Bond) equal to 100 percent of the total contract amount within 30 days of the notice of award. Such Bond shall be on City supplied forms (ATTACHMENT E - Performance Bond) and issued by a surety company included within the Department of Treasury's Listing of Approved Sureties (Department Circular 570) with a minimum A.M. Best Financial Strength Rating of A and Size Category of XV. In the event of a bond issued by a surety of a lesser Size Category, a minimum Financial Strength rating of A+ is required.

Contractor and Contractor's surety agree that the Bond issued hereunder, whether expressly stated or not, also includes the surety's guarantee of the vehicle manufacturer's Bumper to Bumper warranty period included within this Contract. Owner agrees that the penal amount of this bond shall be simultaneously amended to 100 percent of the total contract amount upon satisfactory acceptance and delivery of the vehicle(s) included herein. Notwithstanding anything contained within this contract to the contrary, the surety's liability for any warranties of any type shall not exceed one (1) year from the date of such satisfactory acceptance and delivery, or the actual Bumper to Bumper warranty period, whichever is shorter. Proposals received from bidders who do not manufacture the chassis shall not be accepted.

15. Fire Apparatus Inspection and Acceptance

The City shall conduct an inspection of the apparatus on the day of delivery. If the City determines that the fire apparatus is not acceptable, Contractor shall undertake all measures necessary to correct all identified deficiencies to the City's complete and sole satisfaction. If the apparatus is acceptable as delivered, the City shall communicate its acceptance in writing at that time.

16. Contractor Warranty

The Contractor warranty period will begin at the time the apparatus goes into service. All other vendor warranties as outlined in this Contract shall be provided in writing from Contractor to the City on delivery of the apparatus. The Contractor warranty shall in no way affect any normal extended or manufacturer warranty.

All products and related services, except as specified below, shall be warranted against faulty workmanship and materials by the Contractor for a minimum period of one (1) year from the date the apparatus goes into service. Warranty shall include all costs incurred for repair or replacement except that which is damaged by misuse or abuse.

This one (1) year Contractor warranty shall in no way affect normal extended or manufacturer's warranty exceeding this one (1) year period. Contractor warrants that all goods and services furnished under this Agreement are new, conform strictly to the specifications herein, are merchantable, good workmanship, free from defect, comply with all applicable safety and health standards established for such products, all goods are properly packaged, and all appropriate instructions or warnings are supplied. All implied and expressed warranty provisions of the Uniform Commercial Code are incorporated into this Agreement.

WARRANTY - CONTRACTOR CHASSIS

The proposed vehicle includes a one (1) year new vehicle warranty, beginning the date the apparatus is placed into service. The warranty will ensure that the vehicle has been manufactured to the proposed contract specifications and will be free from defects in material and workmanship that may appear under normal use and service within the warranty period. The warranty may be subject to different time and mileage limitations for specific components and parts. This warranty is issued to the original purchaser of the vehicle.

The warranty will not apply to tires, batteries, or other parts or components that are warranted directly by their manufacturers. The warranty will not apply to routine maintenance requirements as described in the service and operators manual. No warranty whether express, implied, statutory or otherwise including, but not limited to any warranty of merchantability or fitness for purpose will be imposed.

OVERALL UNIT AND CUSTOM CHASSIS

All components and parts of the vehicle are warranted for a period of one (1) year from the time the apparatus goes into service, unless excluded elsewhere in this warranty or described as having longer time limitations.

WARRANTY - ENGINE

The proposed unit will be equipped with a Fire Service rated engine, which will come furnished with a five (5) year Engine Manufacturer's warranty. A copy of the manufacturer's warranty will be supplied to define additional details of the warranty provisions.

WARRANTY - TRANSMISSION

The proposed Allison transmission will be provided with a five (5) year warranty. A copy of the Allison transmission warranty will be supplied to the purchaser to define additional details of the warranty provisions.

WARRANTY - COOLING SYSTEM - CUSTOM CHASSIS

Contractor warrants all Cooling System Equipment components used in the construction of Contractor Fire Apparatus against defects and workmanship provided the apparatus is used in a normal and reasonable manner. This warranty is extended only to the original user-purchaser for a period of three (3) years from the time the apparatus goes into service.

This warranty applies to both purchased and fabricated, manufacturer supplied, coolant system components, and is not provided in lieu of any Contractor provided warranties. All coolant system components provided by the engine manufacturer are covered by the engine manufacturer's warranty only.

WARRANTY - CUSTOM CHASSIS FRAME RAILS

The proposed Contractor custom chassis frame and cross members will be warranted to the original purchaser for the life of the vehicle. A copy of Contractor's frame rail warranty will be supplied to define additional details of the warranty provisions.

WARRANTY - STEERING UNIT

The proposed Sheppard steering gear will be warranted for a period of three (3) years from the first date of service or 150,000 miles (241,401 kilometers), whichever occurs first. The product will be free from defects in material and workmanship under normal use in applications approved in advance by Sheppard.

WARRANTY - FRONT AXLE

The Meritor axle will be provided with a two (2) year parts and labor warranty. The wheel seals, gaskets and wheel bearings will have a one (1) year warranty. A copy of Meritor's warranty will be supplied to define additional details of the warranty provisions.

WARRANTY - REAR AXLE

The Meritor axle will be provided with a two (2) year parts and labor warranty. The wheel seals, gaskets and wheel bearings will have a one (1) year warranty. A copy of Meritor's warranty will be supplied to define additional details of the warranty provisions.

WARRANTY - ABS

The Meritor ABS will be provided with a three (3) year warranty, parts and labor. A copy of Meritor's warranty will be supplied to define additional details of the warranty provisions. Vehicles that operate full or part time outside the United States and Canada will have a one (1) year, parts only warranty.

WARRANTY - CAB STRUCTURE

The proposed cab will be warranted against structural defects for a period of ten (10) years from the time the apparatus goes into service. Details of warranty coverage, limitations and exclusions are included in the specific warranty document.

WARRANTY - BODY STRUCTURE

The proposed body will be warranted against structural defects for a period of ten (10) years from the time the apparatus goes into service. Details of warranty coverage, limitations and exclusions are included in the specific warranty document.

WARRANTY - CORROSION

The proposed cab and body will be warranted against rust-through or perforation, due to corrosion from within, for a period of ten (10) years from the time the apparatus goes into service. Perforation is defined as a condition in which an actual hole occurs in a sheet metal panel due to rust or corrosion from within. Surface rust or corrosion caused by chips or scratches in the paint is not covered by this warranty.

WARRANTY - PAINT

The proposed paint finish will be warranted for a period of ten (10) years from the time the apparatus goes into service. Details of warranty coverage, limitations and exclusions are included in the specific warranty document.

WARRANTY - STAINLESS STEEL PLUMBING WARRANTY

The proposed stainless steel plumbing will be warranted for a period of ten (10) years from the time the apparatus goes into service. Details of warranty coverage, limitations and exclusions are included in the specific warranty document.

WARRANTY - REAR SUSPENSION

Contractor hereby warrants to the original Buyer, that leaf spring products installed will be free of defects in material and workmanship for two (2) years from the time the apparatus goes into service.

WARRANTY - WATER TANK

The proposed water tank will be warranted by the water tank manufacturer for the "Lifetime" of the unit. A copy of the manufacturer's warranty will be supplied to define additional details of the warranty provisions.

WARRANTY - FIRE PUMP

Waterous warrants, to the original Buyer only, that products manufactured by Waterous will be free from defects in material and workmanship under normal use and service for a period of five (5) years from the time the apparatus is placed into service, or five and one-half (5 1/2) years from the date of shipment by Waterous, whichever period will be the first to expire; provided the buyer notifies Waterous, in writing, of the defect in said product within the warranty period, and said product is found by Waterous to be nonconforming with the aforesaid warranty.

17. Insurance.

Contractor shall obtain and keep in force during the entire term of this agreement, liability insurance against any and all claims for damages to person or property which may arise out of the performance of this Contract whether such work shall be by the Contractor, subcontractor or anyone directly or indirectly employed by either the Contractor or a subcontractor.

a. Liability Insurance. Contractor shall maintain commercial General Liability insurance with a limit of not less than two million dollars (\$2,000,000) for each occurrence, not less than one million dollars (\$1,000,000) general aggregate per occurrence coverage and not less than one million dollars (\$1,000,000) automobile combined single limit coverage. The policy shall include coverage for bodily injury, broad form property damage, personal injury, products and completed operation and blanket contractual coverage including, but not limited to, the liability assumed under the indemnification provisions of this Agreement. All liability insurance required herein shall be under a comprehensive or commercial general liability and business, policies.

b. City Listed as an Additional Insured: The City of Vancouver, its agents, representatives, officers, directors, officials, and employees must be named as an additional insured on the Commercial General Liability policy and shown on the certificate as an additional insured. A copy of the additional insured endorsement CG 20 10 11 85, or its equivalent CG 20 10 07 04 and CG 20 37 07 04 must be included with the certificate of insurance.

c. The commercial general liability policy must be endorsed to include "Washington Stop Gap" insurance. The limits and aggregates referenced must apply to the Stop Gap coverage as well. This must be indicated on the certificate.

d. Worker's Compensation. Contractor shall carry workers' compensation insurance to cover obligations imposed by federal and state statutes having jurisdiction of Contractor's employees engaged in the performance of the work or services; and, Employer's Liability insurance of not less than one million dollars (\$1,000,000) for each accident, five hundred thousand dollars (\$500,000) for each disease for each employee, and one million dollars (\$1,000,000) for each disease policy limit.

e. Umbrella Liability. The Contractor shall provide Umbrella Liability coverage at limits of not less than five million dollars (\$5,000,000) per occurrence and annual aggregate. This umbrella liability coverage shall apply, at a minimum, to both the Commercial General and Auto insurance policy coverage. This requirement may be satisfied instead through the Contractor's primary Commercial General and Automobile Liability coverage, or any combination thereof.

e. Professional Liability. The Contractor shall obtain and keep in force during the entire term of this Agreement, professional liability insurance (errors and omissions) against any and all claims for damages to person or property which may arise out of the performance of this Contract whether such work shall be by the Contractor, subcontractor or anyone directly or indirectly employed by either the Contractor or a subcontractor. The amount of coverage provided by such insurance shall be not less than one million dollars (\$1,000,000) combined single limit.

f. Employment Security. The Contractor shall comply with all employment security laws of the state in which services are provided, and shall timely make all required payments in connection therewith.

g. The City of Vancouver shall be listed on the Certificate as the Certificate Holder.

h. Coverage Trigger: The insurance must be written on a "occurrence" basis. This must be indicated on the certificate. Claims made policies will be accepted for professional liability coverage only.

Contractor shall provide evidence of all insurance required, at the City's request, by submitting an insurance certificate to the City on a standard "ACORD" or comparable form.

18. Taxes.

The Contractor shall pay, before delinquency, all taxes, levies, and assessments arising from its activities and undertakings under this Agreement; taxes levied on its property, equipment and improvements; and taxes on the Contractor's interest in this Agreement, provided, however, that any taxes that apply directly to the sale, such as a state or local sales tax, shall be added to the purchase price set forth in the Purchase Order.

19. Licenses and Similar Authorizations.

The Contractor, at no expense to the City, shall be responsible to obtain all necessary licenses, permits, and similar legal authorizations required to perform the work associated with this Agreement, including, but not limited to a City of Vancouver Business License and all

associated requirements under Ch. 5.04 VMC and Ordinance M-3774, and conform to VMC 5.04.095 (tax per employee ordinance).

20. Notices.

All notices which are given or required to be given pursuant to this Agreement shall be hand delivered or mailed postage paid as follows:

City:

Anna Vogel
City of Vancouver
415 W 6th Street
P O Box 1995
Vancouver WA 98668-1995

Contractor:

Mark Merritt
Cascade Fire and Safety
123 S Front St
Yakima WA 98901

21. Amendments.

All changes to this Agreement, including changes to the statement of work and compensation, must be made by written amendment and signed by all parties to this Agreement.

22. Scope of Agreement.

This Agreement incorporates all the agreements, covenants and understanding between the parties hereto and are merged into this written Agreement. No prior agreement or prior understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless set forth in this Agreement.

23. Ratification.

Acts taken pursuant to this Agreement but prior to its effective date are hereby ratified and confirmed.

24. Governing Law/Venue.

This Agreement shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the parties hereunder shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. The contractor shall have legal authority to enter into this agreement and be at least 18 years of age. Any action or suit brought in connection with this Agreement shall be brought in the Superior Court of Clark County, Washington.

25. Cooperative Purchasing:

The Washington State Inter-local Cooperation Act, Ch. 39.34 RCW, authorizes public agencies to cooperatively purchase goods and services if all parties agree. By having executed

this Agreement, the Contractor agrees that other public agencies may purchase goods and services under this solicitation or contract at their own cost and without the City of Vancouver incurring any financial or legal liability for such purchases. The City of Vancouver agrees to allow other public agencies to purchase goods and services under this solicitation or contract, provided that the City of Vancouver is not held financially or legally liable for purchases and that any public agency purchasing under such solicitation or contract file a copy of this invitation and such contract in accordance with RCW 39.34.040.

26. Public Disclosure Compliance.

The parties acknowledge that the City is an “agency” within the meaning of the Washington Public Records Act, Ch 42.56 RCW, and that materials submitted by the Contractor to the City become public record. Such records may be subject to public disclosure, in whole or part and may be required to be released by the City in the event of a request for disclosure. In the event the City receives a public record request for information that Contractor has marked as “Proprietary and Confidential,” the City shall notify the Contractor of such request and withhold disclosure of such information for not less than five (5) business days, to permit the Contractor to seek judicial protection of such information, provided that the Contractor shall be responsible for attorney fees and costs in such action and shall save and hold harmless the City from any costs, attorney fees or penalty assessment under Ch.42.17 RCW for withholding or delaying public disclosure of such information.

27. Nondiscrimination.

The City of Vancouver, WA is an equal opportunity employer. In the performance of this Agreement, the Contractor will not discriminate against any employee or applicant for employment on the grounds of race, creed, color, national origin, sex, sexual orientation, marital status, age or the presence of any sensory, mental or physical handicap.

DATED this _____ day of _____, 20__

ALL SIGNATURES ON NEXT PAGE

CITY OF VANCOUVER,
A municipal corporation

CONTRACTOR:
Cascade Fire and Safety

Eric Holmes, City Manager

Signature:

Attest:

By: Printed Name / Title

Natasha Ramras, City Clerk

Approved as to form:

E. Bronson Potter, City Attorney

GENERAL INFORMATION

The proposed apparatus will be constructed to withstand the severe and continuous use encountered during emergency firefighting services. The apparatus will be of the latest type, carefully designed and constructed with due consideration to the nature and distribution of the load to be sustained.

This proposal details the general design criteria of cab and chassis components, aerial device (if applicable), fire pump and related components (if applicable), water tank (if applicable), fire body, electrical components, painting, and equipment.

All items of these proposal specifications will conform to the fullest extent possible with the National Fire Protection Association Pamphlet No. 1901, latest edition, except as noted in the Statement-of-Exceptions.

VENDOR will furnish satisfactory evidence of our ability to construct, supply service parts and technical assistance for the apparatus specified.

"TOP OF THE LINE" CHASSIS

VENDOR will propose a custom built chassis, which is "Top Of The Line" including the cab structure and design, electrical system, drive train and frame assembly.

GENERAL CONSTRUCTION

The proposed apparatus, assemblies, subassemblies, component parts, etc., will be designed and constructed with the due consideration to the nature and distribution of the load to be sustained and to the general character of the service to which the apparatus is subjected to when placed in service. All parts of the apparatus will be designed with a factor of safety, which is equal to or greater than that which is considered standard and acceptable for this class of equipment in firefighting service. All parts of the proposed apparatus will be strong enough to withstand general service under full load. The apparatus will be so designed that the various parts are readily accessible for lubrication, inspection, adjustment and repair.

The apparatus will be designed and constructed, and the equipment so mounted, with due consideration to distribution of the load between front and rear axles that all specified equipment, including a full complement of specified ground ladders, full water tank, loose equipment, and firefighters will be carried without overloading or injuring the apparatus.

SINGLE-LINE RESPONSIBILITY

VENDOR is a true "sole source" manufacturer. VENDOR engineers, designs, manufactures, builds and paints their own fire apparatus cab, chassis, body, aerial devices and electrical systems. All work is done in VENDOR owned and operated manufacturing facilities by VENDOR direct employees. This capability provides consistent design and manufacturing procedures that will reduce warranty issues and provide ease in parts replacement.

PRODUCT LIABILITY INSURANCE

VENDOR provides liability and facility insurance equaling \$30,000,000.00, which is one of the highest available in the fire industry.

PAINT PERFORMANCE CERTIFICATION

The proposed VENDOR apparatus meets or exceeds the required Commercial Vehicle Paint Performance Standards.

SERVICE CENTER AND PARTS DEPOT

VENDOR will have an authorized service center, with a staff of factory-trained mechanics, well versed in all aspects of service for all major components, of the apparatus within a 300-mile radius of the Purchaser. In addition, VENDOR will maintain a separate service facility at the manufacturing site, in order to satisfy the need for possible major emergency service work.

PRICES AND PAYMENTS

The bid price will be F.O.B. Destination, on a delivered and accepted basis at the Fire Department.

Total price on VENDOR's proposal sheet will include all items listed in these specifications.

VENDOR has computed pricing less federal and state taxes. It is understood that any applicable taxes will be added to the proposed prices, unless the purchaser furnishes appropriate tax-exempt forms.

BOND REQUIREMENTS

An original bid bond will be submitted with the VENDOR's proposal. The bond will be for an amount equal to 10% of the proposed bid price.

VENDOR's bonding company will meet the following requirements:

- An acceptable surety as outlined by the United States Department of Treasury on their most recent Federal Register at a limit of at least \$10,000,000;
- A.M. Best rating of "A" or better with a financial rating of at least "VIII"; and licensed as a surety in the state where the sale is to be made.

PERFORMANCE BOND

A performance bond will be supplied by the VENDOR upon acceptance of the signed sales contract for the apparatus. The performance bond will be for an amount equal to the full contract price (i.e. 100% bond).

FAIR, ETHICAL AND LEGAL COMPETITION

In order to ensure fair, ethical, and legal competition, neither original equipment manufacturer (OEM) nor parent company of the OEM will have ever been fined or convicted of price fixing, bid rigging, or collusion in any domestic or international fire apparatus market.

NON-COLLUSIVE BIDDING CERTIFICATION

By submission of this bid, VENDOR and each person signing on behalf of any bidder, certifies, and in the case of a joint bid, each party thereof certifies as to its own organization, under penalty of perjury, that to the best of their knowledge and belief:

- The prices in this bid have been arrived at independently without collusion, consultation, communication, or agreement, for purpose of restricting competition, as to any matter relating to sell prices with any other bidder or any competitor.
- Unless otherwise required by law, the prices that have been quoted in this bid have not been knowingly disclosed by VENDOR and will not knowingly be disclosed by VENDOR prior to opening, directly or indirectly, to any other bidder or to any competitor
- No attempt has been made by VENDOR to induce any other person, partnership, or corporation to submit or not to submit a bid for the purpose of restricting competition.

- That all requirements of the law including amendatory provisions as to non-collusive bidding have been complied with.

MATERIAL AND WORKMANSHIP

All equipment furnished will be guaranteed to be new and of current manufacture, to meet all requirements of purchaser's specifications.

All workmanship will be of high quality and accomplished in a professional manner so as to insure a functional apparatus with a pleasing, aesthetic appearance.

CONTRACT SPECIALIST

VENDOR will designate an in house individual to perform VENDOR's contract specialist functions. The contract administrator will provide a single point interface between the purchaser and VENDOR on all matters concerning the contract.

INSPECTION VISITS

VENDOR will provide three (3) factory trips to VENDOR's facility. Transportation, meals, lodging, and other requisite expenses will be the bidder's responsibility.

Accommodations shall be for three (3) Fire Department representatives per trip.

The factory visits shall occur at the following stages of the apparatus:

Pre-construction will be within 30 days of contract signature.

Mid inspection will be determined by vendor and customer.

Final Inspection will be 30 days before delivery due date.

The vendor shall include in their proposal at the time of bid the credit amount given should the number of personnel or trips be reduced by the fire department.

Travel arrangements more than 300 miles from the manufacturing facility will be via commercial airline transportation.

The customer maintains the right to inspect the apparatus, within VENDOR's normal business hours. At any other point during construction, expenses incurred during non-specified inspection visits will be the responsibility of the customer.

During inspection visits, the customer reserves the right to conduct actual performance tests to evaluate completed portions of the unit. Testing will be accomplished with the assistance and resources of the contractor.

Delivery Date

All vehicle orders must include a delivery date from the time of contract signature. It is understood and agreed that time is of the essence in delivery of a fully functioning, reliable product in conformance with the specs set forth in this bid. Accordingly, the parties agree **failure to meet the delivery date of not to exceed 300 calendar days**, will result in an automatic penalty of \$500.00 per day commencing the day after the agreed delivery date and continuing until the product has been delivered and is fully functioning and reliable within the discretion of the City of Vancouver.

DELIVERY

Delivery of the apparatus to the Fire Department will remain VENDOR's responsibility. A qualified and responsible representative of VENDOR will deliver the apparatus under its own power to the Fire Department.

INSTRUCTION MANUALS/DRAWINGS, SCHEMATIC

VENDOR will supply at time of delivery, two (2) CD copies of a complete operation and service manual covering the complete apparatus as delivered and accepted.

The manual will contain the following:

- Descriptions, specifications, and ratings of chassis, pump (if applicable), and aerial device.
- As built wiring diagrams.
- Lubrication charts.
- Operating instructions for the chassis, any major components such as a pump and any auxiliary systems.
- Instructions regarding the frequency and procedures recommended for maintenance.
- Parts replacement information.

INSTRUCTION MANUALS/DRAWINGS, SCHEMATIC

VENDOR will supply at time of delivery, two (2) sets, paper copies of a complete operation and service manual covering the complete apparatus as delivered and accepted.

The manual will contain the following:

- Descriptions, specifications, and ratings of chassis, pump (if applicable), and aerial device.
- As built wiring diagrams.
- Lubrication charts.
- Operating instructions for the chassis, any major components such as a pump and any auxiliary systems.
- Instructions regarding the frequency and procedures recommended for maintenance.
- Parts replacement information.

VEHICLE FLUIDS PLATE

As required by NFPA-1901, VENDOR will affix a permanent plate in the driver's compartment specifying the quantity and type of the following fluids used in the vehicle:

A permanent plate in the driving compartment will specify the quantity and type of the following fluids used in the vehicle:

- Engine oil
- Engine coolant
- Chassis transmission fluid
- Pump transmission lubrication fluid
- Pump primer fluid
- Drive axle(s) lubrication fluid
- Air-conditioning refrigerant
- Air-conditioning lubrication oil
- Power steering fluid
- Cab tilt mechanism
- Transfer case fluid

PRIMARY PLANT CONSTRUCTION

In order to insure top quality construction, maximum assembly line and engineering communication and the highest level of manufacturing supervision the entire apparatus will be built at VENDOR's (headquarters) manufacturing facility.

PROPOSAL BLUEPRINT

VENDOR is providing a scaled drawing of the specific apparatus being proposed WITH THE BID. The drawing has been generated by VENDOR's engineering department in order to maintain the accuracy of the drawing.

FAMA MEMBERSHIP

VENDOR will be a member of the Fire Apparatus Manufacturer's Association (FAMA).

U.S.A. MANUFACTURER

The entire apparatus will be assembled within the borders of the Continental United States to insure more readily available parts (without added costs and delays caused by tariffs and customs) and service.

QUALITY MANAGEMENT

VENDOR is certified ISO 9001 at all company locations. VENDOR received its certification from Eagle Registrations Inc. after they assessed the company's quality system and found it to be in full compliance with ISO 9001. Eagle is accredited as a registrar by ANSI-ASQ National Accreditation Board (ANAB), the organization responsible for qualifying registrars as competent to audit and certify organizations conforming to ISO 9001 or other management system standards.

The International Organization for Standardization (ISO) is a worldwide federation of national standards bodies from 130 countries. Its ISO 9001 standard is a quality assurance model made up of 20 sets of quality system requirements. This model applies to organizations that design, develop, produce, install, and service products.

This business management system allows VENDOR to monitor processes to ensure they are effective; keep adequate records; check output for defects, with appropriate and corrective action where necessary; regularly review individual processes and the quality system itself for effectiveness; and facilitate continual improvement.

A copy of VENDOR's certificate will be included in this proposal.

STEPPING, STANDING, & WALKING SURFACES

All stepping, standing, and walking surfaces on the body will meet NFPA #1901 anti-slip standards. Aluminum tread plate utilized for stepping, standing, and walking surfaces will be Alcoa No-Slip type. This material will be a minimum 3/16 (0.1875") in thickness. VENDOR will supply proof of compliance with this requirement. All vertical surfaces on the body, which incorporate aluminum tread plate material, will utilize the same material pattern to provide a consistent overall appearance.

AMP DRAW REPORT

The bidder shall provide with their bid proposal and at the time of delivery, an itemized print out of the expected amp draw of the entire vehicle's electrical system. A written load analysis, which shall include the following:

- The rating of the alternator.
- The minimum continuous load of each component that is specified per: Applicable NFPA-1901.
- Additional loads that, when added to the minimum continuous load, determine the total connected load.
- Each individual intermittent load.

All of the above listed items shall be provided by the bidder per the applicable NFPA-1901.

COOPERATIVE PURCHASING

VENDOR will allow other public agencies to use the purchase agreement resulting from this invitation to bid. The condition of such use by other agencies will be that any such agency must make and pursue contact, purchase order/contract, and all contractual remedies with VENDOR. Such tag-on's will be done so that the original purchasing agency has no responsibility for performance by either VENDOR or the agency using the contract.

UNDERWRITERS LABORATORIES INC. (UL) EXAMINATION AND TEST PROPOSAL

If required by the specific chapters of NFPA-1901, the proposed unit will be tested and certified by Underwriters Laboratories Inc. (UL) Underwriters Laboratories Inc. (UL) is recognized worldwide as a leading third party product safety certification organization for over 100 years. UL has served on National Fire Protection Association (NFPA) technical committees for over thirty years.

INDEPENDENT TESTING ORGANIZATION QUALIFICATIONS

- UL is a nationally recognized testing laboratory recognized by OSHA.
- All test work for fire pumps outlined in NFPA 1901, Edition will be conducted.

All work outlined in NFPA 1914, current Edition, including nondestructive testing, will be conducted at the manufacturer's facility.

The UL inspectors performing the test work on the units will be certified to Level II in the required NDT methods, under the requirements outlined in ASNT document CP-189.

The actual person(s) performing the inspection will present for review proof of Level II Certification in the required NDT methods.

VENDOR will designate, in writing, who is qualified to witness and certify these test results.

When the unit successfully meets all the requirements outlined in NFPA 1901, 2009 Edition, UL shall issue a Certificate of Automotive Fire Apparatus Examination and Test stating the unit's compliance with NFPA- 1901.

GENERAL APPARATUS DESCRIPTION "PUMPER"

The unit shall be designed to conform fully to the "Pumper Fire Apparatus" requirements as stated in the NFPA 1901 Standard (2016 Revision), which shall include the following required chapters as stated in this revision:

- Chapter 1 Administration
- Chapter 2 Referenced Publications
- Chapter 3 Definitions
- Chapter 4 General Requirements
- Chapter 5 Pumper Fire Apparatus
- Chapter 12 Chassis and Vehicle Components
- Chapter 13 Low Voltage Electrical Systems and Warning Devices
- Chapter 14 Driving and Crew Areas
- Chapter 15 Body, Compartments and Equipment Mounting
- Chapter 16 Fire Pumps and Associated Equipment
- Chapter 18 Water Tanks

CAB SAFETY SIGNS

The following safety signs shall be provided in the cab:

- A label displaying the maximum number of personnel the vehicle is designed to carry shall be visible to the driver.
- “Occupants will be seated and belted when apparatus is in motion” signs shall be visible from each seat.
- “Do Not Move Apparatus When Light Is On” sign adjacent to the warning light indicating a hazard if the apparatus is moved (as described in subsequent section).
- A label displaying the height, length, and GVWR of the vehicle shall be visible to driver.
- This label shall indicate that the fire department will revise the dimension if vehicle height changes while vehicle is in service.

CHASSIS DATA LABELS

The following information shall be on labels affixed to the vehicle:

Fluid Data

- Engine Oil
- Engine Coolant
- Chassis Transmission Fluid
- Pump Transmission Lubrication Fluid
- Pump Primer Fluid (if applicable)
- Drive Axle(s) Lubrication Fluid
- Air Conditioning Refrigerant
- Air Conditioning Lubrication Oil
- Power Steering Fluid
- Cab Tilt Mechanism Fluid
- Transfer Case Fluid (if applicable)
- Front Tire Cold Pressure
- Rear Tire Cold Pressure
- Maximum Tire Speed Rating

Chassis Data

- Chassis Manufacturer
- Production Number
- Year Built
- Month Manufactured
- Vehicle Identification Number

Manufacturers weight certification:

- Gross Vehicle (or Combination) Weight Rating (GVWR or GCWR)
- Gross Axle Weight Rating, Front
- Gross Axle Weight Rating, Rear

ROLLOVER STABILITY

The apparatus shall meet the criteria defined in 4.13.1 for rollover stability as defined in the 2016 NFPA Standard for Automotive Fire Apparatus.

PRINCIPAL APPARATUS DIMENSIONS & G.V.W.R.

- OVERALL LENGTH: 374"
- OVERALL WIDTH: 100"
- OVERALL HEIGHT: 118.5"
- WHEELBASE: 192"

The axle and total weight ratings of the completed apparatus will not be less than the following minimum acceptable weight ratings:

- MINIMUM FRONT G.A.W.R.: 20,000 lbs.
- MINIMUM REAR G.A.W.R.: 24,000 lbs.
- MINIMUM TOTAL G.V.W.R.: 44,000 lbs.

VENDOR will include the principal dimensions, front G.A.W.R., rear G.A.W.R., and total G.V.W.R. of the proposed apparatus. Additionally, VENDOR will provide a weight distribution of the fully loaded, completed vehicle; this will include a filled water tank, specified hose load, miscellaneous equipment allowance in accordance with NFPA-1901 requirements, and an equivalent personnel load of 250 lbs. per seating position.

SEAT BELT ANCHOR TESTING

Each seat belt anchor shall be tested to withstand 3,000lbs of pull on both the lap and shoulder belt in accordance with FMVSS 210 section 4.2.

SEAT MOUNTING TESTING

Each seat mounting position shall be tested to withstand 20G's of force in accordance with FMVSS 207 section 4.2(c).

Both tests shall be performed and verified at a third party testing and evaluation center.

****** CAB AND CHASSIS ******

CAB TYPE

- FULL TILT
- CONTOUR WINDSHIELD

The cab shall be a custom tilt style, built specifically for fire service. The cab shall be a cab over engine design, with integral tilt mechanism and engine access from inside the cab.

Cab shall be designed, fabricated, assembled in its entirety, and installed on the frame rails in the manufacturer's factory. This requirement will eliminate any split responsibility in warranty and service.

OPEN SPACE DESIGN

The cab interior shall be the "Open-Space" design with no wall, window or vertical support posts between the front and rear crew areas to allow direct communication, better visibility and air circulation in the cab.

CAB MATERIAL - ALUMINUM

The cab shall be fabricated from 5052-H 32 aluminum alloy, utilizing the minimum material thickness as follows:

- Cab side panels 0.125 thick (1/8")
- Cab roof 0.125 thick (1/8")
- Forward cab front sheet 0.125 thick (1/8")
- Interior cab panels 0.125 thick (1/8")
- Other panels 0.125 thick (1/8")
- Cab doors 0.1875 thick (3/16")
- Engine enclosure side panels 0.250 thick (1/4")

CAB - BASE CONSTRUCTION

Cab sub-frame shall be a welded assembly fabricated of 6063 structural aluminum alloy. This frame shall extend the full length and width of the cab and be secured to the chassis frame through two (2) rear urethane self centering load cushions, two (2) forward pivot brackets, and two (2) cab locks. The cab shall be of entirely welded construction.

The front cab wall shall be of double wall type construction, featuring an inner and outer panel.

CRASH TESTING CERTIFICATION

To ensure the safety of the cab occupants and cab integrity, proof of third party testing shall be provided. The cab shall be certified for SAEJ2422 side impact, SAEJ2420 with ECER29 cab front impact, and ECER29 cab roof strength.

Furthermore, proof of testing and certification shall be provided that the cab, in accordance to SAE J2420 was front impact tested at 2.1 times the standard energy required in SAE J2420, thus exceeding the NFPA requirement.

This test shall be performed with no support immediately behind the cab, thus providing an authentic test result.

ROOF AND SIDE LOAD TESTING

The cab design will include additional third party testing to ensure the safety of the cab occupants and cab integrity, proof of third party testing shall be provided. The cab shall be certified for SAEJ2422 side impact, SAEJ2420 with ECER29 cab front impact, and ECER29 cab roof strength.

ROOF AND SIDE LOAD TESTING CONT'D

The manufacturer shall provide proof that third party testing has been conducted to prove a static roof and a static side-load test has been completed. In these tests, a 120,000 pound static load was first applied to the roof. This test was followed by applying the same 120,000 pound static load to the side of the cab.

These tests will be conducted per the SAE J2422, Cab Roof Strength Evaluation, protocol and the ECE R29, Uniform provisions concerning the approval of vehicles with regard to the protection of occupants of the cab of a commercial vehicle, protocol.

During both tests, the cab will withstand these loads without encroachment into the occupant survivable space and all doors remained closed during the test. The tests will be documented with photographs and real-time video in a report provided to the manufacturer.

DIMENSIONS - MEDIUM FOUR DOOR STYLE CAB

The cab shall be fully enclosed, capable of comfortably seating six (6) fire fighters in full firefighting turnout gear, cab over engine design, with integral tilt mechanism and engine access on top of doghouse.

Minimum Cab Dimensions:

- Overall width 100"
- Inside width across ceiling 92"
- Front area floor to ceiling 63"
- Crew seat area width 92"
- Outer crew seat risers to rear wall 42"
- Centerline front axle to back of cab 62-1/2"
- Centerline axle to front of cab 74"

- Top of front seat to ceiling 44" (depending upon seat type)
- Seat back to steering wheel 22" (depending upon seat type)
- Inside width (door to engine enclosure) 27" (driver's side, at floor)
- Inside width (door to engine enclosure) 24" (officer's side, at floor)
- Floor to top of engine enclosure 27"
- Front cab floor to top of center dash 34-3/4"

Glass Area Dimensions:

- Windshield (Contour) 3,422 sq. in.
- Front door window, retractable 743 sq. in. each
- Rear door window, retractable 875 sq. in. each
- Fixed side windows 620 sq. in. each

Cab Entry Door Width Dimensions

- Forward door opening 40" wide
- Rear door opening 37" wide

Cab Entry Step Dimensions

- Forward door recessed step 32" wide x 9" deep
- Rear door recessed step 32" wide x 9" deep

DIMENSIONS - MEDIUM FOUR DOOR STYLE CAB CONT'D

Cab Entry Door Height Dimensions

- Forward door opening 76-1/4" high
- Rear door opening 85-1/4" high

CAB ROOF

The roof will be of a split level design with radius edges for an aesthetic, streamline appearance. The roof shall be constructed the same material as the main structure and shall be internally reinforced using framing which shall span the entire width and length of the cab for maximum structural integrity. This shall allow the roof to support personnel and roof mounted equipment without the need for additional reinforcement.

The cab roof over the rear crew area shall be raised ten (10) inches higher than the front driver and officer area. The front face of the raised roof section shall be sloped at a 45 degree angle, creating a streamlined interface with the standard, lower, forward roof section. This design shall allow for additional interior height in the rear crew area.

The rear crew area doors shall extend full height to the radius edge of the raised roof.

Approximate dimensions:

- Crew area floor to ceiling 64"
- Top of crew seat to ceiling 46" (depending upon seat type)

CAB ROOF OVERLAY

A bright finish aluminum tread plate overlay shall be placed on the cab roof, starting at a point rearward of the light bar location and extending back to the end of the cab roof. This tread plate overlay shall be sealed with caulking around the edges to prevent moisture from entering the area between the cab roof and the overlay.

CAB ROOF DRIP RAIL

For enhanced protection from inclement weather, an integral drip rail shall be furnished on each side of the cab roof. The drip rail shall extend the full length of the cab roof.

STEPWELL BATTERY ACCESS DOORS

The battery access door(s) shall be 1/8" aluminum tread plate, drop down doors with thumb latches at each side rear cab step well.

BARRIER HEIGHT CAB DOORS

Four (4) side-opening doors shall be provided. The cab doors shall be shortened to the floorboard level, thus leaving an exposed step well area at each cab entrance. The cab doors shall be totally aluminum construction with an extruded aluminum frame and an aluminum outer door skin.

The forward cab door opening shall be a minimum of 40" wide, and the rear cab door opening shall be a minimum of 37" wide. The rearward cab doors shall have a radius cutout allowing the door opening to protrude forward over the cab wheel well, while providing full access to the rear crew area.

There shall be a heavy duty piano type stainless steel hinge on each door of a minimum pin diameter of 5/16". Hinges shall be slotted for ease of horizontal and vertical adjustment. There shall be a cab door seal and the doors shall close flush with the side of the cab. A heavy-duty 6" wide belting material shall be utilized to prevent the cab doors from opening greater than 90 degrees.

CAST OPEN GRATE STEPS

The front entrance steps shall be a minimum of 9" deep. Each step shall be a cast aluminum, open grate style step with a polished aluminum outer surface. The cab step risers shall be overlaid with .063" polished aluminum tread plate. There will be only (1) one step from the ground to cab floor for office and driver. **NO EXCEPTION**

The rear entrance steps shall be a minimum of 9" deep. Each step shall be a cast aluminum, open grate style with a polished aluminum outer surface. The cab step risers shall be overlaid with .063" polished aluminum tread plate.

BOLT ON WEATHER STRIP

The cab doors shall be equipped with a weather strip, seal track on the lower portion of the door. Bolt-on tracks shall be provided to allow for a snap-on, replaceable weather stripping to be changed easily, and shall be fastened in place with neuters to ensure longevity.

DOOR LATCHES

A semi-recessed chrome plated pull handle, capable of operating with a gloved hand, shall be provided on the exterior of each cab door. Heavy-duty, bright finish cast paddle latches shall be provided on the interior of each cab door. Door latch mechanisms which utilize spring steel clamps shall not be considered due to their tendency to both rust and break. The interior door latch cables are to be designed to reduce adjustment or possible wear at the adjustment turnbuckles.

LOCKING CAB DOORS

Each exterior cab door shall be equipped with keyed locks. The cab doors shall be capable of being locked from the outside with a key and from the inside with a control in each interior paddle latch.

DOOR WINDOWS

Each side cab door shall have a tinted retractable window operated by a hand crank mechanism. The window track shall be designed into the door frame extrusion, which shall be extruded with a track groove to house a window track and seal. The window shall be capable of being removed from an access slot designed in the bottom of the door frame.

DOOR WINDOW TRIM

Each side cab door window shall be designed with a custom extruded trim plate, which shall conform to the perimeter of the window opening in each door. The trim plate shall extend from the edge of the door skin to the window and shall have a silver anodized finish.

INNER DOOR PANELS

The cab door interior panels shall be covered with a one piece, brushed stainless steel panel, full height. The panel shall be 16 gauge stainless steel with a brushed finish and shall be designed to allow easy access to the inner door.

DOOR WARNING - CHEVRON

Four (4) Chevron reflective signs shall be installed on the lowest portion of the inner door panels, one (1) on each door. These chevrons shall cover at least 96 in².

*****Color to match the rear of the body chevron colors*****

CAB DOOR FRAME AND JAMB SCUFF PLATES

A polished stainless steel trim plate shall be provided rearward of each cab door opening to protect the vertical cab corner rearward of the door opening and on the cab door striker posts to protect the cab paint when exiting and entering the cab.

CAB SCUFF PANEL

A polished stainless steel scuff plate shall be installed on the rear cab corners. The scuff plate shall extend the full height of the cab rear corner panel.

EXTERIOR CAB WALL OVERLAY

A bright finish aluminum tread plate overlay shall be provided over the entire exterior rear cab wall. The tread plate overlay shall be sealed with caulking around the edges to prevent moisture from getting between the cab and the overlay.

WINDSHIELD/GLASS

A two piece, symmetrical, safety glass windshield shall be provided on the cab for the driver and officer providing a clear viewing area. The windshields shall be full width to the center of the front cab support for each side and provide the occupants with a panoramic view. To provide enhanced peripheral vision on each side of the cab, the windshield and cab structure shall be designed with radius corners, which provide a minimum of 8" of glass area, measured from the glass face to the side edge near the door post. The windshield shall consist of three (3) layers; the outer light, the middle safety laminate and the inner light. The thick outer light layer shall provide superior chip resistance, the middle safety laminate layer shall prevent the windshield glass pieces from detaching in the event of breakage and the inner light shall provide yet another chip resistant layer.

The windshield will be a contour design with 3422 sq. in. of area for improved visibility and style. The windshield glass shall be designed so it can be used on either the driver or officer side. Single piece windshields that utilize epoxy or that are bonded to the cab structure shall not be acceptable.

WINDSHIELD WIPERS AND WASHER

Dual, electric operated, pantographic type windshield wipers shall be provided. One (1) electric drive motor shall be provided for each wiper.

Wipers shall have "HI/LO" and "INTERMITTENT" operating speeds. "HI/LO" speeds shall be controlled by a steering column control, within the turn signal control stem. "INTERMITTENT" operation shall be controlled by a twist switch within the control on the steering column. The wipers shall be of the self-parking type.

Windshield washers shall be electric operated wet-arm type with a 3/4 gallon washer fluid reservoir, mounted inside the engine enclosure and readily accessible through the engine hatch at the rear of the engine enclosure. The washer control shall be integral with the intermittent wiper control switch.

There shall be individual removable panels on the front face of the cab for access to the wiper motor assemblies.

WINDSHIELD WIPER DURABILITY CERTIFICATION

Windshield wipers shall survive testing in excess of 3 million cycles in accordance with section 6.2 of SAE J198 "Windshield Wiper Systems – Trucks, Buses and Multipurpose Vehicles". The bidder shall certify that the wiper system design has been "Third party tested" and that the wiper system has met this criteria.

The windows provided on each side of the cab behind the forward cab doors shall be deleted.

DARK TINTED REAR WINDOW GLASS

The windshield and the forward cab door glass shall be provided with standard DOT green automotive tint. The side cab windows to the rear of the front doors, the rear cab door windows and any rear viewing windows shall be equipped with a dark automotive tint.

GRAB HANDLES

Four (4) 1-1/4" diameter x 28" long, knurled bright anodized aluminum handrails shall be provided, one (1) at each cab door entrance. Grab rail stanchions shall be chrome plated and offset when necessary to prevent "hand-pinching" when opening or closing the doors. Formed rubber gaskets shall be provided between each stanchion base and the cab surface.

INTERIOR GRAB RAILS

Grab rails shall be provided to assist in entry and exiting of the cab. Each grab rail shall be a cast aluminum "D" style handle that shall have a wheelabrated finish and shall be located in the following locations:

- Four (4) 12" long, vertically mounted, one (1) on the officer's and drivers side of the cab interior "A" post and one (1) on each side of the cab interior on the "C" post in the crew area
- One (1) 11" long, horizontally mounted, on each front cab door on the interior door panel
- One (1) 11" long, horizontally mounted, on each rear cab door on the interior door panel
- One (1) 30" long, horizontally mounted, on each rear cab door, located approximately 8" above the bottom of the window opening.

INTERIOR GRAB RAIL

One (1) Hansen 1-1/4" diameter x 14" long, knurled stainless steel grab rail will be installed on the vertical surface of the dash under the MDT tray. It will be constructed from knurled aluminum tubing.

STAINLESS STEEL FRONT CAB GRILL

There shall be a mirror finished stainless steel, custom formed grille assembly for maximum air flow to the charge air cooler and the radiator. The grille shall be designed with an aesthetic look, with large horizontal louvers that will be reinforced to provide integrity.

The grill shall be a modular design to allow the sides or the individual louvers to be replaced if damaged.

A mesh bug screen shall be provided behind the front grill assembly to protect the radiator from bugs and other debris. The screen shall be secured to the front of the cab by button snaps, behind the main grill.

AIR INTAKE/OUTLET

Two (2) shaped, mirror finished stainless steel air inlets/outlets shall be provided horizontally above the wheel well opening, one on each side of the cab. The grilles shall be equipped with a mesh screen to serve as a secondary ember separator. The design shall permit proper ducting of air through the engine compartment and cooling system.

ENGINE AIR INTAKE SYSTEM

The left side inlet, used for the air intake to the air cleaner, shall be equipped with dual ember separators for separating burning embers from the air intake system. This system shall be such that particles larger than .039 inches (1 mm) in diameter cannot reach the air filter element.

No part of the air intake system for the engine shall be lower than the top of the frame rails to ensure the vehicle can navigate pooled water without any part of the air intake system being exposed to water when the vehicle is stopped or in motion. Chassis designs, which the engine air intake system is lower than the frame rails shall not be acceptable!

CAB WHEEL WELL LINERS

The front cab wheel wells shall be equipped with fully removable, bolt-in, aluminum inner wheel well liners. The liners shall extend full depth into the truck frame. The completely washable wheel well liners shall be designed to protect the cab substructure, inner panels, and other miscellaneous installed components from road salts, debris, dirt accumulation and corrosion.

CAB FENDERETTES

The cab wheel well openings shall be trimmed with replaceable, bolt-in, polished stainless steel fenderettes. The fenderettes shall be secured to the cab with stainless steel threaded fasteners along the internal perimeter of the wheel well. Dissimilar metal tape and black vinyl trim molding shall be used where the cab and fender meet.

FRONT MUD FLAPS

Heavy duty, black rubber type mud flaps shall be provided behind the front wheels.

CAB RADIUS MOUNTED MIRROR

Two (2) Ramco model 6001 FFHR-750HR polished aluminum, full face, heated, remote operated, 13 inches high X 9 3/4 wide mirrors, with a 750 top add-on heated / remote convex mirror, on a standard arm length of 15 inches shall be provided and installed. The flat glass and top mirror head shall be remote operated. The mirror head shall be attached to a polished aluminum arm mounted on the cab radius panel.

***A 4" extension will be provided on each Ramco mirror arms (RAMCO# PRO364-4) to raise the mirror heads. ***

MIRROR CONTROL/S

Mirror position and heat (if applicable) controls for the door mirrors shall be provided on the center lower dash panel in easy reach of the driver. The control switches shall be as provided by the mirror manufacturer.

INTERIOR CAB TRIM

The cab interior shall be constructed to create an ergonomically designed interior to be user friendly and functional for the driver and officer.

The forward overhead panel shall be covered with a three (3) piece custom formed ABS vinyl overlay, which shall have integrated windshield defroster/heat vents and four (4) comfort vents.

All ABS formed material panels, as well as all of the interior upholstery panels shall be medium gray in color. The upholstered cab overhead shall utilize gray Durawear upholstery with padding underneath to provide additional insulation. The side walls will utilize gray vinyl.

The side wall portions shall be upholstered with grey vinyl.

****The center overhead panel, rear cab wall and ceiling will be upholstered with grey Dura-wear. All other cab upholstery shall be grey vinyl material.**

****The center overhead panel will be fabricated from 3/16" aluminum. ****

The interior metal surfaces of the cab shall be finish painted with a textured gray paint.

HEADLINER FASTENERS

The headliner will be fastened to the cab sub-structure utilizing threaded nutserts ASE threaded fasteners where possible.

INTERIOR REAR WALL

The interior rear wall of the cab shall be covered with gray Durawear for durability and shall match the other upholstered areas of the cab.

A twelve (12) inch high bright finish aluminum tread plate scuff plate shall be provided on the lower portion of the rear interior cab wall.

UNDER SEAT STORAGE COMPARTMENTS

There shall be a compartment provided under each front seat. Each compartment shall be accessible from the front of the seat riser when the door is opened.

BARYFOL FLOORING

The floor of the driver's compartment and the floor of the crew area shall be lined with BARYFOL vinyl composite flooring to comply with NFPA noise and heat requirements.

ADDITIONAL FLOOR INSULATION

Beneath the officer side front floor, additional insulation shall be provided. The insulation shall be covered by an aluminum panel.

CAB ACOUSTICAL INSULATION

One (1) inch thick acoustical insulation shall be provided on the cab roof and rear and side walls of the cab. This material shall be fitted between the cab structural members and secured with adhesive to provide an insulation barrier for noise and heat.

ENGINE ENCLOSURE

The forward portion of the engine enclosure shall be covered with **GRAY VINYL** formed overlay to match the balance of the cab interior. To allow maximum "elbow room" for the driver and officer, the forward portion of the engine enclosure shall feature a contour shape. The engine enclosure shall not significantly obstruct the driver's vision in any direction. The enclosure shall be an integral part of the cab structure, which shall be constructed from material providing adequate strength to support radio, map boxes, etc. The engine enclosure shall be insulated to protect from heat and sound. The noise insulation shall keep the DBA level within the limits stated in the current NFPA series 1901 pamphlet.

A padded, hinged access door shall be provided in the top rearward portion of the engine enclosure. The door shall allow access to the engine oil, transmission fluid, power steering fluid level dipsticks and the windshield washer fluid reservoir. The access door shall be provided with two (2) flush mounted latches and gas shock holders. There shall be a **VINYL** material cover over the access door to give a cleaner look to the top of the engine enclosure and doghouse area.

The enclosure shall be an integral part of the cab structure, which shall be constructed from a minimum of .25" 5052-H32 aluminum. This material shall be welded to the floor sub frame on each side of the cab and shall extend from the very front of the cab to the rear of the engine enclosure.

SUN VISORS

To provide maximum protection for the driver and officer, two (2) padded vinyl sun visors shall be mounted in the cab overhead on each side.

******* CAB SEATING & ACCESSORIES *******

DRIVERS SEAT

The driver's seat shall be a H. O. Bostrom Sierra EX8 high back bucket ABTS LH seat or a Valor Magnus equivalent. The seat shall have a tapered and padded seat cushion with lumbar support. The seat shall have an eight inch fore and aft adjustment, a 2 inch height adjustment, front of seat tilt, rear of seat tilt and a reclining seat back. All seat movements shall be electrically controlled from a control panel on the forward lower edge of the seat.

The seat shall be equipped with a red integrated 3-point shoulder harness with lap belt and an automatic retractor built into the seat assembly.

OFFICERS SEAT

The officer's seat shall be a H. O. Bostrom Tanker 450 EX6, 6 Way Electric, ABTS RH or a Valor Magnus equivalent. The seat shall have a tapered and padded seat cushion with lumbar support. The seat shall include a SCBA storage area with integral headrest.

A Power 6" fore/aft adjustment and Power 2" height adjustment shall be provided.

The seat shall be equipped with a red integrated 3-point shoulder harness with lap belt and an automatic retractor built into the seat assembly.

The officer's seat shall include a Zico ULLH bottle bracket and restraint strap assembly.

DELETE REAR FACING, OUTBOARD, DRIVER SIDE SEAT

There shall not be a crew seat provided in the rear facing driver's side position to allow for mounting of compartments and/or other specified equipment.

DELETE REAR FACING, OUTBOARD, OFFICER SIDE SEAT

There shall not be a crew seat provided in the rear facing officer's side position to allow for mounting of compartments and/or other specified equipment.

FORWARD FACING, OUTBOARD, DRIVER SIDE SEAT

The driver's side outboard forward facing crew seat position shall be provided. The inner rear cab wall of the cab will serve for back support.

The seating position shall be equipped with a red 3-point shoulder harness with lap belt.

REAR WALL BACK CUSHION

Add two (2) back cushions on the rear interior cab wall for each flip down outboard seating positions. The seat back cushion will be mounted to aluminum tread plate overlay.

The cushions shall extend from the seat bottom to the top of the cab rear wall.

The driver's side outboard forward facing crew seat position shall have a flip-up style seat.

FORWARD FACING, OUTBOARD, OFFICER SIDE SEAT

The officer's side outboard forward facing crew seat position shall be provided. The inner rear cab wall of the cab will serve for back support.

The seating position shall be equipped with a red 3-point shoulder harness with lap belt.

The officer's side outboard forward facing crew seat shall have a flip-up style seat.

CENTER FORWARD FACING CREW SEATS

Two (2) center inboard forward facing crew seats shall be provided. Each seat shall be H. O. Bostrom Tanker 450 ABTS series fixed SCBA seat and shall have a tapered and padded seat cushion with lumbar support or a Valor Magnus equivalent.

Each seat shall include an SCBA storage area with integral headrest.

Each seat shall be equipped with a red integrated 3-point shoulder harness with lap belt and an automatic retractor built into the seat assembly.

The two (2) center inboard forward facing crew seats shall have standard seat.

Each center forward facing seat shall include a Zico ULLH bottle bracket and restraint strap assembly.

All seating will be discussed and determined at pre-construction.

FORWARD FACING CREW SEAT RISER

The center forward facing seats shall be mounted on a aluminum riser that shall be mounted in the center of the cab. The riser shall match the interior of the cab and shall have an individual, painted compartment door with latch to provide additional storage space in the cab. The door will be located on the front of the riser. An IOTA DLS-55IQ4 shoreline charger will be mounted on the back center wall inside the seat riser.

The riser shall be enclosed on the sides with ventilated panels.

SEAT UPHOLSTERY MATERIAL

The seats shall be upholstered with heavy duty gray Duracoat vinyl material as provided by Bostrom.

SEAT BELT CUSHION SENSORS AND BELT SENSORS

The apparatus shall be equipped with a Class 1 seat belt warning system. The system shall consist of a Seat Belt module, dash mounted Icon style display and an audible alarm.

Seat belt and seat cushion sensors shall be provided on the six (6) specified seating positions.

VEHICLE DATA RECORDER

A Class 1 Vehicle Data Recorder (VDR) system shall be provided. The system shall include an NFPA compliant "Black Box" with reporting software that shall be capable of data storage to coincide with the NFPA requirements.

Data storage capabilities shall include interfaces with the following systems:

- Display module (Master Optical Warning Device)
- VDR, date & time stamp
- Max Vehicle speed (MPH)
- Vehicle acceleration / deceleration (MPH/Sec.)
- Engine Speed (RPM)
- ABS event
- Data password protected
- Data sampled once per second, in 48-hour loop
- Data sampled min by min for 100 engine hours
- Throttle position (% of Throttle)
- Data software
- PC / Mac Compatible
- Data summary reports

The VDR data shall be downloadable by USB cable to a computer using either Microsoft or Apple operating systems.

EXTERNAL CAB STORAGE COMPARTMENT WITH HINGED DOOR + INTERNAL ACCESS DOOR

A storage compartment will be mounted in the cab in lieu of the driver's side rearward facing crew seat. The compartment will be approximately 23 7/8" deep (**to match existing VFD units**) x 22 3/4" wide. The top of the compartment will match the height of VFD units. The external door opening will be approximately 8" high x 20" wide. The compartment will be constructed of aluminum, painted with textured paint matching the interior color of the cab and will be equipped with a hinged flush mount door on the exterior. The exterior door will be held in the open position by a gas shock stay arm.

The inner panel of the door shall be unpainted brushed aluminum.

*** An internal compartment door will be provided with a vertical hinge toward the engine enclosure.***

EXTERNAL CAB STORAGE COMPARTMENT WITH HINGED DOOR + INTERNAL ACCESS DOOR CONT'D

The interior of the aluminum body compartments shall have an unpainted "DA" finish inside. All seams shall be caulked with a clear silicone type caulking.

The compartment shall be equipped with one (1) Amdor LED interior light(s). The lighting shall be wired to automatically activate when the compartment door is open and the master battery switch is in the "on" position.

EXTERNAL CAB STORAGE COMPARTMENT WITH A HINGED DOOR + INTERNAL ACCESS DOOR

A storage compartment shall be mounted in the cab in lieu of the officer's side rearward facing crew seat. The compartment shall be approximately 23 7/8" deep in the front and the rear corner shall be at a 45-degree angle to the depth of 18". The front of the compartment shall be 27-1/2" high and slope at 10-degrees to the inside wall with a depth of 23-7/8". The door opening shall be approximately 27-1/2" high x 21-1/2" wide.

The compartment shall be constructed of aluminum, painted with textured paint matching the interior color of the cab and shall be equipped with a hinged flush mount door with a painted finish and an internal access door, latched and painted. The exterior door shall be held in the open position by a gas shock stay arm.

The interior of the aluminum body compartments shall have an unpainted "DA" finish inside. All seams shall be caulked with a clear silicone type caulking.

The compartment shall be equipped with one (1) Amdor LED interior light(s). The lighting shall be wired to automatically activate when the compartment door is open and the master battery switch is in the "on" position.

One (1) adjustable shelf(s) shall be provided in the compartment. The shelf(s) shall be constructed from 3/16" brush aluminum mounted to uni-strut tracking material.

ANTENNA INSTALLATION

One (1) antenna mounting base(s) model #NMO with 17' of coaxial cable shall be provided and installed on the lower cab roof, behind the light bar. The attached antenna wire(s) shall be run to the upper forward overhead console area with a pigtail for hookup.

The Fire Department is responsible to have the correct antenna whip installed once the apparatus is delivered.

ANTENNA INSTALLATION

One (1) Dual Band antenna mounting base and antenna model #345146 with 17' of coaxial cable shall be provided and installed on the lower cab roof, behind the light bar. The attached antenna wire(s) shall be run to the right side cab dash area.

RETAINING LIP, DRIVER SIDE DOGHOUSE

On the driver side of the doghouse, a 1" high lip will be installed that will be set in from the driver side outside edge 3-1/2", will go from the forward control panel and run rearward to within 2-1/2" of the inspection door, turn 90-degrees and run parallel to the inspection for 12-1/2" and then turn 90-degrees to run toward the control panel for approximately 4".

REAR DOGHOUSE EXTENSION LIP

A 1" lip will be installed around the rear extension on the doghouse. The lip shall extend the width of the doghouse and will extend to within 3" of the rear of the extension.

MAP BOOK PEDESTAL, SLIDING

One (1) map book pedestal, mounted on slides, shall be installed on the forward officer side of the doghouse. The mounting base shall be able to slide out to allow access to the map book. A butterfly style latch shall be provided to hold the tray in the desired position.

The pedestal shall be of a 3-angled configuration.

BOOK SHELF, DRIVER SIDE

A book shelf shall be constructed and installed on the driver side of the cab, aft of the driver seat. The shelf shall measure 24" wide X 26" high X 14" deep.

The book shelf shall be divided into upper and lower sections. Each section shall be 13" high. The upper section shall have four (4) dividers located from rear to front, dividing the area into the following sections: 4", 4", 5", 5" and 6". The 6" slot shall have a half depth shelf located in the center of the slot.

The lower half of the book shelf shall have four (4) dividers separating the shelf into the following sections: 4-1/2", 3-1/2", 4", 3-1/2" and 8-1/2". The 8-1-2" slot shall have a half depth shelf located 9" up from the bottom.

A 1" lip shall be installed around the top rear edge, going forward approximately 9-1/2".

Cabinet shall be painted to match interior of cab.

UPPER CAB SHELVES, LEFT AND RIGHT

Two (2) shelves shall be installed after of the center cab roof support and in the area between the outside wall of the cab and the A/C unit covering.

The shelves shall be approximately 25" wide and 13" front to rear.

MAP BOOK HOLDER BOX

One (1) map book holder box will be installed on the engine dog house, aft of the map book pedestal.

The box shall measure 8" long X 8" high X 5" wide. It will be enclosed on the left, right, rear and bottom. The front will be open. The front upper corners shall be cut at a 45-degree angle.

The holder shall be painted to match the cab interior.

Map book holder to be shipped loose.

LAPTOP COMPUTER SLIDE OUT TRAY

A slide out tray shall be installed for the officer to provide an area for laptop computer usage. In the closed position this area will be nest forward to allow access in and out of the vehicle.

MOBILE RADIO MOUNTING

One (1) customer supplied mobile radio, Motorola APX 8500, shall be mounted and wired. The location of the radio equipment shall be determined by the fire department.

Wiring taps will be supplied by VENDOR and are specified in the electrical section of the specification. Radio shall be wired to be hot at all times.

PRE-WIRING FOR SPEAKERS

The department supplied Motorola speakers shall be installed left and right in the headliner , aft of the cab center. VENDOR will provide and install speaker cable, 1320 series.

Wiring shall be installed by VENDOR.

******* CAB INSTRUMENTATION & CONTROLS *******

DASH & CENTER CONSOLE

The dash shall be a custom formed, vinyl overlaid aluminum housing to create an ergonomically designed interior that will be user friendly and functional for the driver and officer.

The instrument cluster shall be centered in front of the driver and all gauges shall be installed in a non glare, pewter finish panel.

All warning lights and indicators shall be located in either the gauge itself or in the lower center portion. Each gauge shall be equipped with an international symbol that is easily recognizable; denoting the system being monitored .Instrumentation shall be backlit for easy identification when activated.

The transmission gear selector shall be located on the left side of the center dash assembly, toward the driver for easy access.

DRIVER'S DASHBOARD PANEL

The main instrument panel shall be centered in front of the driver and shall have a hinged bottom with two ¼ turn latches at the top. The panel shall be made of 1/8” aluminum with an anti-glare, pewter brushed surface and shall contain the primary gauges, an instrument warning light cluster and the ignition and engine start switches.

The lower portion of this panel can be used for the installation of up to five (5) guarded type rocker switches. Examples of the switches that shall be installed in this area are automatic chains, fan clutch over-ride, ATC mud-snow, inter-axle diff lock, electric fuel pump, all wheel drive, etc.

The main instrument panel shall contain the primary gauges. An ignition and engine start switch shall be located on a panel to the left upper portion of the driver's side dash panel.

Each gauge shall have a raised glass lens with a black matte finish trim ring and be backlit by integral white LEDs. Each gauge shall also possess an integral red warning light with a pre-programmed warning point. Each gauge warning indicator shall be capable of activating an audible alarm inside the dashboard.

The primary gauges shall consist of:

- Vehicle speedometer, (0-80 mph)

- Engine tachometer, (0-3000 rpm)
- Engine oil pressure, (0-100 psi); low oil warning
- Engine coolant temperature (100-280 °F); high engine temp warning
- Transmission oil temperature (100-350 °F); high transmission fluid temp warning
- Vehicle battery voltage (9-18 VDC); low voltage warning
- Front air system gauge (0-150 psi); low air pressure warning at 65 psi
- Rear air system gauge (0-150 psi); low oil pressure warning at 65 psi
- Fuel level (E - 1/2 - F); low fuel level warning
- Air cleaner restriction gauge (0-40), warning at 25"

Additional auxiliary control switches and instruments (if applicable) shall be located within the dash panel and overhead panel located near the driver's position.

- Diesel Exhaust Fluid level (E-1/2-F); low fuel level warning @ 1/8 tank
- Air application gauge

INDICATOR CLUSTER

The driver's dashboard panel shall consist of Ametek gauges, an 18 item instrument warning light cluster and a 16 item, dead front type alarm panel.

This display shall contain the system control unit that collects data from the vehicle data bus (J1939), analog sensors, and switches throughout the vehicle. This data shall be presented using gauges, telltales and the two (2) display panels. The warning light display shall include a 2 x 20 dot matrix display, 18 telltales and 2 buttons to navigate through the screen menus.

The LCD dot matrix display shall be a 2 line by 20-character display with each character being 7 dot by 5 dot configuration. FSTN technology shall be used on the display for wide viewing capability. The module shall be backlit with amber LEDs. The unit shall also be supplied with a heater to ensure proper operation over the entire 40 to +85 deg. C.

This display contains a series of two (2) screens to provide information about the vehicle. To control the display of that information, the screens are divided into two (2) menus; one that can be displayed while the vehicle is in motion and one that can only be accessed when the parking brake is set.

On the Road displays include:

- Two (2) configurable displays that can show any of the parameters the unit collects. This includes odometer, trip information, fuel economy information; all gauge data, and virtually any other data available on the vehicle that the display has access to, either through the data bus or via analog inputs.
- Two (2) trip displays for miles and hours that are capable of being reset.
- Two (2) fuel data screens: shall be provided; one for fuel remaining until empty and one for fuel economy. The fuel economy display shall be capable of being reset so that average economy over a predetermined period can be displayed.

INDICATOR CLUSTER CONT'D

The displays that can be accessed when the parking brake is set include:

- Engine hours as maintained by the engine ECU
- Service Alarm screens to report miles to next service or miles past required service. These screens shall allow the operator to choose the length of the service interval and shall have the ability to reset it.
- Message screens with warning messages the display has collected during the current ignition cycle. These screens shall be divided into configured warnings such as "Low Air Pressure" and the data bus faults

reported by ECU's on the vehicle. Both lists shall allow the operator to review the last 12 events that occurred on the vehicle for maintenance and troubleshooting purposes.

- Diagnostic screens shall test the instrumentation system to verify it is working correctly.

Setup screens shall be used to select either English or metric display. They shall also allow the operator to

INDICATOR CLUSTER CONT'D

- choose the data that shall be displayed by the configurable on-the-road screens.

The system shall be configured with user defined warning messages such as Low Air Pressure or High Coolant Temperature. When these events occur the warning message shall come up on the screen and can be accompanied by a buzzer. The messages shall be prioritized so the most important messages are always displayed. Whether the message can be dismissed by pressing a button shall be configurable. Messages that have been dismissed but are still active shall be retained in the message screens for review until the ignition is turned off. Listed below are the defined telltales and their indicators.

- | | |
|---------------------------------------|------------------|
| • "Right And Left Directional" arrows | (green in color) |
| • "Ignition ON" Indicator | (amber in color) |
| • "Hi Beam" indicator | (blue in color) |
| • "Battery ON" indicator | (green in color) |
| • "Parking Brake ON" indicator | (red in color) |
| • "Check Transmission" indicator | (amber in color) |
| • "Cab Not Latched" indicator | (red in color) |
| • "Stop Engine" indicator | (red in color) |
| • "Check Engine" indicator | (amber in color) |
| • "ABS Warning" indicator | (red in color) |
| • "Low Coolant Level" | (red in color) |
| • "Fuel Restriction" indicator | (amber in color) |
| • "Water In Fuel" indicator | (amber in color) |
| • "Fasten Seat Belts" indicator | (red in color) |
| • "Fast Idle" Indicator | (amber in color) |
| • "Do Not Move Truck" indicator | (red in color) |
| • "DPF Regeneration" | (amber in color) |
| • "Exhaust High Temperature" | (amber in color) |
| • "Engine Diagnostic Fault" | (amber in color) |
| • "Retarder On" | (green in color) |

Listed below are indicators that may be included, depending upon the vehicle configuration:

- | | |
|---------------------------------|------------------|
| • "Wait To Start" indicator | (amber in color) |
| • "Exhaust System Fault" | (amber in color) |
| • "Topps System Fault" | (amber in color) |
| • "Lube System Active" | (amber in color) |
| • "Jacks Not Stowed" | (red in color) |
| • "PTO Engaged" | (green in color) |
| • "Inter Axle Lock" | (amber in color) |
| • "Driver Controlled Diff Lock" | (green in color) |

INDICATOR CLUSTER CONT'D

- "Ok to Pump" (green in color)
- "Auto Traction Control" (amber in color)
- "Retarder Active" (amber in color)
- "Auxiliary Brake Active" (amber in color).
- "Retarder Active" indicator (yellow in color)
- "Retarder On" indicator (yellow in color)

COMPASS & TEMPERATURE GAUGE

An Accutech C/T, VFD Compass / Outside Ambient Temperature display shall be provided. The display shall be located on the overhead panel, toward the officer's side. The temperature probe shall be mounted to the underside of the gravel shield, toward the Officers side of the unit.

AUXILIARY SWITCH PANEL - LOWER DASH AREA

An auxiliary lower dash panel shall be capable of housing five (5) guarded type rocker switches. Examples of the switches that shall be installed in this area are automatic chains, fan clutch override, ATC, inter-axle diff lock, electric fuel pump, all wheel drive, etc

This panel location shall take the pump shift panel location into consideration for optimum location of both.

PUMP SHIFT CONTROL

The pump shift control and pump engaged indicator light shall be mounted in the driver's lower left panel.

PUMP SHIFT CONTROL - LED LIGHT

One (1) chrome plated Innovative Lighting, EON 3-LED surface mounted light shall be provided and controlled with marker light actuation. The light shall be located to properly illuminate the cab pump shift control.

The air control shall be equipped with a mechanical type lock to prevent inadvertent activation or de-activation. The lever positions and indicator light shall be clearly marked.

MOBILE TERMINAL AREA

There shall be a flat surface area in front of the officer for placement of a laptop computer.

CENTER OVERHEAD PANEL

An overhead console with a removable pewter panel shall be provided on the cab interior overhead between the driver and officer to permit installation of cab stereo, intercom systems, arrow stick controls, etc. The overhead console shall be approximately 27" wide x 4" high x 13" deep and shall be integrated into the ABS overhead center panel. The overhead console shall not obstruct the driver's vision through the officer's side window.

OVERHEAD ACCESS PANEL

The upholstered overhead, overhead access panel on the ceiling between the driver and officer shall be fabricated from 3/16" aluminum in lieu of 1/4" plywood.

CLIMATE CONTROL SYSTEM

A climate-control system shall be provided for total cab environmental comfort. This system shall provide heat, cooling and defrost capabilities to various areas in the cab. The system shall consist of a single evaporator unit, mounted in the center overhead of the cab.

The ceiling mounted evaporator/heater unit shall include the following:

- Heavy-duty, high output blower.
- High efficiency coil that includes "rifled" tubing and oversized header tubes for maximum refrigerant distribution.
- Four (4) 3" diameter, adjustable louvers; two (2) each side of the cab overhead, facing the driver and officer seat positions.
- Two (2) larger louvers located in the center of the overhead assembly, facing the windshield.
- A large center mounted multi-vent defroster louver positioned above the windshield to provide adequate airflow for windshield defrost.
- Four (4) vents shall be provided, one (1) below the driver and officer seat positions and one (1) under each outboard rear facing crew seat.
- Damper controls shall be pneumatically operated to provide air discharge to the windshield, front overhead air discharge louvers or the seat riser/floor outlets as required.
- An adjustable electric water valve to control the amount of heat.
- Housing shall be fully insulated and enclosed.
- BTU: 71,000 A/C
- BTU: 85,000 Heat
- CFM: 680 Heat as mounted in the cab
- CFM: 680 A/C as mounted in the cab

The ceiling mounted evaporator unit/s shall be designed to include a deep well condensate collection pan, which shall be drained by a gravity drain system.

The ceiling mounted evaporator unit shall be enclosed with an ergonomically designed, custom padded ABS panel to provide maximum headroom and a pleasing appearance.

A serviceable foam intake filter shall be installed on the rear of the evaporator.

The controls panel shall actuate the air-distribution system with air cylinders, which are to be separated from the brake system by an 85-90 psi pressure protection valve.

All defrost/heating systems will be plumbed with one (1) seasonal shut-off valve mounted near the engine.

ROOF MOUNT CONDENSER

A 12-volt roof top dual condenser shall be strategically positioned on the cab roof so as not to interfere with any emergency lighting systems. The condenser shall be designed with high performance, long life fan assemblies. The fan motors are to be equipped with sealed housings and shaft.

The condenser and coil design shall include rifled tubing for maximum efficiency. Each coil shall be painted black. The condenser unit must include a receiver drier with a high and low pressure switch. The wire harness shall include necessary wiring for the clutch circuit as well as a separate power relay circuit.

Mounting design shall enable easy servicing of all components and unit replacement if necessary.

The roof mounted air conditioning condenser housing(s) shall be painted to match the cab roof color.

CLIMATE CONTROL SWITCHES

The **LOWER CENTER DASH** panel shall contain all controls for the cab climate control system. The following controls shall be provided: mode selector switch, front fan speed switch, rear fan speed switch, air conditioning on/off switch, and temperature control dial. All controls shall be clearly labeled, adequately backlit, and installed in an easily removable panel.

AUXILIARY HEATERS UNDER REAR FACING OUTER SEAT RISERS

Two (2) 15,000 BTU Red Dot R-270 auxiliary heaters shall be provided, located one (1) under each rear facing outboard seat riser. Heater controls for each shall be provided **and will be located on the outboard side of the seat riser as close to the door frame as is practical.**

A mechanical shut off valve shall be installed on each heater to manually shut down the coolant flow.

CAB TILT ASSEMBLY

A hydraulic cab lift system shall be provided, consisting of an electric-powered hydraulic pump, fluid reservoir, dual lift cylinders, remote cab lift controls and all necessary hoses and valves.

The cab tilt mechanism shall be custom designed for ease of maintenance and consist of two (2) hydraulic cylinders. Hydraulic lines shall be rated at 20,000 PSI burst pressure. The hydraulic cylinders shall be equipped with a velocity fuse that protects the cab from accidentally descending when the cab is in the tilt position.

Hydraulic cylinders shall be detachable to allow removal of the engine for major service. A remote electric operated stay bar release system shall be provided. No manual stay bar release system will be accepted.

The two (2) rear outboard cab latches shall be of the hydraulic pressure release, automatic re-latching type, and provide an automatic positive lock when the cab is lowered. The latch shall not disengage or experience any damage when subjected to a pull apart tensile load of 6,000 lbs. The hydraulic pressure required to unlock the latch shall not exceed 550 PSI. The latch shall withstand 5,000 PSI without leaks or damage and withstand 1,000 continuous cycles of operation under a load of 1,000 lbs. at liftoff. The tilt pump shall be electric over hydraulic type, with a pressure rating of not less than 4,000 PSI. Additionally, the cab tilt device shall be both electrically and hydraulically interlocked to prevent inadvertent activation of the cab tilt system.

- A "CAB NOT LATCHED" indicator shall be provided in the cab dash-warning cluster.
- A dual switch control system shall be provided for the cab tilt, located on the passenger side of the vehicle or on the optional tether control. System shall consist of a three (3) position toggle switch along with a rubber covered push button switch.

AUXILIARY MANUAL CAB LIFT

An auxiliary manual cab lift backup system shall be furnished inside the passenger side of the pump enclosure or front compartment for use in the event of total electrical shutdown.

The cab tilt control shall be equipped with an interlock that shall disable the cab tilt system in the event the parking brake is not applied.

CHASSIS FRAME ASSEMBLY

The chassis frame shall be fabricated in its entirety at the manufacturer's facility. This will prevent any split responsibility in warranty or service.

CHASSIS FRAME ASSEMBLY CONT'D

The frame shall consist of two (2) channels fastened together by cross members. All structural fasteners used in the frame shall be Grade 8 hardware. Hardened steel washers shall be used under all bolt heads and nuts to avoid stress concentrations. Top flange shall be free of bolt heads. All spring hangers shall be machined steel castings. Frame assemblies that are welded or assembled with "Huck" type fasteners are not acceptable."

Each main frame rail shall be 10-1/4" x 4" x 3/8", fabricated from Domex™ 110,000 PSI minimum yield steel, with a minimum section modulus of 18.396 cu in and a resisting bending moment (RBM) of 2,023,560 inch pounds. The frame rails shall be drilled "together" (back to back) on a frame drilling machine with an internally cooled drill bit in order to minimize the deviation in hole diameter or location. Frames are built for the specific apparatus under construction so that no unnecessary holes or modifications are made to the frame assembly.

A full length inner frame liner 9.44" X 3.63" X 3/8" shall be installed. Total section modulus of each rail, with liner, shall be 33.56 cu in and the total resisting bending moment (RBM) shall be a minimum of 3,691,050 in-lbs., per rail.

The chassis frame assembly, consisting of frame rails, cross members, axles and steering gear(s), shall be finish painted before installation of any electrical wiring, fuel system components, or air system components. All components or brackets fastened to the frame rails shall be cleaned, primed and painted prior to being attached to the frame rails.

***** FRONT BUMPER, EXTENSION & ACCESSORIES ***** **FRONT BUMPER**

A 12" high, 101" wide, two (2) ribbed, bright finish stainless steel front bumper shall be provided. The bumper shall be a wrapped design to match the contour of the front cab sheet.

BUMPER EXTENSION

The bumper shall be extended 20" with a polished aluminum tread plate gravel shield enclosing the top and ends.

The polished aluminum tread plate gravel shield shall terminate under the top bumper flange.

BUMPER REINFORCEMENT

The bumper shall be reinforced with a 1/4" X 9" steel channel. The reinforcement shall be attached between the bumper and the chassis frame rails.

STORAGE WELL - CENTER

One (1) storage well, constructed of 1/8" aluminum, shall be installed in the gravel shield. This storage well shall be center mounted between the chassis frame rails. The bottom of the storage well shall have a minimum of four (4) drain holes.

The center front bumper hose well shall be furnished with hose storage areas will be provided with 2" black cargo straps with release buckles for hose retention. The straps (2) shall be attached to each side of the hose well with stainless steel footman loops.

The center storage well shall be equipped with Dri-Dek material to provide drainage and ventilation of equipment in storage well.

CENTER WELL - HOSE CAPACITY

The center storage well shall have the desired capacity of:

- 150' of 1 3/4" hose

TRAFFIC CONE MOUNT

One (1) 8" diameter hole shall be cut into the front bumper deck. The center of the hole shall be 9" in from the outside and front edge of the bumper on officers side.

The edge of the diamond plate shall be equipped with black quick edge.

STORAGE WELL - DRIVER SIDE

One (1) storage well, constructed of 1/8" aluminum, shall be installed in the gravel shield. This storage well shall be located on the driver side of the bumper extension. The bottom of the storage well shall have a minimum of four (4) drain holes.

The driver side front bumper hose well shall be furnished with hose storage areas will be provided with 2" black cargo straps with release buckles for hose retention. The straps (2) shall be attached to each side of the hose well with stainless steel footman loops.

DRIVER WELL - HOSE CAPACITY

The driver storage well shall have the desired capacity of:

- 150' of 1 3/4" hose

FRONT TOW HOOKS

Two (2) chrome plated tow hooks shall be provided, mounted above the front bumper attached directly to the frame. The tow hooks shall be fastened with grade 8 bolts and nuts.

TOW FORK TOWEYE PROVISION

Two (2) heavy duty tubular steel towing forks shall be bolted to the underside of the frame drop at the front of the chassis. Incorporated into the forks shall be two (2) painted steel tow eyes. The forks shall be shaped like an upside down "U" to act as a designated hookup point to accept a tow bar from a service vehicle. The robust design shall allow a disabled vehicle to be lifted and towed without doing damage to the bumper or bumper mounted options.

FRONT AXLE

Front axle shall be a Meritor MFS-20-133 A-N, reversed Elliott "I" beam type and include low friction "Easy Steer" bushing technology for maximum steering ease and longer life.

The front axle shall be rated at 20,000 lbs.

FRONT BRAKES

Brakes shall be "S" Cam 16.5" x 6" and shall be full air actuated with automatic slack adjusters.

Premium Stemco oil seals with viewer glass shall be provided on the front axle.

PARABOLIC FRONT SUSPENSION

Front suspension shall be parabolic type front leaf springs. The spring shall be permanently pinned at the front and have a shackle double pinned mounting at the rear.

PARABOLIC FRONT SUSPENSION CONT'D

The front leaf springs shall have a minimum of 3 leaves, a minimum length of 54", and a minimum width of 4". The capacity at ground shall be 21,500 lbs. All springs shall be of center bolt design. All spring pin joints shall be maintenance free, rubber bushed for vibration reduction and positively restrained from rotating in brackets and shackles.

FRONT SHOCK ABSORBERS

The front suspension system shall be equipped with Monroe, model "Magnum - 70", double acting hydraulic shock absorbers. Shock absorbers to have a minimum bore of 1.38" and an outside diameter of approximately 3-1/4".

REAR AXLE

Rear axle shall be a single, Meritor RS-24-160 with a capacity of 24,000 lbs. (Minimum). Axle shall be a single reduction type and have a gear ratio as required. Oil seals shall be provided as standard equipment.

REAR BRAKES

Brakes shall be "S" Cam, 16-1/2" x 7" size and shall be full air actuated with automatic slack adjusters.

REAR AXLE TOP SPEED

The rear axle/s shall be geared for a vehicle top speed in accordance with NFPA sections 4.15.2 and 4.15.3.

Units with GVWR over 26,000 pounds shall be limited to 68 mph.

REAR SUSPENSION

The rear suspension shall be leaf type, variable rate with a 24,000 lb. rating. The main spring assembly shall consist of 14 leaves with the main spring measuring 60.5" L x 3" W.

There shall be a rubber block helper mounted above the leaf springs, rated at 4,500 lbs. Two (2) fully wrapped leaves shall transmit driving and braking torque. Rating shall be designed to match or exceed the rear axle weight rating.

REAR SHOCK ABSORBERS

The rear suspension system shall be equipped with Monroe, model "Magnum" model #74001, double acting hydraulic shock absorbers. Shock absorbers to have a minimum bore of 1.38" and an outside diameter of approximately 3-1/4".

******* AIR & BRAKE SYSTEM *******

BRAKE SYSTEM

A dual circuit, air operated braking system, meeting the design and performance requirements of FMVSS -121 and the operating test requirements of NFPA 1901 current edition shall be installed. It shall be direct air type with dual air treadle in the cab. The system shall be powered by an engine mounted, gear driven air compressor protected by a heated air dryer.

The air system shall be plumbed with reinforced, air brake tubing/hose in conformance to SAE J 844-94, Type B and U.S.D.O.T. standards. The compressor discharge shall be plumbed with stainless steel braided hose lines with a Teflon lining. Eaton Synflex Eclipse Air Brake tubing shall be run along the inside frame rails. All air fitting will be compression type fittings. **NO PUSHON TYPE AIR FITTINGS WILL BE USED. NO EXCEPTION.** All Synflex tubing shall be secured with non-conductive, corrosion resistant strapping mounted with standoff fasteners.

STAINLESS STEEL AIR TANK BRACKETS

Stainless steel air tank brackets shall be provided to secure the air tanks to the chassis frame.

For ease of daily maintenance, each air system reservoir shall be equipped with a brass 1/4 turn drain valve.

An automatic moisture ejector on the primary tank shall also be furnished.

AIR DRYER SYSTEM

A Meritor/Wabco System Saver 1200 heated air dryer with an automatic moisture ejector shall be furnished. The air dryer will be mounted where it can be easily serviced.

AIR LINES

The entire chassis air system shall be plumbed utilizing reinforced, Synflex air lines, which shall be equipped with compression type fittings. **NO PUSHON TYPE AIR FITTINGS WILL BE USED. NO EXCEPTION.** All of the airlines shall be color coded to correspond with an air system schematic and shall be adequately protected from heat and chafing.

AIR COMPRESSOR

Air compressor shall be a Wabco brand, minimum of 18.7 cubic feet per minute capacity. Air brake system shall be the quick build up type. The air compressor discharge line shall be stainless steel braid reinforced Teflon hose and will end at the inlet to air dryer.

A pressure protection valve shall be installed to prevent the use of air horns or other air operated devices should the air system pressure drop below 80 psi (552 kPa).

The chassis air system shall meet NFPA 1901, latest edition for rapid air pressure build-up within sixty (60) seconds from a completely discharged air system. This system shall provide sufficient air pressure so that the apparatus has no brake drag and is able to stop under the intended operating conditions following the sixty (60) seconds build-up time.

BRAKE TREADLE VALVE

A Bendix dual brake treadle valve shall be mounted on the floor in front of the driver. The brake control shall be positioned to provide unobstructed access and comfort for the driver.

PARKING BRAKE

Parking brake shall be of the spring-actuated type, mounted on the rear axle brake chambers. The parking brake control shall be mounted on the cab center instrument panel, offset toward the driver. A red indicator light shall be provided in the driver dash panel that shall illuminate when the parking brake is applied.

AUXILIARY AIR INLET

One (1) air inlet with male coupling shall be provided. It shall allow station air to be supplied to the apparatus brake system through a shoreline hose. The inlet shall be located in the driver side lower step well of cab. A check valve shall be provided to prevent reverse flow of air. The inlet shall discharge into the "wet" tank of the brake system. A mating female coupling shall also be provided with the loose equipment.

Auxiliary air inlet will be plumbed using Synflex air lines.

This inlet shall allow a purchaser furnished external air supply to be connected to the chassis air system.

FRONT WHEELS & TIRES

The front wheels shall be 22.5" x 12.25" ten stud, hub piloted polished aluminum disc type.

The front wheels shall be provided with bright nut covers and hub caps.

The front tires shall be Michelin 385/65R22.5 "20 Ply" tubeless radial XFE wide base highway tread. The tires shall be fire service rated up to 21,228 lbs and shall have a top speed of 65 mph when inflated to 130 psi.

Fire Service Rating means operations not to exceed one hour loaded travel at maximum speed, with at least a one hour cool down prior to another loaded run.

REAR WHEELS & TIRES

The single rear axle wheels shall be 22.5" x 8.25" ten stud, hub piloted polished aluminum disc type.

The single rear axle aluminum disc wheels shall be provided with bright nut covers and axle hubs will be body color.

The rear tires shall be Michelin 11R22.5 "16 Ply" tubeless radial XDN2 traction tread. The tires shall be fire service rated up to 25,700 lbs and shall have a top speed of 75 mph when inflated to 120 psi.

Fire Service Rating means operations not to exceed one hour loaded travel at maximum speed, with at least a one hour cool down prior to another loaded run.

TIRE PRESSURE MONITORING DEVICES

Each tire shall be equipped with an air pressure indicator cap on the valve stem. **Provide mechanical valve stem indicator caps that will not include lighted indicator.**

******* ENGINE, TRANSMISSION & ACCESSORIES *******

ENGINE

Engine shall be a 12 liter or more, diesel, turbo-charged, per the following specifications.

- | | |
|---------------------|-------------------------|
| • Max. Horsepower | 475 HP @ 1800 RPM |
| • Governed Speed | 2100 RPM |
| • Peak Torque | 1550 lb. ft. @ 1100 RPM |
| • Cylinders | Six (6) |
| • Operating Cycles | Four (4) |
| • Bore & Stroke | 5.11 x 5.91 in. |
| • Displacement | 729 cu. in. |
| • Compression Ratio | 16.6:1 |
| • Governor Type | Limiting Speed |
| • Drive line Size | 1810 Series. |

Engine oil filters shall be engine manufacturers branded or approved equal. Engine oil filters shall be accessible for ease of service and replacement.

DAVCO FUEL PRO 382 FUEL HEATER/WATER SEPARATOR

A Davco Fuel Pro 382 combination fuel heater/water separator and fuel filter shall be provided. The fuel heater / water separator shall replace the secondary fuel filter on the engine. The separator shall be installed between the fuel tank and the inlet of the fuel pump, the see through isoplast cover allows instant visual checking of the fuel filters condition. A "water in fuel" indicator shall be provided on the dash.

ENGINE CHASSIS CERTIFICATION

The engine shall be installed in accordance with engine manufacturer's instructions. VENDOR shall be able to furnish proof of engine installation approval by the engine manufacturer.

COOLING/RADIATOR

Radiator shall be brass with bolted steel top and bottom tanks. The cooling system shall be designed for a maximum of fifteen (15) PSI operation. There shall be a sight glass in the radiator to check the coolant level without removing the radiator cap. The core construction shall be tube and fin with three (3) tube rows, 273 total core tubes, and fourteen (14) fins per inch.

Extended life engine coolant shall provide anti-freeze protection to -30° F. The mixture shall be per the engine manufacture's specifications.

Core area shall be a minimum of 1375 square inches (39 H x 35.25W).

The engine cooling system shall have an inline coolant filter that shall have a shut off valve for ease of maintenance.

The engine cooling system shall be certified by the engine manufacturer to meet cooling index requirements for a minimum ambient temperature or 110-degrees Fahrenheit.

TRANSMISSION COOLER

A shell and tube transmission oil cooler shall be provided using engine coolant to control the transmission oil temperature. The cooler shall have an aluminum shell and copper tubes. The cooler shall be assembled using pressed in rubber tube sheets to mechanically create a reliable seal between the coolant and the oil. No brazed, soldered, or welded connections shall be used to separate the coolant from the oil.

RADIATOR CROSSMEMBER

The radiator installation shall include a radiator cross member for additional strength and durability. This cross member shall be designed so the angle of approach is not affected.

HEAVY DUTY RADIATOR SKID PLATE

The radiator installation shall include a heavy-duty radiator skid plate to protect the radiator from debris or obstructions under the chassis. The skid plate shall be designed so the angle of approach is not affected. This skid plate design shall include wire cover wing plates for additional protection to wires and hoses on each side of the radiator assembly.

CHARGE AIR COOLER

The charge air cooler shall be constructed of aluminum with cast aluminum side tanks. The cooler shall have a frontal core size of 957 square inches, seven (7) fins per inch, and forty eight (48) core tubes.

The charge air cooler shall be mounted directly ahead of the radiator and to the radiator headers. Rubber isolators shall be used at the mounting points to reduce transmission of vibrations.

Where applicable, the charge air cooler pipes shall be constructed of appropriately sized aluminized steel tubing with 0.06" wall thickness and formed hose barbs. The connections between these pipes, the engine and charged air cooler, shall be made using high temperature silicone hoses rated for use in temperature up to 500°F, and heavy duty constant tension T-Bolt spring hose clamps. These connections shall adequately allow for movement of the engine relative to the charged air cooler.

COOLING SYSTEM FAN

The engine cooling system shall incorporate a heavy duty fan, installed on the engine and include a shroud.

The fan shall be equipped with an air operated clutch fan, which shall activate at a pre-determined temperature range.

Recirculation shields shall be installed to ensure that air which has passed through the radiator is not drawn through it again.

FAN SWITCHING

Engine coolant fan will automatically activate with pump engagement.

The override switch will be labeled "Engine Fan Override".

COOLANT HOSE AND PIPING

All coolant piping shall be constructed of appropriately sized powder coated steel tubing with 0.06" wall thickness and formed hose barbs. All connections between coolant pipes and chassis components shall be made using appropriately sized **HEAVY DUTY** silicone hoses or elbows, rated for use in temperatures ranging from -60°F to +350°F, and appropriately sized **HEAVY DUTY** constant torque hose clamps. These connections shall be minimal in number to reduce the number potential leak points, and shall adequately allow for movement of the engine relative to chassis mounted components. All integral hoses supplied with the engine shall be **HEAVY DUTY** silicone hoses and **HEAVY DUTY** constant torque hose clamps.

HEATER HOSES

Silicone heater hoses shall be furnished for the heater system within the interior structure of the cab. All heater hoses shall be equipped with constant torque **HEAVY DUTY** type hose clamps. All integral hoses supplied with the engine shall be **HEAVY DUTY** silicone hoses and **HEAVY DUTY** constant torque hose clamps.

LOW COOLANT INDICATOR LIGHT AND ALARM

A low engine coolant indicator light located in the dash instrument panel shall be provided. An audible alarm shall be provided to warn of the low coolant condition.

ENGINE FAST IDLE

A fast idle for the electronic controlled engine shall be provided. The fast idle shall be controlled by an ON/OFF switch on the dash.

An electronic interlock system shall prevent the fast idle from operating unless the transmission is in "Neutral" and the parking brake is fully engaged. If the fast idle control is used in conjunction with a specified engine/transmission driven component or accessory, the fast idle control shall be properly interlocked with the engagement of the specified component or accessory.

AIR CLEANER

An engine air cleaner shall be provided. The air cleaner shall include a dry type element and shall be installed in accordance with the engine manufacturer's recommendations. The air cleaner shall be located to the rear of the engine, with streamline air pipes and hump hose connections from the inlet to the air cleaner and from the air cleaner to the turbo. The air cleaner shall be easily accessible when the cab is tilted. The air cleaner shall be plumbed to the air intake system that shall include a self-sealing connection between the cab and air cleaner assembly to allow the cab to be tilted.

To draw fresh clean air, the intake for the air cleaner shall be on the side of the cab on the driver's side. The inlet shall be a minimum of 41" above the ground to allow the vehicle to navigate through water without any part of the air intake system being below the frame rail, preventing any type of water intake.

SPARK ARRESTOR

A spark arrestor shall be installed in the chassis air intake system. This arrestor shall be mounted behind the intake grille to filter out airborne embers. The spark arrestor housing must be easily accessible when the cab is tilted.

ACCELERATOR CONTROL

A floor mount accelerator pedal shall be installed on the floor in front of the driver. The pedal shall be positioned for comfort with ample space for fire boots and adequate clearance from the brake pedal control.

REMOTE THROTTLE CONTROL HARNESS

An apparatus interface wiring harness for the engine shall be supplied with the chassis. The harness shall include a connector for connection to the chassis harness which shall terminate in the left frame rail behind the cab for reconnection to required throttle control harnesses. The harness shall contain necessary connectors for a pressure governor and a multiplexed gauge. Separate circuits shall be included for pump controls, "Pump Engaged" and "OK to Pump" indicator lights, open compartment ground, start signal, park brake ground, ignition signal, master power, customer ignition, air horn solenoid switch, high idle switch and high idle indication light.

An apparatus interface wiring harness shall also be included which shall be wired to the cab harness interface connectors and shall incorporate circuits with relays to control pump functions. This harness shall control the inputs for the transmission lock up circuits, governor/hand throttle controls and dash display which shall incorporate "Pump Engaged" and "OK to Pump" indicator lights. The harness shall contain circuits for the apparatus builder to wire in a pump switch.

ENGINE PROGRAMMING REMOTE THROTTLE

The engine ECM (Electronic Control Module) discreet wire remote throttle circuit shall be turned off for use with a J1939 based pump controller or when the discreet wire remote throttle controls are not required.

TRANSMISSION

An Allison World Transmission, Model 4000EVSR, electronically controlled, automatic transmission shall be provided. Transmission specifications shall be as follows:

- Max. Gross Input Power 600 HP
- Max. Gross Input Torque 1850 lb. ft.
- Input Speed (Range) 1700- 2300 RPM
- Direct Gear (Pumping) 4th (Lock-up)

Transmission installation shall be in accordance with the transmission manufacturer's specification. The transmission shall be readily and easily removable for repairs or replacement.

The transmission shall contain a built-in output retarder, controlled by an on/off switch on the dash, and actuated by utilizing the brake pedal.

One (1) PTO opening shall be provided on both the left and right side of the converter housing (positions one (1) o'clock and eight (8) o'clock).

The transmission shall be calibrated for five (5) forward gears and one (1) reverse gear. Each gear shall have the following ratios:

- First 3.51:1
- Second 1.91:1
- Third 1.43:1
- Fourth 1.00:1
- Fifth 0.74:1
- Reverse -4.80:1

TRANSMISSION SHIFT SELECTOR

An illuminated, touch-pad type shift control shall be mounted in the cab, convenient to the driver. Shift control shall be approved by the transmission manufacturer.

TRANSMISSION OIL LEVEL SENSOR

The transmission shall be equipped with the oil level sensor (OLS); this sensor shall allow the operator to obtain an indication of the fluid level from the shift selector. The sensor display shall provide the following checks, correct fluid level, low fluid level and high fluid level.

PARK TO NEUTRAL

The transmission, upon application of the parking brake, shall automatically shift into neutral.

RETARDER OPERATION W/BRAKE PEDAL

Retarder control shall be through a switch on the dash, with activation of the retarder in conjunction with the brakes via the brake pedal. A temperature gauge and indicator light shall be provided for retarder monitoring.

Allison transmission retarder will be programmed to activate 50% with throttle release and remaining 50% with brake pedal activation.

The power setting for the retarder shall be set on the maximum stopping power. Transmission retarder will be provided with the most aggressive settings, since this unit will not be provided with additional secondary braking.

SYNTHETIC TRANSMISSION FLUID

TES 295 transmission fluid shall be utilized to fill the 4000 EVS transmission.

DRIVE LINES

Drive lines shall be Dana (Spicer) 1810 heavy duty series or equal, with "glide coat" splines on all slip shafts. The manufacturer shall utilize an electronic type balancing machine to statically and dynamically balance all drive shafts. The manufacturer shall provide proof of compliance with all drive shaft manufacturer's standards and specifications.

Where applicable, the universal joints shall be the half loop style joints.

DIESEL EXHAUST FLUID TANK

A five (5) gallon diesel exhaust fluid (DEF) tank shall be provided and installed. The tank shall be mounted in the area of the battery box and shall be accessible through a door in the crew area step well.

The tank shall include an internal heater that will be fed by engine coolant directly from the engine block to ensure it is always kept at the proper temperature per EPA requirements. The tank shall include a temperature sensor to control the flow of the engine coolant from the heater valve to the DEF tank.

A DEF fluid level sensor shall be provided with the DEF tank and connected to the level gauge on the dashboard.

EXHAUST SYSTEM

The exhaust system shall be installed in accordance with the engine manufacturer's requirements and meet all Environmental Protection Agency and State noise level requirements. Exhaust system components shall be securely mounted and easily removable.

The diesel particulate filter/muffler shall be fabricated from stainless steel and of a size compatible with the engine exhaust discharge.

Exhaust tubing shall be a minimum of 16 gauge stainless steel from the turbocharger on the engine to the inlet of the diesel particulate filter. Any flexible exhaust tubing shall be HDT stainless steel type. To minimize heat build-up, exhaust tubing within the engine compartment shall be wrapped with an insulating material. Exhaust shall be wrapped from the turbocharger to the entrance of the muffler. Material shall be held in place with worm gear type clamps.

An exhaust diffuser shall be provided to reduce the temperature of the exhaust as it exits the tailpipe.

Separate "regeneration" enable and prohibit switches shall be provided under the dash board on the driver's side. Each switch shall be provided with a spring loaded protective cover and shall be clearly marked as to function.

SELECTIVE CATALYTIC REDUCTION (SCR)

The vehicle shall be equipped with SCR technology that uses a urea based diesel exhaust fluid (DEF) and a catalytic converter to significantly reduce oxides of nitrogen (NOx) emissions.

The SCR system shall reduce levels of NOx (oxides of nitrogen emitted from engines) by injecting small quantities of diesel exhaust fluid (DEF) into the exhaust upstream of a catalyst, where it vaporizes and decomposes to form ammonia

and carbon dioxide. The ammonia (NH₃), in conjunction to the SCR catalyst, converts the NO_x to harmless nitrogen (N₂) and water (H₂O).

The exhaust tailpipe extending from the SCR catalyst to the side of the vehicle shall be constructed from 16-gauge aluminized steel tubing. The exhaust discharge shall be on the officer side of the apparatus forward of the rear axle.

****** FUEL SYSTEM ******

FUEL TANK

Fuel tank shall be a minimum of sixty-five (65) gallon capacity. It shall have a minimum fuel filler neck of 2" ID and 1/4 turn fill cap. A 1/2" minimum diameter drain plug shall be provided. The tank shall be fabricated from hot rolled, pickled and oiled steel. Provisions for an additional feed line and fuel level float shall be provided for future use.

The fuel tank shall be installed behind the rear wheels between the frame rails.

The fuel tank shall meet all FHWA 393.67 requirements including a fill capacity of 95% of tank volume.

The fuel tank shall be able to withstand a longitudinal acceleration of -23.0g at 0.166 seconds in accordance to SAE J211 standards using a channel frequency class 600 filter. Testing shall be performed at and verified by a third party testing and evaluation center.

FUEL TANK STRAPS

The straps supporting the diesel fuel tank shall be made of Type 304L stainless steel with grade 8, zinc coated steel hardware.

The fuel tank mounting straps shall utilize dense rubber between the straps and the fuel tank to prevent chaffing.

All fuel lines shall be provided as recommended by the engine manufacturer. The lines shall be sized to meet engine manufacture's requirements, and shall be carefully routed and secured along the inside of the frame rails.

FUEL COOLING SYSTEM

A fuel cooling system shall be provided. The heat exchanger shall be a tube and fin type and shall be a separate unit. The cooler shall be mounted forward of the radiator and plumbed to the fuel return line.

SECONDARY ELECTRIC FUEL PUMP

In addition to the primary fuel pump, a secondary electric fuel pump for re-priming shall be furnished in the main fuel line. A labeled control switch shall be provided on the main dash panel.

FUEL POCKET

A fuel fill shall be provided in the left side rear wheel well area. A Cast Products heavy duty cast aluminum spring loaded hinged fill door shall be provided.

A label indicating "Ultra Low Sulfur Diesel Fuel Only" shall be provided *on the outside of the fuel fill door*.

DUAL POWER STEERING

A dual power steering system shall be provided utilizing a Sheppard model #M110 main steering gear on the driver side of the chassis and a Sheppard model #M90 steering gear on the officer side of the chassis.

The power steering gear on the officer side of the chassis shall increase performance in turning the officer side wheel assembly, reducing loads and forces on the main gear and components.

The steering system shall be designed to maximize the turning capabilities of the front axle no matter the rating and tire size. The use of a power assist cylinder on the officer side of the chassis is NOT ACCEPTABLE on front axles of this capacity.

The system shall be designed utilizing an engine driven hydraulic pump, with a maximum operating pressure of 2000 PSI. Steering design shall permit a maximum of 5.6 turns from stop to stop. Steering system components shall be mounted in accordance with the steering gear manufacturer's instructions.

STEERING COLUMN

The steering column shall be a "Douglas Autotech" tilt and telescope column. A lever mounted on the side of the column shall control the tilt and telescope features.

The steering shaft from the column to the miter box shall have a rubber boot to cover the shaft slip and a second rubber boot to seal the passage hole in the floor.

There shall be a self-canceling lever that shall control the following functions:

- Left and right turn signals
- High beam activation
- Two speed with intermittent windshield wiper control
- Windshield washer control

STEERING WHEEL

The steering wheel shall be a two (2) spoke, vinyl padded, minimum 18" diameter, with a center hub mounted horn button.

******* CHASSIS/BODY ELECTRICAL & ACCESSORIES *******

CHASSIS ELECTRICAL SYSTEM

All electrical wiring in the chassis shall be GXL cross link insulated type. Wiring is to be color coded and include function codes every three (3) inches on both sides. Wiring harnesses shall be routed in protective, heat resistant loom, securely and neatly installed. Two (2) power distribution centers shall be provided in central locations for greater accessibility. The power distribution centers shall contain thermal automatic reset breakers, power control relays, flashers, diode modules, daytime driving light module, and engine and transmission data links. All breakers and relays shall have a capacity substantially greater than the expected load on the related circuit, thus ensuring long component life. Power distribution centers shall be composed of a system of interlocking plastic modules for ease of custom construction.

The power distribution centers shall be function oriented. The first is to control major truck function. The second control center shall enable overhead switching and interior operations. Each module shall be single function coded and labeled to aid in troubleshooting. The centers will also have accessory breakers and relays for future installations. All harnesses and power distribution centers shall be electrically tested prior to installation to ensure the highest system reliability.

All external harness interfaces shall be of a triple seal type connection to ensure a proper connection. The cab/chassis and the chassis/body connection points shall be mounted in accessible locations. Complete chassis wiring schematics shall be supplied with the apparatus.

WIRING HARNESS DESCRIPTION

The wiring harness contained on the chassis shall be designed to utilize wires of stranded copper or copper alloy of a gauge rated to carry 125% of maximum current for which the circuit is protected without exceeding 10% voltage drop across the circuit. Wiring will be uniquely identified by color code or circuit function code, labeled at a minimum of every three (3) inches. The identification of the wiring shall be referenced on a wiring diagram. All wires conform to SAEJ1127 (Battery Cable), SAEJ1128 (Low Tension Primary Cable), SAEJ1560 (Low Tension Thin Wall Primary Cable).

The covering of harnesses shall be moisture resistant loom with a minimum rating of 289 Degrees Fahrenheit and a flammability rating of VW-1 as defined in UL62. The covering of jacketed cable shall have a minimum rating of 289 degree Fahrenheit.

All harnesses will be securely installed in areas protected against heat, liquid contaminants and damage. The harness connections and terminations shall use a method that provides a positive mechanical and electrical connection and are in accordance with the device manufacturer's instructions. No connections within the harness may utilize wire nut, insulation displacement, or insulation piercing components.

All circuits shall conform to SAEJ1292. All circuits will be provided with low voltage over current protective devices. These devices shall be readily accessible and protected against heat in excess of component rating, mechanical damage, and water spray. Star washers shall not be used for ground connections.

DIRECT GROUNDING STRAPS

Direct grounding straps shall be mounted to the following areas; frame to cab, frame to body and frame to pump enclosure.

All exposed electrical connections shall be coated with "Z-Guard 8000" to prevent corrosion.

12 VOLT ELECTRICAL SYSTEM TESTING

The apparatus low voltage electrical system shall be tested and certified by the manufacturer. The certification shall be provided with the apparatus. All tests shall be performed with air temperature between 0°F and 100°F.

The following three (3) tests shall be performed in order. Before each test, the batteries shall be fully charged.

TEST #1-RESERVE CAPACITY TEST

The engine shall be started and kept running until the engine and engine compartment temperatures are stabilized at normal operating temperatures and the battery system is fully charged. The engine shall be shut off and the minimum continuous electrical load shall be activated for 10 minutes. All electrical loads shall be turned off prior to attempting to restart the engine. The battery system shall then be capable of restarting the engine. Failure to restart the engine shall be considered a test failure.

TEST #2-ALTERNATOR PERFORMANCE TEST AT IDLE

The minimum continuous electrical load shall be activated with the engine running at idle speed. The engine temperature shall be stabilized at normal operating temperature. The battery system shall be tested to detect the presence of battery discharge current. The detection of battery discharge current shall be considered a test failure.

TEST #3-ALTERNATOR PERFORMANCE TEST AT FULL LOAD

The total continuous electrical load shall be activated with the engine running up to the engine manufacturers governed speed. The test duration shall be a minimum of 2 hours. Activation of the load management system shall be permitted during this test. However, an alarm sounded due to excessive battery discharge, as detected by the system, or a system voltage of less than 11.7 volts DC for a 12 volt system, for more than 120 seconds, shall be considered a test failure.

LOW VOLTAGE ALARM TEST

Following completion of the preceding tests, the engine shall be shut off. The total continuous electrical load shall be activated and shall continue to be applied until the excessive battery discharge alarm is activated.

The battery voltage shall be measured at the battery terminals. With the load still applied, a reading of less than 11.7 volts shall be considered a test failure. The battery system shall then be able to restart the engine.

At time of delivery, documentation shall be provided with the following information:

- Documentation of the electrical system performance test
- A written load analysis of the following;
- Nameplate rating of the alternator
- Alternator rating at idle while meeting the minimum continuous electrical load
- Each component load comprising the minimum continuous electrical load.
- Additional loads that, when added to the minimum continuous load, determine the total connected load.
- Each individual intermittent load.

ELECTRICAL LOAD MANAGER

The apparatus shall be equipped with an Innovative Control Electrical Load Manager (ELM) for performing electrical load management. The ELM shall have 16 programmable outputs to supply warning and load switching requirements. Outputs 1-12 shall be independently programmable to activate during the scene mode, the response mode, or both. These outputs can also be programmed to activate with the ignition or master warning switch, or to sequence and shed along with the priority. Output 13 shall be designated to activate a fast idle system. Output 14 shall provide a low voltage warning for an isolated battery. Output 15 is a user configurable output and shall be programmable for activating between 10.5 and 15 volts. Output 16 shall provide a low voltage alarm that activates at the NFPA required 11.8 volts. The ELM shall have a digital display to indicate system voltage in normal operation mode and also indicate the output configuration during programming mode. The ELM shall be protected against reverse polarity and shorted outputs and be enclosed in a metal enclosure to enhance EMI/RFI protection. The ELM shall have an operating temperature range of -40C to +105C (-40F to +220F).

The Load manager will have the following features:

- Main Battery Monitoring meets NFPA-1901
- Auxiliary Battery Monitoring
- Battery Measurements Accurate to +/- 0.5%
- Electrical Load Shedding
- Electrical Load Sequencing
- Twelve Fully Programmable Load Outputs

- Four Alarm Outputs
- Low Main Battery Voltage Alarm
- Low Auxiliary Battery Alarm
- Fast Idle Output Function
- Variable User Trip Output
- Master Warning, Load Manager Enable, and Park Brake Inputs
- Load Output Polarities Selectable

- Control Input Polarities Selectable
- Load Output Priority, Scene or Response, Ignition or Warning Switch Logic all Selectable
- Easy to Read 0.56" High Digital Display

ELECTRICAL LOAD MANAGER CONT'D

-
- Manual Override Switch for Troubleshooting
- -40C to +105C (-40F to +220F) AEC-Q100 Level 2 Operating Temperature
- All Outputs Protected from Over-Current, Reverse Polarity, Over-Temp and Transients
- All Outputs Rated for 1A Continuous Duty
- No Configuration Jumpers – All Parameters are Adjustable from the Front Panel
- Lockable Front Panel User Interface
- Default Configuration is Restorable from the Front Panel
- Remote Cab Display
- J1939 CAN Bus, RS-485, and USB Communication Options
- 12VDC or 24VDC Operation

CHASSIS DIAGNOSTICS SYSTEM

Diagnostic ports shall be accessible while standing on the ground and located inside the driver's side door left of the steering column. The diagnostic panel shall allow diagnostic tools such as computers to connect to various vehicle systems for improved troubleshooting providing a lower cost of ownership. Diagnostic switches shall allow engine and ABS systems to provide blink codes should a problem exist.

The diagnostic system shall include the following:

- A single port to monitor the engine, transmission and ABS system and diagnostics of the roll sensor (if applicable)
- Engine diagnostic switch (blink codes)
- ABS diagnostic switch (blink codes)
- Allison Transmission Codes (through touch pad shifter)

VOLTAGE MONITOR SYSTEM

A voltage monitoring system shall be provided to indicate the status of the battery system connected to the vehicle's electrical load. The system shall provide visual and audible warning when the system voltage is below or above optimum levels.

The alarm shall activate if the system falls below 11.8 volts DC for more than two (2) minutes.

INDICATOR LIGHT AND ALARM PROVE-OUT SYSTEM

A system shall be provided which automatically tests basic indicator lights and alarms located on the cab instrument panel.

12 VOLT SEQUENCER

A sequencer shall be provided that automatically activates and deactivates vehicle loads in a preset sequence thereby protecting the alternator from power surges. This sequencer operation shall allow a gradual increase or decrease in alternator output, rather than loading or dumping the entire 12 volt load to prolong the life of the alternator.

Emergency light sequencing shall operate in conjunction with the emergency master light switch. When the emergency master switch is activated, the emergency lights shall be activated one by one at half second intervals. Sequenced emergency light switch indicators shall flash while waiting for activation.

When the emergency master switch is deactivated, the sequencer shall deactivate the warning light loads in the reverse order. Rear of cab Air-Conditioning and Heat shall be load managed.

ELECTRICAL HARNESS REQUIREMENT

To ensure dependability, all 12-volt wiring harnesses installed by the manufacturer shall conform to the following specifications:

- SAE J 1128 - Low tension primary cable
- SAE J 1292 - Automobile, truck, truck-tractor, trailer and motor coach wiring
- SAE J 163 - Low tension wiring and cable terminals and splice clips
- SAE J 2202 - Heavy duty wiring systems for on-highway trucks
- NFPA 1901 - Standard for automotive fire apparatus
- FMVSS 302 - Flammability of interior materials for passenger cars, multipurpose passenger vehicles, trucks and buses
- SAE J 1939 - Serial communications protocol
- SAE J 2030 - Heavy-duty electrical connector performance standard
- SAE J 2223 - Connections for on board vehicle electrical wiring harnesses
- NEC - National Electrical Code
- SAE J 561 - Electrical terminals - Eyelet and spade type
- SAE J 928 - Electrical terminals - Pin and receptacle type A.

For increased reliability and harness integrity, harnesses shall be routed throughout the cab and chassis in a manner which allows the harnessing to be laid into its mounting location. Routing of harnessing which requires pulling of wires through tubes is never allowed at the manufacturer.

Wiring shall be run in loom or conduit where exposed, and have grommets or other edge protection where wires pass through metal. Wire colors shall be integral to each wire insulator and run the entire length of each wire. Harnessing containing multiple wires and uses a single wire color for all wires shall not be allowed. Function and number codes shall be continuously imprinted on all wiring harness conductors at 3.00" intervals. All wiring installed between the cab and into doors shall be protected by a wire conduit to protect the wiring. Exterior exposed wire connectors shall be positive locking, and environmentally sealed to withstand elements such as temperature extremes, moisture and automotive fluids. Electrical wiring and equipment shall be installed utilizing the following guidelines:

- All holes made in the roof shall be caulked with silicon. Large fender washers, liberally caulked, shall be used when fastening equipment to the underside of the cab roof.
- Any electrical component that is installed in an exposed area shall be mounted in a manner that shall not allow moisture to accumulate in it. Exposed area shall be defined as any location outside of the cab or body.

ELECTRICAL HARNESS REQUIREMENT CONT'D

- For low cost of ownership, electrical components designed to be removed for maintenance shall be quickly accessible. For ease of use, a coil of wire shall be provided behind the appliance to allow them to be pulled away from the mounting area for inspection and service work.
- Corrosion preventative compound shall be applied to non-waterproof electrical connectors located outside of the cab or body. All non-waterproof connections shall require this compound in the plug to prevent corrosion and for easy separation of the plug.
- Any lights containing non-waterproof sockets in a weather-exposed area shall have corrosion preventative compound added to the socket terminal area.

- All electrical terminals in exposed areas shall have protective coating applied completely over the metal portion of the terminal.
- Rubber coated metal clamps shall be used to support wire harnessing and battery cables routed along the chassis frame rails.
- Heat shields shall be used to protect harnessing in areas where high temperatures exist. Harnessing passing near the engine exhaust shall be protected by a heat shield.
- Cab and crew cab harnessing shall not be routed through enclosed metal tubing. Dedicated wire routing channels shall be used to protect harnessing therefore improving the overall integrity of the vehicle electrical system. The design of the cab shall allow for easy routing of additional wiring and easy access to existing wiring.
- All standard wiring entering or exiting the cab shall be routed through sealed bulkhead connectors to protect against water intrusion into the cab.

BATTERY CABLE INSTALLATION

All 12-volt battery cables and battery cable harnessing installed by the apparatus manufacturer shall conform to the following requirements:

- SAE J 1127 - Battery Cable
- SAE J 561 - Electrical terminals, eyelets and spade type
- SAE J 562 - Nonmetallic loom
- SAE J 836 A - Automotive metallurgical joining
- SAE J 1292 - Automotive truck, truck-tractor, trailer and motor coach wiring
- NFPA 1901 - Standard for automotive fire apparatus.

Battery cables and battery cable harnessing shall be installed utilizing the following guidelines:

- Splices shall not be allowed on battery cables or battery cable harnesses.
- For ease of identification and simplified use, battery cables shall be color coded. All positive battery cables shall be marked red in color. All negative battery cables shall be black in color.
- For ease of identification, all positive battery cable isolated studs throughout the cab and chassis shall be red in color.
- For increased reliability and reduced maintenance, all electrical buss bars located on the exterior of the apparatus shall be coated to prevent corrosion.
- An operational test shall be conducted to ensure that any equipment that is permanently attached to the electrical system is properly connected and in working order.

ALTERNATOR

There shall be a Leece Neville Model 4949PA, 270 amp, serpentine belt driven alternator or equivalent. The installation shall include a brush less design with an integral self-diagnostic regulator and rectifier for compact installations.

The alternator installation shall be designed to provide maximum output at engine idle speed to meet the minimum continuous electrical load of the apparatus as required.

BATTERY SYSTEM

Six (6) Exide # EXP1200-31D, maintenance free batteries shall be provided. Each battery shall be rated at 1200 CCA and shall have a reserve capacity of 200 minutes.

Wiring for the batteries shall be 4/0 welding type dual path starting cables for SAEJ541.

BATTERY STORAGE

Batteries shall be securely mounted in fixed 3/16" GR50 steel trays located on each side of the chassis frame. Complete access shall be provided when the cab is fully tilted. Batteries shall be mounted on non-corrosive matting material.

The battery tray shall be able to withstand a longitudinal acceleration of -46.5g at 0.246 seconds in accordance to SAE J211 standards using a channel frequency class 600 filter. Testing shall be performed at and verified by a third party testing and evaluation center.

BATTERY DISCONNECT SWITCH

The chassis batteries shall be wired in parallel to a single 12 volt electrical system, controlled through a heavy duty master disconnect switch. The master disconnect switch shall be located within easy access of the driver, in **driver side seat riser**.

BATTERY JUMPER STUDS

A set of Cole Hersee battery jumper studs, model #46210-02 (red) and #46210-03 (black) shall be provided to allow the battery system to be jump started or charged from an external source. The studs shall be located on the bottom of the battery box on the driver's side of the chassis. Each stud shall be equipped with both a rubber protector cap and a 2" square non-conductive plate to prevent accidental shorting.

120 VOLT SHORELINE CONNECTION

A 120 volt shoreline connection with a weather tight cover shall be provided. The receptacle shall be a standard house-hold, recessed male plug in, which shall be wired to the specified on board battery charging system. A label shall be provided indicating voltage and amperage ratings.

SHORELINE POWER INLET PLATE

A shoreline power receptacle information plate shall be permanently affixed at or near the power inlet. The plate shall indicate the following:

- Type of Line Voltage
- Current Rating in Amps Power Inlet Type (DC or AC).

The shoreline receptacle shall be located in the driver's cab step well in a pre -determined location by VENDOR.

OPTIONAL DELUXE STATUS CENTER

A Kussmaul #091-194-IND deluxe status center with displays for battery condition, voltage, amperes and output current shall be installed adjacent to the 120 volt shoreline connection.

BATTERY CHARGER

A DLS-55 Power Converter/Battery Charger from IOTA Engineering shall be provided for maintaining the vehicle battery system. converts nominal 108-132 AC voltage, to 13.4 DC voltage for both DC load operation and 12V battery charging.

The unit shall maintain the battery, delivering its full-rated current of 55 amps when the battery capacity falls sufficiently low. The voltage is set to deliver its maximum current for the necessary period of time to minimize undue stress to the battery caused by heating of its cells. This helps to ensure the longest possible life of the battery. Over time, as the battery nears its full capacity, the DLS-55 shall automatically drop the current, providing a float-charge to the battery to prevent self-discharge of the cells.

Iota battery charger will be located in the rear forward facing seat riser towards the center.

EMERGENCY SWITCHES

The cab shall be designed with multiple areas for component switching within easy reach of the driver and or officer. This switch package shall separate the emergency / auxiliary electrical functions from the regular chassis functions. The electrical system will be designed using Carling Technologies fully sealed V-Series Contura switches, which provide cutting edge design, high quality, maximum performance and unmatched reliability. Switches shall provide maximum sealing protection with dual seals around lamps and rocker stem certified to IP66 & IP68.

Ten (10) of switches shall be located on the lower switch panel between the driver and officer for warning lights and auxiliary controls. A master warning switch shall be provided, which shall allow pre-setting of emergency light switches and shall have a red integral indicator light.

Three (3) additional switches shall be located on the lower switch panel between the driver and officer for auxiliary controls.

All switches, (other than the master switch), shall have switch function labeling and an integral indicator light.

"LED" CAB INTERIOR LIGHTING

Four (4) Weldon 8080-8001-13 interior LED combination red/white dome lights shall be furnished in the cab, two (2) in the forward section and two (2) in the rear crew section. Each dome light shall have an integral selector switch. Each dome light shall also activate when the respective, adjacent cab door is opened.

CAB SPOTLIGHT

One (1) Collins model # CD-MAGNUM, 1,250,000 CP peak candlepower, hand held, spot light shall be provided. A handle mounted, on/off rocker switch and a coil cord with up to nine (9) feet extension shall be furnished.

The hand light will be shipped loose with the completed apparatus.

"DO NOT MOVE APPARATUS" WARNING LIGHT WITH AUDIBLE ALARM

A 1" round, red flashing warning light with an integral audible alarm, shall be functionally located in the cab to signal when an unsafe condition is present such as an open cab door or body compartment door, an extended ladder rack, a deployed stabilizer, an extended light tower or any other device which is opened, extended or deployed which may cause damage to the apparatus if it is moved.

This light shall be activated through the parking brake switch to signal when the parking brake is released. This light shall be labeled "DO NOT MOVE TRUCK".

ADDITIONAL DOOR OPEN INDICATOR

Two (2) Floyd Bell, Twin Turbo, audio/visual warning light/ audio alarm shall be provided and installed to indicate an open cab or body door. The warning light / audio alarm shall be installed on the cab dash, visible to the driver & officer. An ID tag shall be provided and labeled with "Door Indicator LEFT Side and RIGHT Side".

The rear compartments (Rear step and the ladder storage compartments) will be included with the RIGHT side indicator.

12 VOLT POWER PORT NEAR OFFICER

One (1) 12 volt power port accessory outlet(s) shall be installed in the cab of the truck for the fire departments accessory devices. The port(s) shall be located as directed near the officer's seating position for devices such as cellular phones.

12 VOLT ACCESSORY CIRCUIT - CAB DASH

One (1) dedicated circuit; 12 volt, 40 Amp, power and ground on 3/8 stud and fused at battery shall be provided in the cab dash. The circuit shall be for future installation of radios or accessories.

12 VOLT ACCESSORY CIRCUIT - BEHIND OFFICERS SEAT

One (1) dedicated circuit; 12 volt, 40 Amp, power and ground on 3/8 stud and fused at battery shall be behind the officer seat. The circuit shall be for future installation of radios or accessories.

12 VOLT ACCESSORY CIRCUIT – CENTER OVERHEAD CAB DASH

One (1) dedicated circuit; 12 volt, 40 amp, power and ground on 3/8 stud and fused at battery shall be provided One (1) dedicated circuit; 12 volt, 40 amp, power and ground on 3/8 stud and fused at battery shall be provided **within the center overhead cab dash.** .

An additional 12 volt, 20 amp, power stud shall be installed next to the studs above and shall be switched with the ignition circuit.

The circuit shall be for future installation of radios or accessories.

BLUE SEA FUSE BLOCK - 12 CIRCUIT IN REAR CREW AREA

A Blue Sea 5026B, 12 circuit fuse block, shall be installed behind the officers seat. This block has a maximum amperage of 60 Amps per block and 30 Amps per circuit.

ASA VOYAGER DUAL CAMERA SYSTEM

An ASA Voyager rear vision camera system model # OBS713PKGC shall be provided to allow the driver to visually see the rear of the apparatus while in the cab. The system shall include an ASA model # VOM74WP flat panel LCD color monitor mounted adjacent to the driver and a ASA model # VCCS155 color camera that shall be mounted at the rear of the vehicle.

In addition to the rear vision camera, a ASA model# VCMS50RCM side mounted camera shall be mounted on the officer side of the cab.

The cameras shall be wired as follows:

- The side vision camera shall automatically activate when the officer side turn signal is activated.
- The rear vision camera shall automatically activate when the chassis transmission is placed in reverse.

The monitor for the rear vision system shall be mounted ceiling of the cab in easy view of the driver. Exact location will be determined at per-construction.

HEADLIGHTS CLUSTER

Two (2) dual, Peterson LED headlight modules with a bright finish bezel shall be furnished, one (1) each side, on the front of the cab. Each head light module shall incorporate an individual LED low beam and a LED high beam headlight. High beam actuation shall be controlled on the turn signal lever.

DAYTIME RUNNING LIGHTS

The chassis head lights shall have integrated circuitry to actuate the low beam headlights at a maximum of 80 percent of capacity whenever the chassis engine is running.

The daytime running lights shall be interlocked with the parking brake.

AUXILIARY CAB SIDE TURN SIGNALS

Two (2) Weldon 9186-8580-29 LED turn signals shall be installed on the left and right sides of the cab, forward of the front door hinges and at the height of the front headlights. **They will be wired to the turn signals only.**

UPPER LIGHT MODULE

Two (2) Code 3 65BZ* LED light heads shall be provided, one (1) in each side dual light module, above the headlights, in matching chrome plated bezels.

Each light head shall be equipped with red LEDs and a colored lens.

The lights noted above shall be provided in addition to the NFPA required, minimum optical warning light package and shall be wired through the load management system to prevent excessive amperage draw.

The NFPA required, Zone "A" lower warning lights shall be incorporated into each side dual light module noted above.

ARROW TURN SIGNALS

Two (2) Code 3 65STBZA arrow shaped, amber LED turn signals shall be provided in chrome plated housings, mounted one (1) each side between the windshield and the dual light modules.

DOT MARKER LIGHTS AND REFLECTORS

Five (5) DOT approved Whelen Light Emitting Diode (LED) cab marker lamps shall be mounted on the top front edge of the cab roof.

Optronics model MCL82RB red LED marker lights with integral reflectors shall be provided at the lower side rear, one (1) each side.

Optronics Model #STL71AMB yellow LED side marker and turn lights shall be provided on the apparatus lower side, forward of rear axle, one (1) each side if the apparatus is 30' long or longer.

Truck-Lite Model #19 red LED clearance lights shall be provided on the apparatus side rear upper corners, one (1) each side.

Amber LED marker lights with integral reflectors shall be provided on the side of the cab adjacent to the driver's door, one (1) each side.

Truck-Lite Model #19 red LED clearance lights shall be provided on the apparatus rear upper, one (1) each side at the outermost practical location.

Truck-Lite Model # 33740R LED 3-lamp identification bar will be provided on the apparatus rear center. The lights shall be red in color.

Truck-Lite # 98034Y yellow reflectors shall be provided on the apparatus body lower side, as far forward and low as practical, one (1) each side if the apparatus is 30' long or longer.

Truck-Lite # 98034R red reflectors shall be provided on the apparatus rear, one (1) each side at the outermost practical location.

Truck-Lite # 98034Y yellow reflectors shall be provided on the side of the cab lower side, as far forward and low as practical, one (1) each side.

LED LICENSE PLATE LIGHT - REAR

One (1) Tecniq model #L110 LED license plate light shall be provided above the mounting position of the license plate. The light shall be clear in color and shall have a chrome finish.

License plate will be located above the driver side rear DOT/Warning lights

TAIL, STOP, TURN AND BACK-UP LIGHTS

One (1) each Weldon # 3884-0000-18 and # 3884-0000-19 LED combination tail/stop, turn signal, and backup lights shall be mounted one each side at the rear of the body.

The three lights per side shall be mounted in one common bezel in the following order, from top to bottom: tail/stop, turn signal, backup light.

CAB STEP LIGHTS

Chrome plated Innovative Lighting, 3-LED surface mounted, chassis step lights shall be provided and controlled with marker light actuation. Step lights shall be located to properly illuminate all chassis access steps and walkway areas.

The cab step lights will be activated when the ground light and/or the pump panel lights are activated.

BODY STEP LIGHTS

Chrome plated Innovative Lighting, 3-LED surface mounted, body step lights shall be provided and controlled with marker light actuation. Step lights shall be located to properly illuminate all body access steps and walkway areas.

The body step lights will be activated when the ground light and/or the pump panel lights are activated.

Step lights to be provided over each individual step and above the upper right rear platform step.

DUNNAGE AREA LIGHTING

Two (2) chrome plated Innovative Lighting, 3-LED surface mounted lights shall be provided in the dunnage area to provide adequate illumination of this area. These lights shall be switched in the same manner as the step lights.

CROSSLAY LIGHTING, LED

Four (4) chrome plated Innovative Lighting, 3-LED surface mounted lights shall be provided on the rear of the cab, located to provide adequate illumination of the crosslays.

BACK OF CAB, CROSSLAY LIGHT - SWITCHING

The rear of cab crosslay lights shall be activated with pump panel light switch.

HOSE BED LIGHTS

Four (4) Amdor LED strip surface mounted lights shall be mounted in the underside of the hose bed covers, two (2) each side to illuminate the hose bed area.

HOSE BED WORK LIGHT ACTIVATION

The hose bed work light shall have activate automatically when each respective hose bed cover door is opened.

GROUND LIGHTS - CAB

One (1) Amdor Luma Bar H2O LED 20" ground light shall be provided under each side cab door entrance step, four (4) total. The ground lights shall turn on automatically with each respective door jamb switch and also by a master ground light switch in the warning light switch console.

Each light shall illuminate an area at a minimum 30" outward from the edge of the vehicle.

GROUND LIGHTS - PUMP PANEL

One (1) Amdor Luma Bar H2O LED 20" ground light shall be provided under each side pump panel running board, two (2). The ground lights shall be activated by a master ground light switch in the cab and shall be wired through the load management system.

GROUND LIGHTS - REAR

One (1) Amdor Luma Bar H2O LED 20" ground light shall be provided under each rear body corner, two (2) total. The ground lights shall be activated by a master ground light switch in the cab and shall be wired through the load management system.

GROUND LIGHT SWITCHING

The cab and body ground lights shall activate by engaging the parking brake.

GROUND LIGHT SWITCHING

The cab and body ground lights shall be equipped with an activation switch in the cab.

LED BROW LIGHTS - ABOVE WINDSHIELD

Two (2) Fire Tech, Hi-Viz LED scene lights, model **FT-MB-6-FT-W**, with FT-MWKIT-LPX brackets, shall be mounted on the top center forward edge of the cab, outboard of the center DOT lights. The lights shall be mounted approximately **31-1/2"** apart to allow room for the department installed lettering.

The lights shall be controlled by left and right individual switches in the cab switch panel. Pictures of the last unit will be provided for location of switches.

TWO (2) HI-VIZ BROW LIGHTS, LEFT AND RIGHT FRONT CORNERS

Two (2) Fire Tech, Hi-Viz LED scene lights, model FT-MB-12-TR, shall be mounted on the top of the cab, on the forward outer corners. The lights shall be mounted on a 45-degree angle.

LIGHTS ABOVE WINDSHIELD SWITCHING - CAB

Four(4) switches shall be provided in the cab to control the individual HiViz lights. One (1) switch will control the left light and one (1) switch will control the right light in the warning light switch console and also above the officer side switch pack.

45-DEGREE LIGHTS ON CAB ROOF SWITCHING - CAB

Four(4) switches shall be provided in the cab to control the individual HiViz lights mounted on 45 degree angles at the front cab corners. One (1) switch will control the left light and one (1) switch will control the right light in the warning light switch console and also above the officer side switch pack.

NOTE: These switches shall also operate the alley lights in the lightbar.

****** BODY ELECTRICAL SYSTEM ******

12 VOLT BODY ELECTRICAL SYSTEM

All electrical lines in the body shall be protected by automatic circuit breakers, conveniently located to permit ease of service. Flashers, heavy solenoids and other major electrical controls shall be located in a central area near the circuit breakers.

All lines shall be color and function coded every 3", easy to identify, oversized for the intended loads and installed in accordance with a detailed diagram. A complete wiring diagram shall be supplied with the apparatus.

Wiring shall be carefully protected from weather elements and snagging. Heavy duty loom shall be used for the entire length. Grommets shall be utilized where wiring passes through panels.

In order to minimize the risk of heat damage, wires run in the engine compartment area shall be carefully installed and suitably protected by the installation of heat resistant shielded loom.

All electrical equipment shall be installed to conform to the latest federal standards as outlined in NFPA 1901.

PUMP ENCLOSURE WORK LIGHTS

Two (2) Tecniq model #E18 lights shall be provided inside the pump enclosure providing 800 lumens each. Each light shall have their own independent switch incorporated into the light head.

ENGINE COMPARTMENT WORK LIGHTS

Two (2) Tecniq model #E18 LED lights shall be provided inside the engine enclosure that will provide 800 lumens each. Each light shall have their own independent switch incorporated into the light head.

COMPARTMENT LIGHT ACTIVATION

Compartment lighting shall be switched either from an integral switch as provided by the roll up door manufacturer or a magnetic proximity switch if it is a VENDOR manufactured door.

AMDOR LUMA BAR COMPARTMENT LIGHTS - LED

Each individual, equipment storage compartment including the pump enclosure locker compartments shall be equipped with the AMDOR Luma Bar LED light fixture mounted one each side of the forward (and rear) vertical door frame.

RECESSED 75W PIONEER LED FLOODLIGHTS – REAR

Two (2) Whelen Pioneer model # PFP1R recessed lights shall be installed on rear face of the body, one (1) each side, using the Whelen # PBA103 recessed bracket.

Each lamp head shall have one (1) white LED module and shall draw 6.5 amps and generate 8100 lumens.

150W PIONEER LED FLOODLIGHTS – DRIVER SIDE

One (1) Whelen Pioneer model # PFP2 light shall be installed forward on the driver side compartment top of the body using the **Whelen # PBA206U** bail mounted bracket. **The light will be centered over the driver front body compartment door.**

The lamp head shall have two (2) white LED modules and shall draw 13 amps and generate 16,000 lumens.

150W PIONEER LED FLOODLIGHTS – OFFICER SIDE

One (1) Whelen Pioneer model # PFP2 light shall be installed forward on the officer side compartment top of the body using the **Whelen # PBA206U** bail mounted bracket. **The light will be centered over the officer front body compartment door.**

The lamp head shall have two (2) white LED modules and shall draw 13 amps and generate 16,000 lumens.

REAR OF BODY LIGHT SWITCHING - CAB

A switch shall be provided in the cab warning light switch console to turn the rear of body lights on and off.

CAB SWITCHING

A total of six (6) switches will be provided in the cab on the driver side per layouts:

Driver Scene light
Officer Scene Light
DS Rear Flood
OS Rear Flood

CAB SWITCHING CONT'D

Rear of cab light
Ground lights

A total of five (5) switches will be provided in the cab on the officer side per layouts:

Driver Scene light
Officer Scene Light
DS Rear Flood
OS Rear Flood
Rear of cab light

OFFICER SIDE OF BODY LIGHT SWITCHING - CAB

A switch shall be provided in the cab warning light switch console to turn the officer side of body lights on and off.

DRIVER SIDE OF BODY LIGHT SWITCHING - CAB

A switch shall be provided in the cab warning light switch console to turn the driver side of body lights on and off.

NFPA AUDIBLE AND LIGHTING WARNING PACKAGE

The following warning light package shall include all of the minimum warning light and actuation requirements for the current revision of the NFPA 1901 Fire Apparatus Standard. The lighting as specified shall meet the requirements for both "Clearing Right of Way" and "Blocking Right of Way" which includes disabling all white warning lights when the apparatus is in "Blocking Right of Way" mode.

LIGHT PACKAGE ACTUATION CONTROLS

The entire warning light package shall be actuated with a single warning light switch located on the cab switch panel. The wiring for the warning light package shall engage all of the lights required for "Clearing Right of Way" mode when the vehicle parking brake is not engaged. An automatic control system shall be provided to switch the warning lights to the "Blocking Right of Way" mode when the vehicle parking brake is engaged.

WARNING LIGHT FLASH PATTERN

All of the perimeter warning lights shall be set to a default NFPA compliant flash pattern as provided by the light manufacturer.

WARNING LIGHT SYNCHRONIZATION

The perimeter warning lights shall be synchronized so the lights shall flash in a consistent alternating pattern.

The following lights shall be synchronized: **The rear upper auxiliary amber warning lights and lower, Zone "C" lights will flash in an "X" pattern.**

UPPER LEVEL LIGHTING - WHELEN **NFPA ZONE A, UPPER**

A Whelen # FN72QLED "Edge Freedom", 72" cab roof warning light bar shall be furnished and rigidly mounted on top of the cab roof.

The light bar shall be equipped with the following:

NEPA ZONE A, UPPER CONT'D

- Clear Lenses
- Two Front Corner Red Linear LED's
- Three Red Forward Facing Linear LED's
- Two White Forward Facing Linear LED's
- Two Red End Linear LED's.

If equipped, the forward facing white lights shall be automatically disabled for the "Blocking Right of Way" mode.

Light bar approval before ordering

The Freedom light bar shall be equipped with # FXALF1D led alley lights.

NOTE: The light bar alley lights will be controlled by the same switches that control the 45-degree HiViz lights mounted on the cab roof.

The Freedom light bar shall be equipped with a # 795H Low Profile LED Opticom emitter. The Opticom emitter shall be disabled automatically for the "Blocking Right of Way" mode.

NEPA ZONE C, UPPER

Two (2) Whelen L31H*FN super LED beacon lights shall be mounted one (1) each side at the rear of the body.

Officers side will be red and drivers side will be amber.

“Zone C” upper warning lights will be body mounted with a two sided glare shield to prevent light shining forward into the cab mirrors. The driver side light will be amber in color and the officer side will be red in color.

NEPA ZONES B & D REAR, UPPER

The lighting requirement for this area is covered by the lights noted in Zone "C" - Upper.

NEPA ZONES B & D FRONT, UPPER

The lighting requirement for this area is covered by the lights noted in Zone "A" - Upper.

LOWER LEVEL LIGHTING - WHELEN

NEPA ZONE A, LOWER

Two (2) Whelen 60*02F*R 600 super LED light heads shall be provided and installed one (1) each side.

Each light head shall be equipped with red LEDs and a colored lens.

The lights shall be installed with a chrome plated mounting flange.

The lower Zone A warning lights shall be mounted in the custom chassis headlight bezels.

NEPA ZONE C, LOWER

Two (2) Whelen 60*02F*R 600 super LED light heads shall be provided and installed one (1) each side directly **ABOVE** the DOT stop, tail, turn and backup lights.

NEPA ZONE C, LOWER CONT'D

Each light head shall be equipped with red LEDs and a colored lens.

The lights shall be installed with a chrome plated mounting flange.

NFPA ZONES B & D FRONT, LOWER

Two (2) Whelen 60*02F*R 600 super LED light heads shall be provided and installed one (1) each side.

Each light head shall be equipped with red LEDs and a colored lens.

The lights shall be installed with a chrome plated mounting flange.

The lower Zone B & D warning lights shall be mounted on the sides of the custom chassis front bumper.

NFPA ZONES B & D MIDSHIP, LOWER

Two (2) Whelen 60*02F*R 600 super LED light heads shall be provided and installed one (1) each side.

Each light head shall be equipped with red LEDs and a colored lens.

The lights shall be installed with a chrome plated mounting flange.

Zone B/D" mid-ship warning light will be located rearward of the battery access doors in the driver and officer side rear step riser.

NFPA ZONES B & D REAR, LOWER

Two (2) Whelen 60*02F*R 600 super LED light heads shall be provided and installed one (1) each side.

Each light head shall be equipped with red LEDs and a colored lens.

The lights shall be installed with a chrome plated mounting flange.

WARNING LIGHT SYSTEM CERTIFICATION

The warning light system(s) specified above shall not exceed a combined total amperage draw of 45 AMPS with all lights activated in either the "Clearing Right of Way" or the "Blocking Right of Way" mode.

The warning light system(s) shall be certified by the light system manufacturer(s), to meet all of the requirements in the current revision of the NFPA 1901 Fire Apparatus Standard as noted in the General Requirements section of these specifications. The NFPA required "Certificate of Compliance" shall be provided with the completed apparatus.

Any large truck as defined by NFPA shall have the lower zone warning lights mounted no higher than 62" to the optical center of the warning light from ground level.

ALTERNATING FLASHING HEADLIGHT SYSTEM

An alternating flashing wig-wag system, wired to the apparatus headlights, shall be installed. The wig-wag system shall be individually switched at the master light console. The alternating flashing system shall be automatically disabled during the "Blocking Right of Way" mode.

AUXILIARY WARNING LIGHTS

Two (2) surface mounted Whelen 60*02F*R super LED light heads shall be mounted on the upper rear outer corners of the body.

Each light head shall be equipped with **AMBER** LED's and a colored lens.

The lights shall be installed with a chrome plated mounting flange.

Auxiliary amber warning lights on the upper rear of the body will be required to flash in "X-pattern" with the red lower "Zone C" warning lights. This will require the addition of Whelen ULF-44 Flasher.

The lights specified above shall be provided in addition to the NFPA required Optical Warning Light Package and shall be switched independently from the light package. Additionally, wiring for the independently switched lights specified, shall be run through the Load Management System to ensure that the electrical system is not overloaded by the additional amperage draw requirements.

******* AUDIBLE WARNING EQUIPMENT ******* **ELECTRIC HORN**

A single electric horn activated by the steering wheel horn button shall be furnished.

A two (2) position rocker switch shall be installed on the cab dash to activate from the steering wheel horn button one of the following: DOT horn and air horn.

BACK-UP ALARM

A Preco # 1040, self-adjusting 87 thru 112dBA back-up alarm, shall be provided and installed at the rear of the apparatus under the tailboard. The back-up alarm shall activate and automatically adjust to ambient noise levels when the transmission is placed in reverse gear and the ignition is "on".

AIR HORNS

Two (2) **GROVER** chrome plated air horns shall be at the front of the vehicle. The air horns shall be mounted in full compliance with NFPA-1901. The supply lines shall be dual 1/4" lines with equal distance from each horn.

Both air horns shall be recessed in the front bumper.

The air horns will be mounted to minimize the distance from the officer side frame rail. This will allow for traffic cone storage through the gravel shield.

The air horn(s) shall be controlled by a push button located on the dash, on the officer's side and the steering horn button for the driver. An air horn/ electric DOT horn selector switch shall be furnished on the dash for the drivers steering horn button.

ELECTRONIC SIREN

A Federal EQ2B electronic siren amplifier/DSP with a digital output controller shall be mounted in the cab. The EQ2B siren not only recreates the traditional "Q" siren sound but it also able to Q-Wail, Yelp, Priority, Air Horn, PA, and radio rebroadcast. The siren power shall be actuated with the warning light master switch. **A microphone will also be provided with the e-Q2B**

Two (2) floor mounted foot switches shall be provided, one (1) for the officer and one (1) for the driver. A siren brake button shall be provided near the driver's position.

ELECTRONIC SIREN CONT'D

A second push button siren brake switch shall be provided on the cab dash near the officers seating position.

One (1) Federal, model # BP200-EF siren speaker shall be provided, recessed in the front bumper and wired to the electronic siren.

FIRECOM MODEL #5100D DIGITAL INTERCOM SYSTEM

A Firecom model # 5100D digital intercom system shall be provided in the front of the cab. The system shall be capable of interfacing with a two-way radio system (note: an authorized two-way radio installer shall be responsible for interfacing the intercom system with the two-way radio).

The Firecom shall have the following features:

- Single radio monitor and transmit selector switch
- Touch-pad adjustable volume and squelch
- Advanced digital signal processing noise-reduction
- Single auxiliary input/output connection
- Nominal 12v power supply
- Six (6) jacks for wired headset connections; expandable up to twelve (12) daisy-chained wired headsets

The intercom system shall include:

DRIVERS AND OFFICERS HEADSETS FOR FIRECOM SYSTEM

Two (2) UH-51 single-plug under helmet radio transmit headsets shall be furnished for the driver and officer seating locations in the cab. The headsets shall have adjustable volume, noise-canceling electric microphone, adjustable head strap, and a flex-style boom which rotates for left or right dress. The sets shall also have ComLeather ear seals.

Two (2) HM-10 plug in modules shall be furnished at the drivers and officers locations in the forward area of the cab.

Two (2) 108-0678-00 yellow, NFPA compliant, rubber coated steel headset hanger hooks shall be furnished in the front section of the cab to hold the driver and officer intercom headsets while not in use.

FIRECOM REMOTE HEAD

A 5100DRH remote head shall be surface mounted in the cab as directed by the fire department. The remote head shall have the same controls as the master base station.

RADIO INTERFACE CABLE

One (1) radio interface cable, model # 110-5101-30 and one (1) extension cable model # 108-0086-00 shall be provided and installed from the firecom base unit to the area of where the mobile radio base station shall be mounted. The end of the cable that connects to the mobile radio shall be un-terminated and shall be the responsibility of the radio installer to provide and install the correct adapter to connect the cable to the mobile radio.

REAR JUMPSEAT HEADSETS

Two (2) UH-51 single-plug under helmet intercom/radio transmit headsets shall be furnished for two (2) rear jump seat locations. The intercom headsets shall have adjustable volume, noise-canceling electric microphone, adjustable head strap, and a flex-style boom which rotates for left or right dress. The sets shall also have comfortable ComLeather ear seals.

REAR JUMPSEAT HEADSETS CONT'D

Two (2) HM-10 plug in modules shall be furnished in the rear crew area of the cab at the jump seat locations to accommodate the intercom headsets.

Two (2) 108-0678-00yellow, NFPA compliant, rubber coated steel headset hanger hooks shall be furnished to hold the intercom headsets while not in use.

****** PUMP AND PLUMBING ******

PUMP

- **WATEROUS CS-C20**
- **1250 G.P.M.**
- **SINGLE STAGE**

The pump shall be of single stage construction and shall comply with all applicable requirements of the latest standards for fire apparatus of the National Fire Protection Association, NFPA-1901 and shall have a rated capacity of 1250 gallons per minute.

The pump must deliver the percentage of rated capacity at the pressure listed below:

- 100% of rated capacity at 150 P.S.I. net pump pressure
- 100% of rated capacity at 165 P.S.I. net pump pressure
- 70% of rated capacity at 200 P.S.I. net pump pressure
- 50% of rated capacity at 250 P.S.I. net pump pressure

The pump shall be free from objectionable pulsation and vibration under all normal operating conditions.

PUMP CONSTRUCTION

The pump body shall be close-grained gray iron and must be horizontally split in two sections for easy removal of the impeller shaft assembly, and designed for complete servicing from the bottom of the truck without disturbing setting of the pump in the chassis or apparatus piping which is connected to the pump. Pump body halves shall be bolted together on a single horizontal face to minimize chance of leakage and facilitate reassemble.

Discharge manifold shall be cast as an integral part of the pump body assembly and shall provide at least three full 3-1/2 inch openings for ultimate flexibility in providing various discharge outlets for maximum efficiency, and shall be located as follows: one outlet on the right side of the pump body, one outlet on the left side of the pump body, and one outlet on top of the pump discharge manifold.

IMPELLER SHAFT

The Impeller shaft shall be heat-treated stainless steel, ground at all critical areas, and polished under the packing. An exclusive two-piece impeller shaft shall allow separation of the transmission from the pump without disassembling either component. This simplifies repair procedures, resulting in less down time.

BEARINGS

Three deep-groove, anti-friction ball bearings shall be located outside the pumping chamber, which shall give support and proper alignment to the impeller shaft assembly. The bearings shall be oil or grease lubricated, completely separated from the water being pumped, and shall be protected by seal housings, finger rings and oil seals.

MECHANICAL PUMP SEALS

Stuffing boxes shall be integral with the pump body and be equipped with self-adjusting, maintenance free mechanical shaft seals.

PUMP IMPELLER

The impeller shall be bronze, accurately balanced (mechanically and hydraulically), of mixed flow design with reverse flow labyrinth-type wear rings that resist water bypass and loss of efficiency due to wear.

Wear rings shall be bronze, and shall be easily replaceable to restore original pump efficiency and eliminate the need for replacing the entire pump casing due to wear.

PUMP TRANSMISSION

The pump transmission shall be all aluminum "C20" model, rigidly attached to the pump body assembly and be of latest design incorporating a high strength involute tooth-form Hy-Vo chain drive. The driven sprockets shall be capable of operating at high speeds to provide smooth, quiet transfer of power. The shift engagement shall be accomplished by a free-sliding collar and shall incorporate an internal locking mechanism to insure that the collar shall be maintained in ROAD or PUMP position.

PUMP RATIO

The pump ratio shall be selected by the apparatus manufacturer to give maximum performance with the engine and transmission selected.

The manufacturer shall supply at time of delivery copies of the pump manufacturer's certification of hydrostatic testing, the engine manufacturer's current certified brake horsepower curve.

PUMP SHIFT

The pump shift shall be pneumatically operated and shall incorporate a standard automotive air valve shifting mechanism for ease of maintenance and parts availability.

The pump shift shall be mounted in the cab and identified as PUMP SHIFT, and include shift instructions permanently inscribed on the pump shift switch plate. The in cab control shall include a detent lock to prevent accidental shifting.

EMERGENCY PUMP SHIFT

An emergency manual pump shift control shall be furnished on the left side pump panel which may be utilized if the air shift control does not operate.

A transmission, manual lock-up switch shall be furnished in the cab to ensure positive lock-up of the transmission.

PUMP SHIFT INDICATORS LIGHT

The pump shift assembly shall incorporate an indicating light system which shall warn the operator if the shift to PUMP has not been completed and indicate when it has been completed. The switch that activates the lights must be mounted on the pump transmission and positioned so that the pump shift arm activates the switch only when the shift arm has completed its full travel into PUMP position.

TRANSMISSION LOCK

The automatic transmission furnished in the chassis shall have a lock-up assembly which brings the transmission to direct drive and prevents the transmission from shifting gears while in the pumping mode.

BRAKING SYSTEM

A positive braking system shall be provided to prevent vehicle movement during pumping operations. The air brakes furnished must satisfy this requirement.

MAIN PUMP MOUNTS

Extra heavy duty pump mounting brackets shall be furnished. These shall be bolted to the frame rails in such a position to perfectly align the pump so that the angular velocity of the drive line joints shall be the same on each end of the drive shaft. This shall assure full capacity performance with a minimum of vibration. Mounting hardware shall utilize Grade 8 bolts.

******* PRESSURE CONTROL & ACCESSORIES *******

CLASS ONE "TPG+" PRESSURE GOVERNOR

The apparatus shall be equipped with a Class1 "Total Pressure Governor Plus" (TPG+) that is connected to the Engine Control Module (ECM) mounted on the engine. The "TPG+" shall operate as a pressure sensor (regulating) governor (PSG) utilizing the engines J1939 data for optimal resolution and response when supported by the engine manufacturer. If J-1939 engine control is not supported, then analog remote throttle control shall be provided by the "TPG+". The "TPG+" shall function as a Master Pump Discharge and Intake Gauge.

The TPG+ shall utilize control algorithms that minimize pressure spikes during low or erratic water supply situations. The "TPG+" shall be backwards compatible to any engine that supplies J1939 RPM, Temperature and Oil Pressure information providing the ability to maintain a consistent fleet fire-fighting capability and reduce operator cross training and confusion.

The "TPG+" shall have the ability to use either a 300 PSI or a 600 PSI discharge pressure transducer and a 300 PSI intake pressure transducer. PSG system diagnostics shall be built in and accessible by technicians. Programmable presets for RPM and Pressure settings shall be easily configurable. The straightforward menu structure shall allow the "TPG+" configuration to match existing apparatus operation as closely as possible.

The "TPG+" shall also include indication of engine RPM, system voltage, engine oil pressure and engine /transmission temperature with audible alarm output for all. The "TPG+" uses the J1939 data bus for engine information, requiring no additional sensors to be installed. The TPG+ shall monitor and display pump and engine hours. The "TPG +" shall use J1939 broadcast warnings for the alarm as a standard and allow the "user" to select warning values if "SOPs" dictate.

The pressure governor, monitoring and master pressure display shall be programmed to interface with a specific engine.

INTAKE RELIEF VALVE

A Waterous pilot operated intake relief valve shall be provided by the pump manufacture. The pilot valve shall be mounted in a position specified by the purchaser, and allow adjustment from 50 psi to 250 psi. The pilot operated intake relief valve shall allow full opening of the relief valve with a very small rise in intake pressure above the set pressure.

PUMP CERTIFICATION

The pump shall be third party performance tested to meet the requirements of NFPA-1901. To ensure top quality and integrity, the test company shall be Underwriters Laboratories (UL).

PRIMING PUMP

The priming pump shall be a 12-volt Waterous model VPO Oil-Less, positive displacement vane type, electrically driven. One priming control shall open the priming valve and start the priming motor. The primer shall be capable of priming without the use of primer oil. The primer shall be connected to the power source with a 300 amp fusible link.

A Vacuum Activated Priming valve - VAP, consists of a stainless steel valve stem, spring and pressure disk in a plastic valve body. A rubber disk forms the seat for the valve stem and also forms a seal between the priming valve inlet and the pump body. A rubber diaphragm forms a seal which allows the valve to open and close while isolating the interior of the priming valve from atmospheric pressure.

MASTER DRAIN VALVE

A rotary type, 12 port master drain valve shall be provided and controlled at the lower portion of the side pump panel. The valve shall be located in pump compartment lower than the main body and connected in such a manner as to allow complete water drainage of the pump body and all required accessories. Water shall be drained below the apparatus body and away from the pump operator.

INDIVIDUAL BLEEDERS AND DRAINS

All lines shall drain through the master drain valve or shall be equipped with individual drain valves, easily accessible and labeled.

One (1) individual "Innovative Control" lift up drain valve shall be furnished for each 1-1/2" or larger discharge port and each 2-1/2" gated auxiliary suction.

Drain/bleeder valves shall be located at the bottom of the side pump module panels.

All drains and bleeders shall discharge below the running boards.

Drains shall be in this order from front to back of the module:

**Driver Side Auxiliary Inlet
Driver Side Front Crosslay
Driver Side Rear Crosslay
#1 Driver Side Discharge
#2 Driver Side Discharge**

SYNFLEX SUCTION, DISCHARGE, PRESSURE AND CONTROL LINES

Small lines within the pump enclosure shall be constructed from Synflex hose. Uses include, but are not limited to such lines as priming control, gauge lines, drain lines, air control valves, pump shift, supplemental cooling, foam flush and air bleeder valves.

PUMP MODULE

The pump module shall be a self-supported structure mounted independently from the body and chassis cab. The design must allow normal frame deflection without imposing stress on the pump module structure or side running boards. The pump module shall be securely mounted to the chassis frame rails.

PUMP MODULE CONT'D

The pump module shall be a welded frame work utilizing structural steel components properly braced to withstand the rigors of chassis frame flex.

DUNNAGE AREA

A dunnage area shall be provided above the pump enclosure for equipment mounting and storage. This area shall be furnished with a removable 3/16" aluminum tread plate floor and shall be enclosed on the sides.

The forward surface of the dunnage area will be provided with a brushed aluminum overlay.

An aluminum angle will be installed across the rearward edge of the dunnage area to act as a stiffener and to provide a shield for the lights.

******* PUMP SUCTIONS & AUXILIARY INLETS *******

SUCTION INLETS

Two (2) 6" N.S.T. suction inlets shall be provided, one on the driver side pump panel and one on the officer side pump panel. A removable strainer shall be installed on each inlet.

PUMP SUCTION ENDS

The main pump suction inlets shall be furnished with a short suction end, terminating with only the suction threads protruding through the side panel to minimize the distance an exterior appliance protrudes beyond the pump panel.

A 6" NST chrome plated long handle pressure vented cap shall be installed on each main inlet of the pump.

REAR SUCTION

A 5" N.S.T. rear suction inlet shall be provided at the rear of the vehicle, plumbed from the pump.

The rear suction inlet shall terminate on the rear body panel on the driver side of the body.

The rear suction pipe shall be equipped with a chrome 5" NSTM thread adapter.

The rear inlet shall be plumbed utilizing 5", schedule 10 stainless steel piping, 45 degree elbows and a limited number of 90 degree sweep elbows in an assembly from the pump to the rear of the vehicle.

A minimum of two (2) grooved pipe couplings shall be furnished in this assembly to allow for flex and serviceability.

Rear suction piping will extend past the rear body sheet, the 30 degree droop adapter will not extend past the rear body grab rails.

The rear suction plumbing shall be fitted with a Waterous "Monarch" valve, on the rear suction inlet. The valve shall be in the pump enclosure area with a manual override located directly on the valve actuator. The valve body and all related components that are in contact with water shall be manufactured of fine grained, corrosion resistant bronze.

The valve shall be electrically operated by a toggle switch control, mounted on the operator's panel. The electric control shall incorporate a placard with status lights to indicate whether the valve is in the closed, open or throttled position.

REAR SUCTION CONT'D

The valve housing shall incorporate a pressure relief valve, set at the pump manufacturer's facility to a rating of 125 PSI. The pressure relief valve shall provide protection for the suction hose even with the valve in the closed position. The valve shall incorporate an NFPA compliant, large diameter hose air bleeder valve, controlled at the operator's panel.

Manual over ride for the driver side rear suction valve will not be provided on the driver side pump panel.

The rear suction cap provided as standard equipment shall be deleted.

A 5" NST x 5" Storz Kochek SKE-R 30-degree adapter and cap shall be provided for the specified rear suction.

AUXILIARY SIDE SUCTION(S)

One (1) 2-1/2" auxiliary suction shall be provided at the driver side pump panel, to the front of the main inlet. The 2-1/2" auxiliary suction shall terminate with a removable strainer, chrome plated 2-1/2" NST female swivel with a chrome plated plug and retaining chain.

An Akron Brass 2 1/2" Generation II Swing-Out™ Valve shall be provided for the driver's side front auxiliary suction. The valve shall have an all brass body with flow optimizing stainless steel ball and dual polymer seats.

A 1/4 turn swing control handle shall be provided on the driver side front auxiliary suction valve.

One (1) 2-1/2" auxiliary suction shall be provided at the officer side pump panel, to the front of the main inlet. The 2-1/2" auxiliary suction shall terminate with a removable strainer, chrome plated 2-1/2" NST female swivel with a chrome plated plug and retaining chain.

An Akron Brass 2 1/2" Generation II Swing-Out™ Valve shall be provided for the officer's side front auxiliary suction. The valve shall have an all brass body with flow optimizing stainless steel ball and dual polymer seats.

A 1/4 turn swing control handle shall be provided on the officer side front auxiliary suction valve.

All side gated inlet valves shall be recess mounted behind the side pump panels or body panels.

TANK TO PUMP

One (1) 4" tank to pump line shall be piped through the front bulkhead of the tank with a 90 degree elbow down into the tank sump. This line shall be plumbed directly into the rear of the pump suction manifold for maximum efficiency.

A check valve shall be provided to prevent accidental pressurization of the water tank through the pump connection. Connection from the valve to the tank shall be made by using a non-collapsible flexible rubber hose.

***** Tank to pump and tank refill "Victaulic" nuts to be located at serviceable location.*****

A 3 1/2" Waterous full flow ball valve shall be provided between the pump suction manifold and the water tank.

A push/pull control handle shall be located on the operator's panel with function plate.

TANK FILL

One (1) 2" gated full flow pump to tank refill line controlled at the pump panel shall be provided. A deflector shield inside the tank shall be furnished. Tank fill plumbing shall utilize 2" high pressure hose for tank connection to accommodate flexing between components.

TANK FILL CONT'D

An Akron Brass 2" Generation II Swing-Out™ Valve shall be provided between the pump discharge manifold and the water tank. The valve shall have an all brass body with flow optimizing stainless steel ball and dual polymer seats.

A push/pull control handle shall be located on the operator's panel with function plate.

******* DISCHARGES & ACCESSORIES - SIDE MOUNT *******

DRIVER'S SIDE MAIN DISCHARGE #1

A discharge shall be provided and located at the driver's side pump panel. The driver's side discharges # 1 shall terminate with NST threads, through the left panel above the main pump intake.

The main pump discharge shall be plumbed directly from the pump discharge manifold utilizing direct connect discharge valve flanges.

A 2 1/2" Waterous full flow, ball valve shall be provided for the driver's side # 1 discharge.

The discharge valve shall be equipped with a straight 2 1/2" NST adapter that shall be equipped with a 2 1/2" NST, 30-degree, chrome plated elbow.

A 2 1/2 " NST chrome plated pressure vented cap shall be installed on driver's side #1 discharge.

The driver's side # 1 discharge valve shall be controlled by a rack and sector with push/pull handle located on the operator's panel.

The driver's side # 1 discharge shall be equipped with a Class One Sub-Z II, 2 ½" diameter interlube filled pressure gauge with pulse and vibration dampening. To prevent internal freezing, the stem and Bourdon tube shall be filled with low temperature oil and be sealed from the water system using an isolating diaphragm located in the stem. A bright metal bezel shall be supplied for resistance to corrosion and to protect the lens and case from damage. The gauge face shall be white with black numerals.

DRIVER'S SIDE MAIN DISCHARGE #2

A discharge shall be provided and located at the driver's side pump panel. The driver's side discharges # 2 shall terminate with NST threads, through the left panel above the main pump intake.

The main pump discharge shall be plumbed directly from the pump discharge manifold utilizing direct connect discharge valve flanges.

A 2 1/2" Waterous full flow, ball valve shall be provided for the driver's side # 2 discharge.

The discharge valve shall be equipped with a straight 2 1/2" NST adapter that shall be equipped with a 2 1/2" NST, 30-degree, chrome plated elbow.

A 2 1/2" NST chrome plated pressure vented cap shall be installed on driver's side # 2 discharge.

The driver's side # 2 discharge valve shall be controlled by a rack and sector with push/pull handle located on the operator's panel.

DRIVER'S SIDE MAIN DISCHARGE #2 CONT'D

The driver's side # 2 discharge shall be equipped with a Class One Sub-Z II, 2 ½" diameter interlube filled pressure gauge with pulse and vibration dampening. To prevent internal freezing, the stem and Bourdon tube shall be filled with low temperature oil and be sealed from the water system using an isolating diaphragm located in the stem. A bright metal bezel shall be supplied for resistance to corrosion and to protect the lens and case from damage. The gauge face shall be white with black numerals.

OFFICER'S SIDE MAIN DISCHARGE #1

A discharge shall be provided and located at the officer's side pump panel. The officer's side discharges #1 shall terminate with NST threads, through the officer's side panel above the main pump intake.

The main pump discharge shall be plumbed directly from the pump discharge manifold utilizing direct connect discharge valve flanges.

A 2 1/2" Waterous full flow, ball valve shall be provided for the officer's side # 1 discharge.

The discharge valve shall be equipped with a straight 2 1/2" NST adapter that shall be equipped with a 2 1/2" NST, 30-degree, chrome plated elbow.

A 2 1/2" NST chrome plated pressure vented cap shall be installed on officer's side # 1 discharge.

The officer's side # 1 discharge valve shall be controlled by a rack and sector with push/pull handle located on the operator's panel.

The officer's side # 1 discharge shall be equipped with a Class One Sub-Z II, 2 ½" diameter interlube filled pressure gauge with pulse and vibration dampening. To prevent internal freezing, the stem and Bourdon tube shall be filled with low temperature oil and be sealed from the water system using an isolating diaphragm located in the stem. A bright metal bezel shall be supplied for resistance to corrosion and to protect the lens and case from damage. The gauge face shall be white with black numerals.

OFFICER'S SIDE MAIN DISCHARGE #2

A discharge shall be provided and located at the officer's side pump panel. The officer's side discharges #2 shall terminate with NST threads, through the officer's side panel above the main pump intake.

The main pump discharge shall be plumbed directly from the pump discharge manifold utilizing direct connect discharge valve flanges.

An Akron Brass 3" Generation II Swing-Out™ Valve shall be provided for the officer's side #2 discharge. The valve shall have an all brass body with flow optimizing stainless steel ball and dual polymer seats.

The discharge valve shall be equipped with a straight 4" NST adapter.

The officer's side #2 discharge cap provided as standard equipment shall be deleted.

A 4" NSTF X 5" Storz Kochek SKE-R 30° adapter with cap shall be provided on the officer's side #2 discharge.

The officer's side #2 discharge valve shall be controlled by a push/pull handle located on the operator's panel.

OFFICER'S SIDE MAIN DISCHARGE #2 CONT'D

The officer's side #2 discharge shall be equipped with a Class One Sub-Z II, 2 ½" diameter interlube filled pressure gauge with pulse and vibration dampening. To prevent internal freezing, the stem and Bourdon tube shall be filled with low temperature oil and be sealed from the water system using an isolating diaphragm located in the stem. A bright metal bezel shall be supplied for resistance to corrosion and to protect the lens and case from damage. The gauge face shall be white with black numerals.

DRIVER SIDE REAR DISCHARGE - INBOARD 2 1/2"

A 2 1/2" NST rear discharge shall be provided at the rear of the vehicle, plumbed from the pump inboard of the driver side rear outboard 1 1/2".

The rear 2 1/2" discharge shall terminate on the rear body panel, on the driver side of the body, **inboard of the 1-1/2" discharge**.

The driver side rear inboard 2 1/2" discharge pipe shall be equipped with a chrome 2 1/2" NSTM thread adapter.

The driver side rear inboard 2 1/2" discharge shall be plumbed utilizing 2 1/2" schedule 10 stainless steel piping, 45 degree elbows and a limited number of 90 degree sweep elbows in an assembly from the pump to the rear of the vehicle.

A minimum of one (1) grooved pipe coupling shall be furnished in this assembly to allow for flex and serviceability.

An Akron Brass 2 1/2" Generation II Swing-Out™ Valve shall be provided for the driver's side rear inboard 2 1/2" discharge. The valve shall have an all brass body with flow optimizing stainless steel ball and dual polymer seats.

The driver side rear inboard 2 1/2" discharge valve shall be controlled by a push/pull handle located on the operator's panel.

One (1) 2 1/2" NST chrome plated pressure vented cap(s) shall be installed at the driver side rear inboard 2 1/2" discharge.

The driver side rear inboard 2 1/2" discharge shall be equipped with a Class One Sub-Z II, 2 ½" diameter interlube filled pressure gauge with pulse and vibration dampening. To prevent internal freezing, the stem and Bourdon tube shall be filled with low temperature oil and be sealed from the water system using an isolating diaphragm located in the stem. A bright metal bezel shall be supplied for resistance to corrosion and to protect the lens and case from damage. The gauge face shall be white with black numerals.

DRIVER'S SIDE REAR BODY DISCHARGE - OUTBOARD 1 1/2"

A 1 1/2" rear discharge shall be plumbed to the rear of the body, below the hose bed.

The rear discharge shall terminate at the rear of the body below the hose bed **outboard of 2-1/2" driver side discharge**.

The driver's side rear outboard 1 1/2" discharge pipe shall be equipped with a chrome 1 1/2" NSTM thread adapter.

The driver's side rear outboard 1 1/2" discharge shall be plumbed utilizing 2" schedule 10 stainless steel piping, 45 degree elbows and a limited number of 90 degree sweep elbows in an assembly from the pump to the rear of the vehicle.

A minimum of one (1) grooved pipe coupling shall be furnished in this assembly to allow for flex and serviceability.

DRIVER'S SIDE REAR BODY DISCHARGE - OUTBOARD 1 1/2" CONT'D

An Akron Brass 2" Generation II Swing-Out™ Valve shall be provided for the driver's side rear outboard 1 1/2" discharge. The valve shall be equipped with the Akron "Tork-Lok" feature. The valve shall have an all brass body with flow optimizing stainless steel ball and dual polymer seats. All stainless steel parts shall be 316 grade for increased resistance to corrosion. The valve shall be compatible with a slow closing device. The valve shall be quickly adjustable to one of eight handle options and require only 90° travel.

The valve shall carry a 10 year manufacturer's warranty.

The driver's side rear outboard 1 1/2" discharge valve shall be controlled by a push/pull handle located on the operator's panel.

The driver's side rear outboard 1 1/2" discharge shall be equipped with a Class One Sub-Z II, 2 1/2" diameter silicone filled pressure gauge with pulse and vibration dampening. To prevent internal freezing, the stem and Bourdon tube shall be filled with low temperature oil and be sealed from the water system using an isolating diaphragm located in the stem. A bright metal bezel shall be supplied for resistance to corrosion and to protect the lens and case from damage. The gauge face shall be white with black numerals.

DECK GUN DISCHARGE

A deck gun discharge shall be plumbed from the pump to an area on top of the vehicle. The deck gun piping shall be firmly supported and braced.

The deck gun discharge shall be located in the dunnage area above the pump module on the officer's side of the vehicle. A pedestal type, 1/4" steel plate support assembly shall be provided to stabilize deck gun plumbing below deck gun mount flange.

The deck gun shall be able to be used horizontally over the rear hose bed. Piping shall be installed securely so no movement develops when the line is charged.

The deck gun discharge pipe shall terminate with 3" NPT threads.

DECK GUN TERMINATION

An Akron Model 3405 direct mount monitor flange with an Akron 3501 direct mount cover shall be installed on the deluge riser piping. The flange shall be mounted so that the bottom of the flange is high enough to allow the installed deck gun to be used horizontally over the hose bed cover.

The deck gun shall be the tallest point on the apparatus.

The deck gun discharge shall be plumbed utilizing 3" schedule 10 stainless steel piping, 45 degree elbows and a limited number of 90 degree sweep elbows in an assembly from the pump to the deck gun location.

A minimum of one (1) grooved pipe coupling shall be furnished in this assembly to allow for flex and serviceability.

An Akron Brass 3" Generation II Swing-Out™ Valve shall be provided for the deck gun discharge. The valve shall have an all brass body with flow optimizing stainless steel ball and dual polymer seats.

A second Akron Brass 3" Generation II Swing-Out™ Valve shall be provided for the deck gun discharge, located outboard of the main valve. The valve shall have an all brass body with flow optimizing stainless steel ball and dual polymer seats. The valve will be controlled by a swing control located on the valve and controlled at the valve. **This valve will allow remote operation of the deck gun from the dunnage area once the pump panel valve has been opened.**

DECK GUN TERMINATION CONT'D

The deck gun discharge valve shall be controlled by a push/pull handle located on the operator's panel.

The deck gun discharge shall be equipped with a Class One Sub-Z II, 2 ½" diameter interlube filled pressure gauge with pulse and vibration dampening. To prevent internal freezing, the stem and Bourdon tube shall be filled with low temperature oil and be sealed from the water system using an isolating diaphragm located in the stem. A bright metal bezel shall be supplied for resistance to corrosion and to protect the lens and case from damage. The gauge face shall be white with black numerals.

AKRON MANUAL DECK GUN

An Akron model # 3416 "Apollo" deck gun shall be supplied and mounted on the deck gun discharge. **The monitor shall be equipped with a portable ground base with a 5" Storz inlet.** The monitor shall come equipped with a 3488 discharge pipe(stream shaper), stack tips and an Akron model # 5160 "AKROMATIC" 1250 GPM nozzle. The monitor shall also include the following: Pressure gauge on the monitor, carry handle for portable usage, grease fittings for maintenance, safety chains, hardened steel ground spikes and Pyrolite construction.

Akron model #2499 Quad Stacked pyrolite deluge tips shall be provided.

The tip sizes shall be 1.375", 1.50", 1.75", and 2.00".

This shall include an Akron 3488 pyrolite stream shaper

*****Deck gun package will include an Akron model# 3405 removable 18" extension pipe.*****

DECK GUN PAINT

The deck gun, pipe and flange shall be painted job color.

FRONT DISCHARGE

A 1 1/2" front #1 discharge shall be plumbed to the front bumper of the vehicle.

The front #1 discharge shall terminate on the top center of the front bumper extension gravel shield with a chrome 1 1/2" NSTM chicksan swivel adapter.

The front #1 discharge shall be plumbed utilizing 2" schedule 10 stainless steel piping and/or flexible hose, 45 degree elbows and a limited number of 90 degree sweep elbows in an assembly from the pump to the front of the vehicle.

A minimum of one (1) grooved pipe coupling shall be furnished in this assembly to allow for flex and serviceability. Automatic discharge drains shall be provided at all low points in the plumbing.

An Akron Brass 2" Generation II Swing-Out™ Valve shall be provided for the front #1 discharge. The valve shall have an all brass body with flow optimizing stainless steel ball and dual polymer seats.

The front #1 discharge valve shall be controlled by a push/pull handle located on the operator's panel.

A 1 1/2" NST chrome plated pressure vented cap shall be installed the front #1 discharge.

FRONT DISCHARGE CONT'D

The front #1 discharge shall be equipped with a Class One Sub-Z II, 2 ½" diameter interlube filled pressure gauge with pulse and vibration dampening. To prevent internal freezing, the stem and Bourdon tube shall be filled with low temperature oil and be sealed from the water system using an isolating diaphragm located in the stem. A bright metal bezel shall be supplied for resistance to corrosion and to protect the lens and case from damage. The gauge face shall be white with black numerals.

HORIZONTAL CROSSLAY

A crosslay hose bed shall be provided and plumbed from the pump in a transverse design, located above the locker compartment for quick attack deployment. The crosslay hose bed flooring shall be designed to be removable, constructed from brushed finish, perforated aluminum material.

Crosslay #2 shall be designed to have a minimum total capacity of 3.5 cubic feet as required by NFPA -1901 to accommodate a minimum of 200 feet of 1-3/4" fire hose.

Crosslay #2 hose bed shall be designed to accommodate the fire hose in a single stack configuration. The hose slot will be 4" wide.

The crosslay discharge shall terminate through the side panel above the locker compartment and below the crosslay hosebed, **one (1) on the driver's side and one (1) on the officer side**, allowing the hose to be pre-connected. The crosslay discharge pipe shall be equipped with a chrome 1 1/2" NSTM straight adapter.

The crosslay #2 discharge shall be plumbed utilizing 2" schedule 10 stainless steel piping and/or flexible hose, 45 degree elbows and a limited number of 90 degree sweep elbows in an assembly from the pump to crosslay hose bed.

A minimum of one (1) grooved pipe coupling shall be furnished in this assembly to allow for flex and serviceability.

One (1) on the driver's side and one (1) on the officer side for the REAR Crosslay hose bed.

An Akron Brass 2" Generation II Swing-Out™ Valve shall be provided for the crosslay #2 discharge. The valve shall be equipped with the Akron "Tork-Lok" feature. The valve shall have an all brass body with flow optimizing stainless steel ball and dual polymer seats. All stainless steel parts shall be 316 grade for increased resistance to corrosion. The valve shall be compatible with a slow closing device. The valve shall be quickly adjustable to one of eight handle options and require only 90° travel.

The valve shall carry a 10 year manufacturer's warranty.

One (1) on the driver's side and one (1) on the officer side for the Forward Cross lay hose bed.

The crosslay #2 discharge valve shall be controlled by a push/pull handle located on the operator's panel.

One (1) on the driver's side and one (1) on the officer side for the forward Cross lay hose bed.

HORIZONTAL CROSSLAY #2 CONT'D

A 1 1/2" NST chrome plated pressure vented cap shall be installed the #1 crosslay.

The crosslay #2 discharge shall be equipped with a Class One Sub-Z II, 2 1/2" diameter silicone filled pressure gauge with pulse and vibration dampening. To prevent internal freezing, the stem and Bourdon tube shall be filled with low temperature oil and be sealed from the water system using an isolating diaphragm located in the stem. A bright metal bezel shall be supplied for resistance to corrosion and to protect the lens and case from damage. The gauge face shall be white with black numerals.

One (1) on the driver's side and One (1) on the officer side for the forward Cross lay hose bed.

HORIZONTAL CROSSLAY #3

A crosslay hose bed shall be provided and plumbed from the pump in a transverse design, located above the pump enclosure for quick attack deployment. The crosslay hose bed flooring shall be designed to be removable, constructed from brushed finish, perforated aluminum material.

Crosslay #3 shall be designed to have a minimum total capacity of 3.5 cubic feet as required by NFPA -1901 to accommodate a minimum of 200 feet of 1-3/4" fire hose.

Crosslay #3 hose bed shall be designed to accommodate the fire hose in a single stack configuration. The hose slot will be 4" wide.

The crosslay discharge shall terminate through the side panel above the locker compartment and below the crosslay hosebed, **One (1) on the driver's side and One (1) on the officer side**, allowing the hose to be pre-connected. The crosslay discharge pipe shall be equipped with a chrome 1 1/2" NSTM straight adapter.

The crosslay #3 discharge shall be plumbed utilizing 2" schedule 10 stainless steel piping and/or flexible hose, 45 degree elbows and a limited number of 90 degree sweep elbows in an assembly from the pump to crosslay hose bed.

A minimum of one (1) grooved pipe coupling shall be furnished in this assembly to allow for flex and serviceability.

One (1) on the driver's side and One (1) on the officer side for the REAR Cross lay hose bed.

An Akron Brass 2" Generation II Swing-Out™ Valve shall be provided for the crosslaly #3 discharge. The valve shall be equipped with the Akron "Tork-Lok" feature. The valve shall have an all brass body with flow optimizing stainless steel ball and dual polymer seats. All stainless steel parts shall be 316 grade for increased resistance to corrosion. The valve shall be compatible with a slow closing devise. The valve shall be quickly adjustable to one of eight handle options and require only 90° travel.

The valve shall carry a 10 year manufacturer's warranty.

One (1) on the driver's side and One (1) on the officer side for the REAR Cross lay hose bed.

The crosslay #3 discharge valve shall be controlled by a push/pull handle located on the operator's panel.

One (1) on the driver's side and One (1) on the officer side for the REAR Cross lay hose bed.

A 1 1/2" NST chrome plated pressure vented cap shall be installed the #2 crosslay.

HORIZONTAL CROSSLAY #3 CONT'D

The crosslay #3 discharge shall be equipped with a Class One Sub-Z II, 2 ½" diameter interlube filled pressure gauge with pulse and vibration dampening. To prevent internal freezing, the stem and Bourdon tube shall be filled with low temperature oil and be sealed from the water system using an isolating diaphragm located in the stem. A bright metal bezel shall be supplied for resistance to corrosion and to protect the lens and case from damage. The gauge face shall be white with black numerals.

DEADLAY STORAGE AREA

A deadlay storage area shall be provided on the top of the pump enclosure to accommodate 200 feet of 1-3/4" hose double stacked. The hose storage area shall have a floor of perforated aluminum material and the sides shall be lined with brushed aluminum material.

Reference current apparatus design

DEADLAY STORAGE AREA

A deadlay storage area shall be provided on the top of the pump enclosure to accommodate 200 feet of 2-1/2" hose double stacked. The hose storage area shall have a floor of perforated aluminum material and the sides shall be lined with brushed aluminum material. **Reference current apparatus design**

LOWERED CROSSLAY

Three (3) hose storage areas will be provided above the locker compartment. The forward hose bed will be designed for a dead lay of 2.5" hose that will be provided with 5-1/2" of available width between the divider and front wall. Middle and rear hose storage areas will be designed to store 1-3/4" hose that will be provided with 4" of available width between dividers. Storage areas will be designed to allow for the hose to be deployed from either side and then connected to the discharge piping below. **Reference current apparatus design.**

CROSSLAY DIVIDERS

Crosslay dividers will be 3/16" aluminum and will be adjustable, using unistruct at the ends of each opening to allow adjustment in the divider settings.

PUMP ENCLOSURE HOSEBED HOSE RETENTION

A bi-folding 3/16" polished aluminum tread plate cross lay cover shall be provided. One (1) full length stainless steel hinge at the front of the cover and one (1) at the center located to rest on top of a cross lay partition for support.

Two (2) 6" grab handles shall be located on the ends of the crosslay covers, one (1) each side.

PUMP ENCLOSURE HOSEBED HOSE RETENTION

Crosslay and dead lay hose storage areas will be provided with 2" black cargo webbing with release buckles for hose retention. Webbing for the tall crosslays will cover both deadlay and crosslay chutes and will buckle at the top and bottom, utilizing plastic buckles. There will be 2 sets of four (4) buckles, 2 at the top and 2 at the bottom for crosslay and dead lay.

****** PUMP PANEL & ACCESSORIES ******

PUMP PANEL - SIDE MOUNT

The pump operator's control panel shall be located on the driver side of the apparatus. The pump enclosure side panels shall be completely removable and designed for easy access and servicing.

PUMP PANEL MATERIAL

The left side operator's panel, gauge panel, right side pump panel and right side access door shall be fabricated from 12-gauge 304L stainless steel with a #4, (150/180 grit), standard brushed finish.

Pump panel layout will be designed to match the previous units. The FD will require pump panel approval.

HINGED GAUGE PANEL

A full width, vertically hinged gauge access panel shall be provided at the operator's position. Chrome plated positive locks shall be provided along with chain holders to prevent the front of the gauge panel from coming in contact with other panels when open.

VERTICALLY HINGED, SPLIT PUMP PANEL OFFICER SIDE

The officer's side pump panel shall be split, vertically hinged, to provide complete access to the pump and plumbing on the officer side of the pump enclosure. The panels shall be equipped with stainless steel hinges and secured with push type locks to hold the panels closed. The drains located on the officer's side panel shall be fastened to the lower panel, which shall be stationary.

PANEL FASTENERS

Stainless steel machine screws and lock washers shall be used to hold these panels in position. The panels shall be easily removable to provide complete access to the pump for major service.

CAPS AND ADAPTERS SAFETY TETHER

All applicable discharge and suction caps, plugs and adapters shall be equipped with chrome plated ball chain and secured to the vehicle.

PUMP PANEL TRIM PLATES

A high polished trim plate shall be provided around each discharge port and suction inlet opening to allow accessibility to the respective valve for service and repairs.

DISCHARGE GAUGE TRIM BEZELS

Each individual discharge gauge shall be installed into a decorative chrome-plated mounting bezel that incorporates valve-identifying verbiage and color labels.

Fire Department will provide the required color coding for the corresponding discharges.

All discharge gauges will be provided with Class 1 chrome plated backer plates with color coded corners.

Fire Department Discharge color coding
DRIVER FRONT CROSSLAY – YELLOW
DRIVER REAR CROSSLAY – WHITE
PASSENGER FRONT CROSSLAY – LIME GREEN

DISCHARGE GAUGE TRIM BEZELS CONT'D

NO.3 PASSENGER SIDE DISCHARGE – ORANGE
FRONT DISCHARGE – LAVENDER
LARGE DIA. PASS. SIDE DISCHARGE – GREEN
PASSENGER REAR CROSSLAY – BEIGE
NO.1 DRIVER SIDE DISCHARGE – RED
NO.2 DRIVER SIDE DISCHARGE – BLUE
DELUGE DISCHARGE – MAGENTA
2-1/2" CONDO – BROWN
200' REAR PRE-CONNECT – SILVER

COLOR CODED IDENTIFICATION TAGS

Color coded identification tags shall be provided for all gauges, controls, connections, switches, inlets and outlets.

SPECIAL LABEL

There shall be three (3) special label/s provided. Two (2) for the rear discharges and one (1) for the pump panel. Each label shall be worded as follows:

- 200' Rear Preconnect for the 1.50" discharge
- 2 1/2" Condo for the 2.50" discharge.
- 1250 GPM SINGLE STAGE PUMP 500 GALLON TANK

PUMP OPERATOR'S PANEL LIGHT SHIELD AND STEP

The pump operator's panel shall be equipped with a light shield/step that shall be positioned to cover the lights and prevent glare. The light shield shall be fabricated from aluminum tread plate, which shall also serve as a step. The step shall be a minimum of 8" deep. (Note: On apparatus with lowered style crosslays, the light shield shall be from the back of the crosslays to the rear of the pump house).

The light shield shall be equipped with the following lights:

The forward edge will terminate rearward of the crosslay/dead lay hose storage area and will have a 30-degree angle that will not interfere with hose deployment. Provide a 1" lip below the step to prevent the light from shining directly into the operator's eyes.

- Two (2) 20" Amdor Luma Bar H2O super bright led strip lights.

One (1) light under the operator's panel light shield shall be actuated when fire pump is engaged in addition to the pump engaged light.

OFFICER SIDE PANEL LIGHTING

The officer's side pump panel and running board shall be illuminated by the following lights:

- Four (4) TecNiq Eon, 3-LED illumination lights mounted in horizontal stainless steel bezels and mounting gaskets.

The lights shall be switched with the main pump panel lights.

PUMP OPERATOR'S PANEL

Particular attention is to be given to functional arrangement of all controls. The pump operator's panel shall accommodate the following:

- Hinged gauge panel
- Water tank fill valve
- Auxiliary suction valve control
- All discharge valve controls
- Auxiliary engine cooler controls
- Water tank suction control valve
- Pump primer valve
- Engine throttle control
- Master compound vacuum gauge
- Master pressure gauge
- Individual discharge gauges
- Pump shift engaged indicator light
- Water tank water level indicator
- Engine tachometer
- Engine oil pressure gauge with audible alarm
- Engine water temperature gauge with audible alarm
- Low voltage light and audible alarm
- Pump panel light switch
- Speed counter (Underwriters)
- Pump performance plate (Underwriters)
- Pump serial No. plate
- Master pump drain valve
- Individual drains
- Voltmeter
- Air inlet/outlet at lower driver side panel
- Class One "TPG+" pressure governor control.

Pump panels will be designed as close as possible to the current units to maintain fleet consistency. Pump panel approval will be required before construction of the pump panels.

PUMP TEST PORTS

The pump panel shall be equipped with Vacuum & Pressure test plugs to allow for test equipment to monitor pump pressure and vacuum levels. Chrome plugs and labels shall be provided for the test ports.

MASTER GAUGES

One (1) 4-1/2" diameter pressure gauge (labeled: "PRESSURE") and one (1) 4-1/2" diameter compound vacuum gauge (labeled: "INTAKE") shall be provided. The master gauges shall be Class One Sub-Z II, interlube filled. The gauge faces shall be white with black numerals.

PRESSURE & COMPOUND GAUGE RANGES

All applicable pressure gauges shall have a range of 0 - 400 P.S.I., and the compound gauge shall have a range of - 30" - 0 - 400 P.S.I.

ENGINE COOLER

An auxiliary cooler or heat exchanger shall be installed in the engine compartment between the engine and the chassis radiator. The cooler shall permit the use of water from the pump for cooling the engine. The cooling shall be done without mixing engine and pump water.

TANK LEVEL GAUGE

An Innovative Controls model #3030358, Ultra-Bright LED water level monitor shall be provided on the pump operator's panel. The level gauge shall contain ten (10) high intensity LEDs on the display in a vertical pattern allowing the full, 3/4, 1/2, 1/4 and refill levels to be easily distinguished at a glance. The display shall use a two-dimensional, two-element lens to refract the light from the LEDs to provide full 180° visibility for the level indications.

The gauge shall use a pressure transducer #3030376-01 installed near the bottom of the water tank to determine the correct volume in the tank.

WATER TANK

The water tank shall have a capacity of 500 gallons, constructed from Poly material.

WATER TANK CONSTRUCTION

The Poly water tank shall be constructed of PT3 polypropylene material. This material shall be a non-corrosive stress relieved thermoplastic and UV stabilized for maximum protection. Tank shell thickness may vary depending on the application and may range from 1/2 to 1" as required. Internal baffles are generally 3/8" in thickness.

The tank shall be of a specific configuration and is so designed to be completely independent of the body and compartments. Joints and seams shall be fused using nitrogen gas as required and tested for maximum strength and integrity. The tank construction shall include PolyProSeal technology wherein a sealant shall be installed between the plastic components prior to being fusion welded. This sealing method will provide a liquid barrier offering leak protection in the event of a weld compromise. The top of the booster tank is fitted with removable lifting assembly designed to facilitate tank removal. The transverse and longitudinal swash partitions shall be manufactured of a minimum of 3/8" PT3 polypropylene. All partitions shall be equipped with vent and air holes to permit movement of air and water between compartments. The partitions shall be designed to provide maximum water flow. All swash partitions interlock with one another and are completely fused to each other as well as to the walls of the tank. All partitions and spacing shall comply with NFPA 1901. The walls shall be welded to the floor of the tank providing maximum strength as part of the tank's unique Full Floor Design. Tolerances in design allow for a maximum variation of 1/8" on all dimensions.

WATER CAPACITY CERTIFICATION

All tanks shall be tested and certified as to capacity on a calibrated and certified tilting scale. Each tank shall be weighed empty and full to provide precise fluid capacity. Each Poly-Tank's III is delivered with a Certificate of Capacity delineating the weight empty and full and the resultant capacity based on weight.

WATER TANKNOLOGY TAG

A tag shall be installed on the apparatus in a convenient location and contain pertinent information including a QR code readable by commercially available smart phones. The information contained on the tag shall include the capacity of the water and foam (s), the maximum fill and pressure rates, the serial number of the tank, the date of manufacture, the tank manufacturer, and contact information. The QR code will allow the user to connect with the tank manufacturer for additional information and assistance.

WATER TANK ISO CERTIFICATION

The tank must be designed and fabricated by a tank manufacturer that is ISO 9001:2000 certified in each of its locations. The ISO certification must be to the current standard in effect at the time of the design and fabrication of the tank.

WATER TANK LID

The tank cover shall be constructed of 1/2" thick PT3 polypropylene and UV stabilized, to incorporate a multi-piece locking design, which allows for individual removal and inspection if necessary. The tank cover(s) shall be flush or recessed 3/8" from the top of the tank and shall be fused to the tank walls and longitudinal partitions for maximum integrity. Each one of the covers shall have hold downs consisting of 2" minimum polypropylene dowels spaced a maximum of 40" apart. These dowels shall extend through the covers and will assist in keeping the covers rigid under fast filling conditions. A minimum of two lifting dowers shall accommodate the necessary lifting hardware.

WATER TANK FILL TOWER

The tank shall have a combination vent and manual fill tower. The fill tower shall be constructed of 1/2" PT3 polypropylene and shall be a minimum dimension of 8" x 8" outer perimeter. The fill tower shall be blue in color indicating that it is a water-only fill tower. The tower shall be located in the left front corner of the tank unless otherwise specified by the tank manufacturer to the purchaser. The tower shall have a 1/4" thick removable polypropylene screen and a PT3 polypropylene hinged cover. The capacity of the tank shall be engraved on the top of the fill tower lid. Inside the fill tower there shall be a combination vent/overflow pipe. The vent overflow shall be a minimum of schedule 40 polypropylene pipe with a minimum I.D. of that is designed to run through the tank, and shall be piped to discharge water behind the rear wheels as required in NFPA 1901 so as to not interfere with rear tire traction.

WATER TANK OVERFLOW AND VENT PIPE

The fill tower shall be fitted with an integral 4" I.D. schedule 40 P.V.C. combination overflow/vent pipe running from the fill tower through the tank to a 4" coupling flush mounted into the bottom of the tank to allow water to overflow behind the chassis rear axle.

NOTE: The water tank overflow piping will be extended to discharge water below the fuel tank and rear axle.

WATER TANK SUMP

The tank sump shall be a minimum of 10" wide x 10" long x 3" deep. An anti-swirl plate shall be mounted inside the sump, approximately 1" above the bottom of the sump.

WATER TANK SUMP CONNECTION

The front bulkhead of the water tank shall be fitted with one (1) tank sump connection.

WATER TANK 3" SUMP DRAIN

A 3" drain plug shall be provided.

WATER TANK FLANGES/OUTLETS - PUMPER

There shall be two (2) standard tank outlets; one for tank-to-pump suction line which shall be a minimum of 4" coupling and one for a tank fill line which shall be a minimum of a 2" NPT coupling. All tank fill couplings shall be backed with flow deflectors to break up the stream of water entering the tank.

WATER TANK MOUNTING ALL TANKS - PUMPER

The tank shall rest on the body cross members spaced a maximum of 22" apart, and shall be insulated from these cross members with a minimum of 3/8" nylon webbing or 1/2" rubber, 2-1/2" wide. The tank shall sit cradle-mounted using four (4) corner angles of 6 x 6 x 4 x 0.250 welded directly to the body cross members. The angles shall keep the tank from shifting left to right or front to rear. The tank is designed on the free-floating suspension principle and shall not require the use of hold downs. The tank shall be completely removable without disturbing or dismantling the apparatus body structure. The body or hose bed cross braces shall act as water tank retainers.

LOCKER COMPARTMENT

A locker compartment shall be provided in front of the pump enclosure, one (1) each side measuring 15" wide x 24" high x 16" deep with a door opening of 12 1/2" wide x 23" high. Each compartment shall be equipped with an access panel located on the rear wall to provide access to the area behind the locker compartment.

APPARATUS BODY DESIGN CONSTRUCTION

The body side and compartment assemblies shall be designed and assembled to provide maximum strength and durability under all operating conditions.

Special attention shall be taken to minimize corrosion on all fabricated parts and structural members of the body. All bolt-on components shall be provided with a dissimilar metals isolation barrier to prevent electric corrosion. The body design shall also incorporate removable panels to access spring hangers, rear body mounts and fuel tank sending units.

The body assembly shall be an all-welded configuration. The body shall be completely isolated from the cab and pump module structure.

Dimensions used in this specification shall be the general outer dimension taken from a typical line diagram of the apparatus. These dimensions shall not take into account items like material thickness, access panels, doors, and other installed options.

COMPARTMENT TOPS

Compartment ceilings shall be a fully welded design as part of the body construction process. Compartment designs that do not have a welded in ceiling and utilize the stepping surface overlay as the ceiling shall not be acceptable.

The top of the welded in compartment ceiling shall be overlaid with aluminum tread plate to provide an NFPA compliant stepping surface.

COMPARTMENT DRIP MOLDING

Compartment tops over all side compartments shall have a flange formed to provide protection against water runoff. For bodies with wide hosebeds or coffin compartments a secondary extruded drop molding shall be provided above the compartments.

REAR BODY PANEL

The rear body panel shall extend the full width between the body side compartments. This panel shall be full height from the rear step to the hose bed floor. No part of the rear panel shall be attached to the booster tank. The rear body panel material shall be aluminum tread plate as standard. Chevron striping is specified for the rear of the body so smooth aluminum shall be utilized.

BODY AND COMPARTMENT FABRICATION - 3/16" ALUMINUM

All compartment panels and body side sheets shall be fabricated entirely of 3/16" aluminum (5052-H32). Each side compartment assembly shall be both plug welded and stitch welded to ensure proper weld penetration on all panels while avoiding the possible warping caused by a full seam weld. The side compartments shall be welded on a fixture to ensure true body dimensions of all door openings. The side compartments and body side panels are then set into a body squaring fixture where the super structure is installed and the entire body is aligned to be completely symmetrical. The super structure is then welded to the compartment side panels and reinforcement plates are inserted which allows the compartment panels to become an integral component of the body support structure. A full seam weld shall not be used due to the applied heat which shall distort sheet metal and remove the protective coating from the perimeter of the welded area. All seams shall be caulked prior to finish paint to ensure proper compartment seal.

SUB STRUCTURE - ALUMINUM

The body sub structure shall be an all welded configuration utilizing a combination of 3" x 1-1/2" 6061-T6 thick walled structural tubing and 6061 structural channel.

This structure shall be designed to totally support the full length and width of the body and shall be welded to the body side compartments by use of reinforcement plates to incorporate the compartments into an integral part of the body weldment.

The sub structure shall be bolted to the sides of the chassis frame at four (4) points. The two (2) forward mounting points shall utilize a spring mount to help isolate the body from chassis deflection.

This design shall provide storage capacity in each side compartment for a minimum of 500 lbs of equipment, and a minimum of 1000 lbs of equipment in the rear step compartment.

FIRE BODY WIDTH

The fire body shall be 100" wide to provide the maximum amount of usable hose bed and compartment space. The side body compartments shall be 29" deep in any full depth areas, and 14" deep in any split depth areas.

BODY FENDER

The body fender shall be 64" long, this shall allow for the suspension and related components to be contained within the fender, preventing any intrusion into the body compartment storage area. Bodies with notches in the front and/or rear compartment for suspension components are not acceptable.

DRIVER SIDE - FRONT SECTION OF FENDER

A storage compartment shall be inserted into the fender to provide a storage area for **one (1) customer supplied SCBA cylinders (lower) and two (2) SCBA cylinders (upper) shelf**. The storage area shall be sized as tall and wide as possible in the fender (minimum of 14" wide x 15" tall with an angled floor by fender radius), and shall be 26" deep. The compartment shall have a non-abrasive lined cradle storage area.

This storage compartment shall provide a minimum of 2.3 cubic feet of storage space.

DRIVER SIDE - REAR SECTION OF FENDER

No storage compartment has been specified for this position.

OFFICER SIDE - FRONT SECTION OF FENDER

A storage compartment shall be inserted into the fender to provide a storage area for three (3) customer supplied SCBA cylinders (or fire extinguishers of similar size). The storage area shall be sized as tall and wide as possible in the fender (minimum of 14" wide x 15" tall with an angled floor by fender radius), and shall be 26" deep. The compartment shall have a non-abrasive lined cradle storage area for each of the three (3) devices.

This storage compartment shall provide a minimum of 2.3 cubic feet of storage space.

OFFICER SIDE - REAR SECTION OF FENDER

A storage compartment shall be inserted into the fender to provide a storage area for three (3) customer supplied SCBA cylinders (or fire extinguishers of similar size). The storage area shall be sized as tall and wide as possible in the fender (minimum of 14" wide x 15" tall with an angled floor by fender radius), and shall be 26" deep. The compartment shall have a non-abrasive lined cradle storage area for each of the three (3) devices.

This storage compartment shall provide a minimum of 2.3 cubic feet of storage space.

FENDER STORAGE DOORS

The fender storage area(s) shall be enclosed by a hinged door fabricated from the same material as the primary body construction, and painted the primary body color. The back side of the door shall have a section of Nylatron installed to protect the door surface from the items stored in the compartment. Each door shall be tied into the compartment door ajar/do not move apparatus warning system.

DRIVER SIDE BODY COMPARTMENTATION

One full height/split depth compartment shall be provided forward of the rear wheels. The compartment dimensions shall be 34" wide x 68" tall x 29" deep in the lower 30" tall area, and 14" deep in the upper 38" tall area.

Driver and officer side front body compartment doors will be reverse hinged.

One high side compartment shall be provided above the rear wheels. The compartment dimensions shall be 64" wide x 37" high x 14" deep.

One full height/split depth compartment shall be provided behind the rear wheels. The compartment dimensions shall be **49" wide** x 68" tall x 29" deep in the lower 30" tall area, and 14" deep in the upper 38" tall area.

The driver side compartments shall provide approximately 80 cubic feet of storage space.

OFFICER SIDE BODY COMPARTMENTATION

One full height/split depth compartment shall be provided forward of the rear wheels. The compartment dimensions shall be 34" wide x 68" tall x 29" deep in the lower 30" tall area, and 14" deep in the upper 38" tall area.

Driver and officer side front body compartment doors will be reverse hinged.

One high side compartment shall be provided above the rear wheels. The compartment dimensions shall be 64" wide x 37" high x 14" deep.

One full height/split depth compartment shall be provided behind the rear wheels. The compartment dimensions shall be **49" wide** x 68" tall x 29" deep in the lower 30" tall area, and 14" deep in the upper 38" tall area.

The driver side compartments shall provide approximately 80 cubic feet of storage space.

REAR STEP COMPARTMENT

An equipment storage compartment shall be provided on the rear of the body at the rear step area. The rear step compartment shall be 42" Wide x 58" High x 26" Deep.

The rear step compartment shall provide approximately 36 cubic feet of storage space.

The rear step compartment shall have full side panels which shall isolate this storage area from the side body compartments.

The rear step compartment shall be equipped with a hinged style compartment door. The door shall be a double door configuration. Doors will be provided with a smooth aluminum finish to allow for chevron striping to be provided.

RECESSED REAR STEP

The rear step shall be a total of 18" deep, with 12" recessed and 6" extended.

The recessed area of the step shall be 12" deep, recessed between the rear portion of the rear side compartments. The step shall be 42" wide in the recessed area, and 100" wide in the extended area. The step shall be fabricated from 3/16" polished aluminum tread plate, and shall be rigidly reinforced.

The recessed design of the rear step shall not affect the compartment depth.

The rear edge of the step shall be designed to accommodate the rear clearance lights, recessed for protection in the step reinforcement channel. The step shall be bolted into place with a minimum 1/2" clearance gap between the step and rear body panel.

BEAVERTAILS

The rear body beavertail area shall be furnished with a squared off appearance to maximize the available compartment area, while providing added support to the rear step support structure. The beavertail panels shall be assembled in conjunction with the rear body corner panels. This assembly shall provide a vertical mounting surface for tail lights at the rear most portion of the body and additional storage space.

The inside of the beavertails shall be furnished with brushed stainless steel overlays.

HOSE BED (72" WIDE)

The hose bed shall be located directly above the booster tank and shall be free from all sharp objects such as bolts, nuts, etc., to avoid damage to fire hose.

For added strength, the hose bed side walls shall be approximately 2" thick, this shall provide a mounting surface for devices like warning lights and scene lights. The inner hose bed side walls shall be brushed aluminum panels, which shall prevent damage to painted surfaces when deploying hose. The front wall shall be flanged inward 2" with a 1" downward return to provide additional rigidity to the front wall.

Hose bed to be a minimum of 19" deep

HOSE BED CAPACITY

The hose bed shall provide a minimum of 30 cubic feet hose to meet NFPA 1901 minimum pumper hose storage requirement. **The officer's side hose bed will be designed to hold 800' of 5" hose to be easily deployed without hitting hose bed cover.**

HOSE BED FLOORING

Flooring to be constructed from extruded aluminum and be properly spaced for ventilation. The flooring shall be smooth and free from sharp edges to avoid hose damage. The hose bed floor shall be removable to provide access to inner body framework.

HOSE BED PARTITION

Three (3) fully adjustable 1/4", aluminum hose bed partition shall be provided. Partition shall be easily adjustable by means of channels located at the front and rear of the hose bed. Partition shall be removable for access to the booster tank.

NOTE: Two (2) of the dividers shall be installed to the left side of the hose bed and shall be short to attach to the wall of the additional storage compartment.

HOSE BED FULL WIDTH DIVIDER

A cross divider shall be installed in the hose bed located approximately 37-1/2" behind the front wall of the hose bed and extending inward approximately 37-1/2". This divider shall be constructed of smooth aluminum and shall be fixed. The adjustable hose bed dividers shall be installed up to this divider with the adjustment tracking attached to the fixed divider.

HOSE BED COVER, ALUMINUM TREAD PLATE

An aluminum tread plate hose bed cover shall be mounted to the side body flanges utilizing a full length stainless steel hinge on each side. The cover shall be constructed of 3/16" aluminum tread plate with aluminum extrusion frame. The cover shall be supported by a fixed center partition which shall be 1-1/2" higher than the side body flanges to allow water runoff.

Handles shall be provided at the rear for lifting, they shall be recessed into the covers. Pneumatic shock and cables shall be provided at the front to hold open the doors. Pneumatic shocks shall have a rating of 250-lbs. Two (2) 6" grab handles shall be located on the front of the hose bed covers, one (1) each side. **Tapered plates will be installed on the underside of hose bed doors anywhere possible for hose couplers to catch. This will allow easy deployment of hose. To be discussed at pre-construction meeting.**

Switches shall be provided on each side cover, which shall be tied into the "Do Not Move Apparatus When Light Is On" warning light in the cab.

A hinged access door shall be provided over the water tank fill tower area to allow access to the fill tower when the hose bed cover is in the closed position. The access door shall be hinged to the front to help prevent the door from opening when the apparatus is in motion.

HOSEBED STORAGE HINGED COVER

A hinged cover will be installed in the aluminum hose bed cover to allow access to the storage compartment in the left front corner of the hose bed. The cover will be equipped with a latch to secure it in the closed position. A pneumatic shock door stay shall be provided.

VINYL FLAPS

Two red (2) vinyl flaps at the rear of the tread plate hose bed cover. They shall be secured to the hose bed cover with quarter turn fasteners and to the rear body with bungee cords.

Bungee cord hooks are to be located on each end. The Hypalon material shall be red in color.

COMPARTMENT DOORS

The compartment doors shall be flush type with the outer skin fabricated from 3/16" (5052 H32) aluminum. The door skin shall have a formed flange on one (1) side used as a hinge mounting flange. The door skin shall have reinforcing channels welded internally which accommodate the inner door pan mounting.

The 2" thick compartment doors shall reduce the overall specified compartment depth by 2".

All horizontally hinged doors shall be 1" thick to provide additional compartment storage area. The 1" thick horizontally hinged doors shall reduce the overall specified compartment depth by 1-1/4".

Rubber bumpers shall be installed on the L-1, L-3, R-1 and R-3 doors where they line up with the L-2 and R-2 doors when in the open position. These are to keep the full height, vertically hinged doors from making paint to paint contact with the horizontally hinged lift up doors.

Each inner pan shall be constructed from 1/8" aluminum material, which shall be provided with a brushed finish. The brushed finish shall allow the fire department to remove scratches from the inner door pan with sand paper or scuff pad. Each inner door pan shall be fastened to the door frame channels to provide a smooth, snag-free inner door surface. The inner door pan on the running board compartments shall enclose the latch and reinforcements completely. The pan shall be easily removable to access the enclosed latch mechanism.

COMPARTMENT DOOR HINGES

Hinges shall be full length polished stainless steel piano type. The hinges shall be mounted with stainless steel hardware.

COMPARTMENT DOOR SEALS

Enclosed body compartment doors shall be equipped with a closed cell gasket. The gasket material shall be EPDM to provide a gasket resistant to weather, temperature extremes, and aging.

COMPARTMENT DOOR LATCHES – ROTARY WITH D-RINGS

Externally latched body doors shall be equipped with stainless steel D-ring handles.

Rotary door latches shall be provided for all full height body doors, which shall incorporate rotary latches at the top and bottom of all externally latched single or double doors. Linkages shall be provided between the actuation handle and the latch mechanisms.

The blank door of a double door configuration shall have rotary latches at the top and bottom of each door with the latch release lever accessible thru the door frame, which eliminates the need to reach inside the compartment to release the door. Linkages shall be provided between the actuation handle and the latch mechanisms.

Horizontally hinged doors shall be equipped with a single rotary door latch.

COMPARTMENT DOOR STAY ARMS

Stay arms shall be "Cleveland" double acting style, to be used on all vertically hinged storage compartment doors.

All horizontally hinged compartment doors shall be furnished with two (2) Eberhard gas shock type door stay arms.

*** Rubber bump stops will be provided on the doors to avoid contacting the over the wheel compartment door. ***

SWEEP-OUT COMPARTMENT FLOORS

Compartment floors shall be welded to the compartment walls and have a sweep out design for easy cleaning.

Compartments with hinged doors shall have the door opening flanges bend down to produce the sweep-out design.

Compartments with roll-up style doors shall have the external floor flange stepped down, 1/2" high x 2" deep, to produce a sealing surface for the roll-up doors below the compartment floor. The sweep out design shall also permit easy cleaning.

COATED FASTENERS

All exterior fasteners shall be coated stainless steel screws. Screw threads shall be coated with reusable, self-locking, sealing material to provide vibration resistance. Screw heads shall be coated with a sealing element to prevent galvanic corrosion between dissimilar metals. Non-coated screws shall only be provided as part of vendor supplied component installations.

COMPARTMENT LOUVERS

Ventilation between compartments to atmosphere shall be provided and located to avoid water entry into compartments.

ACCESS PANELS

Removable access panels shall be provided (if applicable) to access fuel tank sender, electrical junction compartment and rear body mounts.

Protective panels shall be located in the rear compartments providing access to the lights and associated wiring. The covers shall also serve as protective covers to prevent inadvertent damage to lights or wiring from tools or equipment located in the compartment.

BODY PROTECTION PANELS

The front face of the side compartments, next to the driver and officer pump panels shall be overlaid with full height aluminum tread plate protection panels. The overlays shall cover the front face of the compartments only, they shall not wrap around to the door opening.

REAR STANCHIONS - CAST ALUMINUM

Two (2) Cast Products model #LB0029-1, polished stanchion brackets with wiring protectors, shall be provided at the rear of the body for upper rear warning light mounting, one (1) each side. These brackets shall be bolted to the sides of the body to minimize rear vehicle height.

BODY RUB RAILS

Sacrificial aluminum tread plate rub rails shall be mounted at the base of the body, extend outward a minimum 3/4", downward 2" and flange inward 1". The rub rails shall extend the full length of the main body and extend to the rear step or wrap around the rear body corners. Rub rails shall be designed to bolt to the body from the bottom side of the compartment area, so as not to damage the body side panels on initial impact and to provide for ease of replacement.

RUNNING BOARD STEPS

The driver and officer running board steps shall be fabricated of 3/16" polished aluminum tread plate. The outside edge on each step shall be fabricated with a double break, return flange. The steps shall be rigidly reinforced with a heavy duty support structure. The running boards shall not form any part of the compartment design, and shall be bolted into place with a minimum 1/2" clearance gap between any panel to facilitate water runoff.

OFFICER SIDE RUNNING BOARD STORAGE WELL - FLOATING

A floating storage well, constructed of 1/8" aluminum, shall be recessed into the officer's side running board. The storage well shall measure 9" deep x 9" wide x as long as possible between the running board support members. Drain holes shall be located in the bottom corners to allow water to drain from the storage well. The front and rear bottom corners of the well shall have an angled face to help the well slide up if it strikes an object. The entire well shall be a "floating" style that can easily shift up if an object is struck. The officer's side running board hose well with hose storage areas will be provided with 2" black cargo straps with release buckles for hose retention. The straps (2) shall be attached to each side of the hose well with stainless steel footman loops.

The officer's side storage well shall be equipped with Dri-Dek material to provide drainage and ventilation of equipment in storage well.

OFFICER'S SIDE WELL - HOSE CAPACITY

The officer's side storage well shall have the desired capacity of:

- 25' of 5" LDH hose

DRIVER SIDE RUNNING BOARD STORAGE WELL - FLOATING

A floating storage well, constructed of 1/8" aluminum, shall be recessed into the driver's side running board. The storage well shall measure 9" deep x 9" wide x as long as possible between the running board support members. Drain holes shall be located in the bottom corners to allow water to drain from the storage well. The front and rear bottom corners of the well shall have an angled face to help the well slide up if it strikes an object. The entire well shall be a "floating" style that can easily shift up if an object is struck. The driver's side running board hose well shall be furnished with hose storage areas will be provided with 2" black cargo straps with release buckles for hose retention. The straps (2) shall be attached to each side of the hose well with stainless steel footman loops.

The driver's side storage well shall be equipped with Dri-Dek material to provide drainage and ventilation of equipment in storage well.

DRIVER'S SIDE WELL - HOSE CAPACITY

The driver's side storage well shall have the desired capacity of:

- 25' of 5" LDH hose

GRAB RAILS

All hand rails shall be 1-1/4" outer diameter, knurled bright anodized aluminum extrusion, designed to meet NFPA 1901 requirements.

Molded gaskets shall be installed between the handrail stanchion castings and body surfaces to prevent electrolytic reaction between dissimilar metals and to protect paint.

GRAB RAIL LOCATIONS:

Grab rails shall be provided at the following specified locations. Additional grab rails shall be provided adjacent to any additional steps specified to comply with NFPA 1901.

One (1) vertical rails shall be mounted on the rear edge of the driver side beavertail.

One (1) horizontal, full width handrail shall be installed on the rear, below the level of the hose bed.

Two (2) 18" horizontal handrails shall be provided and installed one (1) on each side at rear top of body.

Two (2) 18" hand rails shall be provided and installed at the front of the body, one (1) each side mounted vertically.

Two (2) vertical handrails shall be mounted above each pump panel, (1) each side.

AUXILIARY STEPS - REAR OF BODY

One (1) large fixed step with a minimum of 42 in² surface, conforming to NFPA requirements and made of anti-slip aluminum tread plate, shall be provided at the inside surface of the driver side rear beavertail above the rear suction inlet.

FOLDING STEP(S) - BODY FRONT DRIVER SIDE

Two (2) Austin Hardware model FS-200 CHR large folding step(s), made of high strength die cast aluminum, with a textured chrome plate finish, shall be provided on driver side body front to provide NFPA compliant access (maximum 18" height between steps) to an upper horizontal walking surface (compartment cap, dunnage area, fabricated step, or upper body compartments).

FOLDING STEP(S) - BODY FRONT OFFICER SIDE

Three (3) Austin Hardware model FS-200 CHR large folding step(s), made of high strength die cast aluminum, with a textured chrome plate finish, shall be provided on officer side body front to provide NFPA compliant access (maximum 18" height between steps) to an upper horizontal walking surface (compartment cap, dunnage area, fabricated step, or upper body compartments).

FOLDING STEP(S)- BODY REAR DRIVER SIDE

One (1) Austin Hardware model FS-200 CHR large folding step(s), made of high strength die cast aluminum, with a textured chrome plate finish, shall be provided on driver side body rear to provide NFPA compliant access (maximum 18" height between steps) to an upper horizontal walking surface (compartment cap, dunnage area, fabricated step, or upper body compartments).

FOLDING STEP(S) - BODY REAR OFFICER SIDE

Three (3) Austin Hardware model FS-200 CHR large folding steps, made of high strength die cast aluminum, with a textured chrome plate finish, shall be provided on officer side body rear to provide NFPA compliant access (maximum 18" height between steps) to an upper horizontal walking surface (compartment cap, dunnage area, fabricated step, or upper body compartments).

SAFETY SIGN(S) AT REAR STEP AND CROSS WALKWAY(S)

Safety sign(s) shall be located on the vehicle at the rear step, and at any cross walkway(s), to warn personnel that riding in or on these areas while the vehicle is in motion is prohibited.

REAR WHEEL WELL LINERS

Fully removable, one piece, bolt-in, stainless steel rear wheel well liner and fenderette will be provided. The wheel well liners will be natural metal finish and will protect the front and rear compartments and main body supports from damage. Wheel well liners and fenderettes which are welded in place or are only partially removable shall not be considered.

REAR MUD FLAPS

Heavy duty mud flaps shall be provided behind the rear wheels.

REAR TOW EYES

Two (2) painted tow eyes shall be furnished on the rear of the vehicle. The tow eyes shall be made from plate steel and shall be bolted directly to the chassis frame rails with grade 8 bolts and shall extend below the body. The tow eyes shall be smooth and free from sharp edges, and have a minimum eyelet hole of 2-1/2". The tow eyes shall be painted.

REAR TOW DEVICE

A tow bar shall be installed under the tailboard at center of truck.

Tow bar shall be fabricated of 1.00" CRS bar rolled into a 3.00" radius.

Tow bar assembly shall be constructed of .38" structural angle. When force is applied to the bar, it shall be transmitted to the frame rail.

Tow bar assembly shall be designed and positioned to allow up to a 30-degree upward angled pull of 17,000 lb., or a 20,000 lb. straight horizontal pull in line with the centerline of the vehicle.

The tow device will match the Department supplied pictures.

****** COMPARTMENT ACCESSORIES ******

ADJUSTABLE SHELVING

Compartment shelving shall be constructed of 3/16" brush finish aluminum with a 2" upward bend at front and rear, and side supports. Shelving shall be vertically adjustable with spring nuts in aluminum strut channel.

Adjustable shelves shall be located as follows:

- Two (2) in the driver side front compartment
- Three (3) in the officer side front compartment
- Three (3) in the driver side rear compartment
- Three (3) in the officer side rear compartment

ADJUSTABLE SHELVING CONT'D

One (1) in the officer side over the wheel high side compartment

One (1) in the rear compartment

500 POUND FLOOR MOUNTED ROLL OUT TRAYS

Floor mounted roll-out trays shall consist of heavy duty, roller bearing slide tracks with a load rating of 500 pounds, securely fastened to the compartment floor. The tray shall be fabricated from 3/16" brushed aluminum with a minimum 2" high flange on each of the four sides to assist in retaining the equipment stored on each tray. The slide tracks shall have a 70% extension.

The 500 pound floor mounted roll out trays shall be located as follows:

One (1) in the rear step compartment

ALUMINUM PEG BOARD TOOL BOARD

The swing out tool board will be constructed from aluminum peg board material.

It will be located in the driver side over wheel well compartment, hinged at the front.

SWING OUT TOOL BOARD

The tool boards shall be constructed of 3/16" smooth aluminum allowing mounting of equipment on the interior and exterior of the tool board. The tool boards shall be installed with a Performance Advantage Company PM-1000 Swing-Out Module Kit. Aluminum angles shall attach the hinges to Unistrut tracking to allow depth adjustments. A heavy duty thumb latch shall be provided to secure the tool boards in the closed position.

Swing out tool boards shall be located as follows:

One (1) in the driver side over the wheel high side compartment

STOKES BASKET / STRETCHER STORAGE

Backboard/scoop stretcher compartment will be located in the forward section of the dunnage area. Compartment will be approximately 10"W x 20"H x 75"L. A fixed divider will be located 6" off the front wall of the compartment. Each compartment door will be provided with D-ring handle. This compartment will be designed to be weather tight.

The doors will be wired to the compartment door open system.

The backboard storage module will have an aluminum diamond plate overlay on the front, full width, that extends from the top, down to the top of the hose bed divider.

ALUMINUM STRUT CHANNEL FOR FUTURE SHELVING

Aluminum Strut Channels shall be installed for future shelving installation in all compartments:

SHELVING Accessory

2" bolt-on lip in the officer side over the wheel compartment floor to allow for items to be stored on the compartment floor.

STOP SIGN BRACKET

Two (2) Z style brackets will be constructed from aluminum and installed on the driver side rear tailboard compartment door.

MISCELLANEOUS ITEM POCKET

One (1) mounting bracket made from 1/8" aluminum shall be installed on the inside of the L-1 door. The pocket shall measure 3-1/2" wide X 5" high and shall have a depth of 1-1/8". It shall have a 1" flange to allow mounting to the inside door panel.

The bracket shall be centered 6" from the hinge and 25-1/2" from the bottom of the inner door pan.

DRI-DEK

Dri-Dek brand floor material shall be installed on all compartment floors. The Dri-Dek shall be custom installed to provide full floor coverage.

Dri-Deking will be installed on the floor of the dunnage area.

Floor matting material shall be provided on fourteen (14) specified shelf(s) or roll-out tray(s).

The compartment flooring color shall be black.

LADDER STORAGE

The ground ladders shall be stored vertically next to the water tank, behind the side body compartments, on the officer side of the apparatus.

To secure the ground ladders, a hinged rear access door shall be provided and tied into the "Do Not Move Apparatus" warning system.

Ladders shall be stored vertical and shall be installed as follows:

Side closest to the water tank will be the 14' Roof.

Outboard will be the 24' extension with the extension portion being toward the tank side.

LADDERS

The following Duo-Safety ground ladder compliment shall be provided:

- One (1) Duo-Safety series 900-A, 24', aluminum, two (2) section extension ladder shall be provided.
- One (1) Duo-Safety series 775-A, 14', aluminum, straight roof ladder with folding hooks shall be provided.
- One (1) Duo-Safety series 585-A, 10', folding, aluminum, attic ladder shall be provided.

****** PIKE POLES AND HOLDERS ******

PIKE POLE STORAGE

Two (2) pike pole tube(s) shall be provided. Each holder shall be accessible from the rear of the apparatus. Each pike pole holder shall be labeled to indicate the pike pole length.

The pike pole tube(s) shall be mounted in the ladder storage compartment.

PIKE POLE

- A ten (10) foot fiberglass handled pike pole with mounting brackets shall be furnished.

ADDITIONAL ITEMS SUPPLIED WITH THE VEHICLE

- 1 - Pint of touch up paint for each color
- 1 -Bag of assorted stainless steel nuts and bolt.

WHEEL CHOCKS

Two (2) Zico model #SAC-44 folding wheel chocks shall be installed one (1) before and one (1) aft of the driver side rear wheel well.

****** PAINT SECTION ******

PAINT, PREPARATION AND FINISH

The apparatus body shall be painted Sikkens [#COL]. The paint process shall meet or exceed current state regulations concerning paint operations. Pollution control shall include measures to protect the atmosphere, water, and soil. Contractor shall, upon demand, provide evidence that the manufacturing facility is in compliance with State EPA rules and regulations.

The exterior shall have no mounted components prior to painting to assure full coverage of metal treatments and paint to the exterior surfaces of the body. Any vertically or horizontally hinged smooth-plate compartment doors shall be painted separately to assure proper paint coverage on body, door jambs and door edges.

Paint process shall feature Sikkens high solid LV products and be performed in the following steps:

- Corrosion Prevention - all aluminum surfaces shall be pre-treated with the Alodine 5700 conversion coating to provide superior corrosion resistance and excellent adhesion of the base coat.
- Sikkens Sealer/Primer LV - acrylic urethane sealer/primer shall be applied to guarantee excellent gloss hold-out, chip resistance and a uniform base color.
- Sikkens High Solid LVBT650 (Base coat) - a lead-free, chromate-free high solid acrylic urethane base coat shall be applied, providing excellent coverage and durability. A minimum of two (2) coats shall be applied.
- Sikkens High Solid LVBT650 (Clear coat) - high solid LV clear coat shall be applied as the final step in order to ensure full gloss and color retention and durability. A minimum of two (2) coats shall be applied.

Any location where the material is penetrated after painting, for the purpose of mounting steps, hand rails, doors, lights, or other specified components shall be treated at the point of penetration with a corrosion inhibiting pre-treatment (ECK Corrosion Control). The pre-treatment shall be applied to the aluminum sheet metal or aluminum extrusions in all locations where the aluminum has been penetrated. All hardware used in mounting steps, hand rails, doors, lights, or other specified components shall be individually treated with the corrosion inhibiting pre-treatment.

After the paint process is complete, the gloss rating of the unit shall be tested with a 20 degree gloss meter. Coating thickness shall be measured with a digital MIL gauge and the orange peel with a digital wave scan device.

BODY PRIMER & PREPARATION

All exposed welds shall be ground smooth for final finishing of areas to be painted. The compartments and doors are totally degreased and phosphatized. After final body work is completed, grinding (36 and 80 grit), and finish sanding shall be used in preparation for priming.

BODY FINISH PAINT

The body shall be finish sanded and prepared for final paint. Upon completion of final preparation, the body shall be painted utilizing the highest quality, state of the art, low V.O.C., polyurethane base paint. Finish paint shall be applied in multiple coats to ensure proper paint coverage with a high gloss finish.

The entire body shall be buffed and detailed.

BODY PAINT

The inside and underside areas of the complete body assembly shall be painted black using a Sikkens paint system, prior to the installation of the body on the chassis or torque box.

COMPARTMENT PAINT

The interior of the body compartments shall be painted with Line-X material.

The Line-X coating shall be light gray in color.

BODY PAINT

The body paint finish shall be Sikkens paint system in a single color, to match customer furnished paint codes and requirements.

PUMP / PIPING PAINT

The pump enclosure and pump/plumbing within the pump enclosure shall be painted black.

FENDER STORAGE COMPARTMENT PAINT

The interior of the fender storage compartments (if fender compartments are specified) shall be finish painted job color.

CAB PRIMER & PREPARATION

The cab primer shall be a two (2) stage process. First stage shall be a coating with a two part component, self-etching, and corrosion resistant primer to chemically bond the surface of the metal for increased adhesion. Second stage shall be multiple coats of a catalyzed, two component, polyurethane primer applied for leveling of small imperfections and top coat sealing.

CAB FINISH PAINT

The entire cab with the exception of the exposed underside shall be finish sanded and prepared for final paint. Upon completion of final preparation, the cab shall be painted utilizing the highest quality, state of the art, low V.O.C., polyurethane base paint. Finish paint shall be applied in multiple coats to ensure proper paint coverage with a high gloss finish.

CAB UNDERSIDE PAINT

The exposed areas under the cab shall be painted with a black urethane paint/primer.

The cab exterior shall be finish painted with Sikkens paint system, single color, to match purchaser's furnished paint code.

The roof mounted air conditioning condenser housing(s) shall be painted to match the cab roof color.

The entire exterior finish of the cab shall be buffed and detailed.

CAB INTERIOR PAINT

The interior metal surfaces of the cab shall be finish painted with a textured gray paint.

CHASSIS PAINT

The chassis frame rails, suspension, axles, and drivelines (with the exception of any PTO drivelines which shall be safety yellow) shall be painted black with a polyurethane base paint prior to installation of any air lines or electric systems to ensure proper serviceability.

WHEEL PAINT

The chassis wheels, (except aluminum wheels) shall be painted job color with silver trim around the perimeter. All outer wheels on the rear axle shall be job color with the inner being a color selected by the wheel manufacturer suitable for inner wheel use.

PAINT CODES - SIKKENS

The paint shall match customer furnished paint code and layout. The paint code shall be as indicated below:

- **PRIMARY PAINT COLOR**

<i>Single Color:</i>	<i>Red</i>	<i>Paint Code#</i>	<i>FLNA32046</i>
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NOTE: The above code is the cross to PPG Red - VENDOR 4217 ALT

TOUCH-UP PAINT

One (1) pint of each exterior color paint for touch-up purposes shall be supplied when the apparatus is delivered to the end user.

FINALIZATION & DETAILING

Prior to delivery, the vehicle, the interior and exterior be cleaned and detailed. The finalization process detailing shall include installation of NFPA required labels, checking fluid levels, sealing and caulking required areas of the cab and body, rust proofing, paint touch-up, etc.

RUST PROOFING

The entire unit shall be thoroughly rust proofed utilizing rustproof and sound deadening materials applied in manufacturer recommended application procedures. Rust proofing shall be applied during the assembly process and upon completion to insure proper coverage in all critical areas.

****** LETTERING AND STRIPING ******

LETTERING

Lettering shall not be provided anywhere on the apparatus.

****** NFPA REQUIRED SCOTCH-LITE STRIPING ******

SCOTCH-LITE STRIPE

A six (6) inch high "Scotch-Lite" stripe shall be provided. The stripe shall be applied on a minimum of 60 percent of each side of the unit, and 40 percent on the front of the unit. The Scotch-Lite stripe layout shall be determined by the Fire Department.

The Scotch-Lite shall be white in color.

REAR CHEVRON STRIPING

The entire rear of the truck shall be covered with alternating strips of reflective striping.

The striping shall be 6" Scotch-Lite.

The Scotch-Lite shall be Ruby Red and Yellow in color.

******* WARRANTIES & REQUIRED INFORMATION *******

VENDOR WARRANTY, STARTING ON DELIVERY DATE

Warranty coverage by VENDOR will begin on the date of delivery to the customer.

WARRANTY - VENDOR CHASSIS

The proposed vehicle includes a one (1) year new vehicle warranty, upon delivery and acceptance of the vehicle. The warranty will ensure that the vehicle has been manufactured to the proposed contract specifications and will be free from defects in material and workmanship that may appear under normal use and service within the warranty period. The warranty may be subject to different time and mileage limitations for specific components and parts. This warranty is issued to the original purchaser of the vehicle.

The warranty will not apply to tires, batteries, or other parts or components that are warranted directly by their manufacturers. The warranty will not apply to routine maintenance requirements as described in the service and operators manual. No warranty whether express, implied, statutory or otherwise including, but not limited to any warranty of merchantability or fitness for purpose will be imposed.

OVERALL UNIT AND CUSTOM CHASSIS

All components and parts of the vehicle are warranted for a period of one (1) year from unit being placed into service, unless excluded elsewhere in this warranty or described as having longer time limitations. There will be up to a two (2) month allowance for the warranty to start to allow FD to make unit ready for service.

WARRANTY - ENGINE

The proposed unit will be equipped with a Fire Service rated engine, which will come furnished with a five (5) year Engine Manufacturer's warranty. A copy of the manufacturer's warranty will be supplied to define additional details of the warranty provisions.

WARRANTY - TRANSMISSION

The proposed Allison transmission will be provided with a five (5) year warranty. A copy of the Allison transmission warranty will be supplied to the purchaser to define additional details of the warranty provisions.

WARRANTY - COOLING SYSTEM - CUSTOM CHASSIS

(VENDOR) warrants all Cooling System Equipment components used in the construction of VENDOR Fire Apparatus against defects and workmanship provided the apparatus is used in a normal and reasonable manner. This warranty is extended only to the original user-purchaser for a period of three (3) years from the date of delivery / acceptance to the original user-purchaser, whichever occurs first.

This warranty applies to both purchased and fabricated, manufacturer supplied, coolant system components, and is not provided in lieu of any Vendor provided warranties. All coolant system components provided by the engine manufacturer are covered by the engine manufacturer's warranty only.

WARRANTY - CUSTOM CHASSIS FRAME RAILS

The proposed VENDOR custom chassis frame and cross members will be warranted to the original purchaser for the life of the vehicle. A copy of VENDOR's frame rail warranty will be supplied to define additional details of the warranty provisions.

WARRANTY - STEERING UNIT

The proposed Sheppard steering gear will be warranted for a period of three (3) years from the first date of service or 150,000 miles (241,401 kilometers), whichever occurs first. The product will be free from defects in material and workmanship under normal use in applications approved in advance by Sheppard.

WARRANTY - FRONT AXLE

The Meritor axle will be provided with a two (2) year parts and labor warranty. The wheel seals, gaskets and wheel bearings will have a one (1) year warranty. A copy of Meritor's warranty will be supplied to define additional details of the warranty provisions.

WARRANTY - REAR AXLE

The Meritor axle will be provided with a two (2) year parts and labor warranty. The wheel seals, gaskets and wheel bearings will have a one (1) year warranty. A copy of Meritor's warranty will be supplied to define additional details of the warranty provisions.

WARRANTY - ABS

The Meritor ABS will be provided with a three (3) year warranty, parts and labor. A copy of Meritor's warranty will be supplied to define additional details of the warranty provisions. Vehicles that operate full or part time outside the United States and Canada will have a one (1) year, parts only warranty.

WARRANTY - CAB STRUCTURE

The proposed cab will be warranted against structural defects for a period of ten (10) years from the date of acceptance of the unit. Details of warranty coverage, limitations and exclusions are included in the specific warranty document.

WARRANTY - BODY STRUCTURE

The proposed body will be warranted against structural defects for a period of ten (10) years from the date of acceptance of the unit. Details of warranty coverage, limitations and exclusions are included in the specific warranty document.

WARRANTY - CORROSION

The proposed cab and body will be warranted against rust-through or perforation, due to corrosion from within, for a period of ten (10) years. Perforation is defined as a condition in which an actual hole occurs in a sheet metal panel due to rust or corrosion from within. Surface rust or corrosion caused by chips or scratches in the paint is not covered by this warranty.

WARRANTY - PAINT

The proposed paint finish will be warranted for a period of ten (10) years from the date of acceptance of the unit. Details of warranty coverage, limitations and exclusions are included in the specific warranty document.

WARRANTY - STAINLESS STEEL PLUMBING WARRANTY

The proposed stainless steel plumbing will be warranted for a period of ten (10) years from the date of acceptance of the unit. Details of warranty coverage, limitations and exclusions are included in the specific warranty document.

WARRANTY - REAR SUSPENSION

VENDOR hereby warrants to the original Buyer, that leaf spring products installed will be free of defects in material and workmanship for two (2) year. The "Warranty Period" commences on the date the original Buyer takes delivery of the product from the manufacturer.

WARRANTY - WATER TANK

The proposed water tank will be warranted by the water tank manufacturer for the "Lifetime" of the unit. A copy of the manufacturer's warranty will be supplied to define additional details of the warranty provisions.

WARRANTY - FIRE PUMP

Waterous warrants, to the original Buyer only, that products manufactured by Waterous will be free from defects in material and workmanship under normal use and service for a period of five (5) years from the date the product is first placed in service or five and one-half (5 1/2) years from the date of shipment by Waterous, whichever period will be the first to expire; provided the buyer notifies Waterous, in writing, of the defect in said product within the warranty period, and said product is found by Waterous to be nonconforming with the aforesaid warranty.

ATTACHMENT C

COST PROPOSAL

The undersigned proposer hereby agrees to furnish and deliver fire engines/pumpers to the City of Vancouver Fire Department. The items must meet or exceed the attached City of Vancouver specifications.

All proposals must be F.O.B. Destination, delivered to City of Vancouver, Fire Station #5, 7110 NE 63rd Street, Vancouver, Washington 98661.

Prices must be firm for 12 months from date of award. The City also reserves the right to extend this contract for up to three (3) additional years with the same terms and conditions, by serving written notice to the vendor to do so thirty (30) days prior to the bid termination.

BASE BID

Item No.	Approx. Quantity	Items with Unit Price Bid	Unit Price	Total Price
1.	4 ea.	Fire Engines/Pumpers per Technical Specifications Where Apparatus is to be built: KME Fire - Nesquehoning, PA 18240 Address of Dedicated Service Facilities: Cascade Fire and Safety 123 S Front St Yakima, WA 98901 Credit Amount Applicable per Person for Inspection Trip Not Needed \$ 1,050.00	\$ 583,897.00	\$ 2,335,588.00
Subtotal				\$ 2,335,588.00
Washington State Sales Tax 8.7%				\$ 203,196.16
Grand Total				\$ 2,538,784.16

DELIVERY CAN BE MADE IN *330 days DAYS OF THE RECEIPT OF THE ORDER (A \$500.00 per day penalty will be assessed for each day beyond 300 days, where the product is not deemed fully functioning and reliable. See page 3*)

***Delivery 330 days from signed pre construction letter received at KME facility. Stated delivery is for 1 unit per order. Each additional unit purchased at the same time will require an additional 20 days per unit for completion. Delivery timeframe is completion at KME Fire facility**

ATTACHMENT E
PERFORMANCE BOND

(NOTE: CONTRACTOR MUST USE THIS FORM, NOT A SURETY COMPANY FORM. MUST BE ACCOMPANIED BY A POWER OF ATTORNEY FOR THE SURETY'S OFFICER AUTHORIZED TO SIGN)

KNOW BY ALL MEN BY THESE PRESENTS:

We the undersigned _____ as
PRINCIPAL (hereinafter called CONTRACTOR), and _____
_____ a corporation organized and existing under and by virtue of the laws of the state of _____
_____ duly authorized to do surety business in the state of Washington
and named on the current list of approved surety companies acceptable on federal bonds and
conforming with the underwriting limitations as published in the Authorized Insurance List in
the State of Washington published by the Office of the Insurance Commissioner and which
carries an "A" rating and is of the appropriate class for the bond amount as determined by Best's
Rating System, as SURETY, hereby hold and firmly bind ourselves, our heirs, executors,
administrators, successors and assigns, jointly and severally, to pay to CITY OF VANCOUVER
as OBLIGEE (hereinafter called CITY OF VANCOUVER), the amount of _____
_____ Dollars (\$ _____) in lawful money of
the United States of America.

WHEREAS, the CONTRACTOR entered into a contract with CITY OF VANCOUVER
dated _____, 20____, which Contract is hereunto annexed and made a part
hereof, for accomplishment of the all contract terms for the project described as follows:

RFP 7-18 2018 VFD CUSTOM FIRE ENGINES/PUMPERS

NOW, THEREFORE, the condition of this obligation is such that if the CONTRACTOR
shall promptly, truly and faithfully perform all the undertakings, covenants, terms, conditions,
and agreements of the aforesaid contract and having performed its obligations thereunder, then
this obligation shall be null and void; otherwise it shall remain in full force and effect.

Whenever CONTRACTOR shall be declared by CITY OF VANCOUVER to be in
default under the Contract Documents for the project described herein, the SURETY shall
promptly remedy the default by completing the project in accordance with the Contract
Documents and the project Specifications with a contractor approved by the CITY OF
VANCOUVER. SURETY, for value received, further stipulates and agrees that all changes,
extensions of time, alterations, or additions to the terms of the Contract or Specifications for the
above described contract are within the scope of the SURETY's undertaking on this bond, and
SURETY hereby waives notice of any such change, extension of time, alteration or addition to
the terms of the contract or to the Work or to the Specifications. Any such change, extension of
time, alteration or addition to the terms of the contract or to the Work or to the Specifications
shall automatically increase the obligation of the Surety hereunder in a like amount, provided

RFP 7-18 2018 VFD CUSTOM FIRE ENGINES/PUMPERS
Performance Bond

that such increase shall not exceed twenty-five percent (25%) of the original amount of the obligation without the consent of the Surety.

This obligation shall continue to bind the PRINCIPAL and SURETY, notwithstanding successive payments made hereunder, until the full amount of the obligation is exhausted.

SURETY shall indemnify, defend, and protect the CITY OF VANCOUVER against any claim of direct or indirect loss resulting from the failure of the CONTRACTOR (or any of the employees, subcontractors, or lower tier subcontractors of the CONTRACTOR) to faithfully perform the terms of the contract.

No right of action shall accrue on this bond to or for the use of any person or corporation other than CITY OF VANCOUVER or its heirs, executors, administrators, successors or assigns.

If more than one SURETY is on this bond, each SURETY hereby agrees that it is jointly and severally liable for obligations on this bond.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this _____ day of _____, 20__.

SURETY

By:_____

Title:_____

Street Address

City State ZIP

Phone Number

CONTRACTOR

By*:_____

Title:_____

Street Address

City State ZIP

Phone Number

* Must be signed by president or vice-president of Contractor.



Staff Report 162-18

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 11/5/2018

SUBJECT Navigation Center lease with Share

Key Points

- 2-year lease agreement beginning January 2019 between the City of Vancouver and Share for approximately 5,000 square feet of the Navigation Center located at 2018 Grand Boulevard.
- Day Center operational services to be provided in lieu of rental fees. Lease outlines Share responsibilities for operating / staffing of the Day Center Lease used in conjunction with cost for services agreement and a 10-year agreement (required by the State of Washington), relating to the operation of a fully funded day center.

Strategic Plan Alignment

Goal 3, Objective 3.2: Improve services available to underserved or vulnerable residents.

Present Situation

Share will be operating and staffing the day center within the Navigation Center at 2018 Grand Boulevard. The lease outlines Share's responsibilities as lease holder including allowed use of the facility, maintenance requirements, indemnity, and lease termination stipulations.

Advantage(s)

1. The lease will allow Share to provide humanitarian services to homeless and vulnerable persons.
2. Will provide a facility for homeless and vulnerable persons to access basic needs such as restrooms, showers, case management, and personal storage.
3. The Day Center will act as a gateway to other service providers for housing, counseling, and job placement.

Disadvantage(s)

None

Budget Impact

Rental and utility costs to be paid by City funding sources.

Prior Council Review

- September 11, 2017 - “Homeless Facilities Framework” workshop
- January 8, 2018 - Public Hearing for site purchase agreement
- April 16, 2018 Workshop - Implementation Plan Update

Action Requested

Authorize the City Manager or designee to execute the lease agreement with Share for Day Center operation.

Peggy Sheehan, Community & Economic Development Programs Manager, 487-8652

ATTACHMENTS:

- ▣ Lease Agreement
- ▣ Exhibit 1 - Floor Plan

LEASE AGREEMENT

THIS LEASE AGREEMENT is made and entered on January 1, 2019, by and between the City of Vancouver, a municipal corporation of the state of Washington, hereinafter referred to as the “City,” and SHARE, a nonprofit, hereinafter referred to as “Lessee.”

WHEREAS, the City owns the Navigation Center located at 2018 Grand Boulevard in Vancouver;

WHEREAS, the City and Share worked together on a successful \$180,000 capital grant application through a Washington State Department of Commerce for the Day Center; which requires a 10 year commitment to the Day Center;

WHEREAS, the City has a contract with Share to operate a day center for people who are homeless inside the Navigation Center;

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, and for the other good and valuable consideration, the parties hereto agree as follows:

Section 1.01. Leased Premises: The City hereby leases to the Lessee and the Lessee leases from the City, subject to the terms and conditions hereinafter set forth in the following described improved property:

Approximately 5,000 square feet to be run as a day center within the
Vancouver Navigation Center, at 2018 Grand Boulevard
2018 Grand Blvd.

Vancouver, WA 98661

This agreement does not cover the additional approximately 21,000 square feet of the Vancouver Navigation Center. See attached, and incorporated by reference, **Exhibit 1**.

Section 1.02. Rental Amount: The area described above contains a building owned by the City which contains approximately 5,000 square feet to be run as a Day Center, and the rent shall be \$0.00 per month in exchange for necessary support provided by Lessee to the poor and/or infirm as outlined in this Agreement and the Agreement for Services.

The City shall pay all state, federal or city taxes payable or which may become payable by the lessor. Additionally, City shall pay all utilities associated with this Agreement.

Section 1.03. Use of Leased Premises: Lessee covenants and agrees that the activities it will conduct within the leased premises shall include:

- Provide paid staff during all open day center hours.
- Ensure staff is utilizing best practice models to engage with guests, including trauma-informed care, assertive engagement and a strength-based approach.
- Provide basic need supplies and support to day center guests.
- Provide case management support to guests willing to engage. Case management should be focused on housing stability and self-identified goals.
- Register this program with 211info and have contact information on display in an area visible by clients. Program specific information will be updated with 211info when program information changes and at least annually thereafter.
- Work with Housing Solutions Center regarding needed assessments.
- Enter participant information into HMIS.
- Coordinate and facilitate a monthly outreach team meeting with the goal of increasing collaboration among other services providers and public services. Provide the City with an annual report on the past year which will include meeting dates, attendance and any significant program discussions.
- Develop partnerships with behavioral health, physical health, domestic violence, transportation, housing, employment and mainstream programs to ensure resources are as barrier-free as possible for day center guests and not duplicative.
- Work with City staff to facilitate neighborhood outreach meetings (currently scheduled every other month).
- Participate with the City staff to monitor and respond to the Good Neighbor Commitment agreement.

Section 2.01. Term: The term of this lease shall be for a period of two (2) years, commencing on January 1, 2019, subject only to earlier termination in accordance with the terms of this Agreement.

At the City's discretion, Lessee may seek to extend the terms of this lease for a period of two (2) years, by providing City written notice of intent to do so, at least sixty (60) days prior to the expiration of the original lease term hereof, provided Lessee is not in default hereunder at the time of giving such notice or on the date of expiration of the original term hereof, and the Lessee has honored all terms and agreements contained herein.

Such extended term shall be upon the original terms of this lease, other than the provisions of this Section 2.01 relating to extension, unless and as hereafter amended by the parties in writing.

Section 2.02. Termination: This lease shall be subject to termination by either party, for any reason, providing written notice to the other of ninety (90) days or more prior to the date on which termination takes place and in accordance with the terms of this Agreement. Either party may terminate this agreement for any reason. All written notice shall be made pursuant to Section 6.13

herein.

Section 3.01. Acceptance of Premises: Lessee has inspected the premises and agrees to accept the leased premises in its present condition. Subject to the provisions of Section 3.02, Lessee agrees also that it will provide at Lessee's own cost and expense all leasehold improvements, furniture, furnishings, fixtures and equipment it deems necessary for its purposes.

Section 3.02. Future Alterations and Improvements: Lessee shall make no alterations, additions, replacements or improvements during the term of this lease without obtaining the City's written approval in advance thereof. Upon completion of any such improvements, Lessee shall file with the City a verified statement of final cost of such improvements together with copies of receipted invoices for labor and materials used therein and also including architectural engineering and design fees. Lessee hereby agrees that all fixtures shall be the property of the City upon the termination of this Lease through the expiration of the term herein or for any other reason. Maintenance and operation of such improvements shall be the sole responsibility of Lessee.

Section 3.04. Maintenance of Premises and Operational Costs: Lessee shall maintain and keep in good state of repair the leased premises and the facility therein, including, at Lessee's cost, all necessary janitorial services. Lessee shall bear at its own expense all costs and all other services and supplies not furnished by the City, and shall pay for all permits and licenses required by City or other law.

Section 3.05. Laws, Ordinances, Etc.: The Lessee shall observe and obey all the laws, ordinances, regulations and rules of the federal, state, county and municipal governments which may be applicable to its operations of the Day Center at the Vancouver Navigation Center.

Section 3.06. Rules and Regulations: The City shall have the right to and shall adopt and enforce reasonable rules and regulations with respect to the use of the Day Center and related facilities, which Lessee agrees to observe and obey.

Section 3.07. Inspection: Lessee shall allow the City's authorized representatives access to the premises leased exclusively to Lessee, upon 24 hour notice, for the purpose of examining and inspecting said premises, for the purposes necessary, incidental to or connected with the performance of its obligations hereunder, in the exercise of its governmental functions or in the case of emergency.

Section 3.08. Warranties-Guarantees: The City makes no warranty, guarantee or averment of any nature whatsoever concerning the condition of the leased premises, including the physical condition thereof, or any condition which may affect the leased premises, and it is agreed that the

City will not be responsible for any loss, damage or costs which may be incurred by Lessee by reason of any such condition or conditions.

Section 4.01. Type of Operation: The Lessee shall maintain and operate all premises covered by this agreement and shall keep such premises in a safe, clean, orderly and inviting condition at all times, in accordance with the highest standards for this type of operation at other Day Center.

Section 4.02. Indemnity: Lessee agrees fully to indemnify, save and hold harmless, the City, its officials, employees and agents from and against all claims and actions and all expenses incidental to the investigation and defense thereof, based upon or arising out of damage or injuries to third persons or their property, caused by the fault or negligence or alleged fault or negligence of Lessee, its agents or employees, in the use or occupancy by Lessee of the premises covered by this agreement; provided, however, that Lessee shall not be liable for any injury or damage or loss occasioned by the sole negligence of the City, its agents or employees; and provided further that the City shall give to Lessee prompt and reasonable notice of any such claims or actions and lessee shall have the right to investigate, compromise and defend the same. Lessee agrees to carry and keep in force, general liability insurance covering bodily and personal injury, property damage and contractual liability, and such other insurance as may be necessary to protect the City herein from such claims and actions aforesaid. Without limiting its liability as aforesaid, Lessee agrees to maintain with insurance underwriters satisfactory to the City a standard form of policy of insurance in an amount of not less than \$1,000,000 per occurrence. The City of Vancouver shall be listed as an additional insured.

Section 5.01. Fire and Extended Coverage Insurance: Lessee shall procure and keep in force, fire and extended coverage insurance upon lessee's property to the full insurable value thereof and shall furnish the City with evidence that such coverage has been procured and is being maintained in full force and effect.

Section 6.01. Assignment, Transfer and Subletting: The Lessee shall not at any time assign, sublease or transfer this agreement or any of the rights, privileges, uses or interests arising hereunder without first having obtained written approval from the City. In the event of any assignment, sublease, or transfer approved by the City, any assignee, sublessee or transferee shall be subject to the same conditions, obligations and terms as set forth herein, and the Lessee shall be responsible for the observance by its assignees, sublessees or transferees of the terms and covenants of this lease.

In case of default by any assignee, sublessee or transferee, the Lessee, as well as assignee, sublessee or transferee shall remain responsible for the performance by such assignee, sublessee or transferee of such lease.

Section 6.02. Redelivery: Upon termination of this lease through the passage of time or otherwise, the Lessee shall have no further right or interest in the leased premises and the City shall be entitled to have the leased premises returned to it immediately. The Lessee shall then remove all improvements that the City directs the Lessee to remove from the premises. The Lessee shall remove such property from the premises at the direction of the City within sixty (60) days after said termination, and restore the premises to their original condition. However, the Lessee hereby agrees that all fixtures shall be the property of the City upon the termination of this Lease unless the City specifically waives the right to own the fixtures in writing. The Lessee further agrees that the City shall have the sole option to waive the provisions of this section either in whole or in part that relate to the Lessee's removal of fixtures and other property from the premises. In the event that the City does not require the Lessee to remove fixtures and/or other property from the premises, then all buildings and improvements of all types, including fixtures, constructed on the leased premises by the Lessee or the City shall become the property of the City upon the termination of this lease.

Section 6.03. Holding Over: In the event Lessee shall hold over and remain in possession of the leased premises after the expiration of this agreement without any written renewal thereof, such holding over shall not be deemed to operate as a renewal or extension of this agreement but shall only create a tenancy from month to month which may be terminated at any time by the City.

Section 6.04. Non-Waiver: Any waiver of any breach of covenants herein contained to be kept and performed by either party hereto shall not be deemed or considered as a continuing waiver and shall not operate to bar or prevent the other party hereto from declaring a forfeiture, termination or cancellation for any succeeding breach either of the same condition or covenant or otherwise. Acceptance or payment of rental shall not be deemed a waiver.

Section 6.05. Attorney's Fees: In the event any action or suit or proceeding is brought to collect the rent or to become due hereunder or any portion thereof or to take possession of said premises or to enforce compliance with this agreement or for failure to observe any of the covenants of this agreement, Lessee agrees to pay the City such sum as the court may adjudge reasonable as attorney's fees to be allowed in said suit, action or proceeding, and in the event of an appeal as allowed by the appellate court.

Section 6.06. Default: Provided always, these agreements are upon these conditions, that (a)

if Lessee shall fail to pay rent when due, or (b) if Lessee shall fail or neglect to do or perform or observe any of the covenants contained herein on Lessee's part to be kept and performed, and such default under (a) herein shall continue for a period of not less than ten (10) days or under (b) herein for a period of not less than thirty (30) days after the City has notified Lessee in writing of Lessee's default hereunder, or if Lessee shall be declared to be bankrupt or insolvent according to law, or if any assignment of its property shall be made for the benefit of creditors or if Lessee abandons its conduct of the facility herein for a period of forty-five (45) days, then in any of said cases or events, the City, or those having its estate in the premises, lawfully may, at its option, immediately or at any time thereafter, without demand or notice terminate this lease and enter into and upon said premises or any part thereof and repossess the same of its former estate, and expel said Lessee and those claiming by, through, or under it, and remove its effects, if any, forcibly if necessary, without compensation and without being deemed guilty of trespass and without prejudice to any remedy which otherwise might be used for arrears of rent or a preceding breach of covenant.

Section 6.07. Quiet Enjoyment: The City agrees that in exchange for the services outlined in this Agreement and the Service Agreement, provided by Lessee, and performance of the covenants and agreements on the part of the Lessee to be performed hereunder, Lessee shall peaceably have and enjoy the leased premises and all rights and privileges of said property, its appurtenances and facilities granted herein.

Section 6.08. Destruction of Premises: In the event the premises are totally destroyed by fire or other casualty, the City may, at its option, terminate this lease, or it may rebuild the building and/or facilities situated on said premises and the rent shall abate between the time of such destruction and the time the building and/or facilities are rebuilt and said premises are ready for occupancy, or in the event of a partial destruction of said premises by fire or other casualty, the City at its option may terminate this lease or rebuild and repair said premises, and in such case the rent shall proportionately abate during the time between such partial destruction and repair or rebuilding thereof; provided, that in the events aforesaid, the City shall give notice to the Lessee of the option it shall exercise within thirty (30) days after the event giving rise thereto.

Section 6.09. Nondiscrimination: Pursuant to Title VI of the Civil Rights Act of 1964, Lessee agrees it will not discriminate on the grounds of race, sex, color, or national origin, and will not permit discrimination against any person or group of persons in any manner prohibited by law.

The City reserves the right to take such action as the United States may direct to enforce the provisions of this covenant, or as it may find necessary.

Section 6.10. Interpretation of Lease: Nothing in this lease shall be construed or interpreted in any manner whatsoever as limiting, relinquishing, or waiving of any rights or ownership enjoyed by the City in the Vancouver Navigation Center property, or in any manner waiving or limiting its control over the operation, maintenance, etc., of the Vancouver Navigation Center property except as it specifically provided for herein or in derogation of such governmental rights as the City possess.

Section 6.11. Invalid Provisions: In the event any covenant, condition, or provision herein contained is held to be valid by any court of competent jurisdiction, the invalidity of any such covenant, condition or provision shall in no way effect any other covenant, condition or provision herein contained; provided that the invalidity of such covenant, condition or provision does not materially prejudice either the City or Lessee in its respective rights and obligations contained in the valid covenants, conditions or provisions of this lease.

Section 6.12. Successors and Assigns Bound by Covenants: All of the terms, covenants and agreements herein contained shall be binding upon and shall inure to the benefit of the legal representative, successors, and assigns of the respective parties hereto.

Section 6.13. Notices: Notices to the City, provided for herein, shall be sufficient if sent by certified mail, postage prepaid, addressed to:

City of Vancouver
P.O. Box 1995
Vancouver, Washington 98668

and notices to the Lessee shall be sufficient if sent by certified mail, postage prepaid, addressed to:

Diane McWithey, Executive Director
Share
2306 NE Andersen Road
Vancouver, WA 98661

or to such other respective addresses as the parties may designate to each other in writing from time to time.

Section 6.14. Entire Agreement. This Agreement represents the entire agreement between the parties relating to the subject matter hereof. This Agreement alone fully and completely expresses the agreement of the parties relating to the subject matter hereof. There are no other courses of dealing, understanding, agreements, representations or warranties, written or oral, except as set forth herein. This Agreement may not be amended or modified, except by a written agreement signed by all parties hereto.

Section 6.15. Ratification. Acts taken pursuant to this Agreement but prior to its effective date are hereby ratified and confirmed.

Section 6.16. Governing Law/Venue. This Agreement shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the parties hereunder shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. The AGENCY shall have legal authority to enter into this agreement and be at least 18 years of age. Any action or suit brought in connection with this Agreement shall be brought in the Superior Court of Clark County, Washington.

Dated this _____ day of _____, 20__.

CITY OF VANCOUVER

LESSEE

By: _____

By: _____
Eric J. Holmes, City Manager

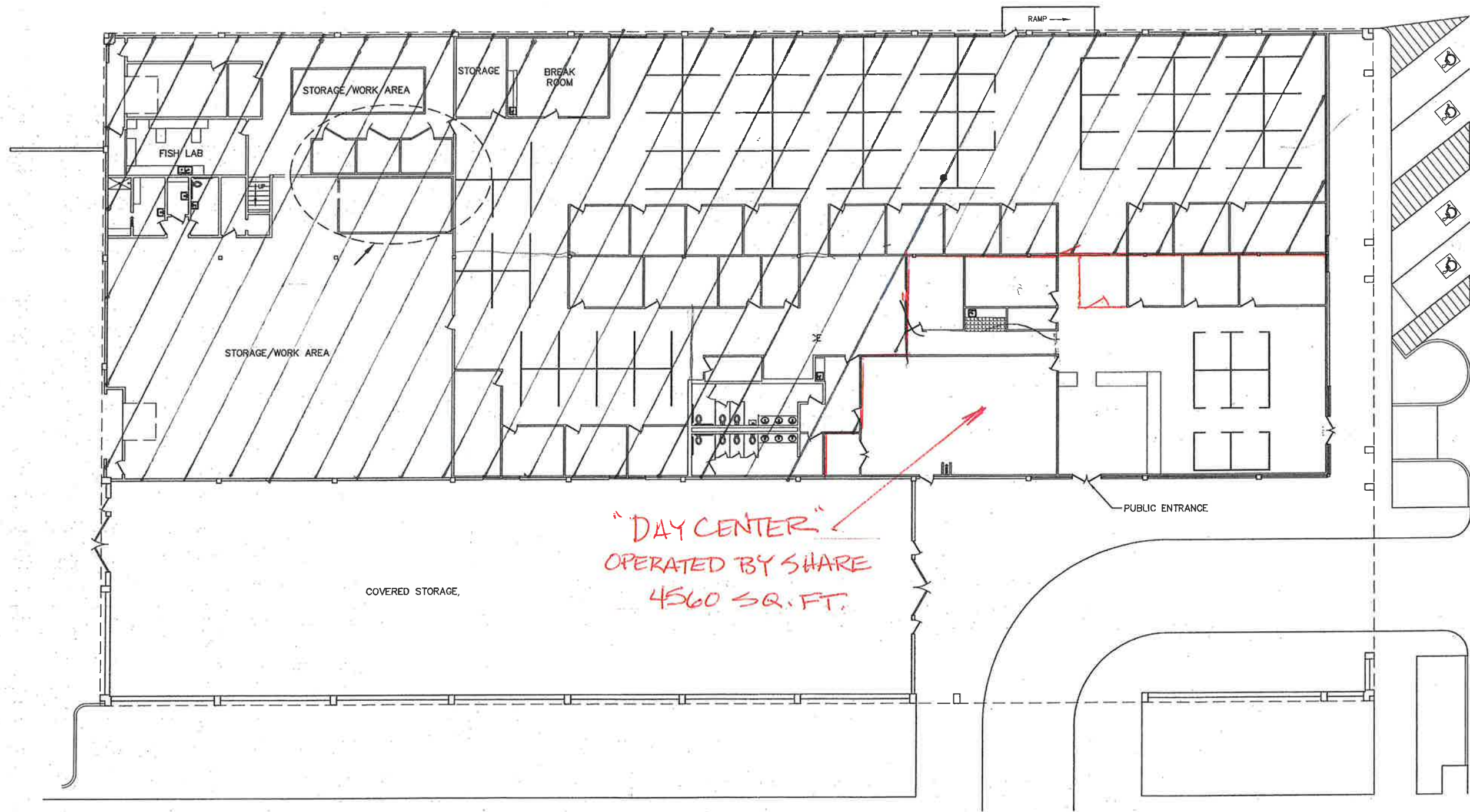
Approved as to form:

E. Bronson Potter, City Attorney

Attest:

Natasha Ramras, City Clerk
By Carrie Lewellen, Deputy City Clerk

Vancouver Navigation Center
2018 Grand Boulevard



EXISTING BUILDING FLOOR PLAN
SCALE: 3/32" = 1'-0"

				0	1"
				BAR MEASURES ONE INCH ON ORIGINAL DRAWINGS	
SYM	DATE	REVISION DESCRIPTION		BY	
APPROVED AND RELEASED FOR CONSTRUCTION				DESIGNED BY	
				CHECKED BY	
ENGINEERING		DATE		DRAWN	
PROGRAM		DATE		DATE	
					FLOOR PLAN
					SHEET
					OF



Staff Report 163-18

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 11/5/2018
12/3/2018

SUBJECT Street vacation of approximately 52,502 square feet of improved street right-of-way associated with NE 72nd Avenue, located north of NE 33rd Street and south of SR-500

Key Points

- Right-of-way vacation of approximately 52,502 square feet of improved street right-of-way associated with NE 72nd Avenue, located north of NE 33rd Street and south of SR-500;
- There are existing utilities within the proposed vacation area;
- The street serves as fire lane access to the abutting properties;
- Staff recommends full compensation of appraised value be required for the vacated area.

Strategic Plan Alignment

N/A

Present Situation

Staff has received a request from Hannah Mitsubishi Real Property LLC, Hannah VW Real Property LLC, and JJHW LLC (collectively, "Applicants") to vacate the entirety of NE 72nd Avenue located north of NE 33rd Street and south of SR-500. The right-of-way is specifically located within the Northwest Quarter of Section 20 and the Northeast Quarter of Section 19, Township 2 North, Range 2 East, Willamette Meridian and within the Henry Schuh and Levi Douthit Donation Land Claims (DLCs).

Six properties border the right-of-way that is proposed for vacation, including a section of SR-500, which is owned by the Washington State Department of Transportation (WSDOT), and five commercial properties. City Staff contacted WSDOT and confirmed WSDOT has no interest in the public right-of-way remaining open for public travel and does not oppose the proposed vacation. The right-of-way currently provides public street and utility services to the five commercial parcels. Four of the five parcels are owned by the Applicants; the two parcels on the west side of the right-of-way are owned by JJHW LLC, the two parcels on the east side of the right-of-way are owned individually by Hannah Mitsubishi Real Property LLC and Hannah VW

Real Property LLC. The fifth parcel, located at the north end of the right-of-way, is owned by Webb Real Estate LLC, which is governed by Alan Webb. Mr. Webb has provided a letter describing his concerns and objections regarding the proposed right-of-way vacation. In his letter, Mr. Webb indicates that his auto dealership uses NE 72nd Avenue for multiple purposes including inventory delivery, tool delivery, tow truck access, vehicle test drives, and general use by employees. Further, Mr. Webb states his opinion that loss of public access to his property from NE 72nd Avenue will cause many of these existing users to shift to Auto Mall Drive, creating unsafe traffic conditions on Auto Mall Drive. Mr. Webb concludes his letter by stating that he opposes the closure of NE 72nd Avenue to the general public. This letter is included as Exhibit D.

Nevertheless City Staff believe vacation is in the public interest. Staff recommends that Council vacate the right-of-way, but condition the vacation on Applicants granting Webb Real Estate LLC a private access easement across the portions of vacated right-of-way that will constitute Applicants' properties.

Staff has contacted all utility owners with facilities potentially located within the subject area. The City of Vancouver has utilities within the area of the proposed vacation, including a domestic water main, sanitary sewer main, stormwater main, and associated appurtenances. In addition, Clark Public Utilities and NW Natural have electrical and natural gas lines running through a portion of the subject area. Therefore, the City will retain a perpetual public utility easement under and over the entire vacated area for the construction, repair and maintenance of all public utilities and services.

The existing street also serves as emergency fire lane access to the abutting properties. Therefore, the City will also retain a perpetual limited public access easement over and across that portion of the vacated area currently encumbered by a paved roadway surface; the easement will be 20' wide, bounded and defined by the existing curb-faces on each side of the roadway surface, as shown on Exhibit E. This limited public access easement will be made for the purpose of ensuring continued public services, access by emergency response vehicles, and for the preservation of fire lanes. The easement area will remain unobstructed.

Staff has reviewed the City's Transportation Systems Plan and determined that the ongoing needs for public emergency access and utilities maintenance access can be adequately provided by appropriate easements, as described above, and there is no future public need for this right-of-way to be used as a City street. Therefore, vacation of this right-of-way will have little or no adverse impact on the City's assets. Further, vacation of this right-of-way will relieve the City from ongoing surface maintenance responsibilities typical for commercial streets; including regular pavement maintenance, repair of concrete structures, care for street trees and landscaping, street sweeping, and other services.

The applicants have prepared legal descriptions for tracts that comprise the portion of right-of-way proposed to be vacated. See Exhibits A, B and F. This information was reviewed by the City Surveyor, who found the legal descriptions to accurately describe the proposed vacation area.

RCW 35.79.030 and VMC 11.05.120 provides for City compensation for the value of public right-of-way that is vacated. The applicants have provided an appraisal from a certified professional land appraiser which identified a total property value of \$78,000 for the proposed vacation area. The applicants have agreed to pay the value of the total vacated area, regardless of their respective ownership interests in the underlying property.

As previously noted, the right-of-way has historically been used to provide public street and utility services to five commercial parcels, four of which belong to the Applicants. The City has maintained this portion of NE 72nd Avenue in a fashion similar to that of other commercial streets, performing regular maintenance to the pavement, street sweeping and other services. Also, the street has been part of a dedicated public right of way for 25 years or more, and the vacated area will be utilized by the applicant for expansion of their current uses. Based on these circumstances and the previous investment made by the City, staff recommends the imposition of compensation equal to 100% of the total appraised property value, or \$78,000. This sum shall be paid to the City prior to the right-of-way vacation becoming effective.

Advantage(s)

1. Allows the vacated property to be placed on the tax rolls.
2. Allows the applicants to maximize use of the abutting properties.
3. Facilitates further development and re-development of existing properties.
4. Relieves the City from street maintenance responsibilities.

Disadvantage(s)

No significant disadvantages.

Budget Impact

Any revenue associated with the compensation received for the vacated right-of-way will be deposited into the City of Vancouver's transportation fund.

Prior Council Review

None

Action Requested

On Monday, November 5, 2018, adopt a resolution of intent and approve ordinance on first reading to vacate the entirety of street right-of-way associated with NE 72nd Avenue located north of NE 33rd Street and south of SR-500, within the Northwest Quarter of Section 20 and the Northeast Quarter of Section 19, Township 2 North, Range 2 East, Willamette Meridian and within the Henry Schuh and Levi Douthit DLCs, setting the date of public hearing for Monday, December 3, 2018.

Eric Hahn, Senior Civil Engineer, 487-7702; Ryan Lopossa, Streets & Transportation Manager, 487-7706.

ATTACHMENTS:

- ▣ Exhibit A - Legal Description
- ▣ Exhibit B - Legal Description
- ▣ Exhibit C - Overall Vicinity Map
- ▣ Exhibit D - Webb Letter
- ▣ Exhibit E - Emergency Access Easement Exhibit

- ▣ Exhibit F - Historic Dedication Map
- ▣ Resolution
- ▣ Ordinance
- ▣ Ordinance Exhibit A
- ▣ Ordinance Exhibit B
- ▣ Ordinance Exhibit C
- ▣ Property Appraisal Report

Exhibit A - Legal Description



LAND SURVEYORS
ENGINEERS

(360) 695-1385
222 E. Evergreen Blvd.
Vancouver, WA
98660

LEGAL DESCRIPTION FOR HANNAH
N.E. 72nd Ave. Vacation

May 7, 2018

Parcels of property being a portion of the Henry Schuh and Levi Douthit Donation Land Claims, located in the Northwest Quarter of Section 20 and the Northeast Quarter of Section 19, Township 2 North, Range 2 East of the Willamette Meridian, City of Vancouver, Clark County, Washington, more particularly described as follows:

TRACT 1

All that portion of Northeast 72nd Avenue Westerly of and adjacent to Lot 1 of the Plat of Vancouver Auto Mall, Phase 3 as recorded in Book "H" of Plats at Page 385, Clark County records and Easterly of and adjacent to that parcel of property as described in that deed to Webb Family Properties, L.L.C. as recorded in Auditor's File No. 2183278, Clark County records, and Easterly of and adjacent to the Southerly right of way line of SR500 as shown on Sheet 3 of Washington State Highway Commission plans, "Vancouver Vicinity: N.E. 66TH Ave. to JCT. SR 503 described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 834.19 feet to a point on the Westerly extension of the South line of Lot 1 of the Plat of Vancouver Auto Mall, Phase 3 as recorded in Book "H" of Plats at Page 385, Clark County records, and the TRUE POINT OF BEGINNING;

THENCE South 88° 28' 31" East along said extension a distance of 40.00 feet to the East line of Northeast 72nd Avenue;

THENCE North 01° 31' 29" East along said East line a distance of 86.39 to a point on the most Southeasterly line of that parcel of property as described as Parcel 2 in that deed to Webb Family Properties, L.L.C. as recorded in Auditor's File No. 3183278, Clark County records;

THENCE South 29° 53' 47" West along the Southeasterly line and the Southwesterly extension thereof a distance of 224.86 feet;

THENCE South 88° 28' 31" East a distance of 66.85 feet to a point on the West line of the Northwest Quarter of said Section 20;

THENCE North 01° 31' 29" East along the West line of said Northwest Quarter a distance of 111.46 feet to the TRUE POINT OF BEGINNING.

TRACT 2

All that portion of Northeast 72nd Avenue Westerly of and adjacent to that parcel of property listed as Serial No. 160449-000 as described in that deed to Hannah VW Real Property, LLC as recorded in Auditor's File No. 4099012, Clark County records, described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 1107.63 feet to a point on the Westerly extension of the South line of that parcel of property conveyed to Hannah VW Real Property, LLC as recorded in Auditor's File No. 4099012, Clark County records and the TRUE POINT OF BEGINNING;

THENCE South 88° 28' 31" East along said extension a distance of 57.87 feet to the East line of Northeast 72nd Avenue;

THENCE along said East line of Northeast 72nd Avenue the following courses:

THENCE North 01° 10' 54" East a distance of 183.68 feet;

THENCE North 88° 49' 06" West a distance of 16.77 feet;

THENCE North 01° 31' 29" East a distance of 89.87 feet to a point on the South line of Lot 1 of the Plat of Vancouver Auto Mall, Phase 3 as recorded in Book "H" of Plats at Page 385, Clark County records;

THENCE North 88° 28' 31" West along the Westerly extension of said South line a distance of 40.00 feet to a point on the West line of said Northwest Quarter;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 273.45 feet to the TRUE POINT OF BEGINNING.

TRACT 3

All that portion of Northeast 72nd Avenue Westerly of and adjacent to that parcel of property listed as Serial No. 162916-000 as described in that deed to Hannah Mitsubishi Real Property, LLC as recorded in Auditor's File No. 4099024, Clark County records, described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 1519.39 feet to the TRUE POINT OF BEGINNING;

THENCE South 88° 28' 31" East a distance of 40.00 feet to the East line of Northeast 72nd Avenue;

THENCE along the East line of said 72nd Avenue the following courses:

THENCE North 01° 31' 29" East a distance of 395.33;

THENCE South 88° 49' 06" East a distance of 17.96 feet;

THENCE North 01° 10' 54" East a distance of 16.32 feet to the North line of that parcel of property conveyed to Hannah Mitsubishi Real Property, LLC as recorded in Auditor's File No. 4099024, Clark County records;

THENCE North 88° 28' 31" West along the Westerly extension of the North line of said Hannah Mitsubishi parcel a distance of 57.87 feet to a point on the West line of said Northwest Quarter;

THENCE South 01° 31' 29" West along said West line a distance of 411.76 feet to the TRUE POINT OF BEGINNING.

TRACT 4

All that portion of Northeast 72nd Avenue Easterly of and adjacent to that parcel of property listed as Serial No. 162958-000 as described in that deed to J.G. Vancouver, LLC as recorded in Auditor's File No. 3234873, Clark County records, described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 1519.39 feet to the TRUE POINT OF BEGINNING;

THENCE North 88° 28' 31" West a distance of 20.00 feet to a point on the West line of Northeast 72nd Avenue;

THENCE North 01° 31' 29" East along the West line of said Northeast 72nd Avenue a distance of 197.86 feet to the Northwest corner of that parcel of property as described in that deed to Clark County as recorded in Auditor's File No. G561258, Clark County records;

THENCE South 89° 30' 14" East along the North line of said Clark County parcel a distance of 20.00 feet to a point on the West line of said Northwest Quarter;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 198.22 feet to the TRUE POINT OF BEGINNING.

TRACT 5

All that portion of Northeast 72nd Avenue Easterly of and adjacent to that parcel of property listed as Serial No. 160516-000 as described in that deed to J.G. Vancouver, LLC as recorded in Auditor's File No. 3234873, Clark County records, and Easterly of and adjacent to the Southerly right of way line of SR500 as shown on Sheet 3 of Washington State Highway Commission plans, "Vancouver Vicinity: N.E. 66TH Ave. to JCT. SR 503 described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 1321.17 feet to a point on the Easterly extension of the South line of that parcel of property as described in that deed to Gil Parker and Associates as recorded in Auditor's File No. G563181, Clark County records, and the TRUE POINT OF BEGINNING;

THENCE North 89° 30' 14" West along the Easterly extension of said South line a distance of 20.00 feet to a point on the West line of Northeast 72nd Avenue;

THENCE North 01° 31' 29" East along the West line of said Northeast 72nd Avenue a distance of 271.48 feet to the Southwesterly line of that parcel of property as described in that deed to Clark County as recorded in Auditor's File No. 8506100066, Clark County records;

THENCE North 39° 16' 25" West along the Southwesterly line of said Clark County parcel a distance of 97.19 feet to the most Westerly corner of said Clark County parcel, said most Westerly corner being on the Southwesterly extension of the Southeasterly line of that parcel of property as described as Parcel 2 in that deed to Webb Family Properties, L.L.C. as recorded in Auditor's File No. 3183278, Clark County records;

(360) 695-1385
222 E. Evergreen Blvd.
Vancouver, WA
98660

THENCE North 29° 53' 47" East along said Southwesterly extension 35.03 feet to a point 224.86 feet Southwesterly of, when measured along the Southeasterly line of said Parcel 2, the intersection of said Southeasterly line and East line of Northeast 72nd Avenue , said East line being 40.00 Easterly of, when measured at right angles to the West line of the Northwest quarter of said Section 20;

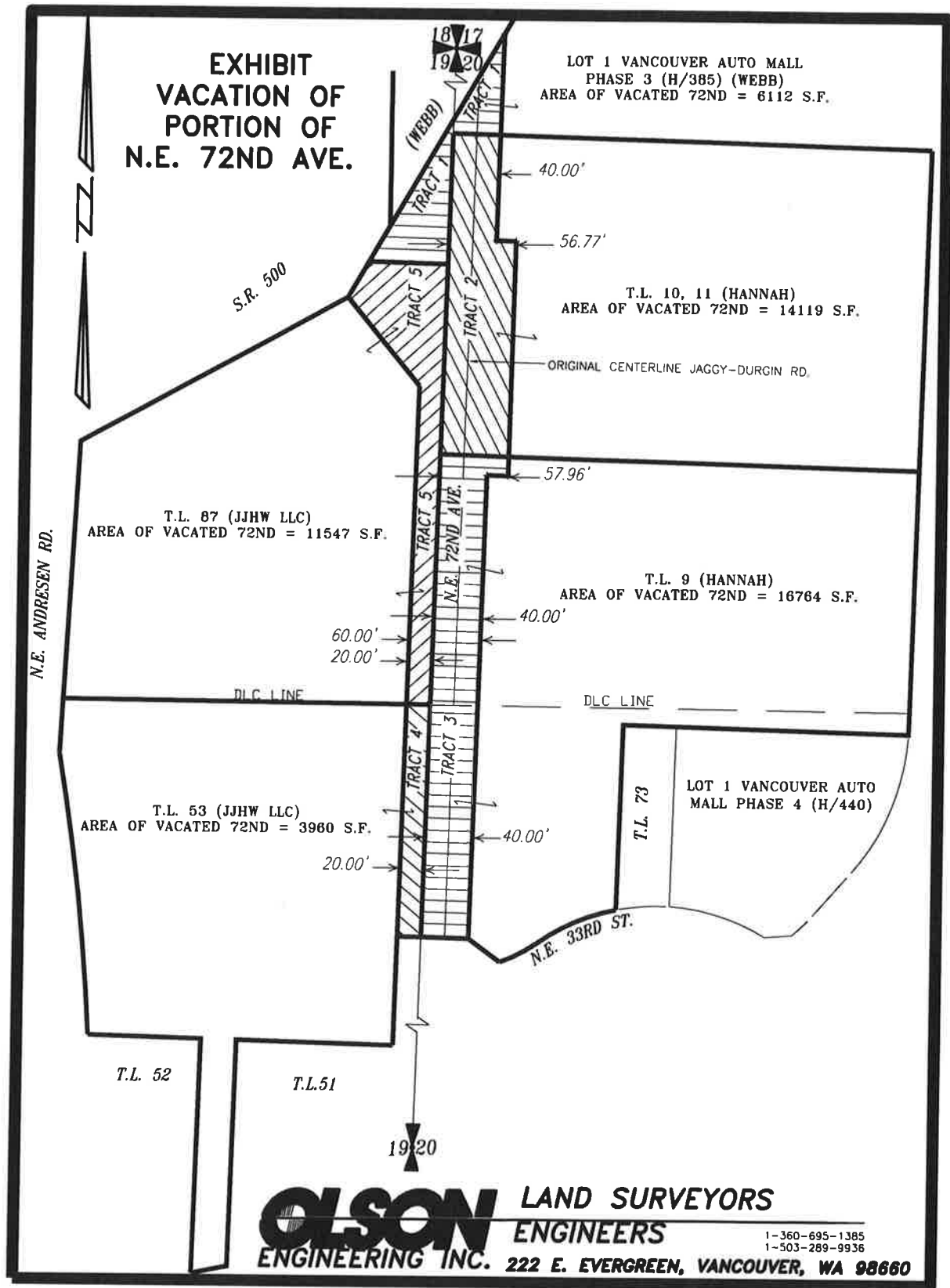
THENCE South 88° 28' 31" East a distance of 66.84 feet to a point on the West line of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of the Northwest Quarter of said Section 20 a distance of 375.52 feet to the TRUE POINT OF BEGINNING.



5-8-2018

Exhibit B - Legal Description Site Map



CITY OF
Vancouver
WASHINGTON

THIS INFORMATION IS COMPILED FROM A VARIETY OF SOURCES.
THE CITY OF VANCOUVER ASSUMES NO RESPONSIBILITY FOR MAP
ACCURACY.



3712 NE 66th Ave
Vancouver, WA 98661
Phone: 360-574-1131 Fax 360-546-3751

October 19, 2018

ERIC HAHN

SUBJECT: 72ND AVE RIGHT OF WAY VACATION

Dear Eric,

The latest proposal to allow only emergency vehicles and not public vehicles on 72nd Avenue is not in my best interest or my employees as well as compromise public safety. Please let me explain some specific scenarios. There are times when convoy trucks use 72nd Ave to load and unload vehicles to my dealership as well as Hannah's. Having them parked out front on Auto Mall Drive plugs up traffic and is difficult for drivers to see around. Laundry for uniforms and tool vendors who both drive UPS size trucks use 72nd Avenue to access our dealership at times. Again, keeping these full-size vehicles off of Auto Mall Drive enhances visibility. There are also tow trucks that use 72nd Avenue, keeping them off of Auto Mall Drive and on a less busy street is helpful as they can be difficult to see around.

The dealership employees use 72nd Avenue as easy access to park for work or to just go down the street to a local place for lunch. Our mechanics will use 72nd Avenue as it is less busy than Auto Mall Drive to test drive vehicles to diagnose customer concerns. 72nd Avenue is quicker to get to the freeway for technicians, as they are paid by the job rather than by the hour.

In conclusion, the flow of vehicles will change dramatically by not allowing public access to 72nd Avenue. It will be a hinderance to the dealership employees as by my examples and will also enhance the probability for accidents to occur from several of my examples. I would not be agreeable to closing this street to the general public.

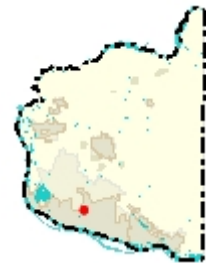
Regards,

A handwritten signature in dark ink, appearing to read "Alan Webb", written in a cursive style.

Alan Webb



Exhibit E - Emergency Access Easement



- Legend
- Building Footprints
 - Taxlots
 - Cities Boundaries
 - Urban Growth Boundaries



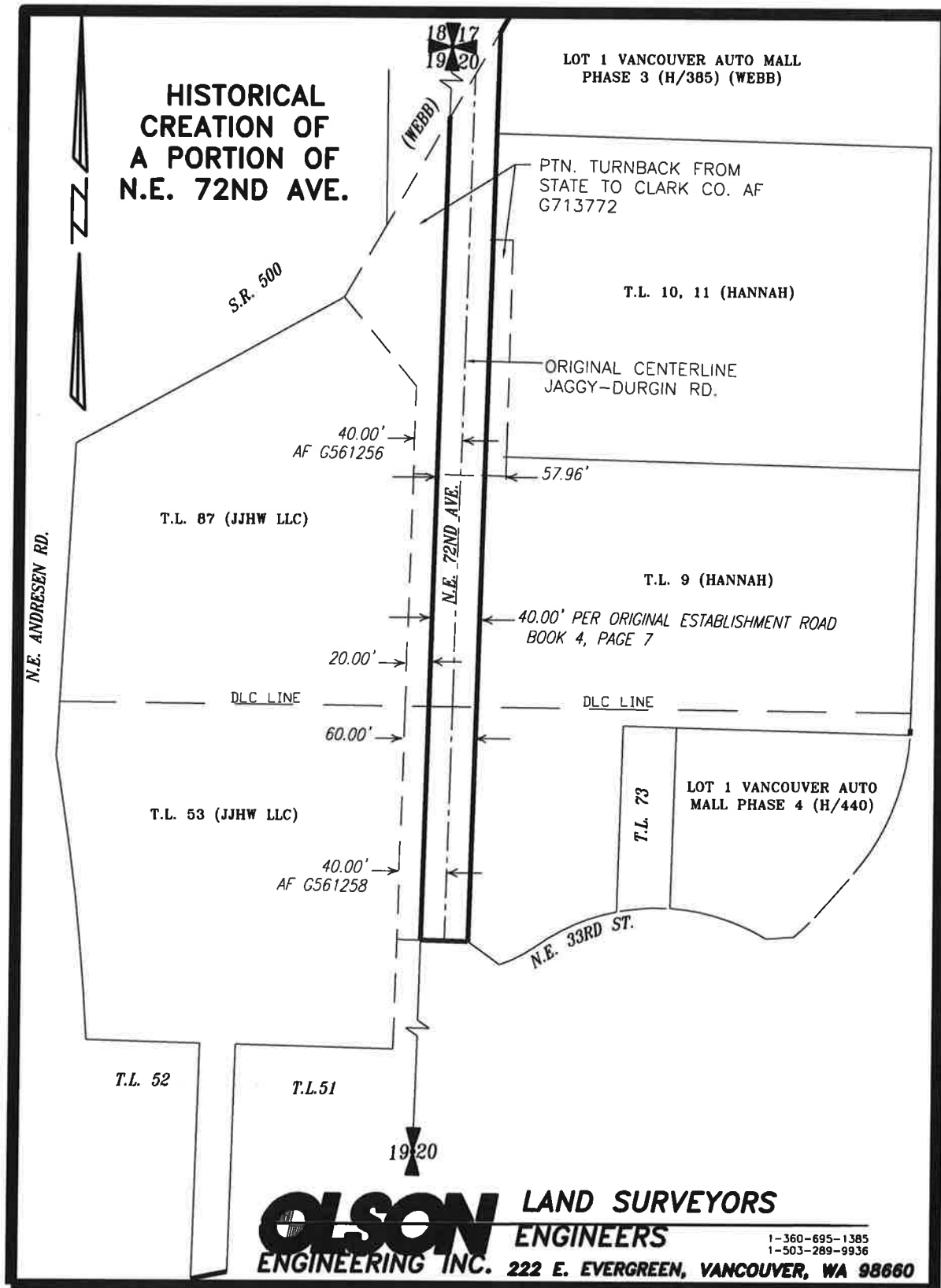
Notes:

200.0 0 100.00 200.0Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - <http://gis.clark.wa.gov>

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information.

Exhibit F - Historic Right-of-Way Dedication Map



11/05/15

RESOLUTION NO. M-3984

A RESOLUTION fixing Monday, December 3, 2018 as the date for a public hearing on a proposal to vacate a portion of public rights-of-way associated with NE 72nd Avenue, located north of NE 33rd Street and south of SR-500. The right-of-way is located within the Northwest Quarter of Section 20 and the Northeast Quarter of Section 19, Township 2 North, Range 2 East, Willamette Meridian and within the Henry Schuh and Levi Douthit Donation Land Claims.

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. As recommended in SR-163-18, City Council, pursuant to VMC 11.05.040 and RCW 35.79.010, hereby initiates procedures to vacate a portion of the rights-of-way of NE 72nd Avenue.

Section 2. The legal description and Map Exhibit of the street area proposed to be vacated are attached hereto and incorporated herein as Exhibits “A” and “B”.

Section 3. Monday, December 3, 2018 at the hour of 7:00 p.m. in the Council Chambers in City Hall, 415 West 6th Street, Vancouver, Washington, is fixed as the time and place for public hearing on said proposed street vacation.

Section 4. The City Clerk shall give notice of the pendency of said proposal and time and place of hearing, as required by VMC 11.05.060 and RCW 35.79.020.

ADOPTED at regular session of the Council of the City of Vancouver, this 5th day of
November, 2018.

Anne McEnery-Ogle, Mayor

Attest:

Approved as to form:

Natasha Ramras, City Clerk
By: Carrie Lewellen, Deputy City Clerk

E. Bronson Potter, City Attorney

11/05/18
12/03/18

ORDINANCE NO. _____

AN ORDINANCE vacating a portion of public rights-of-way associated with NE 72nd Avenue, located north of NE 33rd Street and south of SR-500. The right-of-way is located within the Northwest Quarter of Section 20 and the Northeast Quarter of Section 19, Township 2 North, Range 2 East, Willamette Meridian and within the Henry Schuh and Levi Douthit Donation Land Claims, City of Vancouver, Clark County, Washington; providing for an effective date.

WHEREAS, under Vancouver Municipal Code (“VMC”) 11.05.050, the Vancouver City Council initiated a vacation proceeding for portions of public right-of-way associated with NE 72nd Avenue, located north of NE 33rd Street and south of SR-500, within the Northwest Quarter of Section 20 and the Northeast Quarter of Section 19, Township 2 North, Range 2 East, Willamette Meridian, City of Vancouver, Clark County, Washington; and

WHEREAS, the subject right-of-way consists of approximately 52,502 square feet; and

WHEREAS, the City has constructed and maintained street improvements within the subject right-of-way; and

ORDINANCE - 1

WHEREAS, City Council adopted Resolution M-_____, which set the date of public hearing on the proposed right-of-way vacation for December 3, 2018 at 7:00 p.m.; and

WHEREAS, the City Clerk provided notice of the public hearing in accordance with VMC 11.05.060; and

WHEREAS, on December 3, 2018, the hearing was held and City Council considered the reports and information provided at the public hearing; and

WHEREAS, City Council considered all factors under VMC 11.05.110 and found that: (1) vacation of the right-of-way will better serve the public; (2) the right-of-way is not currently needed for public access and changes are not likely to occur in the future requiring the need for the right of way; and (3) there are no objections to the vacation sufficient to deny its approval; and

WHEREAS, the owner of parcel 110085890, located at 3608 NE Auto Mall Drive, currently utilizes the right-of-way as a secondary means of access to its property and therefore vacation of the right-of-way should be conditioned on all property owners that own title to the properties on which the right-of-way currently exists conveying to the owner of parcel 110085890 a permanent access easement over and across all affected parcels to benefit parcel 110085890; and

WHEREAS, public access and utility easements should be preserved because fire lane access must be maintained and there are public domestic water lines, sanitary sewer lines, stormwater lines, and associated appurtenances within the area of right-of-way to be vacated.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

ORDINANCE - 2

Section 1. The right-of-way described in the legal description and map exhibit attached hereto and incorporated herein as Exhibits “A” and “B” is hereby vacated on the following conditions.

Section 2. The City retains a perpetual Public Utility Easement under and over the entire vacated area for access to, and the construction, repair and maintenance of, all public utilities, and includes the right, privilege and authority to access, maintain, and remove obstacles. The terms and provisions of this easement shall run with the land and be binding upon and inure to the present property owners and their legal representatives, successors, assigns, and/or transferees.

Section 3. The City retains a perpetual Public Access Easement over and across that portion of the vacated area which is currently encumbered by a paved roadway surface; the easement shall be 20’ wide, bounded and defined by the existing curb-faces on each side of the roadway surface, as shown on Exhibit “C”. This Public Access Easement is made for the purpose of ensuring continued public services, access by emergency response vehicles, and for the preservation of fire lanes, and includes the right, privilege and authority to access, maintain, and remove obstacles from for purposes of access over and across the easement area for emergency vehicles access and providing public services. The easement area must remain unobstructed. The terms and provisions of this easement shall run with the land and be binding upon and inure to the present property owners and their legal representatives, successors, assigns, and/or transferees.

Section 4. Full compensation for vacation, in the amount of \$78,000 is required. Payment shall be made prior to recording.

ORDINANCE - 3

Section 5. The owners of the properties on which the vacated right-of-way lies must convey to the property located at 3608 NE Auto Mall Drive, which is assigned Clark County Assessor parcel number 110085890, a permanent Private Access Easement over and across the vacated area for purposing of accessing parcel 110085890. The easement must ensure that the terms and provisions of the easement shall run with the land and be binding upon and inure to the present property owner and its legal representatives, successors, assigns, and/or transferees. Such easement shall be conveyed before recording of this ordinance, and shall be recorded concurrently with this ordinance.

Section 6. Effective date. This ordinance shall go into effect five days after its recording.

Read first time:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

Read second time:

PASSED by the following vote:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2018.

ORDINANCE - 4

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk
By: Carrie Lewellen, Deputy City Clerk

Approved as to form:

E. Bronson Potter, City Attorney

ORDINANCE - 5

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE vacating a portion of public right-of-way associated with NE 72nd Avenue, located north of NE 33rd Street and south of SR-500. The right-of-way is located within the Northwest Quarter of Section 20 and the Northeast Quarter of Section 19, Township 2 North, Range 2 East, Willamette Meridian and within the Henry Schuh and Levi Douthit Donation Land Claims, City of Vancouver, Clark County, Washington; providing for an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).

Exhibit A - Legal Description



LAND SURVEYORS
ENGINEERS

(360) 695-1385
222 E. Evergreen Blvd.
Vancouver, WA
98660

LEGAL DESCRIPTION FOR HANNAH
N.E. 72nd Ave. Vacation

May 7, 2018

Parcels of property being a portion of the Henry Schuh and Levi Douthit Donation Land Claims, located in the Northwest Quarter of Section 20 and the Northeast Quarter of Section 19, Township 2 North, Range 2 East of the Willamette Meridian, City of Vancouver, Clark County, Washington, more particularly described as follows:

TRACT 1

All that portion of Northeast 72nd Avenue Westerly of and adjacent to Lot 1 of the Plat of Vancouver Auto Mall, Phase 3 as recorded in Book "H" of Plats at Page 385, Clark County records and Easterly of and adjacent to that parcel of property as described in that deed to Webb Family Properties, L.L.C. as recorded in Auditor's File No. 2183278, Clark County records, and Easterly of and adjacent to the Southerly right of way line of SR500 as shown on Sheet 3 of Washington State Highway Commission plans, "Vancouver Vicinity: N.E. 66TH Ave. to JCT. SR 503 described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 834.19 feet to a point on the Westerly extension of the South line of Lot 1 of the Plat of Vancouver Auto Mall, Phase 3 as recorded in Book "H" of Plats at Page 385, Clark County records, and the TRUE POINT OF BEGINNING;

THENCE South 88° 28' 31" East along said extension a distance of 40.00 feet to the East line of Northeast 72nd Avenue;

THENCE North 01° 31' 29" East along said East line a distance of 86.39 to a point on the most Southeasterly line of that parcel of property as described as Parcel 2 in that deed to Webb Family Properties, L.L.C. as recorded in Auditor's File No. 3183278, Clark County records;

THENCE South 29° 53' 47" West along the Southeasterly line and the Southwesterly extension thereof a distance of 224.86 feet;

THENCE South 88° 28' 31" East a distance of 66.85 feet to a point on the West line of the Northwest Quarter of said Section 20;

THENCE North 01° 31' 29" East along the West line of said Northwest Quarter a distance of 111.46 feet to the TRUE POINT OF BEGINNING.

TRACT 2

All that portion of Northeast 72nd Avenue Westerly of and adjacent to that parcel of property listed as Serial No. 160449-000 as described in that deed to Hannah VW Real Property, LLC as recorded in Auditor's File No. 4099012, Clark County records, described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 1107.63 feet to a point on the Westerly extension of the South line of that parcel of property conveyed to Hannah VW Real Property, LLC as recorded in Auditor's File No. 4099012, Clark County records and the TRUE POINT OF BEGINNING;

THENCE South 88° 28' 31" East along said extension a distance of 57.87 feet to the East line of Northeast 72nd Avenue;

THENCE along said East line of Northeast 72nd Avenue the following courses:

THENCE North 01° 10' 54" East a distance of 183.68 feet;

THENCE North 88° 49' 06" West a distance of 16.77 feet;

THENCE North 01° 31' 29" East a distance of 89.87 feet to a point on the South line of Lot 1 of the Plat of Vancouver Auto Mall, Phase 3 as recorded in Book "H" of Plats at Page 385, Clark County records;

THENCE North 88° 28' 31" West along the Westerly extension of said South line a distance of 40.00 feet to a point on the West line of said Northwest Quarter;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 273.45 feet to the TRUE POINT OF BEGINNING.

TRACT 3

All that portion of Northeast 72nd Avenue Westerly of and adjacent to that parcel of property listed as Serial No. 162916-000 as described in that deed to Hannah Mitsubishi Real Property, LLC as recorded in Auditor's File No. 4099024, Clark County records, described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 1519.39 feet to the TRUE POINT OF BEGINNING;

THENCE South 88° 28' 31" East a distance of 40.00 feet to the East line of Northeast 72nd Avenue;

THENCE along the East line of said 72nd Avenue the following courses:

THENCE North 01° 31' 29" East a distance of 395.33;

THENCE South 88° 49' 06" East a distance of 17.96 feet;

THENCE North 01° 10' 54" East a distance of 16.32 feet to the North line of that parcel of property conveyed to Hannah Mitsubishi Real Property, LLC as recorded in Auditor's File No. 4099024, Clark County records;

THENCE North 88° 28' 31" West along the Westerly extension of the North line of said Hannah Mitsubishi parcel a distance of 57.87 feet to a point on the West line of said Northwest Quarter;

THENCE South 01° 31' 29" West along said West line a distance of 411.76 feet to the TRUE POINT OF BEGINNING.

TRACT 4

All that portion of Northeast 72nd Avenue Easterly of and adjacent to that parcel of property listed as Serial No. 162958-000 as described in that deed to J.G. Vancouver, LLC as recorded in Auditor's File No. 3234873, Clark County records, described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 1519.39 feet to the TRUE POINT OF BEGINNING;

THENCE North 88° 28' 31" West a distance of 20.00 feet to a point on the West line of Northeast 72nd Avenue;

THENCE North 01° 31' 29" East along the West line of said Northeast 72nd Avenue a distance of 197.86 feet to the Northwest corner of that parcel of property as described in that deed to Clark County as recorded in Auditor's File No. G561258, Clark County records;

THENCE South 89° 30' 14" East along the North line of said Clark County parcel a distance of 20.00 feet to a point on the West line of said Northwest Quarter;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 198.22 feet to the TRUE POINT OF BEGINNING.

TRACT 5

All that portion of Northeast 72nd Avenue Easterly of and adjacent to that parcel of property listed as Serial No. 160516-000 as described in that deed to J.G. Vancouver, LLC as recorded in Auditor's File No. 3234873, Clark County records, and Easterly of and adjacent to the Southerly right of way line of SR500 as shown on Sheet 3 of Washington State Highway Commission plans, "Vancouver Vicinity: N.E. 66TH Ave. to JCT. SR 503 described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 1321.17 feet to a point on the Easterly extension of the South line of that parcel of property as described in that deed to Gil Parker and Associates as recorded in Auditor's File No. G563181, Clark County records, and the TRUE POINT OF BEGINNING;

THENCE North 89° 30' 14" West along the Easterly extension of said South line a distance of 20.00 feet to a point on the West line of Northeast 72nd Avenue;

THENCE North 01° 31' 29" East along the West line of said Northeast 72nd Avenue a distance of 271.48 feet to the Southwesterly line of that parcel of property as described in that deed to Clark County as recorded in Auditor's File No. 8506100066, Clark County records;

THENCE North 39° 16' 25" West along the Southwesterly line of said Clark County parcel a distance of 97.19 feet to the most Westerly corner of said Clark County parcel, said most Westerly corner being on the Southwesterly extension of the Southeasterly line of that parcel of property as described as Parcel 2 in that deed to Webb Family Properties, L.L.C. as recorded in Auditor's File No. 3183278, Clark County records;

(360) 695-1385
222 E. Evergreen Blvd.
Vancouver, WA
98660

THENCE North 29° 53' 47" East along said Southwesterly extension 35.03 feet to a point 224.86 feet Southwesterly of, when measured along the Southeasterly line of said Parcel 2, the intersection of said Southeasterly line and East line of Northeast 72nd Avenue , said East line being 40.00 Easterly of, when measured at right angles to the West line of the Northwest quarter of said Section 20;

THENCE South 88° 28' 31" East a distance of 66.84 feet to a point on the West line of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of the Northwest Quarter of said Section 20 a distance of 375.52 feet to the TRUE POINT OF BEGINNING.



5-8-2018

Exhibit B - Legal Description Site Map

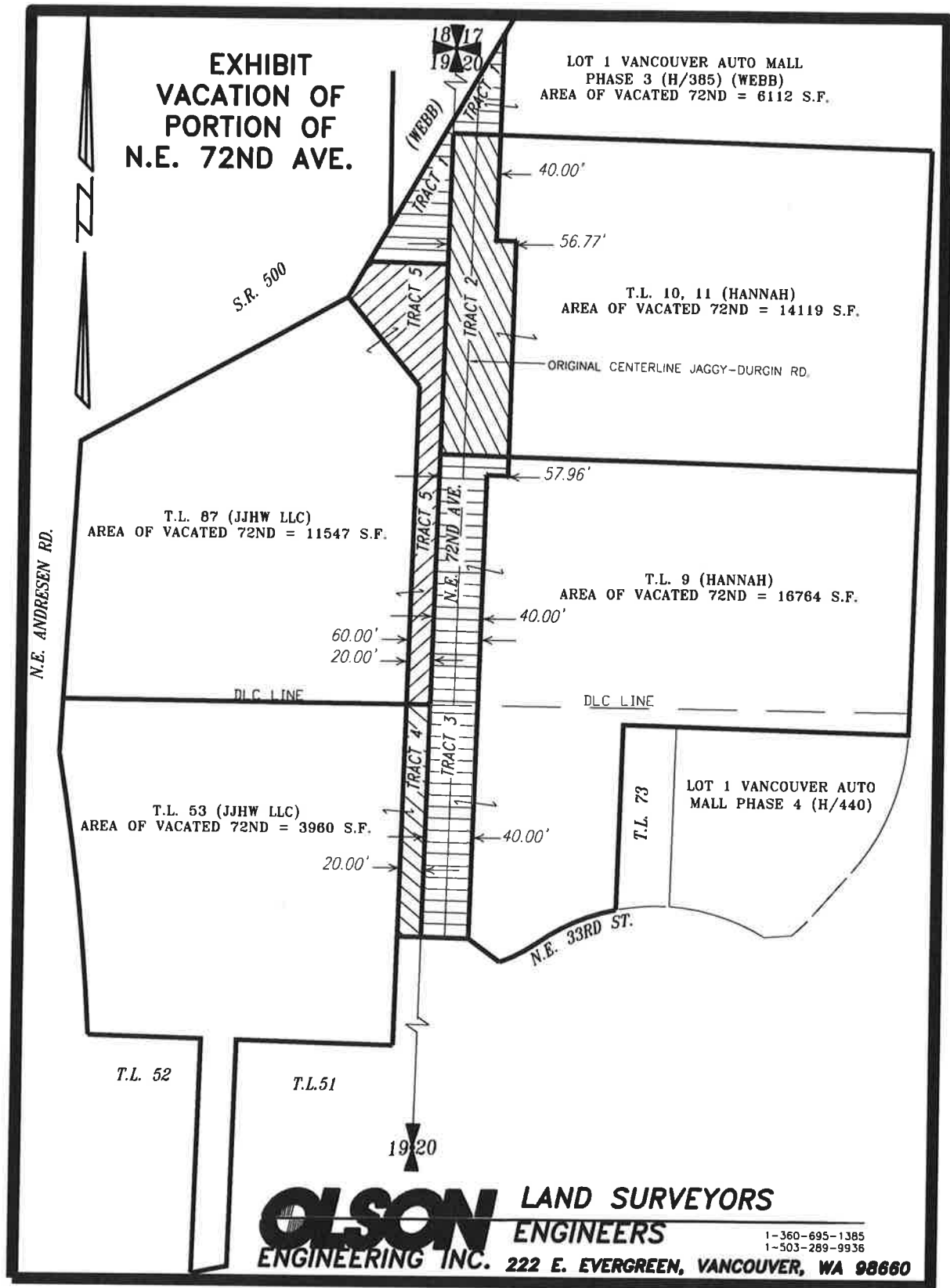
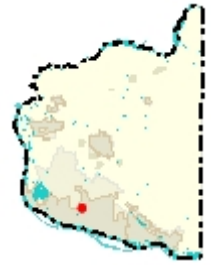




Exhibit C - Emergency Access Easement



Legend

- Building Footprints
- Taxlots
- Cities Boundaries
- Urban Growth Boundaries

20' Limited public access easement, defined by existing curb faces

1: 1,200



Notes:

200.0 0 100.00 200.0Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - <http://gis.clark.wa.gov>

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information.



Appraisal &
Consulting Group, LLC

NARRATIVE APPRAISAL REPORT

NE 72nd Avenue Right-of-Way Vacation
NE 72nd Avenue between NE 33rd Street and SR 500
Vancouver, WA 98668

DATE OF REPORT

September 9, 2015

PREPARED FOR

Jason Hannah
Dick Hannah Auto Group
P.O. Box 1670
Bellevue, WA 98004

PREPARED BY

David Groth, MAI
Appraisal & Consulting Group, LLC
112 West 11th Street, Suite 250
Vancouver, WA 98660





Appraisal &
Consulting Group, LLC

September 9, 2015

Jason Hannah
Dick Hannah Auto Group
P.O. Box 1670
Bellevue, WA 98004

RE: NE 72nd Avenue Right-of-Way Vacation
NE 72nd Avenue between NE 33rd Street and SR 500
Vancouver, WA 98668

Dear Mr. Hannah:

In accordance with your request, we have conducted an appraisal of the above captioned properties. The properties are valued using generally accepted appraisal principles and theory. The appraisal is intended to conform to the Uniform Standards of Professional Appraisal Practice (USPAP), the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute, and applicable state appraisal regulations. At the request of the client, this appraisal report is presented in an Appraisal Report format as defined by USPAP Standards Rule 2-2(a). This format provides a detailed description of the appraisal process, subject and market data and valuation analyses.

The appraisal will address the value of the proposed street vacation of NE 72nd Avenue based on the value of the adjoining parcels in an Across-the-Fence analysis.

Dick Hannah Auto Group, the adjoining owner of four of the five parcels, is requesting the vacation of NE 72nd Avenue (owned by the City of Vancouver) for a future development. Webb Real Estate LLC owns one of the five parcels. Our value conclusion based upon our investigation, and analysis of available information is as follows:

Parcel	Value before Plottage Adjustment	Plottage Adjustment	Value (rounded)
160516000	\$133,350	85%	\$20,000
162958000	\$39,600	85%	\$6,000
162916000	\$167,640	85%	\$25,000
160449000	\$141,190	85%	\$21,000
110085890	\$43,070	85%	\$6,000
Total			\$78,000

If questions arise concerning this report, please contact the undersigned. Thank you for the opportunity to be of service.

Sincerely,

APPRAISAL & CONSULTING GROUP, LLC



David W. Groth, MAI
Certified General Real Estate Appraiser
State of Washington License No. 1100719
Email: David.Groth@acgrp LLC.com
Phone: 360.433.9315

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LEGAL DESCRIPTION OF STREET VACATION
QUALIFICATIONS OF APPRAISERS
QUALIFICATIONS OF APPRAISAL & CONSULTING GROUP

Executive Summary

Property Information

Name: NE 72nd Avenue Street Vacation
Vancouver, WA 98686

Property Type: Commercial Land

Location: East and west of NE 72nd Avenue between NE 33rd Street and SR 500

Owners of Record:

Parcel 160516000	JJHW LLC (Value Village)
Parcel 162958000	JJHW LLC (Value Village)
Parcel 162916000	Hannah Mitsubishi Real Property LLC
Parcel 160449000	Hannah VW Real Property LLC
Parcel 110085890	Webb Real Estate LLC

Areas of Vacation:

160516000	13,350 SF
162958000	3,960 SF
162916000	16,764 SF
160449000	14,119 SF
110085890	4,307 SF
Total	52,500 SF

Neighborhood Character: Commercial/ Residential Land

Zoning: General Commercial (CG)

Site Shape: Irregular

Site Topography: Level

Highest & Best Use—
As Vacant: Commercial

Valuation Summary

Effective Date of Value: July 16, 2015

Interest Appraised: Fee Simple

Exposure/Marketing Time: One to two years

Market Value Conclusions

Parcel	Value before Plottage Adjustment	Plottage Adjustment	Value (rounded)
160516000	\$133,350	85%	\$20,000
162958000	\$39,600	85%	\$6,000
162916000	\$167,640	85%	\$25,000
160449000	\$141,190	85%	\$21,000
110085890	\$43,070	85%	\$6,000
Total			\$78,000

Aerial Photograph –Clark County GIS Aerial of Adjoining Properties



Subject Photographs



Facing east on NE 33rd Street at NE 72nd Avenue



Facing south on NE 33rd Street at NE 72nd Avenue



Frontage along NE Andresen Road facing south from southwest corner of Value Village property



Facing north at NE 72nd Avenue from NE 33rd Street



Facing south at NE 72nd Avenue from northern portion of vacation



Facing northeast toward Value Village property

Subject Photographs (continued)



Facing west toward Value Village from NE 72nd Avenue



Facing west toward parking area behind Value Village



Parking area north of Value Village parcel, part of the NE 72nd Avenue vacation



Wetlands area north Value Village



Facing northeast toward Dick Hannah Kia



Facing east from NE 72nd Avenue toward Dick Hannah Kia

Subject Photographs (continued)



Facing east from NE 72nd Avenue toward Dick Hannah Kia



Drainage area behind Dick Hannah Kia



Facing east from NE 72nd Avenue toward Dick Hannah Volkswagen



Dick Hannah Volkswagen



Alan Webb dealership north of Dick Hannah parcels

Identification of Appraisal Assignment

Property Identification

The adjoining properties to the proposed street vacation consist of four individual parcels, as follows:

Parcel Number	Owner	Size
160516000	JJHW LLC/ Value Village	1.74 acres
162958000	JJHW LLC/ Value Village	1.97 acres
162916000	Hannah Mitsubishi Real Property LLC	2.42 acres
160449000	Hannah VW Real Property LLC	2.23 acres
110085890	Webb Real Estate LLC	3.61 acres
Total		11.97 acres

Abbreviated Property Reference (Legal Description)

Parcel Number	Abbreviated Legal Description
160516000	#87 LEVI DOUTHIT DLC 1.74A M/L
162958000	#53 SEC 19 T2N R2EWM 1.97A M/L
162916000	#9 HENRY SCHUH DLC 2.42A
160449000	#10 #11 LEVI DOUTHIT DLC 2.23A
110085890	VANCOUVER AUTO MALL PHASE-III LOT 1

Client Identification

The client of this specific assignment is Jason Hannah, Dick Hannah Auto Group.

Intended Use& Purpose

The intended use of this appraisal is to assist the client, Jason Hannah, Dick Hannah Auto Group, in negotiations with City of Vancouver to purchase vacated NE 72nd Avenue.

Intended Users of the Appraisal

Intended users of this report are Jason Hannah, Dick Hannah Auto Group, and the City of Vancouver.

Effective Date

July 16, 2015

Personal Property

No personal property or intangible items are included in this valuation.

Deductions and Discounts

A discount has been made for the subject's assemblage/plottage highest and best use.

Property and Sales History

If available in the normal course of business, analysis is required for all agreements of sale, options and listings of the subject property as of the effective date of this appraisal. In addition, all sales of the subject that occurred within the three years prior to the effective date of value are required.

Identification of Appraisal Assignment (continued)

Current Owner – The properties are under the following ownerships:

Parcel Number	Owner
160516000	JJHW LLC/ Value Village
162958000	JJHW LLC/ Value Village
162916000	Hannah Mitsubishi Real Property LLC
160449000	Hannah VW Real Property LLC
110085890	Webb Real Estate LLC

Three-Year Sales History – According to County Records, the Value Village parcels west of NE 72nd Avenue have sold within the past three years. Dick Hannah purchased the two parcels, with a 47,088 square foot building. The total site area was 3.71 acres. Hannah purchased this property on May 14, 2015, for \$4,365,000. Because of the existing improvements included in the sale, this transaction is not applicable to the land value of the adjacent parcels concluded in the valuation section of the report.

Sale Status of Abutting Properties – The properties adjoining the proposed street vacation are not currently for sale.

Definition of Value

Given the scope and intended use of this assignment, the applicable value definition is “Market Value.”

Market Value – The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently, knowledgeably, and assuming that the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1. Buyer and seller are typically motivated;
2. Both parties are well informed or well advised, and acting in what they consider their own best interests;
3. A reasonable time is allowed for exposure in the open market;
4. Payment is made in terms of cash in United States dollars or in terms of financial arrangements comparable thereto; and
5. The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.¹

Across the Fence (ATF) Value: “In corridor valuation, a value opinion based on comparison with adjacent lands including the consideration of adjustment factors such as market conditions, real property rights conveyed, and location” (Appraisal Institute, The Dictionary of Real Estate Appraisal, Fifth Edition, Chicago, 2010, p. 3)

Property Rights Appraised

The property rights appraised constitute the fee simple interest.

¹ Office of Comptroller of the Currency (OCC), Title 12 of the Code of Federal Regulation, Part 34, Subpart C - Appraisals, 34.42 (g); Office of Thrift Supervision (OTS), 12 CFR 564.2 (g); This is also compatible with the RTC, FDIC, FRS and NCUA definitions of market value.

¹ The Dictionary of Real Estate Appraisal, Fifth Edition, Appraisal Institute, Chicago, Illinois, 2010.

Fee Simple Estate – Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power and escheat.²

As Is Value – An estimate of the market value of real property in the condition observed upon inspection and as it physically and legally exists without hypothetical conditions, assumptions, or qualifications as of the date of inspection.³

Exposure/Marketing Time

Exposure time is defined as "The estimated length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal."⁴ Reasonable exposure time is impacted by the aggressiveness and effectiveness of a property's exposure to market participants, availability and cost of financing, and demand for similar investments. Exposure time is best established based the recent history of marketing periods for comparable sales, discussions with market participants and information from published surveys. Marketing period is very similar to exposure time, but reflects a projected time period in order to sell the property, rather than a retrospective estimate. This exposure and marketing time analysis will focus on the subject property with a commercial highest and best use, the dominant use in the area.

There have been several closed and pending commercial land sales in the Clark County market, all of which reflect marketing period of one to three years. Based on the concluded as-is market value, an exposure period and marketing time of one to two years is concluded for the subject property. Marketing times have been trending downward in the past year.

³ *ibid.*

Scope of Work

Appraisal Development and Reporting Process

Preparation of this appraisal included an inspection of the subject property, reviewing assessor's maps, reviewing county records for information on the subject and comparables, inspecting the subject property market area, gathering and confirming land sales from immediate and competing market areas, analyzing supply and demand conditions in the area, reviewing plans for the proposed acquisition, and applying applicable approaches to value to arrive at an indication of value for the proposed acquisition. This appraisal has been prepared in a Narrative format per USPAP.

The valuation of the larger parcel and proposed acquisition is based on an "Across the Fence" (ATF) valuation method. For valuation purposes, the appraisal assumes a commercial use based on the adjoining properties and the subject's zoning. It is not appraised as a street.

- ◆ Physical inspection of the subject site was completed by David Groth, MAI, on July 16, 2015.
- ◆ Clark County and City of Vancouver Assessor's records & other County and City GIS maps pertaining to ownership, taxes, assessments and aerial photos of the subject property. In addition, Olson Engineering, Inc. provided a survey map and sizes for the proposed street vacation.
- ◆ Analysis of the physical and locational features of the subject property and market area.
- ◆ Analysis of the supply/demand conditions in the commercial market that impact the subject property.
- ◆ Study of current market trends using confirmed market indicators and secondary sources such as Multiple Listing Service, RealQuest, CoStar, the Columbian newspaper, and Appraisal and Consulting Group, LLC database. Highest & Best Use analysis with the focus based on a commercial use. In addition, an appraisal report of a similar street vacation completed by Integra Realty Resources and a review completed by Mark Lawwill, was reviewed.
- ◆ Preparation of this appraisal is presented in a Narrative Report format as indicated in 2015 USPAP Standard 2.
- ◆ I am aware of the Competency Rule of USPAP and the author of this report David W. Groth, MAI, meets the standards. No one other than the appraisers signing this report provided significant assistance for this appraisal.

Scope of Work (continued)

Information Sources

Item	Source of Information
Subject Identification	Client and surveys by Olson Engineering Inc.
Description of Subject	Inspection and surveys by Olson Engineering Inc.
Zoning Information	City of Vancouver
Flood Map Information	STDB
Demographics	STDB, The Columbian, Workforce Explorer
Comparables	RMLS, CoStar, Clark County, Brokers, ACG Database, Appraisal completed by Integra Realty Resources
Other Property Information	Market Interviews & Physical Inspection

Subject Property Inspection

Representative	Extent	Date of Inspection
David W. Groth, MAI, Appraiser	Walked site	July 16, 2015

Assumptions and Limiting Conditions

This appraisal is subject to the following assumptions and limiting conditions:

Extraordinary Assumptions

USPAP defines an Extraordinary Assumption as, “an assumption, directly related to a specific assignment, which, if found to be false, could alter the appraiser’s opinions or conclusions.”

The entire street vacation has been valued. The northern portion of this property abuts the dealership owned by Webb Real Estate LLC. No separate allocation has been provided for this separate ownership. Also, it is assumed the street vacation does not adversely affect this property. It may currently provide access to the western portion of this property.

It is assumed the City will retain utility easements in the vacated street.

Hypothetical Conditions

USPAP defines a Hypothetical Condition as, “that which is contrary to what exists but is supposed for the purpose of analysis.”

There were no hypothetical conditions in this report.

General Assumptions and Conditions

We assume no responsibility for matters legal in character, nor do we render any opinion as to title, which is assumed to be marketable. All existing liens, encumbrances, and assessments have been disregarded, unless otherwise noted, and the property is appraised as though free and clear, under responsible ownership, and competent management.

The exhibits in this report are included to assist the reader in visualizing the property. We have made no survey of the property and assume no responsibility in connection with such matters.

Unless otherwise noted herein, it is assumed that there are no encroachments, zoning, or restrictive violations existing in the subject property.

The appraisers assume no responsibility for determining if the property requires environmental approval by the appropriate governing agencies, nor if it is in violation thereof, unless otherwise noted herein.

Information presented in this report has been obtained from reliable sources, and it is assumed that the information is accurate.

This report shall be used for its intended purpose only, and by the party to whom it is addressed. Possession of this report does not include the right of publication.

The appraisers may not be required to give testimony or to appear in court by reason of this appraisal, with reference to the property in question, unless prior arrangements have been made therefore.

The statements of value and all conclusions shall apply as of the dates shown herein.

Assumptions and Limiting Conditions (continued)

The appraisers have no present or contemplated future interest in the property which is not specifically disclosed in this report.

Neither all, nor any part of, the contents of this report shall be conveyed to the public through advertising, public relations, news, sales, or other media without the written consent or approval of the authors. This applies particularly to value conclusions and to the identity of the appraisers and the firm with which he or she is connected.

This report must be used in its entirety. Reliance on any portion of the report independent of others, may lead the reader to erroneous conclusions regarding the property values. No portion of the report stands alone without approval from the authors.

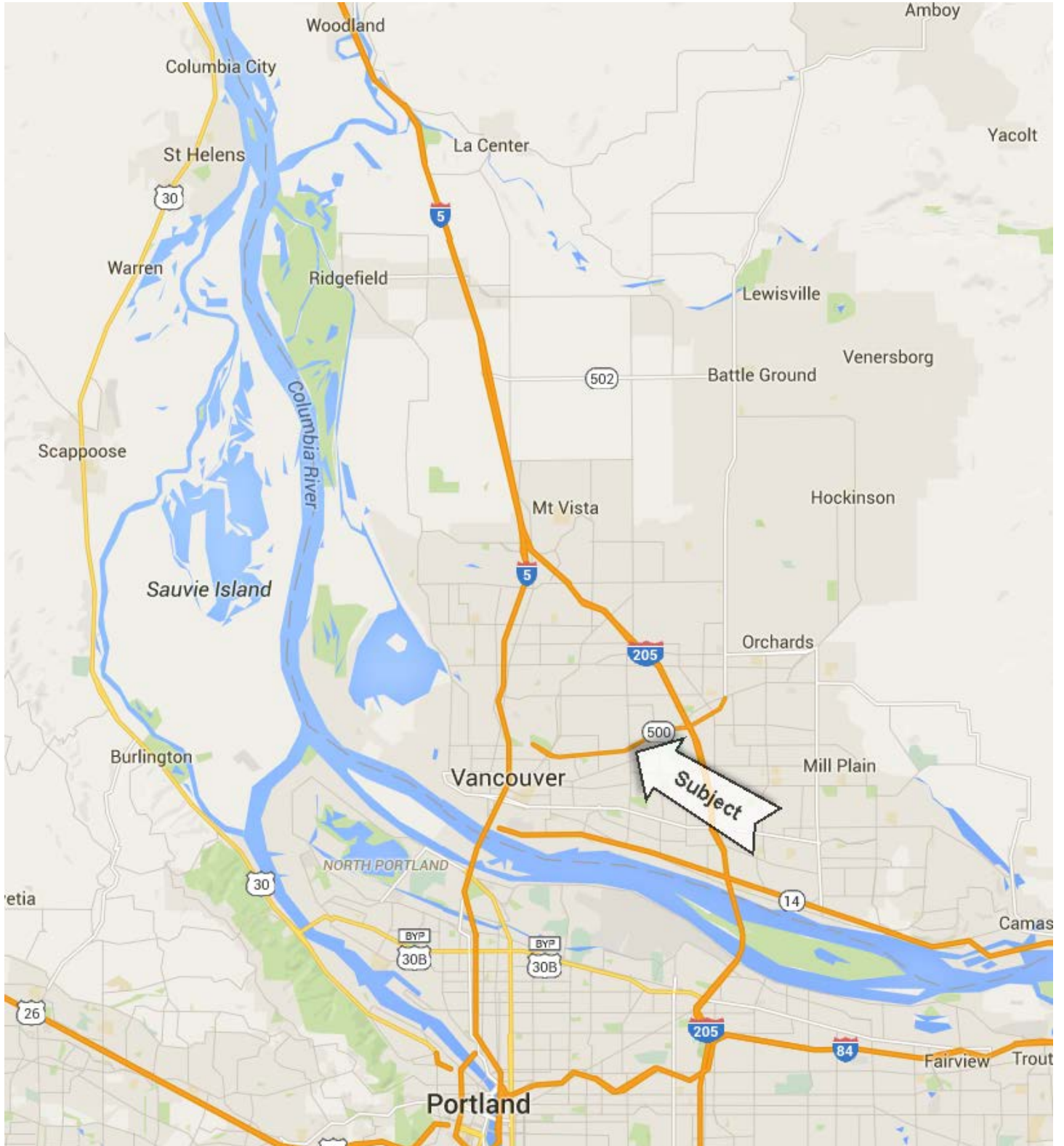
The liability of Appraisal & Consulting Group, LLC, its principals, agents, and employees is limited to the client. Further, there is no accountability, obligation, or liability to any third party. If this report is placed in the hands of anyone other than the client, the client shall make such party aware of all limiting conditions and assumptions of the assignment and related discussions. The appraisers are in no way responsible for any costs incurred to discover or correct any deficiency in the property.

The appraisers are not qualified to detect the presence of toxic or hazardous substances or materials which may influence or be associated with the property or any adjacent properties, has made no investigation or analysis as to the presence of such materials, and expressly disclaims any duty to note the degree of fault. Appraisal & Consulting Group, LLC and its principals, agents, employees, shall not be liable for any costs, expenses, assessments, or penalties, or diminution in value, property damage, or personal injury (including death) resulting from or otherwise attributable to toxic or hazardous substances or materials, including without limitation hazardous waste, asbestos material, formaldehyde, or any smoke, vapors, soot, fumes, acids, alkalis, toxic chemicals, liquids, solids or gasses, waste materials or other irritants, contaminants or pollutants.

An on-site inspection of the subject property was conducted. No evidence of asbestos materials on-site was noted. A Phase 1 Environmental Assessment was not provided for this analysis. This analysis assumes that no asbestos or other hazardous materials are stored or found in or on the subject property. If evidence of hazardous materials of any kind occurs, the reader should seek qualified professional assistance. If hazardous materials are discovered and if future market conditions indicate an impact on value and increased perceived risk, a revision of the concluded values may be necessary.

A detailed soils study was not provided for this analysis. The subject's soils and sub-soil conditions are assumed to be suitable based upon a visual inspection, which did not indicate evidence of excessive settling or unstable soils. No certification is made regarding the stability or suitability of the soil or sub-soil conditions.

Regional Area Map – Clark County, Washington



Regional Description – Clark County, Washington

Situated in southwest Washington State, Clark County is located in the Portland- Metropolitan Statistical Area (MSA), which includes seven counties in the states of Washington and Oregon. Clark County has shared in the Portland MSA's growth; making up approximately 20% of the MSA's population, with more than one-third of the County's employed residents commuting to work outside the county, mostly across the Columbia River in Portland, Oregon (Employment Security Department of Washington State). Because of the area's increasing independent identity from the Portland MSA and because of its separate state and local government boundaries this report will focus on Clark County.

Population

Population trends affect employment, retail spending, housing, bank deposits, and many other key demand parameters analyzed in determining real estate productivity. Population growth, stability or decline is a strong indicator of real estate viability within an area. Clark County experienced a strong annual average population growth from 2000 through 2010 with a rate of 2.10%, which is higher than the MSA's estimated annual growth rate of 1.7% and the state's 1.2% annual average rate. More recently, population growth in Clark County has averaged 1.02% for the past four years (2010-2014), and 1.7% over the past year. The subject is located in Unincorporated Clark County, which experienced similar growth of 1.2% over the past year. With 7,300 new residents added over the past year, Clark County population growth was third in state among 39 counties. County population growth also exceeded the state growth rate of 1.25% last year. Overall population growth rate trends are positive.

Clark County Population Growth							
Jurisdiction	2010 Population Census	2011 Population Estimate	2012 Population Estimate	2013 Population Estimate	2014 Population Estimate	Annual % Change 2010-2014	Annual % Change 2013-2014
Clark County	425,363	428,000	431,250	435,500	442,800	1.02%	1.7%
Unincorporated Clark County	203,339	204,610	205,885	207,710	210,140	0.84%	1.2%
Incorporated Clark County	222,024	223,390	225,365	227,790	232,660	1.20%	2.1%
Battle Ground	17,571	17,780	17,920	18,130	18,680	1.58%	3.0%
Camas	19,355	19,620	20,020	20,320	20,880	1.97%	2.8%
La Center	2,800	2,835	2,985	3,015	3,050	2.23%	1.2%
Ridgefield	4,763	4,975	5,210	5,545	6,035	6.68%	8.8%
Vancouver	161,791	162,300	163,200	164,500	167,400	0.87%	1.8%
Washougal	14,095	14,210	14,340	14,580	14,910	1.45%	2.3%
Woodland (part)	83	85	85	Mar-00	85	0.60%	0.0%
Yacolt	1,566	1,585	1,605	1,615	1,620	0.86%	0.3%

Source: Washington State Office of Financial Management

Median Household Income

According to ESRI, Inc. (a software development and services company providing Geographic Information System (GIS) software and geo-database management applications) the median household income for Clark County was approximately \$63,611 during the 2010 Census. The estimated median household income figure for 2015 is \$73,311; this reflects an average annual growth rate of approximately 2.9% annually.

Median Household Income			
	2010	2015	CAGR 2010-2015
Clark County	63611	73311	2.90%
State of Washington	60311	68768	2.70%
United States	54442	61189	2.40%

Economy

Over the last two decades, Clark County emerged with its own sub-regional economic structure, allowing it to participate as a full partner in the Portland-Vancouver area economy. Clark County's major industrial groups include electronics, paper and related products, processed tools, and food products. The following list summarizes the largest employers in Clark County as of the most recent report published by the Columbia River Economic Development Council.

CLARK COUNTY'S LARGEST EMPLOYERS, 2015			
2014	2013 Rank	Employer	2014 FTE's
1	7	Bonneville Power Administration	2,723
2	1	PeaceHealth Southwest Washington Medical Center	2,500
3	2	Evergreen Public Schools	2,473
4	3	Vancouver Public Schools	2,341
5	4	Clark County, Washington	1,650
6	5	Fred Meyer Stores, Inc.	1,601
7	6	Battle Ground Public Schools	1,342
8	12	Legacy Salmon Creek Medical Center	1,050
9	8	WaferTech, LLC	1,040
10	9	Clark College	1,031
11	10	The Vancouver Clinic	994
12	13	VA Medical Clinic	927
13	11	City of Vancouver	913
14	16	SEH America Inc.	865
15	14	BNSF Railway Railroad	825
16	15	Camas School District No. 117	750
17	17	Kaiser Permanente Northwest	707
18	23	Fisher Investments	690
19	21	Dick Hannah Dealerships	640
20	18	Educational Service District No. 112	600
21	20	Charter Communications	566
22	22	Georgia-Pacific LLC	488
23	NR	Frito-Lay Inc.	475
24	19	Wells Fargo	439
25	24	Columbia Machine, Inc.	430
26	NR	Christensen Shipyards LTD	403
27	25	Clark Co. Public Transportation Benefit Area (C-TRAN)	393
28	27	Clark Public Utilities	362
29	26	Washington State University Vancouver	358
30	28	Washougal School District	300

Source: Vancouver Business Journal's 2015 Book of Lists and WA Employment Security Department, Figures as of 2014

 CREDC

Job Growth & Unemployment

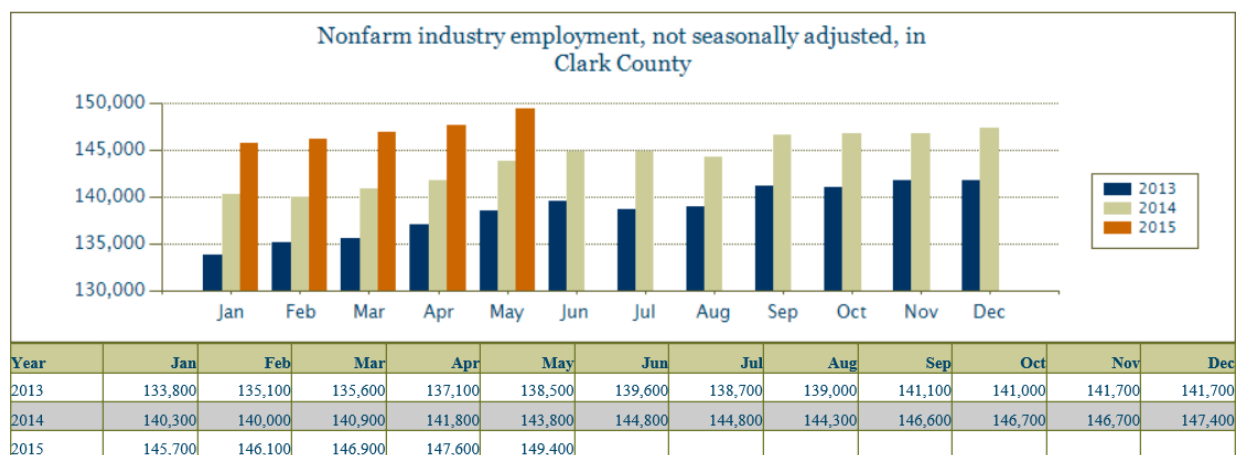
Per Scott Baily, Regional Economist for the State Employment Security Department, Clark County's economy expanding rapidly, with 5,600 jobs added over the past 12 months through May 2015, representing annual job growth of 3.9%. Clark County is seeing employment growth, falling unemployment, and lower levels of job losses as measured by unemployment claims.

The three sectors driving job growth over the past year were trade, transportation, and utilities (up 700 jobs), professional & business services (up 1,200 jobs), and education and health services (up 1,000 jobs). Manufacturing sector improved slightly with 100 new jobs associated with fabricated metals, machinery, and electronics. Every major employment sector showed growth over the past year.

The current annual job growth rate of 3.9% is substantially higher than the nation's (2.2%), and also exceeds those of Washington (3.6%), Oregon (3%), and the Portland Metropolitan area (3.3%).

The following chart illustrates seasonally adjusted non-farm employment trends in Clark County over the last several years. The outlook for the future is positive. Per regional economist Scott Bailey, the region could see more high-wage jobs added as certain corporate employers expand or relocate from Portland, Oregon. Some of the major employers adding to this job growth include Integra, Fisher Investments and Banfield Pet Hospital. Integra shifted about 700 jobs from Portland this past summer. Fisher Investments is finishing its second office building and could add 400-500 more positions. They are actively recruiting at this time, and the influx of new hires is having an impact on the housing market. Banfield Pet Hospital has announced it will move its headquarters and 600 employees from Portland to Vancouver in 2015 in a proposed 250,000 SF office complex on 20-acres in the Columbia Tech Center.

Nonfarm industry employment

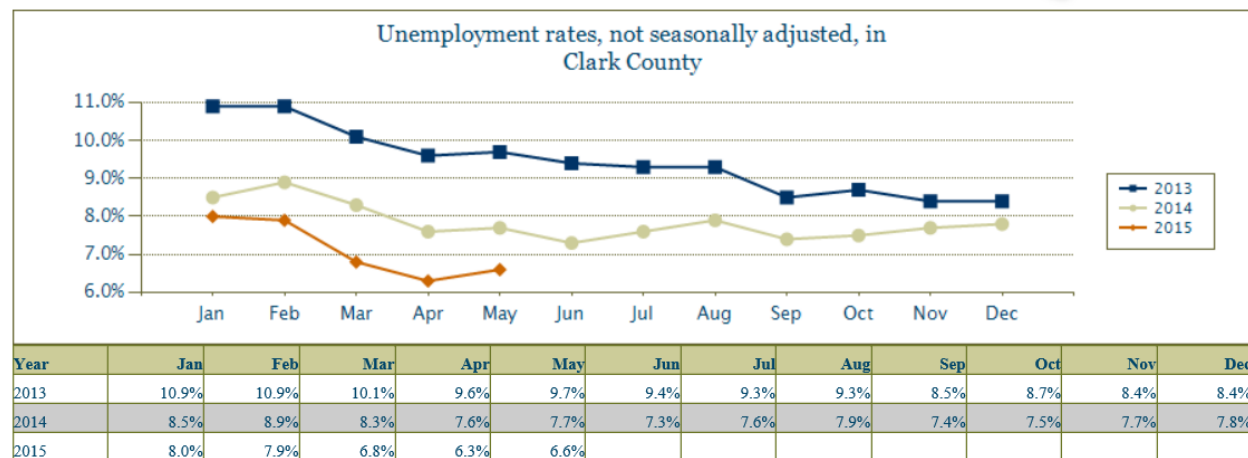


Source: Washington State Employment Security Department, Labor Market and Performance Analysis

Despite job growth, unemployment remains at fairly high levels. The preliminary rate for May 2015 is 6.6%, which is much lower than the 7.7% in May 2014. This rate may be revised upward to reflect those unemployed county residents who previously worked in Oregon. It also appears that people who had previously dropped out of the labor force are now returning to hunt for jobs, which increases the jobless rate.

Regional Description – Clark County Washington (continued)

Unemployment rates



Source: Washington State Employment Security Department, Labor Market and Performance Analysis

Summary

Clark County, Washington has significant influence on the larger Portland-Vancouver Metropolitan areas due to its proximity to Portland, Oregon and current population of 442,800 residents. The population of Clark County will continue to expand because much of the future vacant served development land is located in this County, and the long term job growth outlook in both Clark County and nearby Portland is good. Currently, the Clark County market has recovered from the recession and is experiencing 4.3% annual job growth over the last 12 months with a favorable outlook moving forward.

A review of the annual year end 2014 *Market Action* report by the Regional Multiple Listing Service indicates that overall closed home sales for 2014 in Clark County were up 8% year to date at 7,025, and the median price was up 8.5% at \$244,000. The inventory of homes offered for sale remained low at 3.40 months of supply at year end. Pending sales were also up 10.1% for the year. Total marketing time for sales was down 7.9% at 92 days.

A review of the *Market Action* report data through May 2015 also looks very positive with closed sales up 21.7% year to date, and pending sales up 25.7% when compared to last May. Listing inventory remains very low at 2.60 months based on current sales trends, and the average sale price is up approximately 8.2% year to date compared to the same period last year. These are all positive trends for the single-family housing market in Clark County.

Single family building permits issued in 2014 were at 1578, which was similar to the 1656 permits issued in 2013. The available year to date permit data through April 2015 indicates that 499 single-family permits have been issued in Clark County, which is up 25% from the same period last year and represents an annualized permit count of approximately 2000 permits.

Construction of new apartments is also occurring, with several new apartment developments under construction or planned for construction next year due to increasing demand and rents. A recent article in the Columbian Newspaper indicated that more than 1,360 new apartment units are newly completed, under construction or going through the application process. A new 320 unit project broke ground about six months ago in Vancouver, and there is a new 109 unit project under construction along NE 15th Avenue, south of NE 179th Street in the southeast Ridgefield area. There is clear demand, as the vacancy rate for the county's approximately 40,000 apartment units is less than 3 percent. That demand has helped drive up rents by as much as 10 percent over

Regional Description – Clark County Washington (continued)

the past three years. Vacancy rates are likely to start slowly increasing with supply for newer units. Rental townhomes are also experiencing strong demand, with low vacancy and increasing rents over the past year. There is an active investor market for small-plex townhomes in Clark County at this time.

Per Norris, Beggs, & Simpson 1st Quarter 2015 Retail Report, vacancy in Clark County is at 7.92%, with 10,002 SF of space currently under construction, and total absorption of 49,723 SF last quarter. Vacancy rates are declining, absorption is increasing, and construction is slowing to some degree. Clark County's taxable retail sales increased by 8.5 percent during the 2014 calendar year, and Vancouver's sales rose by 8.8 percent. Both jurisdictions topped the overall Washington increase of 6.6 percent in the taxable retail category.

The office vacancy rate in Clark County is relatively high at 14.73%. There is 48,000 SF of space under construction, and net absorption last quarter was negative 123,613 SF. There is a recent market trend showing a shift from older traditional office space to more creative space with modern amenities. Suburban trends show increased vacancy, less construction, lower net absorption, but slightly higher asking rates.

Industrial vacancy in Clark County is low at 4.14%. There is 125,900 SF of space under construction, and total absorption was 110,107 last quarter. Net absorption is down along with construction, and asking rents have increased with vacancy. Transportation improvements (new roads, rail, etc.) will have a significant impact on this sector in the coming years. The Port of Vancouver is continuing to attract new tenants/buyers to its industrial parks, and has recently agreed to sell two larger parcels to Sunlight Supply and a Steel Manufacturer. The second phase of their Centennial Industrial Park will include additional land for future development. There are also several private industrial parks in the planning approval process, and there has been increase in land sales to owner/users for new facilities.

The business community continues to debate about transportation issues surrounding a proposed oil transfer terminal at the Port of Vancouver, and the impacts of a proposed coal export terminal in nearby Longview to the north. These issues and the proposed waterfront development (now undergoing initial site work) along the Columbia River could significantly impact employment in the coming years. The Cowlitz Tribe has also recently obtained approvals from the federal government to construct a very large gaming Casino in LaCenter along the Interstate-5 corridor. This will have a major impact along the Interstate-5 corridor in Clark County. Site work is expected to begin later this summer. There is also a proposed second Clark College Campus and new Peace Health Hospital Planned along the I-5 corridor near Ridgefield, but the development timeline is uncertain.

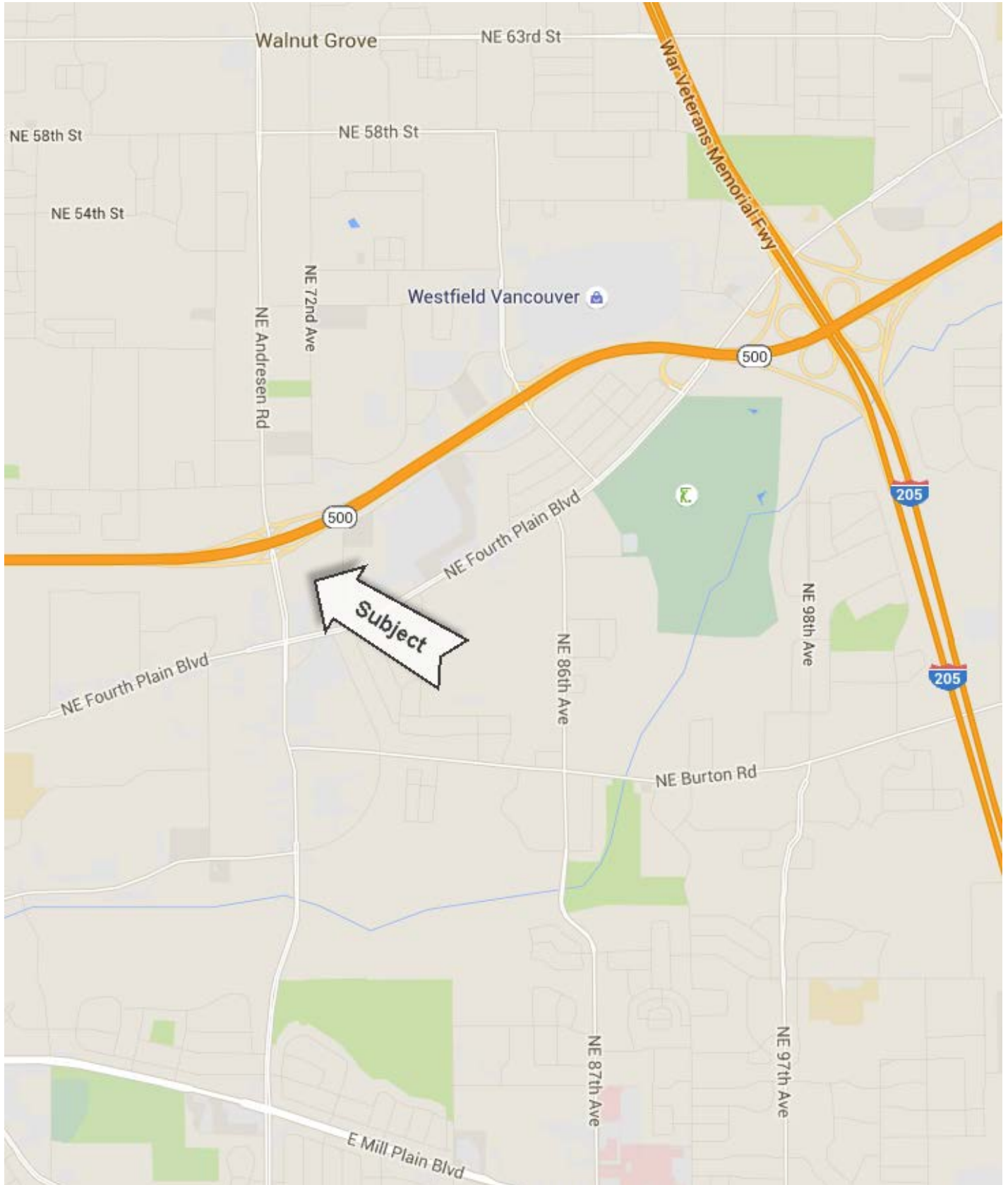
There has been a significant increase in land sale activity in all sectors over the past year, with appreciation starting to occur based on our review of pending and recently closed sales. This is consistent with increased demand by both single-family and apartment developers and builders. While land values have been increasing rather rapidly due to more limited lot supply, some potential stabilization may occur in a few years when more new lots/homes are introduced to the market based on recent development and permit activity. For the near term, continued appreciation in land and finished lot values is expected due to limited supply, and local builders are competing with national builders to secure lot inventory. Multi-family land is being purchased for both apartments and for small lot subdivision use (attached and detached) at this time. With significant land sale and construction activity in both sectors, 2015 will test the depth of demand for finished lots and new houses. We are also seeing an increase in pending raw land sales without approvals on longer term contracts.

The small lot affordable sector also appears to be improving with more builders now building homes for sale, rather than just to investors for rentals. The custom home market is also showing strength, particularly in the Camas, Felida, and Evergreen Highway areas of Clark County. Absorption and new lot development is again occurring in the smaller incorporated areas of Clark County, which lagged behind the closer-in Vancouver market. Demand for rural acreage lots has also improved over the past year with a substantial increase in acreage lot values. With the Clark County 20-year Comprehensive Plan changes to be in effect by mid-2016, there could also be some substantial changes to the rural zoning densities in the County. It is clear that housing prices and rents must continue to appreciate to keep up with rising construction costs and land values to allow for feasible development. The for-sale and rental markets are both strong, but there are market concerns over potential increases in future interest rates in the long term.

Commercial and industrial land sale activity has also increased in 2015, which is a positive indicator of future expectations of retail demand and job growth. Overall, Clark County should see continued improvements in most sectors for the next year, with the multi-family and single-family housing sectors being the strongest. The industrial market also appears to be gaining strength with several large single-user and industrial parks proposed for construction this year.

The overall outlook for the Clark County real estate market is favorable at this time.

Local Area/Neighborhood Map



Local Area Description

General – The subject property is located less than four miles northeast of downtown Vancouver, near the commercial hub of Clark County. This area is at the intersection of SR500/Fourth Plain Blvd and I-205. Commercial and service uses dominate this area. Major shopping centers include Westfield Vancouver Mall and Vancouver Plaza. In addition, all of the Vancouver new car dealers are located in this neighborhood. There are also a number of suburban office buildings, hotels, and other complimentary uses. The following paragraphs summarize factors pertinent to the social, economic, and physical development of the market area.

Demographics – The demographics for the subject's local area are provided by Site To Do Business (STDB Online), an on-line resource center that provides information used to analyze and compare the past, present, and future trends of properties and geographical areas.

NEIGHBORHOOD DEMOGRAPHICS								
Description	1.0 Miles	3.0 Miles	5.0 Miles	Description	1.0 Miles	3.0 Miles	5.0 Miles	
Population								
2000 Total Population	11,576	93,614	209,470	Median Household Income				
2010 Total Population	14,049	106,832	241,775	2015	\$ 39,915	\$ 45,132	\$ 51,784	
2015 Total Population	14,984	112,455	252,922	2020	\$ 230,060	\$ 242,473	\$ 261,169	
2020 Total Population	16,016	119,048	266,538	Average Household Income				
2015-2020 Annual Rate	1.34%	1.15%	1.05%	2015	\$ 49,807	\$ 58,342	\$ 66,356	
Median Age				2020	\$ 55,892	\$ 66,081	\$ 74,939	
2010	31.1	34.9	35.6	Per Capita Income				
2015	32.0	35.9	36.6	2015	\$ 20,780	\$ 23,458	\$ 26,039	
2020	32.6	36.5	37.1	2020	\$ 23,345	\$ 26,593	\$ 29,469	
Households				Median Home Value				
2000 Households	4,438	36,720	79,874	2015	\$ 210,854	\$ 223,754	\$ 237,519	
2010 Households	2,794	42,790	93,936	2020	\$ 230,060	\$ 242,473	\$ 261,169	
2015 Households	6,207	45,137	98,670	Average Home Value				
2020 Households	6,646	47,859	104,294	2015	\$ 251,845	\$ 258,086	\$ 272,729	
2015-2020 Annual Rate	1.38%	1.18%	1.11%	2020	\$ 294,245	\$ 309,554	\$ 319,787	
Household Size				2015 Households by Income				
2015 Average Household Size	2.41	2.47	2.53	Household Income Base	6,207	45,137	98,670	
2015 Average Family Size	3.12	3.06	3.09	< \$15,000	12.4%	13.9%	11.7%	
Housing Units				\$15,000 - \$24,999	16.7%	12.0%	10.2%	
2015 Housing Units	6,668	48,028	104,624	\$25,000 - \$34,999	14.5%	12.4%	11.4%	
Owner Occupied	26.0%	45.0%	51.3%	\$35,000 - \$49,999	15.8%	15.7%	14.5%	
Renter Occupied	67.1%	49.0%	43.0%	\$50,000 - \$74,999	22.0%	19.7%	19.6%	
Vacant Housing Units	6.9%	6.0%	5.7%	\$75,000 - \$99,999	10.2%	12.3%	13.9%	
2020 Housing Units	7,126	50,805	110,395	\$100,000 - \$149,999	6.3%	9.4%	12.0%	
Owner Occupied	25.5%	44.9%	51.1%	\$150,000 - \$199,999	1.6%	2.6%	3.9%	
Renter Occupied	67.7%	49.3%	43.4%	\$200,000 +	60.0%	1.8%	2.7%	
Vacant Housing Units	6.7%	5.8%	5.5%					

The average home value in a five mile radius is \$272,729, and the median home value is \$237,519. The average household income in a three mile radius is \$58,342 and in a five mile radius \$66,356. The five year expected annual population growth rate is approximately 1.05 percent within a five mile radius.

As noted in the table above, faster population growth is anticipated to occur in the subject's market area (3-miles radius) over the next few years.

Community Services/Transportation – Community services and facilities are readily available in the area. These include public services such as fire stations, hospitals, police stations, and schools (all ages). Regarding hospitals, Clark County currently has two hospitals in operation. The Legacy

Local Area Description – City of Vancouver (continued)

Salmon Creek Medical Center is a 6-story, 460,000 square foot hospital with 151 beds and future plans to expand to 220 beds. It opened in August 2005, employs over 600 people, and exists north of the subject at the I-205/I-5 interchange. The PeaceHealth Southwest Medical Center is located on the north side of Mill Plain, less than two miles southeast of the subject property. Public transportation is available throughout and there are a number of parks in the area which adequately serve the subject's neighborhood.

The Royal Oaks Country Club is located within a half mile of the subject property. It is the premier country club serving Clark County and is considered a positive influence.

Summary – Overall, the subject neighborhood is strategically located near the commercial center of Vancouver/Clark County. This strategic location is heavily influenced by the surrounding commercial uses and the intersection of Interstate 205 and SR 500 (Interstate 205 is a major north/south thoroughfare and SR 500 is a major east/west thoroughfare).

Site Description

The following description applies to the properties which adjoin the proposed NE 72nd Avenue street vacation. They include two tax parcels on the west side of the road (Value Village) and two tax parcels on the east side of the road (Dick Hannah KIA and Dick Hannah Volkswagen)

Property Information

Name: NE 72nd Avenue Vacation
Property Type: Commercial Land
Location: NE 72nd Avenue between NE 33rd Street and SR 500
Vancouver, WA

Parcel Numbers: 160516000
162958000
162916000
160449000
110085890

Owner of Record:
160516000 JJHW/ Value Village
162958000 JJHW/ Value Village
162916000 Hannah Mitsubishi Real Property LLC
160449000 Hannah VW Real Property LLC
110085890 Webb Real Estate LLC

Neighborhood Character: Commercial
Zoning: General Commercial (GC)

Size of Adjoining Parcels:
160516000 1.74 acres
162958000 1.97 acres
162916000 2.42 acres
160449000 2.23 acres
110085890 3.61 acres
Total 11.97 acres

Description of Street Vacation: The proposal is to vacate the entire NE 72nd Avenue Right-of-Way between NE 33rd Street and SR 500. NE 72nd Avenue is a public street Right-of-Way of variable width between NE 33rd Street to SR 500. The Right-of-Way is paved and is currently used for double sided parking with a drive aisle between. The street Right-of-Way dead-ends at SR 500. The Right-of-Way is adjacent to five tax lots, which are owned by four entities: Hannah Mitsubishi RP LLC, Hannah VW Real Property LLC, JG Vancouver LLC, and Webb Family Properties LLC. A copy of the legal description and map is included in the addenda of this report.

Site Description (continued)

Size of Street Vacation:

160516000	13,350 SF
162958000	3,960 SF
162916000	16,764 SF
160449000	14,119 SF
110085890	4,307 SF
Total	52,500

Site Shape:

Irregular

Site Topography:

Effectively level

Access/exposure:

The subject is accessed from NE 33rd Street, a short corridor extending from NE Fourth Plain Boulevard to NE Auto Mall Drive. There is no other access to the Value Village property to the west. Exposure is good to the Value Village property from NE Andresen and SR 500.

Abutting Properties—

North:	SR 500; drainage area
South:	NE Fourth Plain Boulevard; NE 33 rd Street; commercial development
East:	NE Auto Mall Drive; Dick Hannah dealerships
West:	NE Andresen Road

Utilities:

Sewer and water are available

Flood Plain:

Review of FEMA Flood Map number 53011C0388D, effective September 5, 2012, indicates the entire subject is in Zone X, an area of low flood risk.

Easements and Encumbrances:

The Clark County GIS indicates the subject has no easements or encumbrances. If there are additional questions regarding easements or encumbrances, research with a title company is advised.

Improvements:

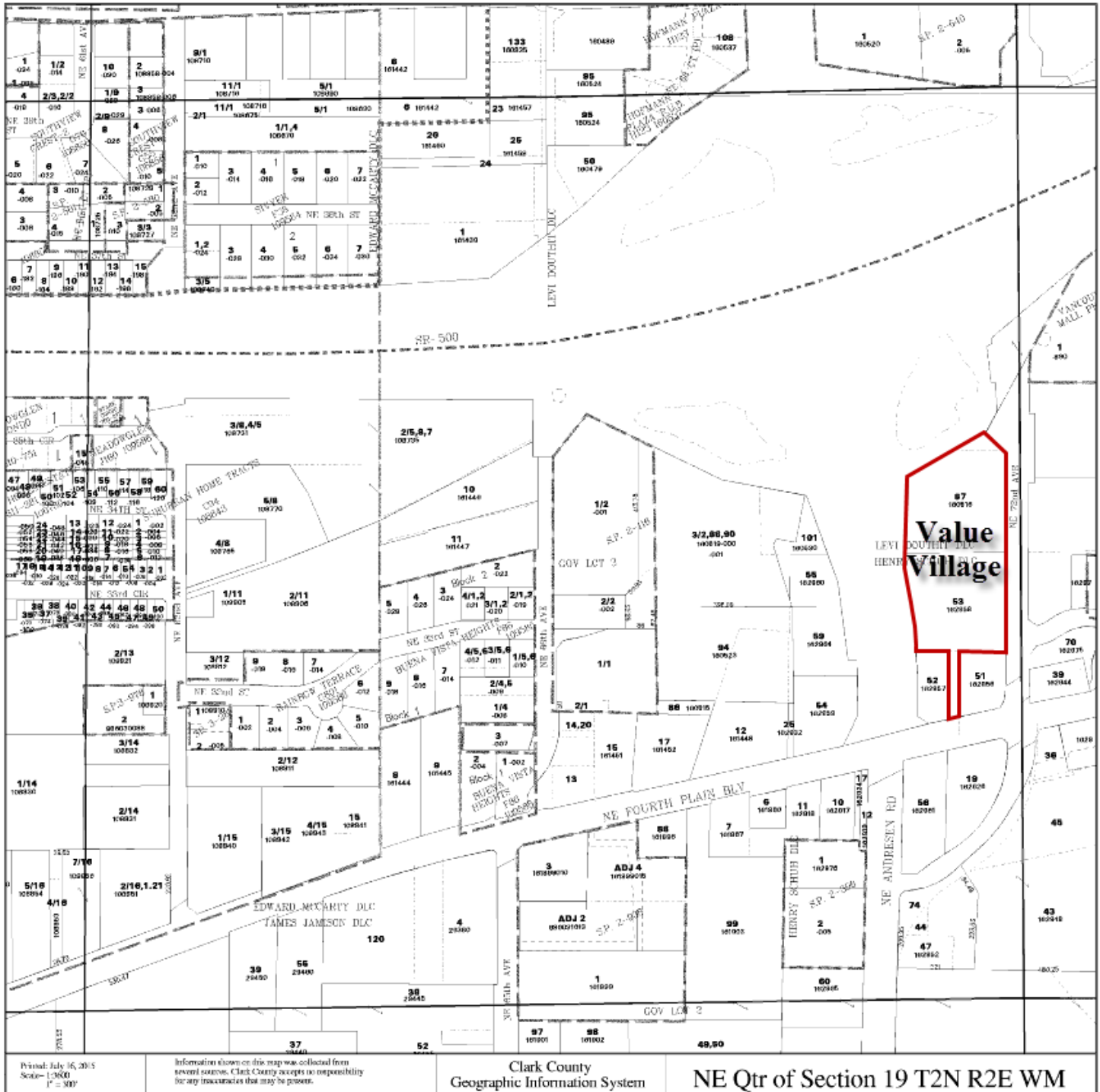
Improvements to the adjacent properties include the Value Village building, the Dick Hannah KIA dealership, the Dick Hannah Volkswagen dealership, and the Alan Webb Nissan/Mitsubishi dealership.

Environmental:

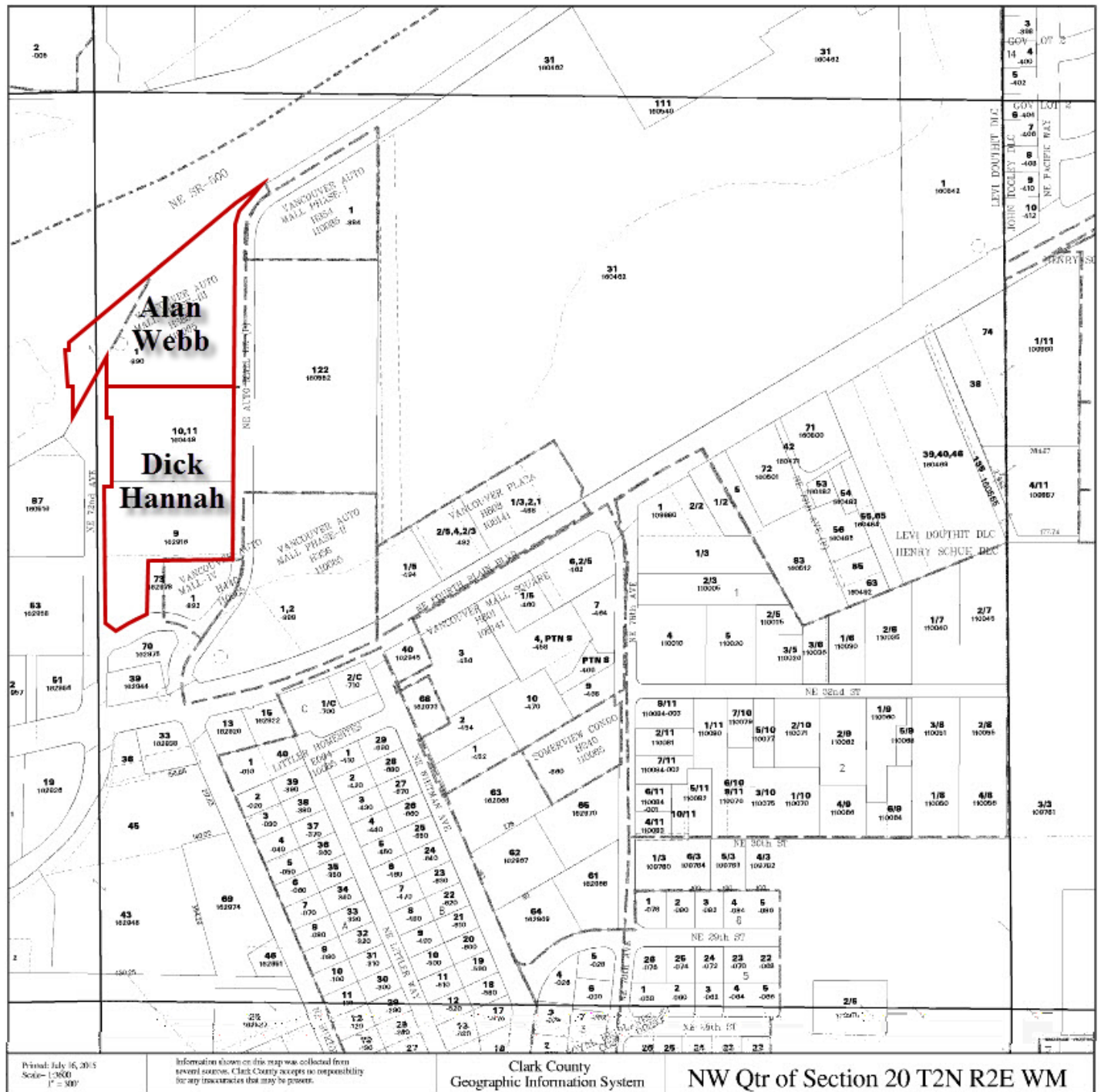
No adverse environmental conditions were noted during inspection. This appraisal assumes that the subject underlying site is free of all hazardous waste and toxic materials.

Plat Maps

NE Quarter of Section 19 T2N R2E WM



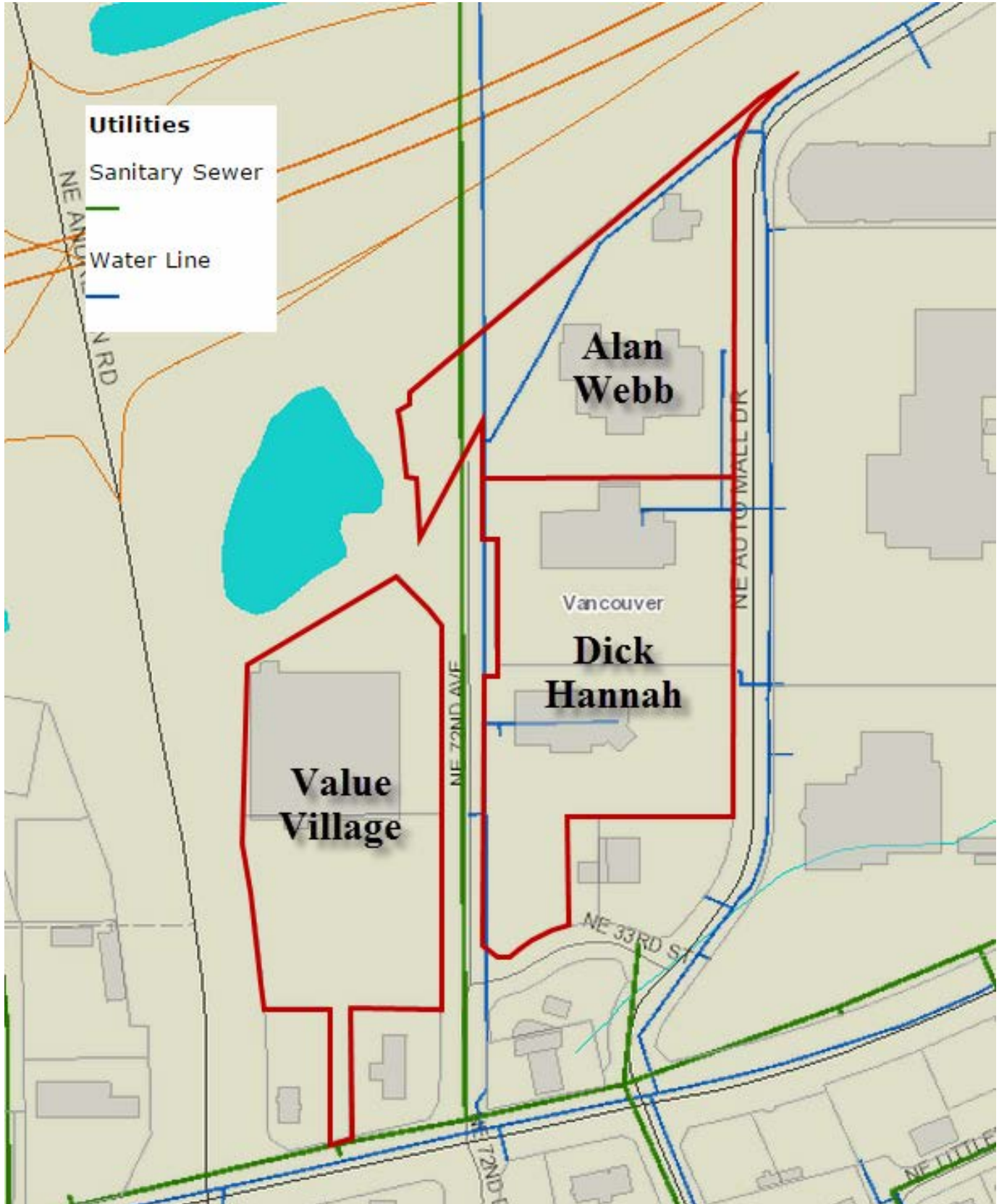
NE Quarter of Section 20 T2N R2E WM



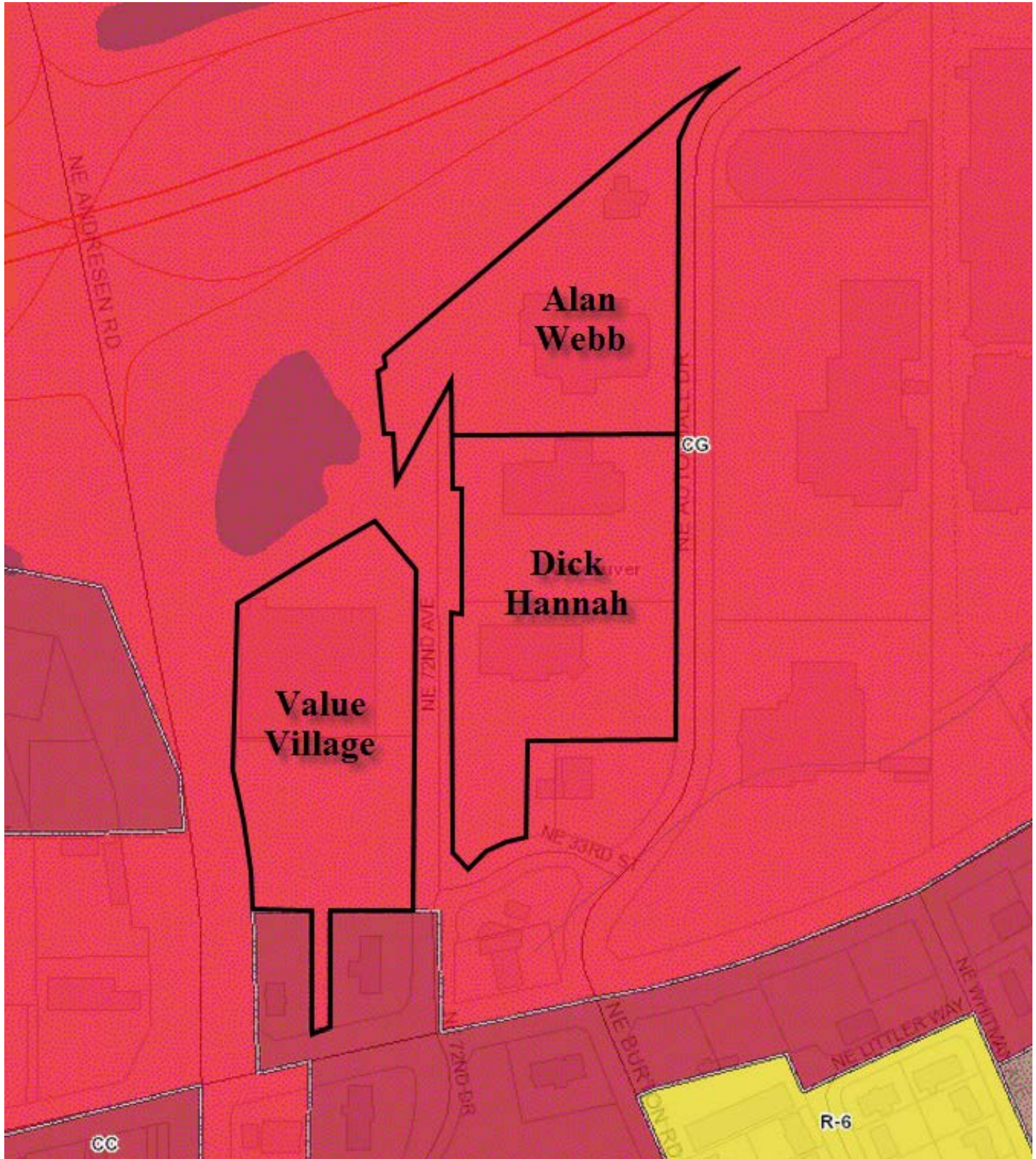
Aerial Photograph



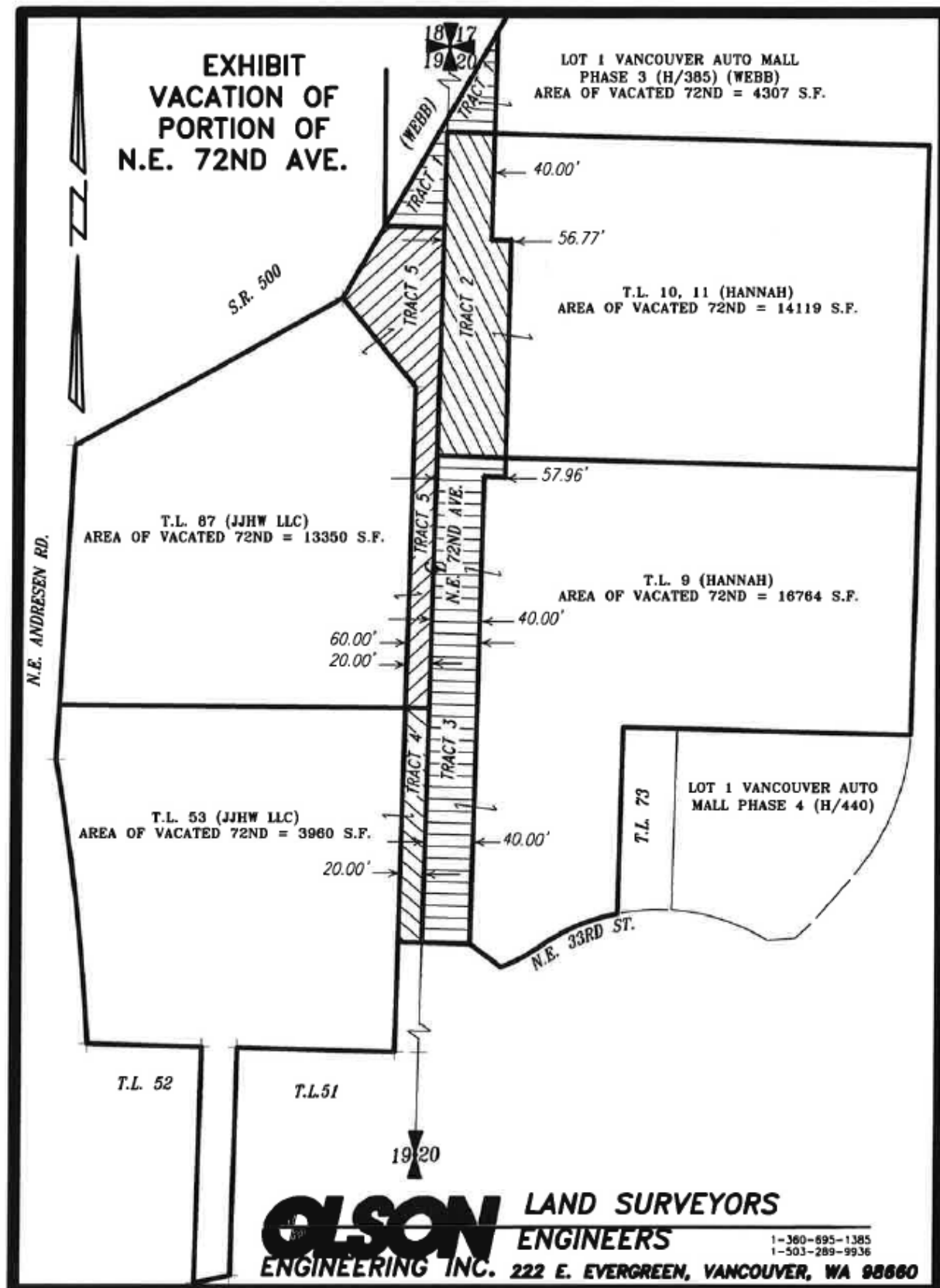
Utilities Map



Zoning Map



Map of Street Vacation



Zoning Information- Clark County

The current zoning for the subject property and surrounding properties is summarized below. The subject site is zoned General Commercial (CG) under the jurisdiction of the City of Vancouver.

Summary of Zoning	
Jurisdiction	City of Vancouver
Name of Zone	General Commercial (CG)
Permitted Uses	Commercial, residential only above ground floor. Most intensive commercial zone and permits a wide range of uses.
Current Use	Vehicle dealership, retail store
Legally Permitted	Yes
Minimum Yard Setbacks	0-10 feet
Minimum Lot Area	None
Maximum Building Height	None
Parking Ratio	Varies depending on use

Assessment and Tax Information

Property tax is administered by local governments. County assessors value and assess the tax and county treasurers collect it. The properties' assessed values are determined by an appraiser in the assessor's office who values the properties annually with an effective date of January 1st, which becomes effective in the following year. Taxes are calculated by applying the current tax levy millage rate per \$1,000 of assessed value to the current assessed values.

The assessed values and property taxes of the properties adjoining the subject's street vacation for the current year are summarized in the following table.

TAX INFORMATION (2015 TAX YEAR)

Parcel	Land Value	Building Value	Total Market Value	Total Taxable Value	Taxes	Millage Rate
160516000	\$757,900	\$1,322,400	\$2,080,300	\$2,080,300	\$26,243	12.6132807705
162958000	\$797,100	\$0	\$797,100	\$797,100	\$10,058	12.6132807705
162916000	\$843,300	\$1,460,700	\$2,304,000	\$2,304,000	\$29,065	12.6132807705
160449000	\$777,100	\$2,180,400	\$2,957,500	\$2,957,500	\$37,308	12.6132807705
110085890	\$1,258,000	\$1,678,500	\$2,936,500	\$2,936,500	\$37,043	12.6132807705

Highest & Best Use and Market Analysis of Adjoining Properties

The concept of Highest & Best Use is an essential component of the appraisal process when estimating market value. Essentially, Highest & Best Use analysis identifies the most profitable, competitive use to which the property can be put. It is recognized that because of the similarities of the properties, the general highest and best use analysis applies to both parcels. It can be described as the foundation on which market value rests. The Appraisal of Real Estate defines Highest & Best Use as follows:

The reasonably probable and legal use of vacant land which is physically possible, appropriately supported, financially feasible, and that results in the highest value.

The Highest & Best Use of both land as though vacant and property as improved must meet four criteria:

- ◆ Legally permissible
- ◆ Physically possible
- ◆ Financially feasible
- ◆ Maximally productive

A use that meets each of the criteria above results in the most profitable use of the subject and is concluded as the Highest & Best Use. It is recognized that the subject property represents a street with a narrowly defined use. **However, in this analysis, because the subject property will be valued based on an Across-The-Fence Analysis, the focus of the highest and best use is commercial, the same use as the properties abutting the proposed street vacation and other properties in the general area. The subject's shape is too narrow for any independent development.** The subject's shape and other physical characteristics are discussed in more detail in the plottage/assemble discount section of the report.

Legal Considerations

The subject property is zoned General Commercial (CG) under the jurisdiction of the City of Vancouver. This is an intensive commercial zone and allows a wide range of commercial uses. Legal considerations support the development of the subject as commercial.

Physical Considerations

The subject site will be valued based on similar physical qualities/considerations. The parcels are level and served with utilities. They all also have similar exposure and access. Overall, physical considerations support a similar commercial use for the parcels.

Locational Considerations

Locational considerations have been discussed in the local area description section of this report. The subject's immediate location is impacted by surrounding commercial uses. All the surrounding properties are commercial, and indicate a commercial use for the subject.

Supply/Demand Considerations

The sites surrounding the subject are commercial with extensive improvements. However, based on a land analysis, they would compete with other similar commercial properties in Clark County. Based on the transactions utilized in this appraisal, there is demonstrated demand for the subject property. This is further supported in the immediate neighborhood by the recent purchase of the property to the west, Value Village, by Hannah. The subject would also compete with other properties in the immediate area, and to some degree with parcels in Salmon Creek (I-205/I-5) and northeast and east Vancouver and Clark County, including Brush Prairie and Camas. The immediate location is very marketable based on the more limited competitive supply.

Summary

Overall, based on the above considerations, and recognizing the Across-the-Fence analysis methodology, the highest and best use for the adjoining subject sites is generally for commercial development. Currently, demand conditions are strong for commercial development at this location. Generally, the sites' locational characteristics are conducive to a commercial use. However, the physical constraints on the subject street vacation (long, narrow parcel) would limit its only feasible use as plottage to the adjoining property owners.

Valuation Methods

The next portion of the appraisal process deals directly with the valuation of the subject property. The subject's larger adjoining parcels were previously described. The As-Is Market Value of the subjects' fee simple interest is estimated using the Sales Comparison Approach, which is recognized as the standard appraisal technique for commercial land.

In valuing street vacations, total reliance based on a direct comparison of corridor/street sales is not reliable due to the limited number of sales and varying physical, location, and market factors. However, one sale of a street vacation is discussed in the analysis of the plottage/discount adjustment later in the report.

In valuing corridor and street vacations, the preferred methodology is using an ATF or Across-The-Fence Valuation. ATF Value is defined by the Dictionary of Real Estate Appraisal 4th Edition as, "In the valuation of real estate corridors, the value concluded based on a comparison with adjacent lands before the consideration of any other adjustment factors. The ATF value accounts for location and market conditions. The ATF value is estimated by establishing a value estimate of adjoining land. The value for the subject is based on the ATF Value with the adjacent commercial zoned land, with consideration given to a Highest and Best Use of plottage to an adjacent property.

Ryan Lopossa, Senior Civil Engineer, indicated that the City of Vancouver requires the appraiser to estimate the value of the properties that adjoin the street vacation. This value was concluded at \$10.00 per square foot. The City then has the power/authority to discount or modify the price based on a number of factors. In this analysis, we have provided both the land value of the adjoining properties (ATF) and an estimated plottage discount. The City may want to provide an additional discount based on policy.

Sales Comparison Approach

The Sales Comparison Approach is based on the principle of substitution and states that no one would pay more for the subject property than the value of a similar property in the market. The value of the subject site is estimated by comparing it with sales of similar vacant land located in the subject's market area or in similar and nearby market areas. Land value is influenced by a number of factors; most prominent of which is development and use potential. This factor, as well as others, is considered in the following analysis.

Unit of Comparison

The land will be valued using a price per square foot, which is a common unit of comparison used in the local market when valuing commercial land.

Comparable Selection

We researched all closed land sales over the past three years, current pending sales, and active listings for commercially zoned parcels throughout the Clark County/Vancouver market that would be considered directly comparable as a competitive site. Emphasis was placed on date of sale, site size, zoning/entitlements, location, and development costs. The land sales actually used are considered the best available for analysis based on our research.

Adjustments

Dollar adjustments to the comparable sales were considered and made when warranted for transactional adjustments including property rights transferred, financing terms, conditions of sale, and market conditions. All of the sales were cash equivalent transactions. Most of the land sales closed in the past two years. No market conditions adjustment is made other than acknowledging an upward trend in land values in our final conclusion.

With respect to property adjustments made for location and physical characteristics such as size, shape, access, exposure, topography, and overall utility, we have used relative comparisons to analyze the comparable sales and concluded an as-is value for each of the larger parcels associated with the street vacations. Direct quantitative adjustments would be subjective and not supported given available data.

Presentation

The comparable land sales analyzed are summarized in the chart and location map on the following page. Aerial photos of each land sale are also provided, with a narrative conclusion of the as-is land value to follow. The Income Approach and Cost Approach are not typically used to value land when adequate comparable sales are available. There was good market data to estimate the value of the subject site using the Sales Comparison Approach.

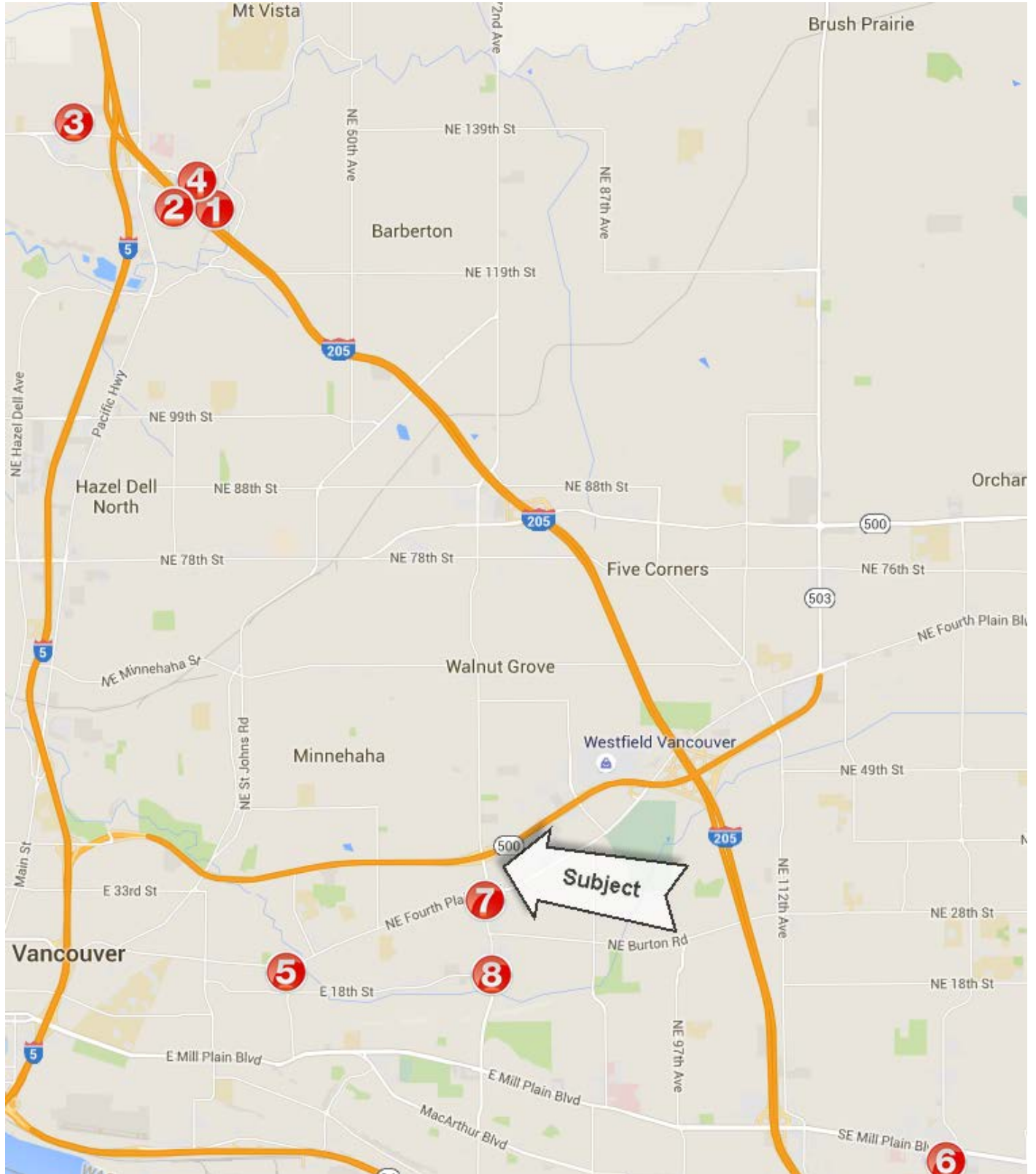
Land Sale Comparable Tabulation Chart

No.	Location	Sale Date	Sale Price	Zone	Size Acres	Size SF	Price/SF	Comments
1.	2711 NE 129 th Street Vancouver, WA Parcel 186385000	Pending	\$2,235,000	GC	10.43 (5-6 acres usable),	454,331 (261,350 usable)	\$8.50-\$10.00	This parcel is currently listed for sale. The listing broker, Eric Fuller, was interviewed regarding the pending sale. This property is pending at \$2,235,000, or approximately \$8.50 to \$10 per square foot, based on a potential range of usable area. There is uncertainty regarding the amount of usable area. The sellers allocated \$10.00 per square foot for the usable area based on five acres. The buyer anticipates six acres of usable area, reflecting a price of approximately \$8.50 per square foot.
	Parcel 186571000	Pending	\$1,250,000	GC	2.87	125,017	\$10.00	This is a triangular shaped parcel. Although Eric Fuller does not have this parcel listed, he indicated that there is a pending transaction on this parcel at \$1,250,000, reflecting a \$10.00 price per square foot. It is planned for a health care facility.
2.	Hamptons at Salmon Creek 2305 NE 129 th Street Vancouver, WA Parcel 186553000	9/12	\$812,500 \$187,500 \$1,000,000	GC	2.87	125,017	\$8.00	Level rectangular site located in a small mixed use PUD in the immediate Salmon Creek area. Site benefited from off-site storm and partial frontage improvements. Original price was adjusted down for extraordinary cost to install pilings due to prior illegal filling on site after logging. Adjusted price is per selling agent. Located about one block east of Highway 99, southwest of Safeway and close to the hospital. Location partially offset by secondary exposure and limited traffic counts. Purchased for construction of a 42- unit (69-bed) senior memory care housing facility.
3.	Salmon Creek Office Building 13910 NE 10 th Avenue Vancouver, WA Parcel 185421000	9/12	\$926,346	C-3	1.93	84,070	\$11.01	This was a former single family residence that at one point was going to be a Fred Meyer fueling station with a retail pad site. It was instead purchased by a developer and a multi-story medical office building was constructed. The broker had listed the pad site separately and in the end, the seller found the medical office buyer.
4.	Salmon Creek Walmart	11/07	\$6,778,423	CH	12.21	531,650	\$12.75	Walmart is still in the process of obtaining final approvals for development of the property, and was involved in the appeals process when the sale closed. The buyer had expended a significant amount of money in their plans for a store on this site. This transaction was negotiated prior to its closing in 2007. Although it is an older sale, it is utilized in this analysis because of its large size.
5.	6615 E Fourth Plain Blvd Vancouver, WA Parcel 161899015	2/13	\$465,000	CG	1.09	47,480	\$9.79	This is a 1.09 acre portion of 11899-015 and is located between the O-Reilly Auto Parts/former SSA office and Living Waters Church with access from NE 65 th Avenue, just south of the lighted intersection with NE Fourth Plain. The improved portion of the parcel is currently under contract. This is a good buildable commercial lot, but lacks exposure from Fourth Plain.
6.	13500 SE 7 th Street Vancouver, WA Parcel 110320000, 110330000	4/13	\$585,000	OCI	1.65	71,874	\$8.14	This property was purchased by a non-profit mental health agency to construct an office. The Children's Center will serve children, youth and families needing mental health services. The property was listed by a commercial broker and exposed to the market. The deal was intended to reflect an arm's length market deal. The site is reportedly all usable, with utilities to site and no environmental issues. It has secondary exposure, but is adjacent to a Safeway and Walgreens.

Land Sale Comparables Tabulation Chart (continued)

7.	Andresen and Fourth Plain Intersection Vancouver, WA 98661	8/15	\$884,980	CC	0.92	40,075	\$22.08	Sale of a prime corner zoned Community Commercial. It is the site of a former Shell gas station. The site is considered a pad with all utilities available. Traffic counts are 55,000 on Andresen and 44,000 on Fourth Plain Blvd. Developer anticipates improving it with two restaurant pads.
8.	Vacant Site NE 18 th Street and NE Andresen Rd Vancouver, WA 98661	Listing	\$840,047 listed	CG	2.03	88,427	\$9.50	Listing of two parcels totaling 2.03 acres, zoned General Commercial. It is just west of the corner of NE 18 th Street and Andresen, immediately west of the Arco station. This site has been listed for an extended period of time, although C-Tran has expressed an interest in purchasing the site.

Land Sale Comparables Location Map



Comparable Land Sale Analysis and Land Value Conclusion

The comparable land sales indicate an overall range is land value from \$8.00 to \$22.08 per square foot on an adjusted basis.

Comparable No. 1 (\$8.50/SF and \$10.00/SF) includes two separate adjoining parcels that are pending transactions and will be developed as one parcel with a health care facility. The large parcel to the east is listed with Eric Fuller. He was interviewed regarding the pending sale. This property is pending at \$2,235,000, or approximately \$8.50 to \$10 per square foot, based on a potential range of usable area. There is uncertainty regarding the amount of usable area. The sellers allocated \$10.00 per square foot for the usable area based on five acres. The buyer anticipates six acres of usable area, reflecting a price of approximately \$8.50 per square foot.

The second pending sale is a triangular shaped parcel to the west of the above discussed Comparable. Although Eric Fuller does not have this parcel listed, he indicated that there is a pending transaction on this parcel at \$1,250,000, reflecting a \$10.00 price per square foot. These two parcels are generally slightly low to good indicators of value to the subject because of their inferior exposure. They would not be conducive to a retail development.

Comparable No. 2 (\$8.00/SF) is a level rectangular site located in a small mixed use PUD in the immediate Salmon Creek area. Site benefited from off-site storm and partial frontage improvements. Original price was adjusted down for the extraordinary cost to install pilings due to prior illegal filling on site after logging. Adjusted price is per selling agent. The location is partially offset by secondary exposure and limited traffic counts. It was purchased for construction of a 42-unit (69-bed) senior memory care housing facility. Overall, Comparable 2 is a slightly low indicator of value for the subject.

Comparable No. 3 (\$11.01/SF) was a former single family residence that at one point was going to be a Fred Meyer fueling station with a retail pad site. It was instead purchased by a developer and a multi-story medical office building was constructed. The broker had listed the pad site separately and in the end, the seller found the medical office buyer. This comparable is a good indicator because of its good exposure and larger size.

Comparable No. 4 (\$12.75/SF) is proposed to be developed with a 2-level Walmart SuperCenter, with a parking structure to be located on the property. However, Walmart is still in the process of obtaining final approvals for development of the property, and was involved in the appeals process when the sale closed. The buyer has expended a significant amount of money in their plans for a store on this site. Access will be a full signalized access point from NE 134th Street and NE 27th Avenue, via NE Rockwell Drive. This transaction was negotiated prior to its closing in 2007. Although it is an older sale, it is utilized in this analysis because of its large size. Although economic conditions have improved since the recent recession, the comparable sold during very strong economic times.

Comparable No. 5 (\$9.79/SF) is a 1.09 acre portion of 11899-015 and is located between the O-Reilly Auto Parts/former SSA office and Living Waters Church with access from NE 65th Avenue, just south of the lighted intersection with NE Fourth Plain. The improved portion of the parcel is currently under contract. This is a good buildable commercial lot, but lacks exposure from Fourth Plain.

Valuation Methods (continued)

Comparable No. 6 (\$8.14/SF) was purchased by a non-profit mental health agency to construct an office. The Children's Center will serve children, youth and families needing mental health services. The property was listed by a commercial broker and exposed to the market. The deal was intended to reflect an arm's length market deal. The site is reportedly all usable, with utilities to the site and no environmental issues. It has secondary exposure, but is adjacent to a Safeway and Walgreens. Overall, it is a low indicator of value for the subject.

Comparable No. 7 (\$22.08/SF) is a sale of a prime corner zoned Community Commercial, just west of the subject property, at the southwest corner of NE Fourth Plain Blvd and NE Andresen Road. It sold in August 2015. It is the site of a former Shell gas station. The site is considered a pad with all utilities available. Traffic counts are 55,000 on Andresen and 44,000 on Fourth Plain Blvd. The developer anticipates improving it with two restaurant pads. It is considered an extreme high indicator of value to the subject because of its small size and superior exposure. It is included because of its close proximity and recent date of sale.

Comparable No. 8 (\$9.50/SF) is a listing of two parcels totaling 2.03 acres, zoned General Commercial. It is just west of the corner of NE 18th Street and Andresen, immediately west of the Arco station. This site has been listed for an extended period of time, although C-Tran has expressed an interest in purchasing the site. The current asking price is \$840,047, or \$9.50 per square foot. The broker indicated she felt it was overpriced. Although it is in close proximity to the subject, its location is considered inferior. This is somewhat offset because it is a listing.

Summary/Conclusion/Valuation of Street Vacation

Overall, based on the comparable land sales, they indicated a range of between \$8.00 and \$22.08 per square foot. Generally, the comparables indicated a more narrow range of \$8.00 and \$12.00 per square foot. The outlier is Comparable No. 7 at \$22.08 per square foot. As indicated, this is an extreme high indicator because it is a corner pad site superior to the subject.

After placing similar weight on the remaining sales, a value of \$10.00 per square foot is concluded, the middle of the range, utilizing an Across-the-Fence analysis. The property has strong exposure and location, but secondary access.

Applying this value to the area of the street vacation, before the plottage adjustment, the value is summarized as followed.

Parcel	Owner	SF	Value/SF	Value (rounded)
160516000	JJHW LLC/Value Village	13,350	\$10.00	\$133,350
162958000	JJHW LLC/Value Village	3,960	\$10.00	\$39,600
162916000	Hannah Mitsubishi Real Property LLC	16,764	\$10.00	\$167,640
160449000	Hannah VW Real Property LLC	14,119	\$10.00	\$141,190
110085890	Webb Real Estate LLC	4,307	\$10.00	\$43,070
Total				\$524,850

Plottage/Assemblage Discount

As earlier discussed, the highest and best use of the subject sites are for assemblage with an adjacent site. This limits the buyers of the subject sites to two potential buyers, the adjoining property owners. There may be a potential third buyer, a purchaser of both parcels, assuming assemblage is possible with the street vacation. Although the street vacation is important to a specific development, both parcels could be developed independently.

The determination of an appropriate discount is somewhat subjective with limited market data. Assemblage sales or sales of sites with limited access are unusual. One assemblage transaction of a site on NE 94th Avenue indicated a discount of 30%, based on information from the broker. This is considered a low discount because of the site's larger size and superior development potential. This sale took place in March of 2011.

Another assemblage sale took place in December of 2010 at SR 503 and NE 177th Street. This 13,504 square foot parcel indicated a price of \$12,000. It was not independently buildable and indicated a discount of 89%.

A residential transaction in August of 2007 in an older residential subdivision south of Burton Road at Cranbrook Drive and NE 21st Street indicated a discount of 95%. The parcel was purchased to allow a garage/shop to be built on his property.

A plottage parcel sold along Salmon Creek north of an existing single family home in 2004. The parcel was purchased by three adjoining property owners to expand their ownership. Based on a comparison of the price paid for the plottage area with the adjoining lot value, it indicated a discount of approximately 90%. This overstates the discount because of the different highest and best uses between the plottage parcel and the property it was acquired for.

Finally, there was a recent street vacation of NE Repass Road, west of NE Highway 99. This street was vacated and transferred from Clark County to The Kroger Company (Fred Meyer). The document is a Final Order of Vacation. The date of this document is June 24, 2014. This sale included 14,422 square feet and sold for \$30,305, including the real estate and all costs and expenses (\$2.10 per square foot). According to Pam Mason with Clark County, this represented an 85% discount of the value of the adjoining property. This was based on an appraisal completed by Integra Realty Resources and reviewed by Colliers Valuation. This sale was confirmed with Clark County Real Property Services.

Historically, discounts for similar sites have ranged from approximately 25 to 90 percent with the high end of the range reflective of residential lots with commercial and industrial sales in a more typical discount range of 40 to 80 percent. The range of discount typically depends on the utility of the site to the adjacent owner and the number of potential buyers for the property. It is recognized that some of the sales are older, however, as the relevant relationship is the discount percentage and not the per square foot value, they are relevant comparables for the subject's situation.

Based on the data above, a discount between 30% and 95% is generally supported, acknowledging the limited amount of information. A discount at the higher end of the range, 85%, is concluded for the subject property based on a limited number of buyers and the subject's small size and narrow shape limiting its ability to be independently developed. Also, it is

Valuation Methods (continued)

acknowledged that the City will retain an easement for utilities in the vacated street. This is specifically supported by the recent sale of a vacated street in Hazel Dell (85% discount). This would indicate the following values:

Parcel	Value before Plottage Adjustment	Plottage Adjustment	Value (rounded)
160516000	\$133,350	85%	\$20,000
162958000	\$39,600	85%	\$6,000
162916000	\$167,640	85%	\$25,000
160449000	\$141,190	85%	\$21,000
110085890	\$43,070	85%	\$6,000
Total			\$78,000

Certification of Appraisal

We certify that, to the best of our knowledge and belief:

- ◆ The statements of fact contained in this report are true and correct.
- ◆ The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and is our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- ◆ We have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- ◆ David W. Groth, MAI, has not appraised the subject property in the past three years.
- ◆ Matt Call, MAI, real estate appraiser with Appraisal and Consulting Group, reviewed the report.
- ◆ We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- ◆ Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
- ◆ Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- ◆ Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- ◆ David W. Groth, MAI, made a personal inspection of the property that is the subject of this report, and inspected the comparables. No one provided significant real property appraisal assistance to the persons signing this certification.
- ◆ The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
- ◆ The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- ◆ As of the date of this report, I, David Groth, MAI, have completed the continuing education program of the Appraisal Institute.



David W. Groth, MAI
Certified General Real Estate Appraiser
State of Washington License No. 1100719
Email: David.Groth@acgrp LLC.com
Phone: 360.433.9315

Addenda

- ◆ Legal Description of Street Vacation
- ◆ Qualifications of Appraisers
- ◆ Qualifications of Appraisal & Consulting Group

LEGAL DESCRIPTION FOR HANNAH
N.E. 72nd Ave. Vacation

August 19, 2015

Parcels of property being a portion of the Henry Schuh and Levi Douthit Donation Land Claims, located in the Northwest Quarter of Section 20 and the Northeast Quarter of Section 19, Township 2 North, Range 2 East of the Willamette Meridian, City of Vancouver, Clark County, Washington, more particularly described as follows:

TRACT 1

All that portion of Northeast 72nd Avenue Westerly of and adjacent to Lot 1 of the Plat of Vancouver Auto Mall, Phase 3 as recorded in Book "H" of Plats at Page 385, Clark County records and Easterly of and adjacent to that parcel of property as described in that deed to Webb Family Properties, L.L.C. as recorded in Auditor's File No. 2183278, Clark County records, described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 834.19 feet to a point on the Westerly extension of the South line of Lot 1 of the Plat of Vancouver Auto Mall, Phase 3 as recorded in Book "H" of Plats at Page 385, Clark County records, and the TRUE POINT OF BEGINNING;

THENCE South 88° 28' 31" East along said extension a distance of 40.00 feet to the East line of Northeast 72nd Avenue;

THENCE North 01° 31' 29" East along said East line a distance of 86.39 to a point on the most Southeasterly line of that parcel of property as described as Parcel 2 in that deed to Webb Family Properties, L.L.C. as recorded in Auditor's File No. 3183278, Clark County records;

THENCE South 29° 53' 47" West along the Southeasterly line of said Parcel 2 a distance of 189.83 feet to the most Southerly corner of said Parcel 2;

THENCE South 88° 28' 31" East a distance of 50.20 feet to a point on the West line of the Northwest Quarter of said Section 20;

THENCE North 01° 31' 29" East along the West line of said Northwest Quarter a distance of 80.64 feet to the TRUE POINT OF BEGINNING.

TRACT 2

All that portion of Northeast 72nd Avenue Westerly of and adjacent to that parcel of property listed as Serial No. 160449-000 as described in that deed to Hannah VW Real Property, LLC as recorded in Auditor's File No. 4099012, Clark County records, described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 1107.63 feet to a point on the Westerly extension of the South line of that parcel of property conveyed to Hannah VW Real Property, LLC as recorded in Auditor's File No. 4099012, Clark County records and the TRUE POINT OF BEGINNING;

THENCE South 88° 28' 31" East along said extension a distance of 57.87 feet to the East line of Northeast 72nd Avenue;

THENCE along said East line of Northeast 72nd Avenue the following courses:

THENCE North 01° 10' 54" East a distance of 183.68 feet;

THENCE North 88° 49' 06" West a distance of 16.77 feet;

THENCE North 01° 31' 29" East a distance of 89.87 feet to a point on the South line of Lot 1 of the Plat of Vancouver Auto Mall, Phase 3 as recorded in Book "H" of Plats at Page 385, Clark County records;

THENCE North 88° 28' 31" West along the Westerly extension of said South line a distance of 40.00 feet to a point on the West line of said Northwest Quarter;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 273.45 feet to the TRUE POINT OF BEGINNING.

TRACT 3

All that portion of Northeast 72nd Avenue Westerly of and adjacent to that parcel of property listed as Serial No. 162916-000 as described in that deed to Hannah Mitsubishi Real Property, LLC as recorded in Auditor's File No. 4099024, Clark County records, described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 1519.39 feet to the TRUE POINT OF BEGINNING;

THENCE South 88° 28' 31" East a distance of 40.00 feet to the East line of Northeast 72nd Avenue;

THENCE along the East line of said 72nd Avenue the following courses:

THENCE North 01° 31' 29" East a distance of 395.33;

THENCE South 88° 49' 06" East a distance of 17.96 feet;

THENCE North 01° 10' 54" East a distance of 16.32 feet to the North line of that parcel of property conveyed to Hannah Mitsubishi Real Property, LLC as recorded in Auditor's File No. 4099024, Clark County records;

THENCE North 88° 28' 31" West along the Westerly extension of the North line of said Hannah Mitsubishi parcel a distance of 57.87 feet to a point on the West line of said Northwest Quarter;

THENCE South 01° 31' 29" West along said West line a distance of 411.76 feet to the TRUE POINT OF BEGINNING.

TRACT 4

All that portion of Northeast 72nd Avenue Easterly of and adjacent to that parcel of property listed as Serial No. 162958-000 as described in that deed to J.G. Vancouver, LLC as recorded in Auditor's File No. 3234873, Clark County records, described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 1519.39 feet to the TRUE POINT OF BEGINNING;

THENCE North 88° 28' 31" West a distance of 20.00 feet to a point on the West line of Northeast 72nd Avenue;

THENCE North 01° 31' 29" East along the West line of said Northeast 72nd Avenue a distance of 197.86 feet to the Northwest corner of that parcel of property as described in that deed to Clark County as recorded in Auditor's File No. G561258, Clark County records;

THENCE South 89° 30' 14" East along the North line of said Clark County parcel a distance of 20.00 feet to a point on the West line of said Northwest Quarter;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 198.22 feet to the TRUE POINT OF BEGINNING.

TRACT 5

All that portion of Northeast 72nd Avenue Easterly of and adjacent to that parcel of property listed as Serial No. 160516-000 as described in that deed to J.G. Vancouver, LLC as recorded in Auditor's File No. 3234873, Clark County records, described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of said Northwest Quarter a distance of 1321.17 feet to a point on the Easterly extension of the South line of that parcel of property as described in that deed to Gil Parker and Associates as recorded in Auditor's File No. G563181, Clark County records, and the TRUE POINT OF BEGINNING;

THENCE North 89° 30' 14" West along the Easterly extension of said South line a distance of 20.00 feet to a point on the West line of Northeast 72nd Avenue;

THENCE North 01° 31' 29" East along the West line of said Northeast 72nd Avenue a distance of 271.48 feet to the Southwesterly line of that parcel of property as described in that deed to Clark County as recorded in Auditor's File No. 8506100066, Clark County records;

THENCE North 39° 16' 25" West along the Southwesterly line of said Clark County parcel a distance of 97.19 feet to the most Westerly corner of said Clark County parcel;

THENCE North 29° 53' 47" East along the Northwesterly line of said Clark County parcel a distance of 70.06 feet to the most Southerly corner of that parcel of property as described as Parcel 2 in that deed to Webb Family Properties, L.L.C. as recorded in Auditor's File No. 3183278, Clark County records;

THENCE South 88° 28' 31" East a distance of 50.20 feet to a point on the West line of the Northwest Quarter of said Section 20;

THENCE South 01° 31' 29" West along the West line of the Northwest Quarter of said Section 20 a distance of 406.34 feet to the TRUE POINT OF BEGINNING.



8-20-2015

David W. Groth, MAI



Appraisal &
Consulting Group, LLC

EDUCATION AND QUALIFICATIONS

Bachelor of Arts, Economics, University of California at Los Angeles
M.S., Real Estate and Urban Land Economics, University of Wisconsin

EXPERIENCE

2012-2015 Appraisal & Consulting Group, LLC, Vancouver, Washington – Appraiser/Owner
2008-2012 Colliers International Valuation & Advisory Services, Vancouver, Washington – Senior Valuation Services Director
1978-2008 PGP Valuation Inc (formerly Palmer, Groth & Pietka), Vancouver, Washington – Real Estate Appraiser / Founding Owner/Manager/Commercial Appraiser – Co-managed an office of 12 professionals and appraised both urban and rural properties. Also, assisted in the training and review of three appraisers.
1976-1978 Charles Bailey and Associates, Portland Oregon – Real Estate Appraiser – Commercial appraiser involved primarily in urban properties including shopping centers, apartments, office buildings and warehouses.
1974-1975 Clark County Washington Assessor's Office, Vancouver, Washington – Real Estate Appraiser – Commercial and industrial appraiser. Presented contested cases to The Board of Equalization.
1973 The Jarvis Company, Portland, Oregon – Feasibility Analyst – Worked on a variety of feasibility studies for both private and government clients. Most of the properties were urban, but did include unique uses such as an aerial tram.

APPRAISAL INSTITUTE COURSES

Real Estate Appraisal Principals
Capitalization Theory and Techniques, Parts A&B
Case Studies in Real Estate Valuation
Standards of Professional Practice, Parts A&B
Rural Valuation
Public Interest vs. Market Value
Valuation 2000

Appraisal Standards Board and USPAP: What's New and What's Proposed
Real Estate Fraud – Appraisers' Responsibilities and Liabilities
Low-Income Housing Tax Credit Workshop
Oregon Society of Farm Managers and Rural Appraisers – Conservation Easements

PROFESSIONAL AFFILIATIONS & ACCREDITATIONS

Member of the Appraisal Institute, Certificate No. 6270
Former President – Oregon Chapter of the Appraisal Institute (2006)
Member / Associate Member – Oregon Society of Farm Mgrs. & Rural Appraisers

Former Member / Board of Directors – Columbia River Economic Development Council
Board of Directors – Identity Clark County
Board of Directors – Responsible Growth Forum

STATE CERTIFICATIONS

Oregon, State Certified General Appraiser, License No. C000293
Washington, State Certified General Real Estate Appraiser, License No. 1100719

STATE OF WASHINGTON

DEPARTMENT OF LICENSING – BUSINESS AND PROFESSIONS DIVISION

THIS CERTIFIES THAT THE PERSON NAMED HEREON IS AUTHORIZED, AS PROVIDED BY LAW, AS A



CERTIFIED GENERAL REAL ESTATE APPRAISER

DAVID WILLIAM GROTH
112 W ELEVENTH ST STE 100
VANCOUVER WA 98660

Cert/Lic No.

1100719

Issued Date

12/31/1991

Expiration Date

11/09/2015

Pat Kohler

Pat Kohler, Director

PL-630-159 (R/6/13)



Appraiser Certification and Licensure Board

State Certified General Appraiser

28 hours of continuing education required for renewal

David W Groth
Appraisal Consulting Group LLC
112 W 11th ST STE 250
Vancouver, WA 98660

License No.: C000293

Issue Date: December 1, 2013

Expiration Date: November 30, 2015

Gae Lynne Cooper

Gae Lynne Cooper, Interim Administrator



Appraisal & Consulting Group, LLC

Appraisal & Consulting Group, LLC, was formed in June 2012 to serve the appraisal needs of lenders, government agencies, investors, and property owners throughout the Pacific Northwest. With offices in Portland, Oregon, and Vancouver, Washington, our experienced appraisal team is:

“Ready, willing and able to serve you in a professional and timely manner.”

Don Palmer, David Groth, and David Pietka, each with 40+ years of experience, have brought together a group of highly experienced appraisers who will take full responsibility for inspections, gathering of information, analysis, and report preparation. Reports are prepared by experienced appraisers and all reports are reviewed for quality and accuracy by an MAI. All of the members have at least nine years' experience as licensed general real estate appraisers and hold licenses in Oregon and/or Washington. With thirteen members, our combined appraisal experience is over 275 years. Our appraisal experience covers all urban property types from single family to large multiple family complexes and from small retail properties to large motels, hotels, retail complexes, office buildings, and special purpose properties. In addition, we have appraisers specializing in rural and resource properties and commercial properties on the Oregon and Washington coast.

We look forward to serving you on a regular basis.

PORTLAND

1516 NE 37th Avenue, Suite 210
Portland, OR 97232

VANCOUVER

112 W 11th Street, Suite 250
Vancouver, WA 98660

(503) 281-6065 *fax*

www.acgvaluation.com



Staff Report 164-18

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 11/5/2018
11/19/2018

SUBJECT Property Tax Affordable Housing Levy for 2019

Key Points

- The Affordable Housing Fund is funded by a \$6 million annual property tax levy, which was approved by the citizens of Vancouver in 2016.
- Proposition 1 authorized the annual property tax levy for 7 years, beginning in 2017. By authorizing a 0.0 percent increase, the \$6,000,000 levy will remain as is. Information provided by the Washington State Department of Revenue states that the dollar amount stated in the ballot title is limiting amount, and the highest lawful levy amount is \$6,000,000.
- Approval of a 0.0 per cent increase would result in a City's resident's property tax related to the Affordable Housing Levy remaining the same for 2018, unless the property's assessed value has increased. Taxes are calculated as follows: Assessed value times Levy Rate divided by 1,000.

Strategic Plan Alignment

Goal 3, Objective 3.2: Improve services available to underserved or vulnerable residents.

Present Situation

Proposition 1 was approved by the citizens of Vancouver in November 2016, and authorized a \$6,000,000 annual property tax levy for 7 years, beginning in 2017. Information provided by the Washington State Department of Revenue states that the dollar amount stated in the ballot title is limiting amount, and the highest lawful levy amount is \$6,000,000.

Staff recommends that City Council approve a 0.0% increase in the property tax levy for the Affordable Housing Levy. Based on last year's Affordable Housing Fund levy of \$6,000,000, the increase will be \$0.00. Authorization of this requires a simple majority vote of City Council.

Staff estimates that the City's Affordable Housing Fund property tax levy rate in 2019 will range between \$0.23 per \$1,000 of assessed value to \$0.27 per \$1,000 of assessed value, compared

to the actual 2018 affordable housing fund property tax levy rate of \$0.286 per \$1,000. The decrease in the property tax levy rate is attributed to assessed values in the City increasing by approximately 12.7% compared to the prior year. Because of the limit on property tax increases, as discussed above, the property tax levy rate declines as assessed value increases. The statutory cap for the City's levy rate is \$3.325 per \$1,000 of assessed value.

Assessed Value 2018 \$287,100	Levy Rate 2018 \$0.2859919 (per \$1,000 assessed value; Affordable Housing Levy only)	2018 City Property Tax = \$82.11
Assessed Value 2019 \$323,562 (assumes assessed value increases 12.7%)	Estimated Levy Rate 2019 \$0.25377 (per \$1,000 assessed value; Affordable Housing Levy only)	2019 City Property Tax (hypothetical) = \$82.11
AV increases 12.7%	Levy Rate declines	Annual tax increase \$0.00 for this example taxpayer*

**If the assessed value of the resident's property as a percentage increased by less than 12.7%, the resident's annual taxes would be equal to or slightly less than the taxes paid to the city in 2018. If the assessed value of the resident's property increased by more than 12.7% from the previous year, the increase in the annual taxes would be slightly higher.*

Some citizens may qualify for tax relief, or qualify for a deferral program. To find out more information about this, residents should contact the Clark County Assessor's Office at 564-397-2391 or visit their website at <http://www.clark.wa.gov/assessor/taxrelief/index.html>.

Advantage(s)

Continued funding will be available to pay the costs authorized in the Affordable Housing Fund. The 0.0% increase would result in no increase in a city resident's property tax bill for the Affordable Housing Fund City portion of taxes for a home with an assessed valuation of \$323,562, assuming the taxpayer's assessed value increased by 12.7% and assuming a levy rate of \$0.25377.

Disadvantage(s)

None

Budget Impact

There will be no impact on budget for the ongoing annual property tax collections for the Affordable Housing Fund.

Prior Council Review

October 15, 2018 - Workshop: 2019-2020 City Manager's Recommended Operating Budget

Action Requested

On November 5, 2018, approve the ordinance on first reading, setting the date of second reading and public hearing for November 19, 2018.

Carrie Lewellen, City Treasurer, 487-8482

ATTACHMENTS:

- ▯ Ordinance

11/05/18
11/19/18

ORDINANCE NO. _____

AN ORDINANCE relating to the annual property tax levy; authorizing an increase of 0.0% in the City's Affordable Housing Fund levy from the amount levied the previous year; and providing for an effective date.

WHEREAS, the City Council of the City of Vancouver, pursuant to RCW 84.55.120, held a public hearing and considered its budget for the calendar years 2019; and

WHEREAS, the City of Vancouver's actual levy amount for the Affordable Housing Fund Levy from 2018 was \$6,000,000; and

WHEREAS, the ballot title of Proposition 1 approved by Vancouver citizens in November 2016 limits the Affordable Housing Levy amount to \$6,000,000 annually for seven (7) years beginning in 2017; and

WHEREAS, the population of the City of Vancouver is more than 10,000.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. That an increase in the regular affordable housing fund property tax levy is hereby authorized for the 2019 levy in the amount of \$0.00, which is a percentage increase of 0.0% from the previous year.

Section 2. That the City Clerk is directed to transmit and file a certified copy of this

ordinance with the Board of Clark County Commissioners and the Clark County Assessor following approval by City Council.

Section 3. That this ordinance shall go into effect five days after adoption.

Read first time:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

Read second time:

PASSED by the following vote:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2018.

Anne McEnery-Ogle, Mayor

Attest:

Approved as to form:

Natasha Ramras, City Clerk
By: Carrie Lewellen, Deputy City Clerk

E. Bronson Potter, City Attorney

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE relating to the annual affordable housing property tax levy; authorizing an increase of 0.0% in the City's affordable housing fund levy from the amount levied the previous year; and providing for an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).



Staff Report 165-18

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 11/5/2018
11/19/2018

SUBJECT Property Tax Levy for 2019

Key Points

- Property taxes make up the largest, single revenue source available to support essential City services.
- State law allows the City to annually increase the property tax levy no more than 1% or the rate of inflation calculated by the Implicit Price Deflator (IPD), whichever amount is less, for both the City's General Fund property tax levy and for the Affordable Housing property tax levy.
- The IPD rate for 2018 levy calculations is 2.169 percent.
- Approval of a 1.0 percent increase would increase a city resident's property tax bill for the City portion of taxes by \$5.50 per year for a home with an assessed valuation of \$323,562 assuming a 12.7% increase in assessed value of the property.
- The 2019-2020 budget forecasted that 2019 property taxes would increase by 1%, or about \$487,700 for the General Fund.

Strategic Plan Alignment

N/A

Present Situation

On November 6, 2001, Washington voters approved Initiative 747 (I-747), which limits the allowable increase in the property tax levy to 1.0%, or the rate of inflation, whichever is less. The intent of the Initiative was reaffirmed by the Legislature in November 2007. The measure of inflation used under this law is the Implicit Price Deflator (IPD). The IPD inflation rate for 2019 levy calculations is 2.169%.

Staff recommends that City Council approve a 1.0% increase in the property tax levy. Because the inflation rate is higher than the 1.0% limit, the 1.0% increase is the maximum increase allowed. Based on last year's General Fund levy of \$48,770,483.97, the increase will be \$487,704.84. Authorization of this increase requires a simple majority vote of City Council.

Staff estimates that the City's general fund property tax levy rate in 2019 will range between \$2.08 per \$1,000 of assessed value and \$2.12 per \$1,000 of assessed value, compared to the actual 2018 general fund property tax levy rate of \$2.325 per \$1,000. The decrease in the property tax levy rate is attributed to assessed values in the City increasing by approximately 12.7% compared to the prior year. Because of the limit on property tax increases, as discussed above, the property tax levy rate declines as assessed value increases. The statutory cap for the City's levy rate is \$3.325 per \$1,000 of assessed value.

Example calculation of City Property Tax:

Assessed Value 2018 \$287,100	Levy Rate 2018 \$2.325 (per \$1,000 assessed value; General Fund Levy only)	2018 City Property Tax = \$667.51
Assessed Value 2019 \$323,562 (assumes assessed value increases 12.7%)	Estimated Levy Rate 2019 \$2.08 (per \$1,000 assessed value; General Fund Levy only)	2018 City Property Tax (hypothetical) = \$673.01
AV increases 12.7%	Levy Rate declines	Annual tax increase \$5.50 for this example taxpayer*

**If the assessed value of the resident's property as a percentage increased by less than 12.7%, the resident's annual taxes would be equal to or slightly less than the taxes paid to the city in 2018. If the assessed value of the resident's property increased by more than 12.7% from the previous year, the increase in the annual taxes would be slightly higher.*

Some citizens may qualify for tax relief, or qualify for a deferral program. To find out more information about this, residents should contact the Clark County Assessor's Office at 5640-397-2391 or visit their website at <http://www.clark.wa.gov/assessor/taxrelief/index.html>.

In addition to the base levy, the City collects new property tax revenue based on the value of new construction added to the assessment rolls during the prior year. The revenue to the City is calculated using the assessed value of new construction multiplied by the prior year's levy rate. The value of new construction is still being finalized by the County Assessor's Office and includes the value of utility new construction provided to the County Assessor by the State. The most recent estimate from the County Assessor's Office indicates more than \$309 million of new construction, which translates into \$718,000 of additional City property tax revenue, which is slightly more than the \$601,400 received for new construction values for 2018 taxes. The City's ordinance states the percentage and dollar amount increase in the City's base property tax levy as required by RCW 84.55.120. The County Assessor will determine the levy amount for new construction based on their final calculations.

Advantage(s)

Continued funding will be available from the City's primary revenue source to pay the cost of essential City services.

Disadvantage(s)

The 1.0% increase would increase a city resident's property tax bill for the General Fund City portion of taxes by \$5.50 per year for a home with an assessed valuation of \$323,562 assuming the taxpayer's assessed value increased by 12.7%.

Budget Impact

There will be no impact on budget for the ongoing annual property tax collections, the budget forecasted a 1% increase for the General Fund.

Prior Council Review

October 15, 2018 - Workshop: 2019-2020 City Manager's Recommended Operating Budget

Action Requested

On November 5, 2018, approve the ordinance on first reading, setting the date of second reading and public hearing for November 19, 2018.

Carrie Lewellen, City Treasurer, 487-8482

ATTACHMENTS:

- ▣ Ordinance

11/05/18
11/19/18

ORDINANCE NO. _____
(RCW 84.55.120)

AN ORDINANCE relating to the annual property tax levy; authorizing an increase of 1.0% in the City's regular levy from the amount levied the previous year; and providing for an effective date.

WHEREAS, the City Council of the City of Vancouver has met and considered its budget for the calendar years 2019/2020; and,

WHEREAS, the City of Vancouver's actual levy amount for the General Fund from 2018 was \$48,770,483.97; and,

WHEREAS, the Implicit Price Deflator (IPD) rate released on September 25, 2018 is 2.169%, which is more than 1.0%. HB 2416 approved by the Washington State Legislature in 2007, limits the allowable increase to 1.0% or the IPD rate, whichever is lower; and

WHEREAS, the population of the City of Vancouver is more than 10,000.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. That an increase in the regular general fund property tax levy is hereby authorized for the 2019 levy in the amount of \$487,704.84, which is a percentage increase of 1.0% from the previous year. This increase is exclusive of additional revenue resulting from

new construction, improvements to property, any increase in the value of state-assessed property, any annexations that have occurred and refunds made.

Section 2. That the City Clerk is directed to transmit and file a certified copy of this ordinance with the Board of Clark County Commissioners and the Clark County Assessor following approval by City Council.

Section 3. That this ordinance shall go into effect five days after adoption.

Read first time:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

Read second time:

PASSED by the following vote:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2018.

Anne McEnery-Ogle, Mayor

Attest:

Approved as to form:

Natasha Ramras, City Clerk
By: Carrie Lewellen, Deputy City Clerk

E. Bronson Potter, City Attorney

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE relating to the annual property tax levy; authorizing an increase of 1.0% in the City's regular general fund levy from the amount levied the previous year; and providing for an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).



Staff Report 166-18

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 11/5/2018
11/19/2018

SUBJECT Ad Valorem Taxes for 2019

Key Points

- Approving ad valorem taxes authorizes the County Assessor to levy real and personal property taxes.
- City staff has estimated the City should approve ad valorem taxes for 2019 in the amount of \$56.7 million in order to fund the 2019-20 biennial budget. Of this, \$50.7 million is for general fund purposes, and \$6 million is for the affordable housing fund.

Strategic Plan Alignment

N/A

Present Situation

Pursuant to RCW 35.33.135, Council must approve an ordinance to fix and authorize the Clark County Assessor's Office to levy ad valorem taxes necessary to fund the City of Vancouver's 2019-2020 Biennial Budget.

An ad valorem tax (Latin for "according to value") is defined as a tax based on the value of real estate or personal property. An ad valorem tax is typically imposed at the time of a transaction(s) (a sales tax or value-added tax (VAT)), but it may be imposed on an annual basis (real or personal property tax) or in connection with another significant event (i.e. inheritance tax).

Staff currently estimates the 2019 real and personal property tax levy as \$56.7 million, which includes a preliminary estimate of \$719,000 in property tax revenue from new construction. The estimate of property tax from new construction will be updated based on the final new construction valuation provided by the Assessor's Office. The estimate of property tax revenue does not include the change in value of state-assessed utility property. Both of these amounts will not be final until December 2018.

City staff recommends that Council approve ad valorem taxes in the amount of \$56.7 million,

which is needed to fund the City's 2019-2020 biennial budget. Of the total, \$50.7 million is for general fund purposes, and \$6 million is for the affordable housing fund. Approving ad valorem taxes of \$56.7 million allows the County Assessor's Office to levy real and personal property taxes to the full extent allowed under Washington State law. Staff anticipates that the final certified levy will be between \$56.1 million and \$56.7 million in 2019. If Council authorizes the ad valorem tax amount too low, the County Assessor's Office will only be allowed to levy up to the amount authorized by Council.

Staff recommends that City Council approve ad valorem taxes in the amount of \$56.7 million for the 2019 real and personal property tax levy within the city limits of Vancouver. This estimated revenue source is necessary to fund the 2019-2020 Biennial Budget for the City of Vancouver.

Advantage(s)

Ad valorem taxes provide continued funding from the City's primary revenue source, which is necessary to fund the 2019-2020 Biennial Budget.

Disadvantage(s)

Ad valorem taxes increase; however, the increase is small and the specific impact on a property owner is dependent on the change in their assessed value.

Budget Impact

The amount of the ad valorem tax ordinance is included in the 2019-2020 Biennial Budget.

Prior Council Review

October 15, 2018 - Workshop: 2019-2020 City Manager's Recommended Operating Budget

Action Requested

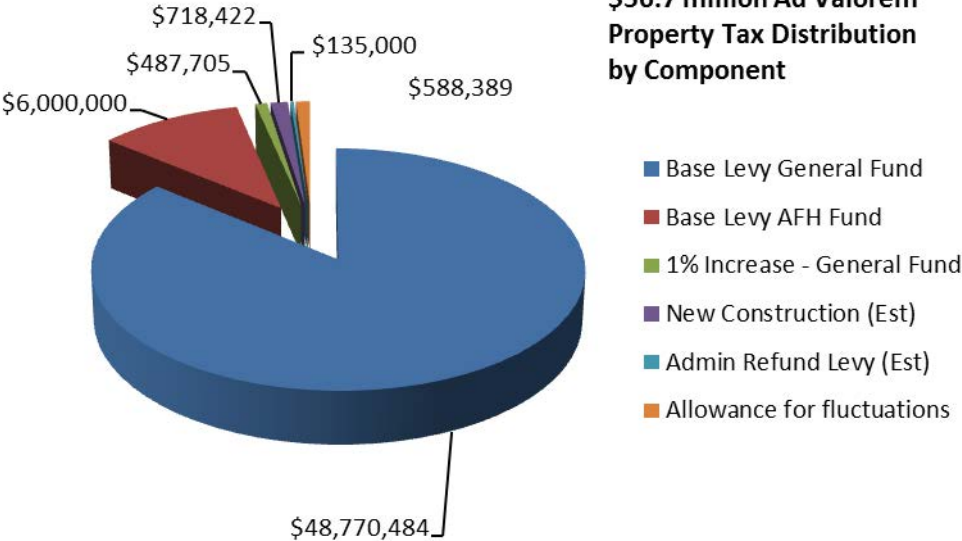
On November 5, 2018, approve ordinance on first reading, setting the date of second reading and public hearing for November 19, 2018.

Carrie Lewellen, City Treasurer, 487-8482

ATTACHMENTS:

- ▣ Ad Valorem Property Tax Distribution by Component
- ▣ Ordinance

\$56.7 million Ad Valorem Property Tax Distribution by Component



11/05/2018
11/19/2018

ORDINANCE NO. _____

AN ORDINANCE fixing and levying the amount of ad valorem taxes necessary to balance estimated revenue with estimated expenditures for the 2019/2020 Budget for the City of Vancouver; providing for an effective date.

WHEREAS, the City Council finds that the total net amount of \$56,700,000 in revenue must be raised by ad valorem taxes on real and personal property within the corporate limits of the City of Vancouver to balance estimated revenues and expenditures for the 2019/2020 budget for the City of Vancouver.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. There is hereby fixed to be raised by general property taxes upon real and personal property within the City of Vancouver the amount of \$56,700,000, for the following purposes:

Amount of tax levy for	
General Government Purposes	\$50,700,000
Affordable Housing Levy	<u>\$ 6,000,000</u>
Total Levy Amount	\$56,700,000

ORDINANCE - 1

Section 2. The City Clerk is directed to transmit and file a certified copy of this ordinance with the Board of Clark County Commissioners and the Clark County Assessor following approval by City Council.

Section 3. This ordinance shall take effect five days after adoption.

Read first time:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

Read second time:

PASSED by the following vote:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2018.

Anne McEnery-Ogle, Mayor

Attest:

Approved as to form:

Natasha Ramras, City Clerk
By: Carrie Lewellen, Deputy City Clerk

E. Bronson Potter, City Attorney

ORDINANCE - 2

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE fixing and levying the amount of ad valorem taxes necessary to balance estimated revenue with estimated expenditures for the 2019/2020 Budget for the City of Vancouver; providing for an effective date five days after adoption.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).



Staff Report 167-18

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 11/5/2018
11/19/2018

SUBJECT Amendments to VMC Titles 16 and 17 to implement fire and life safety program fee increases

Key Points

Adopt an ordinance increasing certain fees for Fire Marshal Services to maintain program costs associated with fire and life safety

Strategic Plan Alignment

Goal 2: Provide effective, innovative and well-resourced police, fire and emergency medical services.

Present Situation

The proposed revision of VMC Titles 16 and 17 will re-align fees for increased costs associated with fire inspections, construction/operational permits, and fire plans review.

VMC Title 16 has been in effect for more than ten years; with this long-term experience Fire staff has identified the need to increase certain fees to account for higher program costs associated with fire and life safety inspections, fire protection system report reviews and operational fire code permits.

Advantage(s)

Aligns fees with increased costs associated with the fire and life safety permitting and inspection program

Disadvantage(s)

None

Budget Impact

Title 16 - Fire Inspections / Operational Permits / Fire Protection Systems (Inspection, Testing & Maintenance) ITM test report reviews.

- Increase Fire & Life Safety Fees; on 1/1/2019 increase 5% and on 1/1/2020 increase 5%
- On 1/1/2019 add \$5.00 fee to review additional (subsequent to the original) fire protection systems reports required by the International Fire Code.

Title 17 – Fire Construction Permits, Inspections and Plans Reviews

- Increase fire permits, inspections, fire plans review fees; on 1/1/2019 increase 5%

Prior Council Review

October 15, 2018 - Workshop: 2019-2020 City Manager's Recommended Operating Budget

Action Requested

On Monday, November 5, 2018, approve ordinance on first reading, setting date of second reading and public hearing for Monday, November 19, 2018.

Heidi Scarpelli, Vancouver Fire Marshal, 487-7202

ATTACHMENTS:

- ▣ Building and Fire Code Commission Recommendation
- ▣ Ordinance

October 30, 2018

Mayor and City Council
City of Vancouver
PO Box 1995
Vancouver WA 98668-1995

Re: Recommendation on proposed changes to VMC Title 16 and Title 17

Dear Mayor and City Council Members:

The Building and Fire Code Commission (BFCC) of the City of Vancouver held a duly noticed meeting on October 29th 2018. The BFCC and city staff discussed the following:

1. Update VMC Title 16.04.280 Permits and fees effective January 1, 2019 and January 1, 2020.
2. Update VMC Title 16.04.280 Inspections, Testing and Maintenance Report Processing, January 1, 2019 and January 1, 2020
3. Update VMC Title 17.08.130 Table VII Fire Fees effective January 1, 2019.

Following the discussion, motions were unanimously approved by the BFCC in favor of proposed VMC Title 16 and Title 17 code amendments.

Building and Fire Code Commission recommends adoption of the ordinances by the City Council.

Sincerely,

Scott Anders
Chair, Building and Fire Code Commission

Cc: Eric Holmes, City Manager
Bronson Potter, City Attorney
Heidi Scarpelli, Fire Marshal
Joe Molina, Fire Chief
Sree Thirunagari, Building Official
Debra Quinn, Assistant City Attorney
Building and Fire Code Commission members

11/05/18

11/19/18

ORDINANCE NO. M - _____

AN ORDINANCE amending Vancouver Municipal Code (VMC) Sections 16.04.280 and 17.08.130 relating to the Vancouver Fire Department cost recovery amounts; increasing existing permit and fee schedules and providing for the implementation of a fee schedule for services; indexing applicable fees to the Seattle Consumer Price Index to account for inflation; and providing for savings and an effective date.

WHEREAS, the City's Strategic Plan establishes a Safe and Prepared City as one of its principle goals; and

WHEREAS, pursuant to Vancouver Municipal Code (VMC) 17.08.130(f): "Building and Fire related permit and plan review fees shall be reviewed periodically to ensure that they accurately reflect the current cost of providing services;" and

WHEREAS, the Fire Department is tasked to ensure all fire protection equipment is operational and functions as designed. This is accomplished by a technical review of all system reports; and

WHEREAS, Under the current fee structure, the Fire Department only recovers an initial fee for one system type and does not obtain a fee for reviewing/tracking multiple required systems within a building; and

WHEREAS, the City of Vancouver has directed the Fire Department to look for

ORDINANCE - 1

opportunities to recover costs; and

WHEREAS, the U.S. Department of Labor Bureau of Labor Statistics (BLS) no longer calculates a Consumer Price Index for the Vancouver-Portland Statistical Metropolitan Area; and

WHEREAS, the nearest metropolitan area to Vancouver for which the BLS calculates a CPI is the Seattle Metropolitan Area; and

WHEREAS, the City Council intends to adopt the Seattle CPI for All Urban Consumers for purposes of calculating changes to fees; and

WHEREAS, the Council determines to adopt the changes in the permit and fee schedules and Fire Protection System Fees as provided for in this Ordinance.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF VANCOUVER:

SECTION 1. Legislative Findings. The recitals set forth above are adopted as the legislative findings of the City Council of the City of Vancouver in support of adoption of this ordinance.

SECTION 2. Permits and fees. Vancouver Municipal Code Section 16.04.280 as last amended by M-4164 is hereby amended to read as follows:

VMC Section 16.04.280 Permits and fees.

A. Whenever any permit is required by the fire code, such permit shall be in addition to all other permits or licenses required by law or other ordinance.

B. Permit fees for permits required under IFC Section 105.7 shall be established in VMC Chapter 17.08, Fees Table V Fire Fees, and VMC Section 20.180.080, Fire Fees.

C. All fees contained in this Section will automatically increase by five percent (5%) on January 1, 2017~~19~~20, and by an additional five percent (5%) on January 1, 2018~~20~~21. Each such newly adjusted fee shall be rounded to the nearest whole dollar with fifty (\$.50) cents or more being rounded to the next higher dollar and forty-nine-

(\$.49) cents or less to the lower dollar.

D. The owner or occupant of buildings that have any of the existing occupancy types listed in this section shall pay a periodic inspection fee, according to fee schedule listed in this section. For the purposes of this section, “periodic inspection” means an inspection of the existing occupancy types listed in this section, according to the fire code official’s pre-set inspection schedule. A “periodic inspection” under this section is not related to any inspection associated with a construction permit, required under VMC Chapter 17.08. For the purposes of this section, “special inspection” means any inspection of the existing occupancy types listed in this section to ensure compliance with newly adopted rules or regulations, compliance with a manufacturer’s recall, or any inspection related to a fire code enforcement investigation. There shall be no special inspection fee if a fire code complaint does not result in identifying a fire code violation.

Effective 01/01/2017: Effective 01/01/2019

First Code-Compliance Inspection	Occupancy Group Types B, M & R (Not Including R-3 Occupancies) & U	Occupancy Group Types A, E & LC	Occupancy Group Types F, H, I & S
0 - 500 sq. ft.	\$34 \$38 (limited to type B & M occupancies only)	N/A	N/A
501 - 3,000 sq. ft.	\$66 <u>\$72</u>	\$88 <u>\$97</u>	\$110 <u>\$121</u>
3,001 - 5,000 sq. ft.	\$105 <u>\$114</u>	\$127 <u>\$139</u>	\$149 <u>\$163</u>
5,001 - 7,500 sq. ft.	\$138 <u>\$151</u>	\$182 <u>\$200</u>	\$237 <u>\$259</u>
7,501 - 10,000 sq. ft.	\$149 <u>\$163</u>	\$226 <u>\$248</u>	\$330 <u>\$362</u>
10,001 - 12,500 sq. ft.	\$165 <u>\$182</u>	\$259 <u>\$284</u>	\$352 <u>\$386</u>
12,501 - 15,000 sq. ft.	\$187 <u>\$206</u>	\$303 <u>\$332</u>	\$369 <u>\$404</u>
15,001 - 17,500 sq. ft.	\$198 <u>\$217</u>	\$325 <u>\$356</u>	\$385 <u>\$423</u>
17,501 - 20,000 sq. ft.	\$209 <u>\$230</u>	\$341 <u>\$375</u>	\$402 <u>\$441</u>
20,001 - 30,000 sq. ft.	\$226 <u>\$248</u>	\$358 <u>\$393</u>	\$418 <u>\$459</u>
30,001 - 40,000 sq. ft.	\$253 <u>\$278</u>	\$402 <u>\$441</u>	\$429 <u>\$471</u>

First Code-Compliance Inspection	Occupancy Group Types B, M & R (Not Including R-3 Occupancies) & U	Occupancy Group Types A, E & LC	Occupancy Group Types F, H, I & S
40,001 - 50,000 sq. ft.	\$270 <u>\$296</u>	\$429 <u>\$471</u>	\$446 <u>\$489</u>
50,001 - 60,000 sq. ft.	\$286 <u>\$314</u>	\$457 <u>\$501</u>	\$457 <u>\$501</u>
60,001 - 70,000 sq. ft.	\$303 <u>\$332</u>	\$484 <u>\$531</u>	\$484 <u>\$531</u>
70,001 - 100,000 sq. ft.	\$314 <u>\$344</u>	\$506 <u>\$555</u>	\$506 <u>\$555</u>
100,001 - 150,000 sq. ft.	\$336 <u>\$369</u>	\$534 <u>\$586</u>	\$534 <u>\$586</u>
150,001 - 200,000 sq. ft.	\$374 <u>\$411</u>	\$567 <u>\$622</u>	\$567 <u>\$622</u>
Over 200,000 sq. ft.	\$457 <u>\$501</u>	\$594 <u>\$652</u>	\$594 <u>\$652</u>
If the actual costs, (including, but not limited to, preparation, administration and inspection time) exceeds double the fee established in Section 1 of the fee table an additional hourly rate may apply.	\$7279 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7279 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7279 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)
Where the inspectable portions of the building is less than 50% of the total building square footage; then an hourly rate may be applied in lieu of the fee established in Section 1 of the fee table.	\$7279 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7279 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7279 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)
Second and subsequent Re-Inspections	\$7279 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7279 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7279 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)

Special inspections or other fire code inspections or fire code related activities	\$72 <u>79</u> per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$72 <u>79</u> per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$72 <u>79</u> per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)
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- E. Second inspections are at no cost, all subsequent compliance inspections shall be charged an hourly rate per the table above. Where authorized by the Fire Code Official, the affidavit process shall constitute a second inspection at no cost.
- F. Operational permits required by IFC Section 105.6. An applicant for an operational permit, required under IFC Section 105.6, shall pay a fee of ~~\$42.00~~ \$48.00 for each operational permit, except that the following sub-categories of operational permits are hereby created:
1. SPECIAL EVENT MASTER PERMIT - Event producers shall obtain such permit for amusement buildings (IFC Section 105.6.2), organized carnivals and fairs (including festivals and concerts), (IFC Section 105.6.4), exhibits and trade shows (IFC Section 105.6.13), and etc. The fee for a Special Event Master Permit shall be: ~~\$76.00~~\$84.00 for single user and ~~\$154.~~\$170.00 for multi-user (includes fire permit & fire inspection).

Operational permits issued for the storage and use of LP-gas in structures with an aggregate quantity less than 125 gallons (water capacity) shall not be charged a fee.

- G. Inspection, Testing and Maintenance Report Processing Under IFC Section 901.6. There shall be a review fee for reports submitted to the fire code official under IFC Section 901.6, according to the following schedule:

~~Effective 01/01/2018:~~ Effective 01/01/2020

First Code-Compliance Inspection	Occupancy Group Types B, M & R (Not Including R-3 Occupancies) & U	Occupancy Group Types A, E & LC	Occupancy Group Types F, H, I & S
0 - 500 sq. ft.	\$36 <u>\$40</u> (limited to type B & M occupancies only)	N/A	N/A
501 - 3,000 sq. ft.	\$69 <u>\$76</u>	\$92 <u>\$102</u>	\$115 <u>\$127</u>
3,001 - 5,000 sq. ft.	\$109 <u>\$120</u>	\$132 <u>\$146</u>	\$155 <u>\$171</u>
5,001 - 7,500 sq. ft.	\$144 <u>\$159</u>	\$190 <u>\$210</u>	\$247 <u>\$272</u>
7,501 - 10,000 sq. ft.	\$155 <u>\$171</u>	\$236 <u>\$260</u>	\$345 <u>\$380</u>

10,001 - 12,500 sq. ft.	\$173 <u>\$191</u>	\$270 <u>\$298</u>	\$368 <u>\$405</u>
12,501 - 15,000 sq. ft.	\$196 <u>\$216</u>	\$316 <u>\$349</u>	\$385 <u>\$424</u>
15,001 - 17,500 sq. ft.	\$207 <u>\$228</u>	\$339 <u>\$374</u>	\$403 <u>\$444</u>
17,501 - 20,000 sq. ft.	\$219 <u>\$242</u>	\$357 <u>\$394</u>	\$420 <u>\$463</u>
20,001 - 30,000 sq. ft.	\$236 <u>\$260</u>	\$374 <u>\$413</u>	\$437 <u>\$482</u>
30,001 - 40,000 sq. ft.	\$265 <u>\$292</u>	\$420 <u>\$463</u>	\$449 <u>\$495</u>
40,001 - 50,000 sq. ft.	\$282 <u>\$311</u>	\$449 <u>\$495</u>	\$466 <u>\$513</u>
50,001 - 60,000 sq. ft.	\$299 <u>\$330</u>	\$477 <u>\$526</u>	\$477 <u>\$526</u>
60,001 - 70,000 sq. ft.	\$316 <u>\$349</u>	\$506 <u>\$558</u>	\$506 <u>\$558</u>
70,001 - 100,000 sq. ft.	\$328 <u>\$361</u>	\$529 <u>\$583</u>	\$529 <u>\$583</u>
100,001 - 150,000 sq. ft.	\$351 <u>\$387</u>	\$558 <u>\$615</u>	\$558 <u>\$615</u>
150,001 - 200,000 sq. ft.	\$391 <u>\$432</u>	\$592 <u>\$653</u>	\$592 <u>\$653</u>
Over 200,000 sq. ft.	\$477 <u>\$526</u>	\$621 <u>\$685</u>	\$621 <u>\$685</u>
If the actual costs, (including, but not limited to, preparation, administration and inspection time) exceeds double the fee established in Section 1 of the fee table an additional hourly rate may apply.	\$7583 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7583 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7583 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)

Where the inspectable portions of the building is less than 50% of the total building square footage; Then an hourly rate may apply	\$7583 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7583 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7583 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)
Applied in lieu of the fee established in Section 1 of the fee table.			
Second and subsequent Re-Inspections	\$7583 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7583 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7583 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)
Special inspections or other fire code inspections or fire code related activities	\$7583 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7583 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)	\$7583 per hour (actual costs, including, but not limited to, preparation, administrative, and inspection time)

~~E.H~~ Second inspections are at no cost, all subsequent compliance inspections shall be charged an hourly rate per the table above. Where authorized by the Fire Code Official, the affidavit process shall constitute a second inspection at no cost.

~~F.I~~ Operational permits required by IFC Section 105.6. An applicant for an operational permit, required under IFC Section 105.6, shall pay a fee of ~~\$46.00~~ \$50.00 for each operational permit, except that the following sub-categories of operational permits are hereby created:

1. SPECIAL EVENT MASTER PERMIT - Event producers shall obtain such permit for amusement buildings (IFC Section 105.6.2), organized carnivals and fairs (including festivals and concerts), (IFC Section 105.6.4), exhibits and trade shows (IFC Section 105.6.13), and etc. The fee for a Special Event Master Permit shall be: ~~\$80.00~~ \$88.00 for single use and ~~\$162.00~~ \$179.00 for multi-use (includes fire permit & fire inspection).

Operational permits issued for the storage and use of LP-gas in structures with an aggregate quantity less than 125 gallons (water capacity) shall not be charged a fee.

~~G.J~~ Inspection, Testing and Maintenance Report Processing Under IFC Section 901.6. There shall be a review fee for reports submitted to the fire code official under IFC Section 901.6, according to the following schedule:

Effective 1/1/2017-Effective 1/1/2019:

1.	Each Commercial Cooking Maintenance (includes suppression systems and hood cleaning reports)	\$44 \$48 per building or address — whichever is greater initial fire protection system type and \$5 per additional system of the same protection type
2.	Each Fixed Chemical System (Fixed Chemical Systems Include All Systems Defined in the IFC And Paint Booths and Clean Rooms)	\$44 \$48 per building or address — whichever is greater initial fire protection system type and \$5 per additional system of the same protection type
3.	Fire Sprinkler	\$44 \$48 per building or address — whichever is greater initial fire protection system type and \$5 per additional system of the same protection type
4.	Fire Alarm	\$44 \$48 per building or address — whichever is greater initial fire protection system type and \$5 per additional system of the same protection type
5.	Fire Pump	\$44 \$48 per building or address — whichever is greater initial fire protection system type and \$5 per additional system of the same protection type
6.	Emergency Generator	\$44 \$48 per building or address — whichever is greater initial fire protection system type and \$5 per additional system of the same protection type
7.	Standpipes	\$44 \$48 per building or address — whichever is greater initial fire protection system type and \$5 per additional system of the same protection type
8.	All Other Fire Protection Systems	\$44 \$48 per building or address — whichever is greater initial fire protection system type and \$5 per additional system of the same protection type

Effective 1/1/2020:

1.	Each Commercial Cooking Maintenance (includes suppression systems and hood cleaning reports)	\$46 per building or address — whichever is greater \$50 per initial fire protection system type and \$5 per additional system of the same protection type
2.	Each Fixed Chemical System (Fixed Chemical Systems Include All Systems Defined in the IFC And Paint Booths and Clean Rooms)	\$46 per building or address — whichever is greater \$50 per initial fire protection system type and \$5 per additional system of the same protection type
3.	Fire Sprinkler	\$46 per building or address — whichever is greater

		<u>\$50 per initial fire protection system type and \$5 per additional system of the same protection type</u>
<u>4.</u>	Fire Alarm	\$46 per building or address — whichever is greater <u>\$50 per initial fire protection system type and \$5 per additional system of the same protection type</u>
<u>5.</u>	Fire Pump	\$46 per building or address — whichever is greater <u>\$50 per initial fire protection system type and \$5 per additional system of the same protection type</u>
6.	Emergency Generator	\$46 per building or address — whichever is greater <u>\$50 per initial fire protection system type and \$5 per additional system of the same protection type</u>
<u>7.</u>	Standpipes	\$46 per building or address — whichever is greater <u>\$50 per initial fire protection system type and \$5 per additional system of the same protection type</u>
<u>8.</u>	All Other Fire Protection Systems	\$46 per building or address — whichever is greater <u>\$50 per initial fire protection system type and \$5 per additional system of the same protection type</u>

SECTION 3. Fees. Vancouver Municipal Code Section 17.08.130 as last amended by M-4165, Table VII Fire Fees, is amended to read as follows:

VMC Section 17.08.130 Fees.

A. Application/Plan review fee. When submittal of documents are required, a plan review fee shall be paid at the time of submitting the submittal documents for plan review. The fee shall be as specified in Table V.

B. Permit fee. A permit shall not be valid until the permit and construction documents have been approved and the fees prescribed in this section have been paid. Amendment to a permit shall not be released until the additional fee, where applicable, has been paid.

C. Determination of valuation. The valuation used to determine permit and plan review fees shall be generated from national statistical averages as found in “Building Standards” or similar source for

the type of construction and the type of occupancy.

1. The determination of value or valuation under any of the provisions of this code shall be made by the Building Official and/or Fire Marshal.

D. Generally, fees should be adopted at a level sufficient to cover costs or a substantial portion of the costs, associated with conducting review and inspections, issuing permits, and providing services, as set by City Council. Consistent with the intent of this code section, the building official and fire marshal are authorized to make adjustments to categories of fees provided such adjusted fees do not exceed those adopted by Section [17.08.130](#).

E. January 1st of each year. Building and Fire related permit and plan review fees shall be adjusted by an amount equal to the percentage change in the Consumer Price Index for ~~the Portland-Salem, Oregon-Washington Metropolitan Area for Wage Earners and Clerical Workers (CPI-W) for the preceding year ending on June 30 prepared by the Department of Labor, Bureau of Labor Statistics (the "CPI-W")~~ All Urban Consumers for the Seattle area as adopted by the Bureau of Labor Statistics (the "CPI-W") or a replacement index applicable to the City of Vancouver, but not less than 0%. Each such newly adjusted fee shall be rounded to the next higher whole dollar. ~~The building official and fire marshal are authorized to suspend fee increases authorized by this Section.~~

F. Building and Fire related permit and plan review fees shall be reviewed periodically to ensure that they accurately reflect the current cost of providing services.

G. The following tables contain all Building and Fire related fees:

1. Table I. Building permit fees. When work for which a permit is required involves two or more codes, the permit holder shall pay a single permit fee of one and six-tenths times the fee set forth herein.

TABLE I
Building Permit Fees

Valuation	Permit Fees
\$1 to \$500	\$26.98
\$501 to \$2,000	\$26.98 for the first \$500 plus \$3.50 for each additional \$100 or fraction thereof up to and including \$2,000
\$2,001 to \$25,000	\$79.51 for the first \$2,000 plus \$16.08 for each additional \$1,000 or fraction thereof up to and including \$25,000

Valuation	Permit Fees
\$25,001 to \$50,000	\$449.55 for the first \$25,000 plus \$11.59 for each additional \$1,000 or fraction thereof up to and including \$50,000
\$50,001 to \$100,000	\$739.41 for the first \$50,000 plus \$8.03 for each additional \$1,000 or fraction thereof up to and including \$100,000
\$100,001 to \$500,000	\$1,140.85 for the first \$100,000 plus \$6.41 for each additional \$1,000 or fraction thereof up to and including \$500,000
\$500,001 to \$1,000,000	\$3,706.65 for the first \$500,000 plus \$5.45 for each additional \$1,000 or fraction thereof up to and including \$1,000,000
\$1,000,001 & Up	\$6,433.86 for the first \$1,000,000 plus \$3.61 for each additional \$1,000 or fraction thereof
Manufactured Structures Set-Up Fee	\$165.34 per section, with a minimum fee of \$330.68 per permit (this fee is in addition to the valuation-based fee for the site improvements required in addition to the set-up fee).

Footnotes:

1. For Commercial and Multi-Family Residential permits, an additional fee per **Table IV.1 – Fire – Building Permit Fees** shall be added to the amounts listed in **Table I – Building Permit Fees**, to cover actual costs relating to Fire Department acceptance inspection work.

TABLE II

Electrical Permit Fees

Fees are per each item to be installed or altered.

Electrical Permit Items (1)	Fee
Residential	
Placement or Altered Service (2)	
Electrical Service 0 - 200 amps with feeder	\$76.91
Electrical Service 201 - 600 amps with feeder	\$112.50
Electrical Service 601 Amps and greater	\$169.35
Mobile Home Service or Feeder	\$55.10
Mobile Home Service and Feeder	\$90.69

Electrical Permit Items (1)	Fee
Additional Feeders (2)	\$55.10
Branch Circuits (4)	
1 - 4 Circuits	\$55.10
Each Additional Circuit	\$6.31
Maintenance/Repair Mast or Meter (3)	\$41.90
Commercial Industrial	
New or Altered Service/Feeder (5, 6, 7)	
0 - 100 amps	\$90.69
101 - 200 amps	\$110.21
201 - 400 amps	\$211.25
401 - 600 amps	\$257.57
601 - 800 amps	\$319.17
801 - 1000 amps	\$389.21
1001 amps and over	\$424.81
Additional Feeders (6)	
0 - 200 amps	\$90.69
201 - 600 amps	\$211.25
601 - 1000 amps	\$319.17
1001 amps and over	\$354.19
Maintenance Repair Mast of Meter 1	\$76.91

Electrical Permit Items (1)	Fee
Branch Circuits Only (4)	
First 5 Circuits per Branch Circuit Panel	\$70.04
Each Additional Circuit Per Branch Circuit Panel	\$6.31
Over 600 Volts Surcharge Per Permit	\$70.04
Temporary Service (8)	
0 - 200 amps with feeder	\$68.88
201 - 400 amps with feeder	\$83.81
401 - 600 amps with feeder	\$112.50
601 amps and over	\$127.45
Each Additional Feeder	\$24.67
Low Voltage/Telecommunications (9)	
First 2500 square feet or less	\$48.79
Each Additional 2500 Square Feet or portion thereof	\$13.20
Signs and Outline Lighting (10, 11)	
First Sign (No Service Included)	\$41.90
Each Additional Sign Inspected at Same Time	\$20.09
Generators (12)	
Installed Transfer for Portable Generators	\$76.62
Electrical Annual Permit for Commercial Industrial Location (13)	
1 to 3 Plant Electricians (up to 6 inspections)	\$1,013.52

Electrical Permit Items (1)	Fee
1 to 3 Plant Electricians (up to 12 inspections)	\$2,027.03
4 to 6 Plant Electricians (up to 24 inspections)	\$4,057.43
7 to 12 Plant Electricians (up to 36 inspections)	\$6,083.98
13 to 35 Plant Electricians (up to 52 inspections)	\$8,112.74
25 + Plant Electricians (up to 75 inspections)	\$10,142.07
Trip Fees	
Inspection Requested but Not Ready	\$42.00
Each Additional Inspection Over 2 Per Permit	\$42.00
Inspection of Existing Installation	\$84.00
Progress Inspections Per 1/2 Hour (Minimum)	\$42.00
Plan Review	35% of Permit Fees Plus Submission Fee
Plan Review Submission Fee	\$70.58
Permit of Record	\$27.00
Minimum Fee (14)	\$68.88

Footnotes:

1. A maximum of two inspections are provided per permit. Additional inspections will be subject to Trip Fee assessment.
2. Service and feed must be inspected together when using this fee. Inspections at different times requires a \$54.00 fee for each inspection.
3. Scope of work is limited to wind, weather, vehicular or terminal failure damage to existing systems. May also include the repair or replacement of the mast, meter and conductors up to the first point of termination on the service or building disconnecting means. Relocated meters or masts and overhead-underground conversions shall be evaluated as altered services.
4. Altered or added circuits calculated per panel board.
5. Service and feed must be inspected together when using this fee. Inspections at different times

- requires the Service Fee plus additional fee calculated Commercial Additional Feeders fee.
6. All field installed power transformers that are the source of a separately derived system shall have both their primary and secondary feeds identified/fee valued. All multi-section lighting and appliance branch circuit panel boards shall have each section evaluated/fee valued. All feeder taps that terminate in an overcurrent device rated 30 amps or larger shall be identified/fee valued.
 7. Multiple section switch boards that have continuous, full ampacity bussing between sections shall be fee valued as single feeders Switchboard subsections that have reduced ampacity bussing and individual overcurrent protection for the section shall be evaluated as additional feeders.
 8. Service and feed must be inspected together when using this fee. Inspections at different times requires an additional fee per the Service and Fee schedule.
 9. Low voltage and telecommunications systems includes all telecommunication systems, fire alarms, burglar alarms, nurse call, intercom, security systems, energy management controls, HVAC/refrigeration control, industrial and automation control systems, lighting controls, standalone sound systems, public address and similar low energy circuits and equipment in all occupancy except one and two family dwellings as regulated by the International Residential Code. Multiple low-voltage systems installed by a single contractor at a single address and ready for a single inspection, may be fee valued at one fee.
 10. Service or feeder equipment installed exclusively to power a sign shall be fee valued at the Commercial Industrial Service fee schedule.
 11. Multiple sign faces and enclosures mounted on the same structure, each disconnecting means or set of disconnects to a separate enclosure shall be considered an individual sign. For outline lighting, neon channel letters and skeletal neon lighting, a sign will be defined as the sign transformer or power supply fed by a primary sign circuit.
 12. Permanently installed generators shall be fee valued under the appropriate residential or commercial service/feeder schedule.
 13. For commercial and industrial location employing full-time electrical maintenance staff or having a yearly maintenance contract with a licensed electrical contractor. All yearly maintenance contracts must detail the number of contract electricians necessary to do the work required under the contract. This number will be used for calculating the fees. Each inspection is based on a 2 hour maximum. Annual permits are valid for inspection at one facility (site) only.
 14. The electrical permit fee shall be the calculated fee per the fee table or the minimum fee, whichever is greater, except Trip Fees which will be calculated from the fee schedule.

3. Table III. Mechanical Permit Fees.

Fees are per each item to be installed or altered.

TABLE III. Mechanical Permit Fees

Mechanical Permit Item (1)	Fee
Heating and Cooling	
A/C or Heat Pump	\$12.62
Furnace < 100,000 BTU (ducts/vents)	\$12.62

Mechanical Permit Item (1)	Fee
Furnace > 100,000 BTU (ducts/vents)	\$16.64
Gas Heat Pump	\$12.62
Duct Work	\$12.62
Hydronic Hot Water System	\$12.62
Residential Boiler (Radiator or Hydronic)	\$12.62
Unit Heater (Recessed, Suspended, Etc.)	\$12.62
Flue or Vent for Heating/Cooling	\$12.62
Other Fuel Appliances	
Water Heater	\$12.62
Gas Fireplace	\$12.62
Flue Vent for Water Heater or Gas Fireplace	\$12.62
Log Lighter (Gas)	\$12.62
Wood/Pellet Stove	\$12.62
Wood Fireplace/Insert	\$12.62
Chimney/Liner/Flue/Vent	\$12.62
Environmental Exhaust and Ventilation	
Range Hood or Kitchen Equipment	\$12.62
Clothes Dryer Exhaust	\$12.62
Single Duct Exhaust	\$12.62
Attic/Crawl Space Fan	\$12.62
Fuel Piping	
Fuel Piping: 1 - 4 Outlets	\$5.16

Mechanical Permit Item (1)	Fee
Fuel Piping: More Than 4 Outlets, Each	\$1.15
Mechanical Annual Permit for Commercial Industrial Locations (4)	
1 to 3 Plant Mechanical Technicians (up to 6 inspections)	\$1,013.52
1 to 3 Plant Mechanical Technicians (up to 12 inspections)	\$2,027.03
4 to 6 Plant Mechanical Technicians (up to 24 inspections)	\$4,057.43
7 to 12 Plant Mechanical Technicians (up to 36 inspections)	\$6,083.99
13 to 35 Plant Mechanical Technicians (up to 52 inspections)	\$8,112.75
25+ Plant Mechanical Technicians (up to 75 inspections)	\$10,142.07
Plan Review Fee	35% of Permit Fee Plus Submission Fee
Plan Review Submission Fee	\$70.60
Other (2)	
Minimum Fee: Gas Water Heater (3)	\$59.11
Minimum Fee: All Others	\$68.88
Trip Fees	
Inspection Requested but Not Ready	\$42.00
Each Additional Inspection Over 2 Per Permit	\$42.00
Inspection of Existing Installation	\$84.00
Progress Inspections Per 1/2 Hour (Minimum)	\$42.00
Minimum Fee (2)	\$68.88

Footnotes:

1. A maximum of two inspections are provided with each permit. Additional inspections will be assessed a trip fee.
2. The mechanical permit fee shall be the calculated fee per the fee table or the minimum fee, whichever is greater.
3. For replacement in like kind, requiring no new power/fuel source or venting system.
4. For commercial and industrial location employing full-time mechanical maintenance staff or having a yearly maintenance contract with a licensed mechanical contractor. All yearly maintenance contracts must detail the number of contract mechanical technicians necessary to do the work required under the contract. This number will be used for calculating the fees. Each inspection is based on a 2-hour maximum. Annual permits are valid for inspection at one facility (site) only.

4. Table IV. Plumbing Permit Fees.

TABLE IV

Plumbing Permit Fees

Fees are per each item to be installed or altered.

Plumbing Item (1)	Fee
Site Utilities	
Catch Basin	\$13.20
Drywell, leach line, trench drain	\$13.20
Manufactured home utilities	\$86.02
Manholes	\$13.20
Rain Drain Connector	\$13.20
Footing Drain (1st 100 feet)	\$43.02
Footing Drain (Each Additional 100 Feet)	\$36.15
Sanitary Service (1st 100 feet)	\$43.02
Sanitary Service (Each Additional 100 Feet)	\$36.15
Storm Service (1st 100 Feet)	\$43.02
Storm Service (Each Additional 100 Feet)	\$36.15
Water Service (1st 100 Feet)	\$43.02
Water Service (Each Additional 100 Feet)	\$36.15

Plumbing Item (1)	Fee
Fixture or Item	
Absorption Value	\$13.20
Backflow Preventer: Commercial	\$36.15
Backflow Preventer: Residential	\$21.23
Backwater Valve	\$13.20
Clothes Washer	\$13.20
Dishwasher	\$13.20
Drinking Fountain	\$13.20
Ejectors/Sump Pump	\$13.20
Expansion Tank	\$13.20
Fixture/Sewer Cap	\$13.20
Floor Drain/Floor Sink/Hub	\$13.20
Garbage Disposal	\$13.20
Hose Bib	\$13.20
Ice Maker	\$13.20
Interceptor/Grease Trap	\$13.20
Primer	\$13.20
Rain Drain: Commercial	\$13.20
Rain Drain: Single-Family Residential	\$51.10
Sink/Basin/Lavatory	\$13.20
Tub/Shower/Shower Pan	\$13.20
Urinal	\$13.20
Water Closet	\$13.20

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Plumbing Item (1)	Fee
Water Heater	\$13.20
Medical Gas Systems (Valuation)	
\$1 - \$5,000 Valuation	\$58.46
\$5,001 - \$10,000 Valuation	\$58.46 plus \$1.15 for each \$1,000 or fraction thereof over \$5,000
\$10,001 and over Valuation	\$64.20 plus \$1.15 for each \$1,000 or fraction thereof over \$10,000
Other (2)	
Minimum Fee: Electrical Water Heater	\$59.11
Minimum Fee: Residential Backflow	\$59.11
Minimum Fee: All Other	\$68.88
Plumbing Annual Permit for Commercial Industrial Locations (3)	
1 to 3 Plant Plumbers (up to 6 inspections)	\$1,013.52
1 to 3 Plant Plumbers Technicians (up to 12 inspections)	\$2,027.03
4 to 6 Plant Plumbers (up to 24 inspections)	\$4,057.43
7 to 12 Plant Plumbers (up to 36 inspections)	\$6,083.98
13 to 35 Plant Plumbers (up to 52 inspections)	\$8,112.74
25+ Plant Plumbers (up to 75 inspections)	\$10,142.07
Plan Review Fee	35% of Permit Fee Plus Submission Fee
Plan Review Submission Fee	\$70.58

Plumbing Item (1)	Fee
Trip Fees	
Inspection Requested but Not Ready	\$42.00
Each Additional Inspection Over 2 Per Permit	\$42.00
Inspection of Existing Installation	\$84.00
Progress Inspections Per 1/2 Hour (Minimum)	\$42.00
Minimum Fee (2)	\$68.88

Footnotes:

1. A maximum of two inspections are provided with the permit. Additional inspections will be assessed a Trip Fee.
2. The plumbing permit fee shall be the calculated fee per the fee table or the minimum fee, whichever is greater.
3. For commercial and industrial location employing full-time plumbing maintenance staff or having a yearly maintenance contract with a licensed plumbing contractor. All yearly maintenance contracts must detail the number of contract plumbers necessary to do the work required under the contract. This number will be used for calculating the fees. Each inspection is based on a 2-hour maximum. Annual permits are valid for inspection at one facility (site) only.

4.1. Table IV.1. These fees apply to multi-family residential and commercial building permits for approval and acceptance by the Vancouver Fire Marshal's Office.

Valuation	Permit Fees
\$1 to \$500	\$12.07
\$501 to \$2,000	\$12.07 for the first \$500 plus \$0.31 for each additional \$100 or fraction thereof up to and including \$2,000
\$2,001 to \$25,000	\$16.71 for the first \$2,000 plus \$1.21 for each additional \$1,000 or fraction thereof up to and including \$25,000
\$25,001 to \$50,000	\$44.50 for the first \$25,000 plus \$0.91 for each additional \$1,000 or fraction thereof up to and including \$50,000
\$50,001 to \$100,000	\$66.94 for the first \$50,000 plus \$0.59 for each additional \$1,000 or fraction thereof up to and including \$100,000

Valuation	Permit Fees
\$100,001 to \$500,000	\$96.86 for the first \$100,000 plus \$0.53 for each additional \$1,000 or fraction thereof up to and including \$500,000
\$500,001 to \$1,000,000	\$309.59 for the first \$500,000 plus \$0.49 for each additional \$1,000 or fraction thereof up to and including \$1,000,000
\$1,000,001 & up	\$553.36 for the first \$1,000,000 plus \$0.31 for each additional \$1,000 or fraction thereof up to and including
Manufactured Structures Set-Up Fee	\$12.07 per section, with a minimum fee of \$24.14 per permit

5. Table V. Plan review fees. When submittal documents are required by this code, a plan review fee pursuant to Table V shall be paid at the time of submitting the submittal documents for plan review. The plan review fees specified in Table V are separate fees from the permit fees specified in this section and are in addition to the permit fees.

TABLE V. Plan Review Fees

Review	Fee
Building Plan Review	65% of Building Permit Fee (100% for Deferred Submittal Review)
Single Permit Plan Review	50% of Single Permit Fee (77% for Deferred Submittal Review)
Fire Plan Review (Commercial and Multi-Family Permits Only)	65% of the Fire Building Permit Fee
Mechanical or Plumbing Plan Review	35% of Permit Fee
Electrical Plan Review	35% of Permit Fee plus Submission Fee

6. Table VI. Grading and erosion control permit and plan review fees.

TABLE ~~IV~~VI

Grading and Erosion Control Permit and Plan Review Fees

BUILDING - GRADING AND EROSION CONTROL	Plan Review Fee	Permit Fee
10 to 50 c.y.	No Fee	\$26.98

BUILDING - GRADING AND EROSION CONTROL	Plan Review Fee	Permit Fee
51 to 100 c.y.	\$25.88	\$42.47
101 to 1,000 c.y.		
Base Fee	\$40.74	\$42.47
Plus fee per 100 c.y. (or fraction thereof)		\$20.09
1,001 tp 10,000 c.y.		
Base Fee	\$54.24	\$223.30
Plus per 1,000 c.y. (or fraction thereof)		\$16.64
10,001 to 100,000 c.y.		
Base fee for first 10,000 c.y.	\$54.24	\$373.14
Plus per 10,000 c.y. (or fraction thereof)	\$26.98	\$75.78
100,001 to 200,000 c.y.		
Base fee for first 100,000 c.y.	\$297.10	\$1,055.12
Plus per 10,000 c.y. (or fraction thereof)	\$14.58	\$41.90
200,001 c.y. or more		
Base fee for first 200,000 c.y.	\$443.05	Use 100,001 above
Plus per 10,000 c.y. (or fraction thereof)	\$7.99	Use 100,001 above

Effective 1/1/2019

7. Table VII. Fire Protection System Fees.

TABLE VII. Fire Fees

No.	Activity	Base Fee	Per Head or Device
FIRE PROTECTION SYSTEMS AND COMPONENTS			

No.	Activity	Base Fee	Per Head or Device
1.	Fire Pumps (each pump)		
	a) Review	\$241.00 <u>\$235.05</u>	
	b) Inspection	\$603.00 <u>\$633.15</u>	
2.	Stand Pipes (each stand pipe)		
	a) Review	\$84.00 <u>\$88.20</u>	
	b) Inspection	\$169.00 <u>\$177.45</u>	
3.	Underground Fire Service (each lateral)		
	a) Review	\$60.00 <u>\$63.00</u>	
	b) Inspection	\$169.00 <u>\$177.45</u>	
4.	Fire Sprinklers (each system)		
	a) Review	\$180.00 <u>\$189.00</u>	\$1.80 <u>\$1.89</u>
	b) Inspection	\$180.00 <u>\$189.00</u>	\$3.00 <u>\$3.15</u>
B.	Fire Sprinkler Tenant Improvements:		
	Category 1: Affidavit 1 to 10 heads:		
	(Limited to arm-overs and drops with a head location diagram for inspection reference)		
	a) Review	\$0	\$0
	b) Inspection	\$60.00 <u>\$63.00</u>	\$0

No.	Activity	Base Fee	Per Head or Device
	Category 2: Affidavit 11 to 20 heads:		
	(Limited to arm-overs and drops in a light hazard occupancy with a head location diagram for inspection reference)		
	a) Review	\$0	\$0
	b) Inspection	\$121.00 \$127.05	\$0
	Category 3: Fire sprinkler system alterations that involve only changing heads of the same performance characteristics and minor adjustments to drop lengths:		
	a) Review	\$0.00	\$0.00
	b) Inspections	\$121.00 \$175.05	\$1.80 \$1.89
	Category 4: Fire sprinkler system alterations or additions that don't fall under Category 1, 2, or 3:		
	(With full Plans)		
	a) Review	\$60.00 \$63.00	\$0.59 \$.62
	b) Inspections	\$121.00 \$128.00	\$1.80 \$1.89
C.	Dry Pipe, Antifreeze, Pre-Action (each in addition to fire sprinkler system)		
	a) Review	\$84.00 \$88.20	
	b) Inspection	\$169.00 \$177.45	
5.	Clean Agent System (CO2, FM-200, Inergen, etc.)		
	a) Review	\$301.00 \$316.05	

No.	Activity	Base Fee	Per Head or Device
	b) Inspection	\$422.00 <u>\$443.10</u>	
6.	Commercial Cooking Hood and Duct Protection (per new system)		
	a) Review	\$217.00 <u>\$227.85</u>	
	b) Inspection	\$145.00 <u>\$152.25</u>	
	Commercial Cooking Hood and Duct Protection Minor Revisions		
	(Permit not required if modification is limited to normal maintenance, replacing or reconfiguring heads and no increase in flow points used). Applicant to notify Fire Marshal's Office of location and extent of work.		
	a) Review	\$0	
	b) Inspection	\$0	
7.	Fire Alarm Systems - Minor (additions, no new panel, up to 10 devices)		
	Category 1: Affidavit 1 - 4 devices (limited to spot smoke or heat detectors, horn/strobes, strobes, horns, mini-horns, manual pull stations or one communication device)	\$105.00 <u>\$110.25</u>	
	Category 2: Modifications of up to 10 devices not qualifying for affidavit (e.g., additions, no new panel)		
	a) Review	\$60.00 <u>\$63.00</u>	\$2.41 <u>\$2.53</u>
	b) Inspections	\$121.00 <u>\$127.05</u>	\$6.05 <u>\$6.35</u>
8.	Fire Alarm Systems - Major (new panel or 11+ devices, central station)		
	a) Review	\$180.00 <u>\$189.00</u>	\$2.41 <u>\$2.53</u>

No.	Activity	Base Fee	Per Head or Device
	b) Inspection	\$180.00 <u>\$189.00</u>	\$6.05 <u>\$6.53</u>
OTHER PERMITS			
9.	Underground Tank Demolition (each tank)		
	Flammable & Combustible Liquids - with reference diagram showing		
	a) Review	\$0	
	b) Inspection	\$20.00 <u>\$21.00</u>	
10.	Smoke Control Systems (up to 3 shafts)		Each
	a) Review	\$362.00 <u>\$380.10</u>	add'l
	b) Inspections	\$723.00 <u>\$759.15</u>	shaft
			\$121.00 <u>\$127.50</u>
	Other Smoke Control (atriums, malls, others)		
	a) Review	\$362.00 <u>\$380.10</u>	
	b) Inspections	\$723.00 <u>\$759.15</u>	\$241.00 <u>\$253.05</u>
TRIP FEES			
11.	Trip Fee Assessment	\$45.00 <u>\$47.25</u>	

Footnotes:

1. Trip Fees are intended to recover actual costs and may be assessed where the requested inspections are for work that is not ready for inspection, the work is not accessible for inspection or the appropriate personnel or documentation is not on site.

8. Other inspection and service fees.

- A. Other inspections outside of the normal business hours (eight a.m./five p.m.) shall be a minimum fee of \$266.00 per inspector providing a maximum of two hours of inspection per trip. Additional consecutive hours of inspection are \$133.00 per hour per inspector. Inspector is defined as a Building Inspector, Electrical Inspector and/or a Deputy Fire Marshal.
- B. Re-inspection fees when required shall be \$133.00 per hour, with a minimum of \$67.00 per inspection.
- C. Inspections for which no fee is established shall be \$133.00 per hour, with a minimum of \$67.00 per inspection.
- D. Additional plan review time required due to changes or revisions to already approved construction documents and plans shall be calculated at \$133.00 per hour, but shall not exceed an amount equal to the original plan check fee. Major revisions to construction documents or plans after approval or during plan review shall require a new plan review fee.
- E. There shall be a \$27.00 issuance fee added for each permit identified in Tables I (Building Permit Fees), VI (Grading and Erosion Control Permit and Plan Review Fees), and VII (Fire Fees).
- F. Permit fees not clearly defined by this section, or fees that are found by the building official and/or fire code official to be inequitable using a valuation base, shall be determined by the building official and/or fire code official by using a rational cost-of-service analysis. Fee determinations in such cases shall be made available to the public and disseminated to the applicable segments of the construction industry for use in future such cases.
- G. Expiration date extension fee. A fee of \$26.00 shall be assessed to process expiration date extension request.
- H. Early start permit fee. When the applicant requests an early start permit approval, a fee of \$133.00 per staff review hour, one hour minimum, plus a \$27.00 issuance fee shall be assessed.
- I. Re-inspection/Trip Fees. A re-inspection/trip fee may be assessed for each inspection or re-inspection when such portion of work for which inspection is called for is not complete or when corrections called for are not made.
 - 1. Re-inspection/trip fees are designed to discourage the practice of calling for inspections before the job is ready for such inspection or re-inspection.
 - 2. Re-inspection/trip fees may also be assessed under the following circumstances:
 - a. When the inspection record card and permit is not posted or otherwise available on the work site.
 - b. When approved plans are not readily available to the inspector for failure to provide access on the date the inspection is scheduled.
 - c. When there is deviation from the approved plans.

- d. When required corrections have not been completed upon request for re-inspection.
- e. When the cost per hour of inspection or re-inspection has exceeded the permit fee paid. A minimum of three inspections per category are allowed for all "single permit fee" permits.
- 3. The permittee or their designated agent shall pay the required fee as set forth in the fee schedule and noted in the re-inspection/trip fee notice.
- 4. In instances where re-inspection/trip fees have been assessed, additional inspection of the work will not be performed until the required fee has been paid.
- 5. Re-inspection/trip fees will be assessed on Electrical, Plumbing and Mechanical Permits where the number of requested inspections exceeds two. Re-inspections fees may be assessed on all other permits where the number of requested inspections in a required inspection category exceeds three.
- J. Work commencing before permit issuance. Any person who commences any work on a building, structure, electrical, gas, mechanical, plumbing system, fire sprinkler, fire alarm system and/or other fire code permits before obtaining the necessary permits shall be subject to an investigation fee established by the building official and/or fire code official in addition to the required fees as set forth in this code.
 - 1. The investigation fee for work commencing before permit issuance shall be the same as the required permit fees contained in the fee tables.
 - 2. The investigation fee shall be paid prior to or at the time of the permit issuance.
 - 3. The payment of the investigation fee shall not exempt an applicant from compliance with all Provisions of the Vancouver Municipal Code or other applicable laws.
 - a. Such investigation fees may be in addition to any other penalty assessed under VMC Title 22.

SECTION 4. Savings. Those sections of the ordinances amended by this ordinance shall remain in full force and effect until the effective date of this ordinance.

SECTION 5. Severability. If any provision of this Ordinance is held invalid, the validity of this Ordinance as a whole, or any portion thereof, shall not be affected.

SECTION 6. Ratification. Acts taken in conformity with this Ordinance prior to its effective date are hereby ratified and affirmed.

SECTION 7. Effective Date. The provisions of this ordinance shall become effective January 1, 2019.

Read first time:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

Read second time: PASSED BY THE FOLLOWING VOTE:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2018.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk
By: Carrie Lewellen, Deputy City Clerk

Approved as to form:

E. Bronson Potter, City Attorney

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE amending Vancouver Municipal Code (VMC) Sections 16.04.280 and 17.08.130 relating to the Vancouver Fire Department cost recovery amounts; increasing existing permit and fee schedules and providing for the implementation of a fee schedule for services, indexing applicable fees to the Seattle Consumer Price Index to account for inflation and providing for savings and an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).



Staff Report 168-18

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 11/5/2018
11/19/2018

SUBJECT Amendment to VMC 16.16.40, Hazardous Materials Regulatory Fee

Key Points

Support program costs associated with providing hazardous material regulatory and emergency preparedness services.

Strategic Plan Alignment

Goal 2: Provide effective, innovative and well-resourced police, fire and emergency medical services.

Present Situation

VMC Title 16, Chapter 16.40 has been in effect for more than ten years with no increase in the hazardous materials regulatory fee since inception, while CPI has increased more than 21% during this same time period. The proposed amendment of VMC Chapter 16.40 updates the regulatory fee for increased costs associated with hazardous materials emergency response plan inspections, evaluations and exercises, training of emergency response personnel, and acquisition, maintenance and operation of emergency response equipment.

Advantage(s)

Supports costs associated with providing hazardous material regulatory and emergency preparedness services.

Disadvantage(s)

None

Budget Impact

Title 16 - Hazardous Materials Regulatory Fee

- Increase Hazardous Materials Regulatory Fee; on 1/1/2019 increase 10% and on 1/1/2020 increase 10%
- Annual Hazardous Materials Regulatory Fee Adjustment; starting on 1/1/2021 this fee shall increase annually by the same percentage as Seattle CPI

Prior Council Review

October 15, 2018 - Workshop: 2019-2020 City Manager's Recommended Operating Budget

Action Requested

On Monday, November 5, 2018, approve ordinance on first reading, setting date of second reading and public hearing for Monday, November 19, 2018.

Tom O'Connor, VFD Special Operations Division Chief, 487-7206

ATTACHMENTS:

- ▣ Ordinance

11/05/18
11/19/18

ORDINANCE M- _____

AN ORDINANCE amending Vancouver Municipal Code Section 16.40.070 relating to hazardous materials regulatory fees; increasing such fees and indexing such fees to the Seattle Consumer Price Index to account for inflation; and providing for an effective date.

WHEREAS, the City's Strategic Plan establishes a Safe and Prepared City as one of its principle goals; and

WHEREAS, over ten years ago, the City adopted a hazardous materials regulatory fee to recover City costs associated with hazardous materials emergency response planning, inspections, evaluations and exercises, training of emergency response personnel, and acquisition, maintenance and operation of emergency response equipment; and

WHEREAS, since that plan was adopted the Consumer Price Index (CPI) has risen over 20%; and

WHEREAS, the costs associated with the hazardous materials regulatory fee have increased at least as much as increases in the CPI; and

WHEREAS, the U.S. Department of Labor Bureau of Labor Statistics (BLS) no longer calculates a Consumer Price Index for the Vancouver-Portland Statistical Metropolitan Area; and

WHEREAS, the nearest metropolitan area to Vancouver for which the BLS calculates a CPI is the Seattle Metropolitan Area; and

WHEREAS, the City Council intends to adopt the Seattle CPI for All Urban Consumers for purposes of calculating changes to the hazardous materials regulatory fee commencing in 2021; and

WHEREAS, the Council determines to adopt the changes in the Hazardous Materials Regulatory Fee as provided for in this Ordinance.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER

Section 1. Vancouver Municipal Code Section 16.40.070 as adopted by Ordinance M-3856 is hereby amended to read as follows:

Section 16.40.070 Hazardous Material Regulatory Fee Schedule

Hazardous material regulatory fees shall be based on Table 16.40.070-1. The definitions of 16.40.010 shall be used to interpret Table 16.40.070-1. The fee is calculated by multiplying the number of pounds of the hazardous materials reported to the state or federal regulatory agency under the law regulating the hazardous occupancy cited in 16.40.010-A by the risk factors set forth in Table 16.40.070-1. The product of this calculation shall be multiplied by one dollar ~~(\$1.00)~~ and ten cents (\$1.10) starting 1/1/2019, multiplied by one dollar and twenty cents (\$1.20) starting 1/1/2020; and commencing on 1/1/2021, adjusted annually by the Consumer Price Index for All Urban Consumers for the Seattle area as adopted by the Bureau of Labor Statistics to arrive at the amount of the fee. The multiplier shall not be otherwise be increased except by Ordinance amendment. If the calculation yields a fee of less than one hundred dollars (\$100.00) the hazardous materials occupancy is exempt from the certificate and fee requirements of this Chapter.

Table 16.40.070-1. Hazardous Material Regulatory Fee Chart¹

Risk Factor (Q)	Maximum Quantity (Pounds) The maximum quantity is based on reports to the Washington State Dept of Ecology in the Tier Two Hazardous Material Inventory Report prepared under the Emergency Planning and Community Right to Know Act (EPCRA).
10	0 to 99
15	100 to 999

Risk Factor (Q)	Maximum Quantity (Pounds) The maximum quantity is based on reports to the Washington State Dept of Ecology in the Tier Two Hazardous Material Inventory Report prepared under the Emergency Planning and Community Right to Know Act (EPCRA).
20	1,000 to 9,999
40	10,000 to 49,999
60	50,000 to 99,999
100	100,000 to 499,999
140	500,000 to 999,999
180	³ 1,000,000

¹ Hazards specified in the right-hand column are determined by the state or federal regulatory agency under the statutory or regulatory authority cited in section 16.40.010-A for each Hazardous Material Occupancy. A substance that is classified under multiple hazard categories in Table 16.40.070-1 shall include a charge for each category in the fee calculation.

Risk Factor (H)	Chemical Hazard The chemical hazard is based on the Washington State Dept of Ecology - Tier Two Hazardous Material Inventory Report under EPCRA. A chemical may present more than one hazard and in such case the risk factors are added together.
10	Extremely Hazardous Substance
4	Fire Hazard
3	Sudden Release of Pressure Hazard
4	Reactive Hazard
3	Immediate (acute) Health Hazard
2	Delayed (chronic) Health Hazard
Risk Factor (RMP)	Risk Management Planning Hazard The risk management planning hazard is established by the United States Environmental Protection Agency under EPCRA.
500	Each RMP Hazardous Material
Risk Factor (R)	Radioactive Material Hazard The Radioactive Material Hazard is established by the Washington State Dept of Health.

Risk Factor (H)	Chemical Hazard The chemical hazard is based on the Washington State Dept of Ecology - Tier Two Hazardous Material Inventory Report under EPCRA. A chemical may present more than one hazard and in such case the risk factors are added together.
300	Each Industrial Radiography RML
300	Each Irradiator RML
150	Each Nuclear Medicine/Therapy RML
100	Each Portable Gauge RML
100	Each RML category not listed above
Risk Factor (D)	Combustible Dust Hazard The combustible dust hazard is established by the Washington State Dept of Agriculture.
500	Agricultural Commodity Storage or Grain Dealer
Risk Factor (C)	Confined Space Entry Hazard The confined space entry hazard is established by the Washington State Dept of Labor & Industries
50	Each Permit Required Confined Space of 10 or less
10	Each Permit Required Confined Space over 10 but less than 100
Risk Factor (P)	Pipeline Hazard Pipeline hazards are established by the Washington State Utilities and Transportation Commission
250	Each Hazardous Material Gas Pipeline
500	Each Hazardous Material Liquid Pipeline
Risk Factor (M)	Marine Hazard Marine hazards are established by the Washington State Dept of Ecology.
500	Each Hazardous Material Marine Terminal
150	Each Marine Fueling/Bunkering Station

Annual Fee Calculation:

Step 1: Use Table 16.40.070-1 to determine applicable risk factors. Risk Factor (H) is the sum total of chemical hazards that apply to each hazardous material as listed in the annual State DOE Tier Two Hazardous Material Inventory Report.

Step 2: Multiply Risk Factor (Q) by Risk Factor (H) for each hazardous material listed in the annual State DOE Tier Two Hazardous Material Inventory Report.

Step 3: Add the combined total from Step 2 $(Q1 \times H1) + (Q2 \times H2) \dots$ to risk factors $(RMP) + (R) + (D) + (C) + (P) + (M)$ to determine the total fee.

Example:

XYZ Company				
Hazardous Material	Maximum Pounds	Risk Factor (Q)	Risk Factor (H)	QxH
GASOLINE	480,043	100	9	900
AQUA AMMONIA	17,934	40	15	600
CARBON DIOXIDE	14,212	40	6	240
HYDROGEN	23,564	40	12	480
SODIUM HYDROXIDE	9,294	20	3	60
SULFURIC ACID	50,110	60	19	1,140
			Total	3,420

XYZ Company stores and/or handles six hazardous materials on site as reported in their annual State DOE Tier Two Hazardous Materials Inventory Report. The combined total QxH Factor of all six hazardous materials = 3,420. Hydrogen is regulated by the U.S. EPA as a Risk Management Planning Hazard, Risk Factor (RMP) = 500. The company has a State Dept of Health radioactive materials license to store/use a "Portable Gauge" on site, Risk Factor (R) = 100. There are no agriculture products stored or processed on site that present a combustible dust hazard, Risk Factor (D) = 0. There are eight State Dept of L&I permit required confined spaces on site, Risk Factor (C) = 400. Gasoline is moved via pipeline to and from storage tanks and a marine terminal, Risk Factor (P) = 500. The company receives and ships gasoline via barge at its marine terminal, Risk Factor (M) = 500.

$(Q \times H) + (RMP) + (R) + (D) + (C) + (P) + (M) = \text{Annual Fee}$

$(3,420) + (500) + (100) + (0) + (400) + (500) + (500) = \$5,420$

Section 2. This ordinance shall be effective 30 days after adoption.

Read first time:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

Read second time:

PASSED by the following vote:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2018.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

By: Carrie Lewellen, Deputy City Clerk

Approved as to form:

E. Bronson Potter, City Attorney

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE amending Vancouver Municipal Code Section 16.40.070 relating to hazardous materials regulatory fees; increasing such fees and indexing such fees to the Seattle Consumer Price Index to account for inflation; and providing for an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at [360-487-8711](tel:360-487-8711), or via www.cityofvancouver.us (Go to City Government and Public Records).



Staff Report 169-18

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 11/5/2018
11/19/2018

SUBJECT 2019-2020 City of Vancouver Biennial Operating and Capital Budget

Key Points

- The 2019-2020 Biennial Budget appropriates \$1.2 billion for Operating and Capital Budgets.
- 79.5 new full time equivalent (FTE) positions are added, bringing the total City FTE complement to 1,180.4 by 2020.
- The budget is balanced by ongoing revenues and available cash resources. It assumes a 1% property tax revenue increase in both 2019 and 2020, inflationary increases in fees, including Fire fees.

Strategic Plan Alignment

The 2019-2020 biennial budget includes programs and projects that advance the City's Strategic Plan on many fronts and contribute to Vancouver becoming a more safe, welcoming, vibrant and prosperous city.

Present Situation

The City of Vancouver 2019-2020 Biennial Budget has been prepared for approval. The Recommended Budget was published by the City Manager on October 1, 2018, and was presented to Council in workshops held on October 15 and 22.

The 2019-2020 Biennial Budget appropriates \$1.2 billion for both operating and capital expenses, a 3.7% increase over the current 2017-18 budget. A total of \$954.8 million is appropriated for all City operating funds and \$245.4 million for capital funds and related funding. There are 79.5 full time equivalent (FTE) positions added bringing the total to 1,180.4 FTEs by the end of 2020, a 6% increase over the 2018 current budget.

The 2019-2020 Budget is balanced by ongoing revenues and available cash resources. The Budget relies on new revenues generated by a 1% property tax increase and from a previously adopted utility tax rate increase of approximately 4% in Water, Sewer and Drainage and 3% in

Solid Waste in each year of the biennium.

A total of \$458.7 million is appropriated in the General, Street, and Fire operating funds, and an additional \$496.1 million is appropriated in all other operating funds. All appropriations are consistent with the budget framework reviewed and affirmed with Council at the beginning of the year as well as with relevant workshops over the course of the year regarding capital investments and certain operating programs.

A prolonged period of relative fiscal stability has allowed the City to reassess the community's greatest needs and respond by continuing to improve service levels in key areas during the 2019-2020 biennium, including: police, fire inspections, parks greening and maintenance, construction and utilities and administrative services. The City continues to make progress in funding deferred maintenance and asset replacement on a pay-as-you-go basis.

Following are highlights of the additional programs added or expanded in the 2019-2020 Budget in the General, Street and Fire funds:

- A total of 17.0 new FTEs were added to the Police Department, including Police Officers, Police Service Technicians, and police support positions to address specific staffing and administrative requirements. These new positions represent the last phase of the increase in traffic, investigative and community engagement police services funded by dedicated revenue increases over the 2017-2020 time period.
- A cross-department team, including a 1.0 FTE Coordinator in the City Manager's Office, 0.5 FTE in Legal, 1.0 FTE in Code Enforcement and one additional 1.0 FTE Police Officer position, along with mental health and substance addiction case management services, will provide a more focused and coordinated response addressing issues related to homelessness in the City. The Budget also includes funding for maintenance of the homeless day center and other resources to continue addressing issues related to homelessness.
- Budget to complete the Heights District plan as well as demolish the former Tower Mall structure, which will create a blueprint and begin preparation of the site for reinvigorating central Vancouver and capitalizing on the planned Mill Plain Corridor Bus Rapid Transit investments.
- A total of 13.0 new FTE positions to staff the new Fire Station 11 that is anticipated to be completed by the end of the biennium. The new positions as well as the construction of Fire Station 11 are funded largely by Fire District 5.
- The Budget re-establishes an Arts and Cultural program by creating a dedicated 1.0 FTE to act as a dedicated resource for a new Vancouver Cultural Commission, help with creation and administration of an art grants program, and coordinate public art maintenance. The Budget also appropriates seed dollars to partner with the Vancouver school District in building the Art and Innovation Campus as well as a possible community arts center.
- A total of 2.0 new FTE positions in parks maintenance were added in 2020 to continue the effort of keeping turf in city parks green and maintained.
- The Pavement Management program added 2.0 new FTE positions to match a planned increase in size and scope of the Pavement Management program. The project increase as well as the new positions are fully funded by the dedicated Street Funding Initiative revenues.
- The SUV pilot project in the Fire Fund has proven to be a cost effective method of augmenting high priority medical call response, and the Budget converts these limited-term staff to regular positions. The Budget also adds 5.0 new FTEs in the Fire Marshal's Office

to continue working through the fire inspection backlog with the goal of achieving a regular two-year re-inspection cycle of city's businesses. The program is almost fully self-sufficient.

Major budget changes in other City Funds include:

- A total net new 7.5 FTE positions is added in the Internal Administrative Services fund to support the increased demand for services driven by the City's expanding capital and operating programs. Of these new positions, 2.0 of the FTEs will implement the expanded citywide GIS program, 1.0 FTE and a 1.0 FTE will be dedicated to improving the City's records program. Staffing was also added in Information Technology, Human Resources and procurement.
- One FTE position was added to the Building fund to address the increased complexity of development projects. The construction activity is scheduled to significantly increase over the next few years due to a number of multi-story buildings and new school buildings that are currently in permitting.
- 17.5 new FTE positions were added in Public Works to support the increasing demand from the Utilities capital program and service level demands.
- Grounds and facilities maintenance function is being moved to a new internal services fund and Civil Legal is being moved to the Support Services Fund.
- The Budget maintains market relevance for compensation to ensure that the City maintains the competitiveness needed to retain and recruit its workforce, and affirms the 2017-2018 staffing levels as a baseline in other service areas.

2019-2020 Capital Budget

Of the City's nearly \$1.5 billion in assets, approximately 80% are capital (building, streets, land, utility lines, etc.). Stewardship of these capital assets is critical to efficient, effective, and sustainable service delivery. While the true cost to manage these assets through their lifetime is daunting, the City has been making meaningful, strategic investments in our assets without adding new debt. The same trend is evident in the 2019-2020 Biennial Budget.

Attachment C to the Budget Ordinance includes a list of all projects included in the City of Vancouver's 2019-2020 \$245.4 million capital program, of which \$98.6 million is related to funding transfers. Below are some highlights:

- Utilities projects totaling \$89.3 million, include:
 - Water fund projects totaling \$42.7 million for the Water Works Park reservoir and seismic upgrade of \$19.0 million, continuing Operations Center design of \$6.2 million, Water Stations improvements, and other smaller projects.
 - Sewer utility appropriation totaling \$41.9 million includes an \$8.4 million two-year Sewer Connection Incentive Program (SCIP) to expand sewer service to 600 new homes, \$9.4 million for process controls electronics upgrades, \$3.5 million for a westside electrical upgrade design, and a variety of other collection and treatment projects.
 - A \$4.7 million two-year program in Drainage to keep up with the NPDES regulations.
- New Fire Station 11 construction primarily funded by Fire District 5 expected to be completed in 2020-2022.
- General Capital asset management program of \$10.3 including roof replacements, major maintenance, pervious surface upgrading, sealing, painting, and HVAC repairs at various city facilities.

- The Budget allocates \$21.4 million for transportation funding, including the following projects:
 - Mill Plain Blvd from 104th St to NE Chkalov Dr.;
 - 137th Ave corridor between 49th St and Fourth Plain;
 - 18th St from NE Four Seasons Lane to NE 136th Ave;
 - LED street light retrofit of 13,000 City lights;
 - \$4.0 million in projects funded by the Street Funding Initiative capital program.
- A \$1.8 million Pearson Airfield phase one of the mostly federally-funded runway replacement project.
- Parks and Trails capital program totaling \$8.7 million including major renovations and expansions at the North Image Park, Dubois Park, First Place Park, Clear Meadows Park, Summers Walk Park, and new land acquisitions using the City's PIF resources.

Proposal: To approve the 2019-2020 Biennial Operating and Capital Budget Ordinance.

Advantage(s)

1. The proposed budget will ensure that the City remains in compliance with state statutes that require all City expenditures to have an appropriation approved by ordinance.
2. The proposed budget will allow the City to provide valuable services to city residents in a variety of high-priority areas while maintaining a system of reserves that contribute to fiscal health and resiliency.

Disadvantage(s)

New ongoing expenses are included.

Prior Council Review

- Council Retreat on February 23, 2018
- Workshops on capital Transportation Improvement Program (TIP), Capital Improvement Program (CIP) and other policy initiatives throughout 2018.
- 2019-20 Recommended Operating Budget presented at workshop on October 15, 2018
- 2019-20 Recommended Capital Budget presented at workshop on October 22, 2018

Action Requested

On Monday, November 5, 2018, approve ordinance on first reading, setting date of second reading and public hearing for Monday, November 19, 2018.

Natasha Ramras, Chief Financial Officer, 487-8484

ATTACHMENTS:

- ▣ 2019-2020 Biennial Budget Ordinance
- ▣ Attachment A
- ▣ Attachment B
- ▣ Attachment C
- ▣ Attachment D

11/05/18
11/19/18

ORDINANCE M-_____

AN ORDINANCE relating to and adopting the budget for the City of Vancouver for the 2019-2020 fiscal biennium; creating a new fund; providing for ratification and for an effective date.

WHEREAS, as set forth in Staff Report _____, following presentations of the City Manager's Recommended Budget on October 15th and 22nd, the proposed 2019-2020 Biennial Budget has been prepared for approval; and

WHEREAS, upon due and proper legal notice, Vancouver City Council held a public hearing to consider the City's 2019-2020 Biennial Budget.

NOW THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. The City Council of the City of Vancouver in due time received and placed on file a preliminary budget for the 2019-2020 fiscal biennium, prepared in compliance with Ch.35.34 RCW and with Ch. 3.24 VMC. The recommended budget includes all estimates of receipts and expenditures for the next fiscal biennium fully detailed in accordance with RCW 35.34.060. Council advertised and properly held all required public hearings thereon. The City Council pursuant to RCW 35.34.120 has made such adjustments and changes to the preliminary 2019-2020 budget as it deems necessary or proper at this time. Said Budget for the 2019-2020 fiscal biennium for the City of Vancouver, as revised, which is now on file in the Office of the

City Clerk, is by reference incorporated herein, approved and by this ordinance adopted, and shall be prepared in publication form.

Section 2. Each and every separate item on the operating and capital budget as finally determined is hereby fixed and determined in the amount set forth in the 2019-2020 Adopted budget, and as required by RCW 35.34.120. There is hereby set forth in summary form the totals of appropriations for each separate fund and the aggregate totals for all such funds combined, as set forth in Attachment "A" of this ordinance. Attachment "C" outlines specific capital projects included in the 2019-2020 City of Vancouver Capital Budget.

Section 3. A total of net 79.5 full-time equivalent positions citywide are added in the 2019-2020 biennium, as identified in Attachment "B" of this ordinance. The position adjustments shall be made consistent with applicable civil service rules and personnel regulations. Attachment "D" of this ordinance contains salary schedules that are hereby adopted for positions not covered by labor agreements.

Section 4. The present budget accordingly includes estimates of the scheduled salary step increases and allocates funds in accordance with settled union contracts. The City will shortly be engaged in collective bargaining with most major unions for 2019-2020. When bargaining and negotiations are completed, the budget may be amended to adjust salaries in accordance therewith.

Section 5. A separate City internal service fund is created to account for the revenues and expenses associated with providing grounds and facilities maintenance services to all city departments. This fund is named the "Grounds and Facilities Services Fund".

Section 6. Those acts taken pursuant to this ordinance, but prior to its effective date are hereby ratified and confirmed.

Section 7. Effective Date. This ordinance shall go into effect immediately upon final passage and publication.

Read first time:

PASSED BY THE FOLLOWING VOTE

Ayes: Councilmembers

Nay: Councilmembers

Absent Councilmembers

Read second time:

PASSED BY THE FOLLOWING VOTE:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2016

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk
By: Carrie Lewellen, Deputy City Clerk

Approved as to form:

E. Bronson Potter, City Attorney

SUMMARY

ORDINANCE M-_____

AN ORDINANCE relating to and adopting the budget for the City of Vancouver for the 2019-2020 fiscal biennium; creating a new fund; providing for ratification and for an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).

Budget Appropriation by Fund**Total 2019-
2020 Budget****Operating Budget****General, Street, and Fire Funds**

General Fund	334,262,989
Street Fund	32,939,513
Fire Fund	91,489,754
Total General, Street, and Fire Funds	458,692,256

Special Revenue Funds

Street Funding Initiative - Operating Fund	17,493,772
Investigative Fund	122,878
Drug Enforcement Fund	623,568
CED Grants	4,080,251
Tourism Fund	3,954,452
Affordable Housing	12,070,524
Parkhill Cemetery Improvement Fund	1,687,757
Criminal Justice Fund	420,565
Transportation Special Revenue Fund	3,920,974
REET 1 (2002 Special Revenue Fund)	3,909,221
Parks & Recreation Special Revenue Fund	20,460
Downtown Initiatives Fund	260,569
VNHR Properties	1,500,471
Senior Messenger Fund	696,432
Fire Equipment Fund	4,862,774
Emergency Ambulance Services Contract Admin Fund	1,467,212

Debt Service Funds

G O Debt Service Fund	18,326,603
L I D Debt Fund	39,900

Capital Fund

Fire Acquisition Fund	880,379
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Enterprise Funds

City Tree Reserve Fund	85,033
Surface Water Management Fund	36,779,918
Water Utility Fund	80,888,971
SCIP Fund	1,800,000
Utility Customer Assistance	60,000
Water Revenue Bond Debt Service Fund	157,385
Sewer Revenue Bond Debt Service Fund	7,711,865
Debt Service Reserves	3,936,000

Operating Budget

Sewer Utility Fund	80,399,245
Sewer System Development	7,500,000
Airport Fund	1,075,338
Building Inspection Fund	13,600,018
Solid Waste Fund	6,471,330
Parking Services Fund	6,840,870
Tennis Center Fund	2,052,052

Internal Service Funds

Equipment Services Operations Fund	14,589,366
Equipment Services Capital Fund	17,106,644
Computer Repair & Replacement	8,045,287
Grounds and Facilities Services Fund	20,881,070
Self-Insured Worker's Comp & Liability Fund	12,445,618
Internal Administrative Services Fund	35,892,883
Benefits Fund	29,269,055
Self-Insured Health Insurance Fund	19,351,898

Fiduciary Funds

SW Washington Regional SWAT Team Fund	518,651
Police Pension Trust Fund	2,382,847
Fire Pension Trust Fund	3,652,676
Transportation Benefit District	2,096,690
City/County Cable TV Fund	2,331,206
PEG Capital Support Fund	1,800,000

Total Operating Expense Budget	954,752,934
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Capital Budget

Capital Project Funds

Transportation Capital Fund	17,378,507
Street Funding Initiative - Capital Fund	4,025,058
General Fund Capital	871,757
Fire Acquisition Fund	12,045,625
Capital Improvement Fund	12,312,815
VNHR Property Capital	22,046
Parks Construction Fund (Capital Projects only)	8,682,040
Drainage Construction Fund	4,688,134
Water Construction Fund	42,712,942
Sewer Construction Fund	41,868,166
Airport	2,165,000

Total Capital Project Funds	146,772,090
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Operating Budget

Capital Funding Transfers Supporting COV Capital Projects Budget

General Fund	10,950,706
Street Fund	1,253,480
Street Funding Initiative Operating	2,161,500
Transportation Special Revenue Fund	706,789
REET 1 (2002 Special Revenue Fund)	200,000
Cascade TIF District	205,000
Pacific TIF District	385,000
Fire Fund	1,538,626
TIF - Vancouver	95,000
TIF - Evergreen	220,000
TIF - East City (South County)	218,636
TIF - I-205/Mill Plain Overlay	120,000
PIF - Acq & Dev District 2	899,500
PIF - Acq & Dev District 3	533,368
PIF - Acq & Dev District 4	3,602,085
PIF - Acq & Dev District 5	1,241,594
PIF - Acq & Dev District 7	93,687
PIF - District C	125,545
Transportation Capital Fund	1,453,734
2011 Transportation Bond Capital Fund	2,037,729
Surface Water Management Fund	1,500,000
Water Utility Fund	15,000,000
Systems Development Reserves	6,500,000
Sewer Utility Fund	34,595,000
Facilities Asset Mgmt and Replacement Reserve Fund	10,831,191
Transportation Benefit District	2,151,536
Total Transfers for Capital	98,619,706
Total Capital Expense Budget	245,391,796
Total Operating and Capital Expense Budget	1,200,144,730

City of Vancouver 2019-2020 Adopted Biennium Budget
FTE by Fund - Department

Attachment B

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
General Fund								
City Council								
City Council Member	6.00	-	-	6.00	-	-	6.00	
Mayor of Vancouver	1.00	-	-	1.00	-	-	1.00	
City Managers Office								
Administrative Assistant to the City Manager	1.00	-	-	1.00	-	-	1.00	
Assistant City Manager	1.00	-	-	1.00	-	-	1.00	
Assistant to City Council	1.00	-	-	1.00	-	-	1.00	
Citizen Liaison	1.00	-	-	1.00	-	-	1.00	
City Manager	1.00	-	-	1.00	-	-	1.00	
Communications Coordinator	1.00	-	-	1.00	-	-	1.00	
Communications Manager	1.00	-	-	1.00	-	-	1.00	
Communications Specialist	1.00	-	-	1.00	-	-	1.00	
Community Relations Specialist	1.00	-	-	1.00	-	-	1.00	
Cultural Services Manager	-	-	1.00	1.00	-	-	1.00	New 2 YR Limited Term added to support Cultural Commission, Grant Program & Maintenance of City owned Public Art
Emergency Manager	1.00	-	-	1.00	-	-	1.00	
Homeless Response Coordinator	-	-	1.00	1.00	-	-	1.00	New 2 YR Limited Term added to support Urban Camping Impact Reduction program
Neighborhood Coordinator	1.00	-	-	1.00	-	-	1.00	
Program & Policy Development Manager	1.00	-	-	1.00	-	-	1.00	
Support Specialist II	1.00	-	-	1.00	-	-	1.00	
Support Specialist III	1.00	-	-	1.00	-	-	1.00	
Web Content Manager	1.00	-	-	1.00	-	-	1.00	
Community and Economic Development								
Associate Planner	3.00	(1.00)	2.00	4.00	-	(1.00)	3.00	Existing Grant Funded, Limited Term FTE added back for 2019 only; New 2-YR Limited Term added to assist Land Use Planner
CTR Coordinator	0.75	(0.75)	0.75	0.75	-	(0.75)	-	Existing Revenue Funded, Limited Term added back for 2019 only supported by state's Commute Trip Reduction Program
Long Range Planning Program Manager	1.00	-	-	1.00	-	-	1.00	
Planner	1.00	-	-	1.00	-	-	1.00	

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
Principal Planner	2.00	-	-	2.00	-	-	2.00	
Senior Planner	1.00	-	-	1.00	-	-	1.00	
Transportation Planning Manager	1.00	-	-	1.00	-	-	1.00	
Development Review Services								
Assistant Planner	2.00	-	-	2.00	-	-	2.00	
Associate Planner	2.00	-	-	2.00	-	-	2.00	
Code Enforcement Officer	4.00	-	1.00	5.00	-	-	5.00	New 2 YR Limited Term to support Urban Camping Impact Reduction Program.
Community Development Director	1.00	-	-	1.00	-	-	1.00	
Engineering Technician II	3.00	-	1.00	4.00	-	-	4.00	New Regular added to support PW Engineering
Land Use Supervisor	1.00	-	-	1.00	-	-	1.00	
Senior Planner	4.00	-	-	4.00	-	-	4.00	
Support Specialist	0.50	(0.50)	-	-	-	-	-	Existing Support Specialist reclassified to Support Specialist II
Support Specialist II	2.00	0.50	-	2.50	-	-	2.50	Existing Support Specialist reclassified to Support Specialist II
Facilities Maintenance								
Building Repair Specialist	3.00	(3.00)	-	-	-	-	-	Position(s) relocated to Grounds and Facilities Services Fund
Capital Project manager	1.00	(1.00)	-	-	-	-	-	Position(s) relocated to Grounds and Facilities Services Fund
Electrician	1.00	(1.00)	-	-	-	-	-	Position(s) relocated to Grounds and Facilities Services Fund
Facilities Maintenance Specialist	2.00	(2.00)	-	-	-	-	-	Position(s) relocated to Grounds and Facilities Services Fund
Facilities Maintenance Specialist I	1.00	(1.00)	-	-	-	-	-	Position(s) relocated to Grounds and Facilities Services Fund
HVAC Technician	2.00	(2.00)	-	-	-	-	-	Position(s) relocated to Grounds and Facilities Services Fund
Operations Superintendent	1.00	(1.00)	-	-	-	-	-	Position(s) relocated to Grounds and Facilities Services Fund
Public Works Supervisor	3.00	(3.00)	-	-	-	-	-	Position(s) relocated to Grounds and Facilities Services Fund
Real Property Specialist	1.00	(1.00)	-	-	-	-	-	Position(s) relocated to Grounds and Facilities Services Fund
Grounds Maintenance								
Grounds Maintenance Specialist	6.00	(6.00)	-	-	-	-	-	Position(s) relocated to Grounds and Facilities Services Fund
Maintenance Worker II	6.00	(6.00)	-	-	-	-	-	Position(s) relocated to Grounds and Facilities Services Fund
Maintenance Worker Lead	3.00	(3.00)	-	-	-	-	-	Position(s) relocated to Grounds and Facilities Services Fund
Public Works Supervisor	2.00	(2.00)	-	-	-	-	-	Position(s) relocated to Grounds and Facilities Services Fund
Legal Service - Criminal and Domestic Violence								
Assistant City Attorney	16.00	(7.00)	-	9.00	-	-	9.00	Position(s) relocated to Internal Administrative Services Fund
Chief Assistant City Attorney	1.00	(1.00)	-	-	-	-	-	Position(s) relocated to Internal Administrative Services Fund
City Attorney	1.00	(1.00)	-	-	-	-	-	Position(s) relocated to Internal Administrative Services Fund
City Prosecutor	1.00	-	-	1.00	-	-	1.00	

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
Investigator	1.00	-	-	1.00	-	-	1.00	
Legal Assistant	5.00	(2.00)	-	3.00	-	-	3.00	Position(s) relocated to Internal Administrative Services Fund
Legal Secretary	3.00	(0.50)	-	2.50	-	-	2.50	Position(s) relocated to Internal Administrative Services Fund
Program Coordinator I	1.75	-	-	1.75	-	-	1.75	
Senior Legal Assistant	2.00	(1.00)	-	1.00	-	-	1.00	Position(s) relocated to Internal Administrative Services Fund
Parks, Trails and Natural Resources								
Business Manager	1.00	-	-	1.00	-	-	1.00	
Community Relations Specialist	1.00	-	1.00	2.00	-	-	2.00	New 2 YR Limited Term to support communications & partnership/sponsorships
Facilities Assistant	0.75	-	0.25	1.00	-	-	1.00	New Regular to support reservations, permits & events
IT Technical Specialist	1.00	-	-	1.00	-	-	1.00	
Management Analyst	1.00	-	-	1.00	-	-	1.00	
Park Developer	1.00	-	-	1.00	-	-	1.00	
Parks and Recreation Director	1.00	-	-	1.00	-	-	1.00	
Recreation Specialist	0.75	-	-	0.75	-	-	0.75	
Senior Park Developer	1.00	-	-	1.00	-	-	1.00	
Senior Planner	1.00	-	-	1.00	-	-	1.00	
Support Specialist III	1.00	-	-	1.00	-	-	1.00	
Volunteer Coordinator	1.00	-	-	1.00	-	-	1.00	
Volunteer Program Assistant	-	-	0.75	0.75	-	-	0.75	New 3 YR Limited Term to support volunteer projects
Police Department								
Administrative Assistant	2.00	-	-	2.00	-	-	2.00	
Analyst	1.00	(1.00)	-	-	-	-	-	Existing Analyst reclassified as Crime Analyst
Assistant Police Chief	2.00	-	-	2.00	-	-	2.00	
Computer Forensics Specialist	2.00	-	-	2.00	-	-	2.00	
Crime Analyst	2.00	1.00	-	3.00	-	-	3.00	Existing Analyst reclassified as Crime Analyst
Evidence Coordinator	1.00	-	-	1.00	-	-	1.00	
Evidence Technician	3.00	-	-	3.00	-	-	3.00	
Finance and Logistics Supervisor	1.00	-	-	1.00	-	-	1.00	
Financial Analyst	1.00	-	-	1.00	-	-	1.00	
Lead Records Specialist	3.00	-	-	3.00	-	-	3.00	
Management Analyst	1.00	-	-	1.00	-	-	1.00	
Material Control Coordinator	1.00	-	-	1.00	-	-	1.00	
Police Chief	1.00	-	-	1.00	-	-	1.00	

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
Police Commander	4.00	-	-	4.00	-	-	4.00	
Police Corporal	18.00	-	-	18.00	-	-	18.00	
Police Lieutenant	8.00	-	-	8.00	-	-	8.00	
Police Officer	151.00	-	8.00	159.00	-	4.00	163.00	New Regular (11.0) added to support VPD 2020 Plan & (1.0) Urban Camping Reduction Program
Police Sergeant	34.00	-	1.00	35.00	-	2.00	37.00	New Regular added to support VPD 2020 Plan
Police Service Technician	16.00	-	2.00	18.00	-	-	18.00	New Regular added to support VPD 2020 Plan
Procurement Specialist	1.00	-	-	1.00	-	-	1.00	
Program Coordinator I	1.00	-	-	1.00	-	-	1.00	
Program Coordinator II	1.00	-	-	1.00	-	-	1.00	
Public Information Officer	1.00	-	-	1.00	-	-	1.00	
Records Manager	1.00	-	-	1.00	-	-	1.00	
Records Specialist	14.00	1.00	1.00	16.00	-	-	16.00	Existing Regular reclassified from Support Specialist II & New Regular added to support VPD 2020 Plan
Records Supervisor	3.00	-	-	3.00	-	-	3.00	
Resource Service Technician	1.00	-	-	1.00	-	-	1.00	
Senior Computer Forensics Investigator	1.00	-	-	1.00	-	-	1.00	
Support Specialist II	1.00	(1.00)	-	-	-	-	-	Existing Regular reclassified to Records Specialist
Support Specialist III	1.00	-	-	1.00	-	-	1.00	
Recreation Services								
Administrative Assistant	2.00	-	-	2.00	-	-	2.00	
Customer Service Representative	5.25	-	0.25	5.50	-	-	5.50	New Regular increase to support Marshall Center opening on Sunday
Departmental Aide	0.50	-	-	0.50	-	-	0.50	
Facilities Assistant	2.00	-	-	2.00	-	-	2.00	
Recreation Facility Manager	2.00	-	-	2.00	-	-	2.00	
Recreation Specialist	15.25	-	0.50	15.75	-	-	15.75	New Regular increase to support Waterfront Park Waterfeature & Marshall Pool
Street Fund								
Pavement Management & Street Design								
Civil Engineer	1.00	-	-	1.00	-	-	1.00	
Engineering Manager	1.00	-	-	1.00	-	-	1.00	
Engineering Specialist	2.00	-	-	2.00	-	-	2.00	
Senior Civil Engineer	2.00	-	-	2.00	-	-	2.00	
Senior Construction Inspector	2.00	-	-	2.00	-	-	2.00	

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
Senior Engineering Technician	1.00	-	1.00	2.00	-	-	2.00	New Regular to support Transportation with GIS & Asset Management
Street Maintenance								
Deputy Transportation Services Manager	1.00	-	-	1.00	-	-	1.00	
Maintenance Worker I	1.00	-	-	1.00	-	-	1.00	
Maintenance Worker II	14.00	-	-	14.00	-	-	14.00	
Maintenance Worker Lead	3.00	-	-	3.00	-	-	3.00	
Operations Superintendent	1.00	-	-	1.00	-	-	1.00	
Public Works Supervisor	2.00	-	-	2.00	-	-	2.00	
Traffic Engineering & Operations								
Senior Engineering Technician	1.00	-	-	1.00	-	-	1.00	
Senior Traffic Engineer	1.00	-	-	1.00	-	-	1.00	
Street Light Technician II	2.00	-	-	2.00	-	-	2.00	
Traffic Engineer	1.00	-	-	1.00	-	-	1.00	
Traffic Engineering Manager	1.00	-	-	1.00	-	-	1.00	
Traffic Signal Lead	1.00	-	-	1.00	-	-	1.00	
Traffic Signal Specialist	2.00	-	-	2.00	-	-	2.00	
Traffic Signal Technician	2.00	-	-	2.00	-	-	2.00	
Transportation Development Review								
Engineering Technician II	-	-	1.00	1.00	-	-	1.00	New regular to support Transportation Development Review Services & Design
Senior Civil Engineer	1.00	-	-	1.00	-	-	1.00	
Senior Engineering Technician	1.00	-	-	1.00	-	-	1.00	
Street Funding Initiative - Operating Fund								
Street Funding Initiative Operating - Grounds Maintenance								
Ground Maintenance Worker II	1.00	-	-	1.00	-	-	1.00	
Grounds Maintenance Specialist	2.00	-	-	2.00	-	-	2.00	
Maintenance Worker II	2.00	-	-	2.00	-	-	2.00	
Surveyor	1.00	-	-	1.00	-	-	1.00	
Street Funding Initiative Operating - Maintenance								
Maintenance Worker II	1.00	-	0.50	1.50	-	-	1.50	Existing Regular relocated from Surface Water Management Fund for arterial sweeping
Street Funding Initiative Operating - Pavement Management								
Civil Engineer	-	-	-	-	-	1.00	1.00	New Regular added to support increased workload
Engineering Specialist	1.00	-	-	1.00	-	-	1.00	

		2019	2019	2019	2020	2020	2020	
		Baseline Adj	Adopted	Adopted	Baseline Adj	Adopted	Adopted	
		from 2018	Budget Adj	Budget	from 2019	Budget Adj	Budget	
		2018 Budget						Notes on Changes
Senior Civil Engineer	1.00	-	-	1.00	-	-	1.00	
Senior Construction Inspector	1.00	-	-	1.00	-	-	1.00	
Street Funding Initiative Operating0 Street Maintenance								
Administrative Assistant	-	-	1.00	1.00	-	-	1.00	New Regular added to support Sidewalk Repair Program & Transportation Design Engineering
Construction Inspector	1.00	-	-	1.00	-	-	1.00	
CED Grant Fund								
CDBG								
Associate Planner	1.00	-	-	1.00	-	-	1.00	
Community Development Manager	1.00	-	-	1.00	-	-	1.00	
Rehabilitation Specialist	0.60	-	-	0.60	-	-	0.60	
Support Specialist II	1.00	-	-	1.00	-	-	1.00	
Affordable Housing Fund								
Affordable Housing								
Planner	1.00	-	-	1.00	-	-	1.00	
Fire Fund								
Fire Department								
Administrative Assistant	1.00	-	-	1.00	-	-	1.00	
Analyst	1.00	-	-	1.00	-	-	1.00	
Assistant Fire Marshal	-	-	1.00	1.00	-	-	1.00	New Regular added to support
Deputy Fire Chief	2.00	-	-	2.00	-	-	2.00	
Deputy Fire Marshal 2	5.00	-	-	5.00	-	-	5.00	
Division Fire Chief	4.00	-	-	4.00	-	-	4.00	
Financial Analyst	1.00	-	-	1.00	-	-	1.00	
Fire Battalion Chief	6.00	-	-	6.00	-	-	6.00	
Fire Captain	30.00	-	-	30.00	-	-	30.00	
Fire Captain Paramedic	19.00	-	-	19.00	-	-	19.00	
Fire Chief	1.00	-	-	1.00	-	-	1.00	
Fire Code Officer	6.00	-	4.00	10.00	-	-	10.00	New Regular, Revenue Dependent to support increase in annual inspections
Fire Marshal	1.00	-	-	1.00	-	-	1.00	
Firefighter	69.00	-	-	69.00	-	5.00	74.00	New Regular to support opening of Fire Station 11
Firefighter Captain	2.00	-	-	2.00	-	4.00	6.00	New Regular to support opening of Fire Station 11
Firefighter Paramedic	56.00	-	-	56.00	-	4.00	60.00	New Regular to support opening of Fire Station 11

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
Lead Deputy Fire Marshal	2.00	-	-	2.00	-	-	2.00	
Management Analyst	1.00	-	-	1.00	-	-	1.00	
Resource Service Technician	1.00	-	-	1.00	-	-	1.00	
Senior Engineering Technician	1.00	-	-	1.00	-	-	1.00	
Support Specialist III	2.00	-	-	2.00	-	-	2.00	

Surface Water Management Fund

Surface Water Mgmt Engineering

Civil Engineer	4.00	-	-	4.00	-	-	4.00	
Engineering Specialist	2.00	-	-	2.00	-	-	2.00	
Engineering Technician II	1.00	1.00	-	2.00	-	-	2.00	Existing Regular relocated from Utility Administration
Environmental Scientist	1.00	-	1.00	2.00	-	-	2.00	New Regular added for compliance with NPDES
Senior Civil Engineer	-	-	1.00	1.00	-	-	1.00	New Regular added for compliance with NPDES
Senior Engineering Technician	3.00	-	-	3.00	-	-	3.00	
Utility Engineering Program Manager	1.00	-	-	1.00	-	-	1.00	

Surface Water Mgmt Greenways/Sensitive Lands

Grounds Maintenance Specialist	2.00	-	-	2.00	-	-	2.00	
Maintenance Specialist	1.00	-	-	1.00	-	-	1.00	
Maintenance Worker I	1.00	-	-	1.00	-	-	1.00	
Maintenance Worker II	4.00	-	-	4.00	-	-	4.00	
Maintenance Worker Lead	2.00	-	-	2.00	-	-	2.00	
Public Works Supervisor	1.00	-	-	1.00	-	-	1.00	

Surface Water Mgmt Maintenance

Maintenance Specialist	1.00	-	-	1.00	-	-	1.00	Existing Regular relocated to Street Funding Initiative for arterial sweeping
Maintenance Worker II	17.00	-	(0.50)	16.50	-	-	16.50	
Maintenance Worker Lead	5.00	-	-	5.00	-	-	5.00	Existing Regular relocated to Grounds and Facilities Services Fund and New Regular added to support Greenway and Sensitive Lands resulting in net zero change
Operations Superintendent	1.00	-	-	1.00	-	-	1.00	
Public Works Supervisor	2.00	-	-	2.00	-	-	2.00	

Urban Forestry

Program Coordinator I	3.00	-	-	3.00	-	-	3.00	
Urban Forester	1.00	-	-	1.00	-	-	1.00	

Water Utility Fund

Construction

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
Analyst	1.00	(1.00)	-	-	-	-	-	Existing Regular reclassified to Construction Project Coordinator
City Engineer	1.00	-	-	1.00	-	-	1.00	
City Surveyor	-	1.00	-	1.00	-	-	1.00	Existing Regular reclassified from Professional Land Surveyor
Civil Engineer	1.00	-	1.00	2.00	-	-	2.00	New Regular to support Capital Construction Team
Construction Inspector	7.00	-	-	7.00	-	-	7.00	
Construction Project Coordinator	-	1.00	1.00	2.00	-	-	2.00	Existing Regular reclassified from Analyst and New regular added to support Capital Construction Team
Inspection Specialist	3.00	-	-	3.00	-	-	3.00	
Professional Land Surveyor	1.00	(1.00)	1.00	1.00	-	-	1.00	Existing Regular reclassified to City Surveyor
Senior Civil Engineer	3.00	-	-	3.00	-	-	3.00	
Senior Construction Inspector	-	-	1.00	1.00	-	1.00	2.00	New Regular to support Capital Construction Team
Senior Surveyor	2.00	-	-	2.00	-	-	2.00	
Support Specialist II	1.00	-	-	1.00	-	-	1.00	
Support Specialist III	1.00	-	-	1.00	-	-	1.00	
Survey Specialist	1.00	-	1.00	2.00	-	-	2.00	New Regular to support City Surveyor Team
Surveyor	1.00	-	-	1.00	-	-	1.00	
Operations Center								
Analyst	1.00	-	-	1.00	-	-	1.00	
Lead Utility Locator	1.00	-	-	1.00	-	-	1.00	
Operations Manager	1.00	-	-	1.00	-	-	1.00	
Safety Coordinator	1.00	-	-	1.00	-	-	1.00	
Support Specialist II	4.00	-	-	4.00	-	-	4.00	
Utility Locator	1.00	-	-	1.00	-	-	1.00	
Public Works Administration								
Civil Engineer	1.00	-	-	1.00	-	-	1.00	
Engineering Specialist	1.00	-	-	1.00	-	-	1.00	
Finance and Asset Manager	1.00	-	-	1.00	-	-	1.00	
Public Works Director	1.00	-	-	1.00	-	-	1.00	
Senior Communications Specialist	1.00	-	-	1.00	-	-	1.00	
Senior Financial Analyst	1.00	-	-	1.00	-	-	1.00	
Technical Engineering Supervisor	1.00	-	-	1.00	-	-	1.00	
Utility Administration								
Accounting Clerk II	5.00	-	-	5.00	-	-	5.00	
Computer Support Specialist	1.00	-	-	1.00	-	-	1.00	

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
Customer Service Representative	10.00	-	-	10.00	-	-	10.00	
Senior Accounting Clerk	1.00	-	-	1.00	-	-	1.00	
Senior Customer Service Representative	1.00	-	-	1.00	-	-	1.00	
Senior Engineering Technician	1.00	(1.00)	-	-	-	-	-	Existing Regular relocated to Surface Water Mgmt Engineering
Utility Administration Manager	1.00	-	-	1.00	-	-	1.00	
Utility Clerk	0.50	-	-	0.50	-	-	0.50	
Utility Service Inspector	7.00	-	-	7.00	-	-	7.00	
Utility Service Supervisor	2.00	-	-	2.00	-	-	2.00	
Water Engineering								
Civil Engineer	-	3.00	-	3.00	-	-	3.00	Existing Regular reclassified from Water Resource Engineer
Engineering Program Manager	1.00	-	-	1.00	-	-	1.00	
Engineering Specialist	-	-	2.00	2.00	-	-	2.00	New Regular added to create safeguards for City's Water System and Existing Regular reclassified from Senior Engineering Technician
Senior Civil Engineer	-	-	1.00	1.00	-	-	1.00	New Regular added to supervise & oversee the transmission main design program
Senior Engineering Technician	4.00	-	(1.00)	3.00	-	-	3.00	Existing regular reclassified to Engineering Specialist
Support Specialist III	1.00	-	-	1.00	-	-	1.00	
Water Resource Engineer	3.00	(3.00)	-	-	-	-	-	Existing Regular reclassified to Civil Engineer
Water Maintenance								
Departmental Aide	-	0.50	-	0.50	-	-	0.50	Existing Regular relocated from Human Resources
Lead Treatment Plant Operator	1.00	-	-	1.00	-	-	1.00	
Maintenance Worker II	15.00	-	-	15.00	-	-	15.00	
Maintenance Worker Lead	6.00	-	-	6.00	-	-	6.00	
Operations Superintendent	1.00	-	-	1.00	-	-	1.00	
Public Works Supervisor	3.00	-	-	3.00	-	-	3.00	
SCADA Technician	1.00	-	1.00	2.00	-	-	2.00	New Regular added to create safeguards for City's Water System
Utility Electrician	2.00	-	1.00	3.00	-	-	3.00	New Regular added to maintain City's Water Program's electrical system
Utility Locator	3.00	-	-	3.00	-	-	3.00	
Utility Specialist	2.00	-	-	2.00	-	-	2.00	
Warehouse Specialist	1.00	-	-	1.00	-	-	1.00	
Warehouse Supervisor	1.00	-	-	1.00	-	-	1.00	
Warehouse Technician	1.00	-	-	1.00	-	-	1.00	
Warehouse Worker	2.00	-	-	2.00	-	-	2.00	

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
Water Quality Assistant	1.00	-	-	1.00	-	-	1.00	
Water Quality Coordinator	1.00	-	-	1.00	-	-	1.00	
Water Quality Technician	2.00	-	1.00	3.00	-	-	3.00	New Regular added to expand City's Water Quality Program
Water Treatment Plant Operator	4.00	-	-	4.00	-	-	4.00	
Water Resource Education Center								
Educator	3.00	-	1.00	4.00	-	-	4.00	New 3 YR Limited Term to support Student Watershed Monitoring Network Program
Facilities Assistant	1.00	-	-	1.00	-	-	1.00	
Program Coordinator II	1.00	-	-	1.00	-	-	1.00	
Support Specialist II	1.00	-	-	1.00	-	-	1.00	
Sewer Utility Fund								
Sewer Engineering								
Civil Engineer	3.00	-	2.00	5.00	-	-	5.00	New Regular added to support Wastewater Collection Engineering
Engineering Specialist	1.00	-	1.00	2.00	-	-	2.00	New Regular added to support Wastewater Collection Engineering
Engineering Technician II	1.00	-	-	1.00	-	-	1.00	
Environmental Scientist	1.00	-	-	1.00	-	-	1.00	
Senior Civil Engineer	2.00	-	-	2.00	-	-	2.00	
Senior Engineering Technician	4.00	-	-	4.00	-	-	4.00	
Sewer Maintenance								
Engineering Program Manager	1.00	-	-	1.00	-	-	1.00	
Grounds Chemical Specialist	1.00	-	-	1.00	-	-	1.00	
Inspector	2.00	-	-	2.00	-	-	2.00	
Maintenance Specialist	2.00	-	-	2.00	-	-	2.00	
Maintenance Worker II	14.00	-	1.00	15.00	-	-	15.00	New Regular added to expand root foaming program & assist with manhole rehabilitation
Maintenance Worker Lead	4.00	-	-	4.00	-	-	4.00	
Public Works Supervisor	2.00	-	-	2.00	-	-	2.00	
Utility Maintenance Mechanic	2.00	-	-	2.00	-	-	2.00	
Airport Fund								
Airport Operation								
Airport Manager	1.00	-	-	1.00	-	-	1.00	
Program Coordinator	-	-	1.00	1.00	-	-	1.00	New 2 YR Limited Term to support operations funded by Airport revenue
Building Inspection Fund								

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
Building Inspection								
Analyst	2.00	-	-	2.00	-	-	2.00	
Assistant Building Official	1.00	-	-	1.00	-	-	1.00	
Building Inspector II	1.00	-	-	1.00	-	-	1.00	
Building Inspector III	12.00	-	-	12.00	-	1.00	13.00	New Regular, Revenue Funded to assist in increased inspection workload for complex development projects
Building Official	1.00	-	-	1.00	-	-	1.00	
Customer Service Representative	1.00	(1.00)	1.00	1.00	-	(1.00)	-	Existing Limited Term added back for 1 YR to support Permit Center reception counter
Development Review Division Manager	1.00	-	-	1.00	-	-	1.00	
IT Technical Specialist	1.00	-	-	1.00	-	-	1.00	
Lead Building Inspector	1.00	-	-	1.00	-	-	1.00	
Lead Permits Specialist	1.00	-	-	1.00	-	-	1.00	
Management Analyst	1.00	-	-	1.00	-	-	1.00	
Permit Center Supervisor	1.00	-	-	1.00	-	-	1.00	
Permits Specialist II	8.00	-	-	8.00	-	-	8.00	
Plans Examiner	3.00	-	-	3.00	-	-	3.00	
Plans Examiner I	1.00	-	-	1.00	-	-	1.00	
Plans Examiner III	2.00	-	-	2.00	-	1.00	3.00	NEW Regular, Revenue Dependent to assist in technical review for complex development projects
Solid Waste Fund								
Solid Waste Program								
Analyst B	-	-	1.00	1.00	-	-	1.00	New Regular added to assist in plan review
Solid Waste Analyst	1.00	-	-	1.00	-	-	1.00	
Solid Waste Manager	1.00	-	-	1.00	-	-	1.00	
Solid Waste Supervisor	1.00	-	-	1.00	-	-	1.00	
Support Specialist II	1.00	-	-	1.00	-	-	1.00	
Support Specialist III	1.00	-	-	1.00	-	-	1.00	
Parking Services Fund								
Parking Services								
Administrative Assistant	1.00	-	-	1.00	-	-	1.00	
Parking Enforcement Officer	2.00	-	-	2.00	-	-	2.00	
Parking Maintenance Worker	1.00	-	-	1.00	-	-	1.00	
Parking Manager	1.00	-	-	1.00	-	-	1.00	

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
Parking Officer	3.50	(1.50)	2.00	4.00	-	-	4.00	Existing Limited Term converted to Regular (1.5) to support Parking Enforcement and New Regular (0.5) added to support Pay Station Meter Collections/Enforcement
Parking Supervisor	1.00	-	-	1.00	-	-	1.00	
Support Specialist	0.50	-	-	0.50	-	-	0.50	

Tennis Center Fund

Tennis Center

Customer Service Representative	2.00	-	(2.00)	-	-	-	-	Existing Regular eliminated due to USTA Management of Tennis Center
Recreation Services Supervisor	1.00	-	(1.00)	-	-	-	-	Existing Regular eliminated due to USTA Management of Tennis Center
Recreation Specialist	0.75	-	(0.75)	-	-	-	-	Existing Regular eliminated due to USTA Management of Tennis Center

Equipment Services Operations Fund

Equipment Services Operations

Analyst	1.00	-	-	1.00	-	-	1.00	
Emergency Equipment Mechanic	3.00	-	-	3.00	-	-	3.00	
Emergency Equipment Supervisor	1.00	-	-	1.00	-	-	1.00	
Equipment Mechanic Supervisor	2.00	-	-	2.00	-	-	2.00	
Equipment Superintendent	1.00	-	-	1.00	-	-	1.00	
Mechanic	10.00	-	-	10.00	(2.00)	-	8.00	Existing Limited Term eliminated in 2020
Senior Mechanic	2.00	-	-	2.00	-	-	2.00	
Senior Vehicle Parts Specialist	1.00	-	-	1.00	-	-	1.00	
Support Specialist II	1.00	-	-	1.00	-	-	1.00	
Vehicle Parts Specialist	2.00	-	-	2.00	-	-	2.00	
Vehicle Service Worker I	1.00	-	-	1.00	-	-	1.00	
Vehicle Service Worker II	1.00	-	-	1.00	-	-	1.00	

Grounds and Facilities Services Fund

Facilities Maintenance

Building Repair Specialist	-	3.00	-	3.00	-	-	3.00	Position(s) relocated from General Fund
Building Systems Technician	-	-	1.00	1.00	-	-	1.00	Position(s) relocated from General Fund and New Regular added to support security & electrical building systems
Capital Project manager	-	1.00	-	1.00	-	-	1.00	Position(s) relocated from General Fund
Electrician	-	1.00	-	1.00	-	-	1.00	Position(s) relocated from General Fund
Facilities Maintenance Specialist	-	2.00	(1.00)	1.00	-	-	1.00	Position(s) relocated from General Fund and Existing Regular reclassified to Lead Facilities Maintenance Specialist
Facilities Maintenance Specialist I	-	1.00	-	1.00	-	-	1.00	Position(s) relocated from General Fund

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
HVAC Technician	-	2.00	-	2.00	-	-	2.00	Position(s) relocated from General Fund
Lead Facilities Maintenance Specialist	-	-	1.00	1.00	-	-	1.00	Position(s) relocated from General Fund and Existing Regular reclassified from Facilities Maintenance Specialist
Operations Superintendent	-	1.00	-	1.00	-	-	1.00	Position(s) relocated from General Fund
Public Works Supervisor	-	3.00	-	3.00	-	-	3.00	Position(s) relocated from General Fund
Real Property Specialist	-	1.00	-	1.00	-	-	1.00	Position(s) relocated from General Fund
Grounds Maintenance								
Grounds Maintenance Specialist	-	6.00	-	6.00	-	-	6.00	Position(s) relocated from General Fund
Maintenance Worker II	-	6.00	-	6.00	-	2.00	8.00	Position(s) relocated from General Fund and New Regular added to accommodate increased levels of service for Parks
Maintenance Worker Lead	-	3.00	-	3.00	-	-	3.00	Position(s) relocated from General Fund
Operations Superintendent	-	-	1.00	1.00	-	-	1.00	Position relocated from Surface Water Management Fund
Public Works Supervisor	-	2.00	-	2.00	-	-	2.00	Position(s) relocated from General Fund
Self-Insured Worker's Comp & Liability Fund								
Self Insurance-Risk Management								
Analyst	1.00	-	-	1.00	-	-	1.00	
Loss Control Specialist	1.00	-	(1.00)	-	-	-	-	Existing Regular reclassified to Safety Officer
Management Analyst	1.00	-	-	1.00	-	-	1.00	
Risk & Safety Manager	1.00	-	-	1.00	-	-	1.00	
Safety Officer	-	-	1.00	1.00	-	-	1.00	Existing Regular reclassified from Loss Control Specialist
Worker's Compensation Specialist	1.00	-	-	1.00	-	-	1.00	
Internal Administrative Services Fund								
Financial & Management Services								
Accountant	6.00	-	-	6.00	-	-	6.00	
Accounting Manager	1.00	-	-	1.00	-	-	1.00	
Analyst	1.00	-	-	1.00	-	-	1.00	
Budget Analyst	3.00	-	-	3.00	-	-	3.00	
Customer Service Representative	3.00	-	-	3.00	-	-	3.00	
Deputy Finance Director	1.00	-	-	1.00	-	-	1.00	
Finance Supervisor II	2.00	-	-	2.00	-	-	2.00	
Financial and Management Services Director	1.00	-	-	1.00	-	-	1.00	
IT Systems Analyst	1.00	-	-	1.00	-	-	1.00	
Lead Records Specialist	1.00	-	-	1.00	-	-	1.00	
Mail Room Assistant	1.00	-	-	1.00	-	-	1.00	

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
Payroll Analyst	2.00	-	-	2.00	-	-	2.00	
Payroll System Analyst	1.00	(1.00)	1.00	1.00	-	(1.00)	-	Existing Limited Term extended for 1 YR
Performance Analyst	1.00	-	-	1.00	-	-	1.00	
Procurement Manager	1.00	-	-	1.00	-	-	1.00	
Procurement Specialist	5.00	-	1.00	6.00	-	-	6.00	New Regular added to support increase in capital projects
Public Records Coordinator	1.00	-	-	1.00	-	-	1.00	
Records Manager	-	-	1.00	1.00	-	-	1.00	New Regular added to supervise Records Management Team and implement CW Records Program
Senior Accounting Clerk	10.00	-	(3.00)	7.00	-	-	7.00	Existing Regular eliminated due to VPD's 2020 Funding mechanism changes
Support Specialist I	1.00	(1.00)	1.00	1.00	-	-	1.00	Existing Limited Term extended for additional 2 YR to support Central Records
Support Specialist III	2.00	-	-	2.00	-	-	2.00	
Treasurer	1.00	-	-	1.00	-	-	1.00	
Human Resources								
Analyst	1.00	-	-	1.00	-	-	1.00	
Benefits Administrator	1.00	-	-	1.00	-	-	1.00	
Classification and Compensation Analyst	1.00	-	-	1.00	-	-	1.00	
Departmental Aide	2.05	(0.50)	-	1.55	-	-	1.55	Existing Regular relocated to Water Maintenance
Employee and Labor Relations Analyst	2.00	-	-	2.00	-	-	2.00	
HR Assistant	1.00	-	-	1.00	-	-	1.00	
HR Deputy Director	1.00	-	-	1.00	-	-	1.00	
Human Resources Assistant	4.00	-	-	4.00	-	-	4.00	
Human Resources Director	1.00	-	-	1.00	-	-	1.00	
Support Specialist III	1.00	(1.00)	1.00	1.00	-	-	1.00	Existing Limited Term extended for additional 2 YR to support labor and contract negotiations & provide backup for HR functions
Training and Development Specialist	1.00	-	-	1.00	-	-	1.00	
Information Technology								
Computer Support Specialist	4.00	(1.00)	1.00	4.00	-	-	4.00	Existing Limited Term converted to Regular to support VPD
Developer	1.00	-	-	1.00	-	-	1.00	
Help Desk Specialist	2.00	-	-	2.00	-	-	2.00	
Information Technology Services Manager	1.00	-	-	1.00	-	-	1.00	
IT Analyst D	1.00	-	-	1.00	-	-	1.00	
IT Application Services Manager	1.00	-	-	1.00	-	-	1.00	
IT Systems Analyst	9.75	(1.00)	-	8.75	-	-	8.75	Existing Limited Term reclassified to Regular IT Systems Analyst C

	2018 Budget	2019 Baseline Adj from 2018	2019 Adopted Budget Adj	2019 Adopted Budget	2020 Baseline Adj from 2019	2020 Adopted Budget Adj	2020 Adopted Budget	Notes on Changes
IT Systems Analyst B	1.00	(1.00)	-	-	-	-	-	Existing Limited Term position ended 2018
IT Systems Analyst C	3.00	-	3.00	6.00	-	1.00	7.00	New Regular to support GIS Program (2020), New Regular reclassified from Limited Term IT Systems Analyst, New Regular for Infor's Utility Billing and New 2 YR Limited Term to support Infor's CDR module
IT Systems Analyst D	3.00	-	1.00	4.00	-	-	4.00	New Regular to support GIS program
IT Technical Services Manager	1.00	-	-	1.00	-	-	1.00	
Lead Computer Support Specialist	1.00	-	-	1.00	-	-	1.00	
Senior Computer Support Specialist	2.00	-	-	2.00	-	-	2.00	
Support Specialist III	1.00	-	-	1.00	-	-	1.00	
Legal Service - Civil								
Assistant City Attorney	-	7.00	-	7.00	-	-	7.00	Position(s) relocated from General Fund
Chief Assistant City Attorney	-	1.00	-	1.00	-	-	1.00	Position(s) relocated from General Fund
City Attorney	-	1.00	-	1.00	-	-	1.00	Position(s) relocated from General Fund
Legal Assistant	-	2.00	-	2.00	-	-	2.00	Position(s) relocated from General Fund
Legal Secretary	-	0.50	0.50	1.00	-	-	1.00	Position(s) relocated from General Fund and New 2 YR Limited Term to support Urban Camping Impact Reduction Program
Senior Legal Assistant	-	1.00	-	1.00	-	-	1.00	Position(s) relocated from General Fund
City/County Cable TV Fund								
Cable TV								
Support Specialist II	1.00	-	-	1.00	-	-	1.00	
Video Producer	2.00	-	-	2.00	-	-	2.00	
Video Services Coordinator	1.00	-	-	1.00	-	-	1.00	
Video Services Manager	1.00	-	-	1.00	-	-	1.00	
Total FTE	1,113.15	(10.25)	57.25	1,160.15	(2.00)	22.25	1,180.40	

2019-2020 Budget**CAPITAL PROJECTS BY DEPARTMENT****Total 2019-2020 Budget****GENERAL CAPITAL PROJECTS**

VDA Public Art (funded by Columbia Art Center Reserve)	871,757
Pearson Field - Pavement Rehab Construction Project	1,815,000
Pearson Field - Capital Design Project	350,000
Future Fire Station 11	10,179,099
Fire Capital Contingency	53,000
City Hall Parking Lot Annex (former Petlock land)	279,750
Tower Mall Demolition	2,160,000
Fire/Security Upgrades	279,230
Facilities Contingency	302,400
GGov - City Hall	630,000
GGov - Historic Museum	195,000
Webber Machine Building	50,000
Esther Short Park	60,000
Firstenburg Community Center	1,785,000
Luepke Senior Center	310,000
Marine Park	120,000
Marshall Community Center Generator Installation	732,113
Fire Station 1	120,000
Fire Station 2	3,000
Fire Station 3	60,000
Fire Station 4	248,340
Fire Station 5	505,000
Fire Station 7	170,000
Fire Station 8	206,250
Fire Station 9	335,000
Fire Station 10	135,000
VPD East Precinct	1,015,000
VPD Evidence	275,000
VPD Headquarters	270,000
VPD West Precinct	1,190,000
Operations Center Redevelopment	2,661,632
Interfund Charges	50,672

Total General Capital Construction Projects	27,417,243
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PARKS CAPITAL PROJECTS

City Park Capital Repair	12,588
Sportsfield Improvements	117,411
First Place Park Playground	460,196
North Image NH Park Expansion	2,194,897
Parks Operations & Maintenance	600,000
Marshall Park Inclusive Nature Play for All	37,500
Edgewood Park ADA Improvements - 2018 Grant Award	100,000
Memory/Mill Plain Park ADA Improvements - 2018 Grant Award	15,000
General Anderson Park ADA Improvements - 2018 Grant Award	175,000
Burnt Bridge Creek Park ADA Improvements - 2018 Grant Award	85,000

2019-2020 Budget**CAPITAL PROJECTS BY DEPARTMENT****Total 2019-2020 Budget**

Hearthwood Park ADA Improvements - 2018 Grant Award	80,000
Heritage Park ADA Improvements - 2018 Grant Award	18,000
Esther Short Park ADA Improvements - 2018 Grant Award	30,000
Acquisition - District 2	309,500
Acquisition - District 3	73,172
Acquisition - District 4	2,703,100
Shaffer COM Expansion	93,687
Clear Meadows Park	298,971
Summers Walk Park	300,000
Dubois Park	590,000
N4-2 Park	300,000
Interfund Charges	88,018

Total Parks Capital Projects**8,682,040****TRANSPORTATION/STREETS CAPITAL PROJECTS**

Mill Plain Blvd - 104th to NE Chkalov Dr.	3,000,000
SE 20th ST at 176th AVE & 183rd AVE	19,840
SE Hearthwood & SE 1st St	287,576
Vancouver Waterfront Access Project	700,000
SE 20th Street Median	24,000
137th Ave Corridor - 49th to Fourth Plain	3,854,096
NE St Johns Rd & 68th Av	17,630
Mill Plain Blvd Arrival on Green Improvement Project	97,600
Norris and 4th Plain Signal Improvement	333,238
LED Street Light Retrofit	4,815,500
Evergreen Highway Trail Phase II	48,160
Evergreen Trail - Chelsea to Image	140,000
Fort Vancouver/McLoughlin Sidewalk Infill and Hawk Signal	25,000
SE 1st St - 164th to 192nd	425,000
NE 18th St - NE Four Seasons Ln to NE 136th Ave	20,000
NE 18th St - 97th Ave to 107th Ave	3,168,240
Debt	127,349
Interfund Charges	275,278

Street Initiatives Capital Projects

32nd Avenue Extension Feasibility Study	120,000
Traffic Signal and Lighting Sustainability	1,133,480
Multimodal Safety and Accessibility Program	1,451,536
NE 112th Ave Sidewalk - Chkalov St to 9th St	150,000
Columbia Street Retrofit - NW 45th St to Columbia Way	100,000
NTSA REET Administration - Fund 331	20,000
2018 Neighborhood Traffic Management Program	200,000
Non-Programmed Safety (fund 331)	200,000
NW Neighborhood Connectivity (NW 43rd Street to NW 53rd Street_Lincoln Sidewalks)	100,000
2019 Neighborhood Traffic Management Program	270,000
2020 Neighborhood Traffic Management Program	270,000
Interfund Charges	10,042

2019-2020 Budget**CAPITAL PROJECTS BY DEPARTMENT****Total 2019-2020 Budget****Total Transportation Capital 21,403,565****SEWER CAPITAL PROJECTS****SCIP Projects**

Demand Response - SCIP	500,000
Evergreen Airpark North (30 homes)	30,000
Premier Access (70 homes)	2,142
Evergreen Estates	700,000
Evergreen Highlands	150,000
Fruit Lawn	400,000
Central Vancouver - South SCIP (186 homes)	550,000
West Vancouver	3,086,360
East Vancouver - North(392 Parcels)	3,000,000
Evergreen Hwy - Ellsworth to 112th Ave (8 Homes)	4,988

Total SCIP Projects 8,423,490**Collection & Treatment Projects**

Andresen Diversion Gate Valve	100,000
IR - Interceptor Rehabilitation	2,300,000
Manhole/Wye Rehabilitation	221,846
Basin A-20-1 & Force Main Relocation(59th Street)	160,000
NE 137th Avenue, 49th to Fourth Plain	250,000
Capital Preservation - Collection System	2,500,000
63rd St Pump Station re-build/relocate	1,300,000
SE 1st St, 164th to 192nd Ave Design	60,000
NE 137th Ave - 49th to Fourth Plain	430,000
Mill Plain - SE 102nd Ave to Chaklov	60,000
Lagoon Aeration Upgrade	1,500,000
FBF Heat Exchanger Equipment Replacement	700,000
Lagoon Blower Upgrade	300,000
Burnt Bridge Creek Pump Station Upgrade	400,000
Aeration Membrane Upgrade	35,000
Capital Preservation and Compliance (2)	900,000
CP&C 4 Multi Coating Projects	35,000
Process Controls Electronics	9,417,976
NE Drexel	200,000
NE 152nd Ave At NE 43rd St Sewer Realignment	150,000
Southside Interceptor Rehab PH 1	2,600,000
Wastewater Collection SCADA	300,000
Lagoon Upgrade Engineering Design	286,920
Westside Electrical Upgrade Design	3,500,000
SE 164th Ave Rehab	800,000
G2-1 Trunk Interceptor Rehab	130,000
Southside Interceptor Rehab Ph 2	2,800,000
Southside Interceptor Rehab Ph 3	200,000
Marine Park Blower	400,000
Westside Blower	400,000

2019-2020 Budget**CAPITAL PROJECTS BY DEPARTMENT****Total 2019-2020 Budget**

Debt Service	934,000
Interfund Charges	73,934
Total Collection & Treatment Projects	33,444,676
Total Sewer Capital Projects	41,868,166

DRAINAGE CAPITAL PROJECTS

WDOT Fee Projects 2005-2006 ongoing	468,000
Stormwater Retrofits-Demand Response	210,000
NE 162nd Ave. WQ Treatments	50,000
Design Grant - Burton Channel Retrofits	189,000
Central Fourth Plain	70,000
Fruit Valley Rd (Design)	30,000
Primrose Court DS#105	23,000
Lower Grand Area Green Street (Future Grant List)	1,100,000
Columbia Slope Culvert - Mill Creek	544,309
Columbia Slope Culvert - Chelsea	145,000
SE 17th Street Outfall	15,000
Stormwater Retrofits-Demand Response (Drainage Problems)	505,192
NE Ross Street LID Retrofit	40,000
Expanded Private Stormwater Facility Inspection Program Grant	131,000
NPDES TMDL Watershed Health & Water Quality Monitoring	318,000
NE Fourth Plain(123rd-131st South) Water Quality Retrofits - Grant	271,000
East Orchards Fourth Plain Water Quality Retrofits - Grant	273,000
Blandford Drive Subbasins LID Retrofits - Grant	45,000
Re-evaluation and Assessment	120,000
2018 Stormwater Capacity Grant	34,273
Interfund Charges	106,360
Total Drainage Capital Projects	4,688,134

WATER CAPITAL PROJECTS**Water Projects**

PRV Flowmeters/Scada System Connections	114,652
Port Water System Upgrade	300,000
Water Rights Utilization Study WS 6,8,15	60,000
Water Works Park 3.0 MG Reservoir and Seismic Upgrade	18,980,000
Water Pump house Roofing Replacement	200,000
Operations Center Redevelopment	6,229,080
Sodium Hypo Gen System Ellsworth	750,000
Sodium Hypo Gen System WS 9	1,300,000
Water Tower 5,6,7 Seismic Improvements	55,000
WS 5 Reservoir, Pump, E-Power	1,030,000
Sodium Hypo Gen System WS 15	400,000
Water Station 4 Well 4 Building Replacement	400,000
WS 5 Tower Internal Coating	500,000
WS 6 Tower Internal/External Coating	1,000,000
Water Demand Response	600,000

2019-2020 Budget**CAPITAL PROJECTS BY DEPARTMENT****Total 2019-2020 Budget**

Water Main NE 49th St - NE 15th Ave to NE 40th Ave	730,000
WS 5 to WS 9 Transmission Main	3,500,000
WS 5 Tank Altitude Valve	120,000
99th St Extension, 94th Ave to 104th Ave County	20,000
Leak Abatement	1,200,000
SCIP Coordination Projects	200,000
Rezone Study for Vancouver Low and Vancouver High	50,000
O & M Program Electronic Manual	300,000
41st St and 43rd St. Lincoln Ave. To Daniels St	740,000
4th Plain Blvd., 36th Ave to Lincoln Ave.(T-3)	2,350,000
Water Station 5 Reservoir Drain	40,000
WS 14 Well MCC Replacement	110,000
Ellsworth Valve Replacement	110,000
SCADA Firewall/Security/Data Concent/PLC So	716,000
SCADA Software	53,000
Water Main NE 49th St-NE 15th Ave to St Johns	100,000
SE 1st St - Transportation Coordination	360,000
Interfund Charges	95,210

Total Water Projects	42,712,942
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CAPITAL PROJECTS SUMMARY

General Capital	27,417,243
Parks	8,682,040
Transportation/Streets	21,403,565
Sewer	41,868,166
Drainage	4,688,134
Water	42,712,942

Total Capital Projects	146,772,090
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2019 Non-union Salary Range Schedules**Positions by Exempt Range****1-1-2019 Annual Salary Ranges**

	Range Start	Range Mid-point	Top of the Range
23	\$163,044	\$187,542	\$212,040
City Attorney			
Fire Chief			
Police Chief			
22	\$155,280	\$178,608	\$201,936
Public Works Director			
21	\$147,888	\$170,106	\$192,324
Chief Financial Officer			
Community and Economic Development Director			
Human Resources Director			
Information Technology Director			
Parks and Recreation Director			
20	\$140,844	\$162,006	\$183,168
Assistant Police Chief			
Deputy Fire Chief			
19	\$134,160	\$154,296	\$174,432
Chief Assistant City Attorney			
18	\$127,524	\$146,652	\$165,780
None			
17	\$121,140	\$139,320	\$157,500
Deputy HR Director			
Deputy Finance Director			
Engineering and Construction Services Manager			
Operations Manager			
Streets and Transportation Manager			
16	\$115,104	\$132,360	\$149,616
Assistant City Attorney III			
City Prosecutor			
Communications Director			
Fire Marshal			
IT Application Services Manager			
IT Technical Services Manager			
Project & Policy Development Manager			

	Range Start	Range Mid-point	Top of the Range
15	\$109,332	\$125,730	\$142,128
Development Review Division Manager			
Economic Development Division Manager			
Recreation Services Manager			
14	\$103,872	\$119,454	\$135,036
Assistant City Attorney II			
Treasurer			
13	\$98,688	\$113,496	\$128,304
Accounting Manager			
Building Official			
Engineering Manager			
Finance and Asset Manager			
Procurement Manager			
12	\$93,756	\$107,820	\$121,884
Airport Manager			
Emergency Preparedness Manager			
Risk and Safety Manager			
Senior Civil Engineer			
Senior Traffic Engineer			
11	\$89,064	\$102,420	\$115,776
Assistant Building Official			
City Surveyor			
Community Dev Manager			
Environmental Services Manager			
Equipment Superintendent			
Facilities Superintendent			
IT Systems Analyst D			
Long Range Planning Program Manager			
Operations Superintendent			
Utilities Administration Manager			
Senior Budget Analyst			
10	\$84,600	\$97,302	\$110,004
Capital Projects Manager			
Land Use Program Manager			
Performance Analyst D			
Principal Planner			

	Range Start	Range Mid-point	Top of the Range
9	\$80,376	\$92,436	\$104,496
Benefits Administrator			
Business Intelligence Analyst			
Civil Engineer			
IT Systems Analyst C			
Parking Manager			
Recreation Facility Manager			
Traffic Engineer			
Video Services Manager			
Water Resource Engineer			
8	\$76,344	\$87,798	\$99,252
Auditing Analyst			
Assistant City Attorney I			
Environmental Scientist			
ER/LR Analyst			
Financial Analyst C			
IT Systems Analyst B			
Police Records Manager			
Property Management Specialist C			
Senior Planner			
Training and Development Specialist			
7	\$72,540	\$83,424	\$94,308
Associate Civil Engineer			
Budget Analyst			
Community Relations Specialist C			
Emergency Equipment Supervisor			
EMS Program Administrator			
Equipment Mechanic Supervisor			
Finance and Logistics Supervisor			
Park Developer C			
Permit Center Supervisor			
Safety Officer			
Technical Engineering Supervisor			
Workers' Compensation Specialist			
6	\$68,904	\$79,242	\$89,580
Accountant C			
Classification/Compensation Analyst			
Finance Supervisor II			
Financial Analyst B			

	Range Start	Range Mid-point	Top of the Range
HRIS/Leave Analyst			
Management Analyst B			
Recreation Services Supervisor			
Safety Coordinator			
Solid Waste Supervisor			
Special Events Manager			
Urban Forester			
Volunteer Coordinator			
5	\$65,472	\$75,288	\$85,104
Associate Planner			
Parks Developer B			
Procurement Specialist D			
Utility Service Supervisor			
4	\$62,208	\$71,526	\$80,844
Administrative Assistant to the City Manager			
CDBG Coordinator			
Evidence Supervisor			
IT Systems Analyst A			
Police Records Supervisor			
Senior Legal Assistant			
3	\$59,088	\$67,944	\$76,800
Loss Control Specialist			
2	\$56,124	\$64,542	\$72,960
Construction Project Coordinator			
1	\$51,744	\$59,514	\$67,284
Parking Enforcement Supervisor			

	Range Start	Range Mid-point	Top of the Range
Salaried Positions by Non-Exempt Range			
	1-1-2019 Annual Salary Ranges		
	Range Start	Range Mid-point	Top of the Range
13	\$76,800	\$86,400	\$96,000
Sr Computer Forensics Specialist			
12	\$72,984	\$82,098	\$91,212
None			
11	\$69,324	\$77,982	\$86,640
Lead Computer Support Spec			
Sr Computer Support Spec			
10	\$66,036	\$74,280	\$82,524
Computer Forensics Specialist			
Neighborhood Coordinator			
Procurement Specialist C			
Solid Waste Analyst B			
9	\$62,748	\$70,578	\$78,408
Accountant B			
Citizen Liason			
Communications Specialist			
Computer Support Specialist			
Educator			
Help Desk Specialist			
Web Content Manager			
8	\$59,604	\$67,050	\$74,496
Assistant to the City Council			
Material Control Coordinator			
Procurement Specialist B			
Video Producer			
7	\$56,604	\$63,684	\$70,764
Administrative Assistant			
Assistant Planner			
Financial Analyst A			
Human Resources Assistant			
Park Developer A			
Program Coordinator			
Risk Analyst A			
Video Services Coordinator			
6	\$53,784	\$60,510	\$67,236
Accountant A			

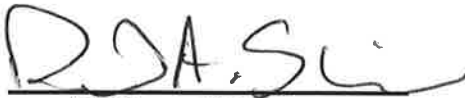
	Range Start	Range Mid-point	Top of the Range
Communications Coordinator			
5	\$51,084	\$57,468	\$63,852
Procurement Specialist A			
4	\$48,528	\$54,600	\$60,672
IT Technical Specialist A			
Support Specialist III			
3	\$46,008	\$51,750	\$57,492
None			
2	\$43,788	\$49,278	\$54,768
Support Specialist II			
1	\$41,604	\$46,812	\$52,020
None			
Departmental Aide	\$27,040	\$30,160	\$33,280

VOUCHER APPROVAL

We, the undersigned council members of the City of Vancouver, Clark County, Washington, do hereby certify that the merchandise or services hereinafter specified have been received and that the vouchers listed below are approved for payment in the amount of:

\$ **9,180,492.30** this 5th day of November 2018.

MAYOR



AUDITING OFFICER

COUNCILMEMBER

COUNCILMEMBER

DATE	INCLUSIVE CHECK NUMBERS	CHECK TOTAL
October 16 - October 29	Accounts Payable Checks (see attached)	\$ 6,363,484.90 ✓
October 16 - October 29	Visa Refunds (see attached)	\$ 6,144.09 ✓
October 16 - October 29	Payroll Checks (see attached)	\$ 2,810,863.31 ✓
TOTAL		\$ 9,180,492.30

City of Vancouver
Payroll Council Report
October 16, 2018 - October 29, 2018

Check No.	Date	Explanation	Amount
92108 - 92191	10/25/18	20 2018 Payroll	\$ 33,527.84
N/A	10/25/18	20 2018 Direct Deposit	\$ 2,777,335.47

\$ 2,810,863.31 ✓

INVOICE PAYMENTS REPORT

Check Number	Check Date	Amount	Vendor Name	Description
119931	22-Oct-2018	118,562.70	BLUE CROSS BLUE SHIELD OF OR	***WIRE*** BLUE CROSS WEEKLY CLAIMS, WEEK 3 OF OCTOBER
119932	23-Oct-2018	684,004.65	OPERATIONS MANAGEMENT INTERNATIONAL INC	***WIRE*** - 18SEP - PROJ 664927.03 L3 P2 S0 S1 & UV - CUST 003143 - REF VANC - OPERATION OF THE VANCOUVER WASTEWATER TREATMENT FACILITIES - MP ENG
119933	23-Oct-2018	9,313.19	ACTIVE NETWORK INC	***WIRE*** ACTIVENET FEES - 10-01/18-10/21/18 - TREASURY
119934	25-Oct-2018	11,409.04	ALLEGIANCE BENEFIT PLAN MANAGEMENT	***WIRE*** PAYROLL
119935	25-Oct-2018	75.00	HRA VEBA PLAN	***WIRE*** PAYROLL
119936	25-Oct-2018	6,222.68	ICMA 401A	***WIRE*** PAYROLL
119937	25-Oct-2018	156,015.47	ICMA CORP	***WIRE*** PAYROLL
119938	25-Oct-2018	20,946.37	ING	***WIRE*** PAYROLL
119939	25-Oct-2018	375.00	OREGON SDU	***WIRE*** PAYROLL
119940	25-Oct-2018	55,422.77	STATE OF WASHINGTON 457	***WIRE*** PAYROLL
119941	25-Oct-2018	1,275.16	VANCOUVER FIRE COMMAND OFFICERS	***WIRE*** PAYROLL
119942	25-Oct-2018	24,897.67	VANCOUVER FIREFIGHTERS UNION HEALTH	***WIRE*** PAYROLL
119943	25-Oct-2018	6,292.83	WASHINGTON SDU	***WIRE*** PAYROLL
119944	25-Oct-2018	21,150.00	WASHINGTON STATE FIREFIGHTERS	***WIRE*** PAYROLL
119945	25-Oct-2018	12,156.58	WESTERN STATES HEALTH &	***WIRE*** PAYROLL
119946	26-Oct-2018	765,279.49	INTERNAL REVENUE SERVICE	***WIRE*** 20 2018 PAYROLL TAXES; FEDERAL W/H
119947	26-Oct-2018	8,506.16	BANK OF AMERICA	***WIRE*** 20 2018 PAYROLL HSA
119948	29-Oct-2018	144,398.02	BLUE CROSS BLUE SHIELD OF OR	***WIRE*** WEEKLY BLUE CROSS CLAIMS, WEEK 4 OF OCTOBER
119949	29-Oct-2018	16,739.77	STATE OF OREGON	***WIRE*** 20 2018 PAYROLL TAXES; OREGON W/H
119950	26-Oct-2018	32,783.97	GALLAGHER BASSETT SERVICES INC	***WIRE*** SDR FUNDING - WC ADJUSTER - GALLAGHER BASSETT
119951	26-Oct-2018	34,535.15	GALLAGHER BASSETT SERVICES INC	***WIRE*** SDR FUNDING - WC ADJUSTING - GALLAGHER BASSETT
119952	26-Oct-2018	35,140.31	GALLAGHER BASSETT SERVICES INC	***WIRE*** GALLAGHER BASSETT WC ADJUSTER SERVICE
119953	26-Oct-2018	40,593.22	GALLAGHER BASSETT SERVICES INC	***WIRE*** WC ADJUSTER SERVICE GALLAGHER FUNDING
119954	26-Oct-2018	47,329.05	GALLAGHER BASSETT SERVICES INC	***WIRE*** WC ADJUSTER SERVICE GALLAGHER FUNDING
119955	26-Oct-2018	56,862.01	GALLAGHER BASSETT SERVICES INC	***WIRE*** SDR FUNDING WC ADJUSTING
119956	29-Oct-2018	654.50	AVENU MUNISERVICES	***WIRE*** LTC DISCOVERY SERVICES THRU 10/19/18 - TREASURY
595895	18-Oct-2018	6,213.75	ACTION TECHNOLOGY SYSTEMS	ACCT 8000 - ELEVATOR PHONE/INTRUSION ALARM MONITORING - 18OCT-18DEC - MULTIPLE CITY LOCATIONS - OP CENTER - RECEIPT 137469 BY P NEWTON PER E-MAIL
595896	18-Oct-2018	488.50	ADVANCED BROADCAST SOLUTIONS	SO 13373 - ROSS VIDEO LTD AUTO CONTROL/VISION INTERFACE - 1 EA - MEDIA SVCS
595897	18-Oct-2018	122,732.02	ADVANCED EXCAVATING SPECIALISTS, LLC	2017 MULTI-MODAL - FOURTH PLAIN - WINTLER TO CAPLES - EST 1 - THRU 09/20/18
595898	18-Oct-2018	927.15	ADVANTEK NETWORKS	CUST 1007731 - QUOTE 3042447 - 2018-2019 XIMA CARE SUPPORT RENEWAL - INFO TECH - RECEIPT 137883 BY J SCHOESSLER PER E-MAIL
595899	18-Oct-2018	80.64	AIRGAS NOR PAC INC	PAYER 2363679 - SHIP TO 2335879 - COMPRESSED GAS - 09/04/18 - FIRE STATION 5
595900	18-Oct-2018	764.87	ALBINA FUEL	CUST 00-0905782 - ORDER V287585 - CSS-1 TACK OIL - .84 TON - OPS CENTER
595901	18-Oct-2018	5,947.50	ALERA GROUP INC DBA DAVIDSON BENEFITS PLANNING	18OCT - BENEFITS BROKER SERVICES - FINANCE/HR
595902	18-Oct-2018	803.00	ALLEGHENY ANSWERING SERVICE	ACCT 2134 - 18OCT - TELEPHONE ANSWERING SERVICES - OP CENTER - RECEIPT 137968 BY P NEWTON PER E-MAIL
595903	18-Oct-2018	469.29	ALLEGIANCE BENEFIT PLAN MANAGEMENT	RETIRED LEOFF 1 FIRE MEDICAL CLAIMS
595903	18-Oct-2018	38.50	ALLEGIANCE BENEFIT PLAN MANAGEMENT	RETIRED LEOFF 1 FIRE MEDICAL CLAIMS - HR
595903	18-Oct-2018	-9.83	ALLEGIANCE BENEFIT PLAN MANAGEMENT	SEPTEMBER 2018 INTEREST FIRE

INVOICE PAYMENTS REPORT

Check Number	Check Date	Amount	Vendor Name	Description
595904	18-Oct-2018	14,025.84	ALLEGIANCE BENEFIT PLAN MANAGEMENT	RETIRED LEOFF 1 POLICE MEDICAL CLAIMS
595904	18-Oct-2018	77.00	ALLEGIANCE BENEFIT PLAN MANAGEMENT	RETIRED LEOFF 1 POLICE MEDICAL CLAIMS - HR
595905	18-Oct-2018	18,262.50	ALVAREZ & MARSAL VALUATION SERVICES	CONSULTING SVCS - 08/08/18-06/20/18 - INFO TECH - RECEIPT 137871 - COOLEY PER
595906	18-Oct-2018	867.20	AMY LEACH DBA MINI MIX CONCRETE	TICKETS 29627 & 29718 - CONCRETE DELIVERY - BUENA VISTA/BURDICK & 2018 GRAND BLVD - 09/13/18 & 10/04/18 - OP CENTER
595907	18-Oct-2018	222.61	ARAMARK UNIFORM SERVICES INC	SUMMARY: MAT/TOWEL CLEANING - THRU 09/24/18 - WREC & OP CENTER
595908	18-Oct-2018	97.02	ARCHAEOLOGICAL SERVICES OF CLARK	PROJ 18728-CC HISTORICAL MUSEUM - 09/06/18 - FIELD WORK - CMO - RECEIPT
595909	18-Oct-2018	1,459.06	AT&T MOBILITY II LLC	ACCT 287253610004 - CELL PHONE CHARGES - 09/05/18-10/04/18 - CONSTRUCTION
595910	18-Oct-2018	390.24	AVAYA INC	ACCT 0101081901 - 09/04/18 - MAINTENANCE PER INCIDENT W/ SERVICE AGREEMENT - 1 EA - INFO TECH
595911	18-Oct-2018	30.28	Bacon, Annie E	PR #87477 UNCLAIMED PROP
595911	18-Oct-2018	23.44	Bacon, Annie E	PR #88171 UNCLAIMED PROP
595912	18-Oct-2018	346.88	BOB'S SEPTIC SERVICE INC	SCIP CONTRACTOR PMT - NICKELS (400 SE COLUMBIA RIDGE DR)
595913	18-Oct-2018	1,230.17	BOUND TREE MEDICAL LLC	ACCT 109894 - ORDER 100164630 - MEDICAL SUPPLIES - FIRE
595914	18-Oct-2018	686.00	CALE AMERICA INC	ACCT VANC000001 - SRO X000010055 - CALE WEB OFFICE SUPPORT FOR PAY STATIONS - 14 EA - 18SEP - PARKING
595915	18-Oct-2018	3,794.00	CEDARSCAPE CONSTRUCTION	SCIP CONTRACTOR PMT - NICKELS (400 SE COLUMBIA RIDGE DR)
595916	18-Oct-2018	12,079.55	CENTENNIAL CONTRACTORS ENTERPRISES, INC.	FIRE STN 5 RESTROOM ABATEMENT/REMODEL - EST 3 - THRU 08/24/18
595917	18-Oct-2018	41.16	Chambers, Robert Charles	CHEMISTRY FOR EMERGENCY RESPONSE
595918	18-Oct-2018	1,476.00	CINTAS CORP	ACCT 463-11151 - TOWEL CLEANING SERVICES - ALL 18SEP INVS ON 10/10/18 STMT -
595919	18-Oct-2018	11.69	CITY OF PORTLAND	ACCT 504443 - TELECOMM SERVICES - 18SEP - VPD
595920	18-Oct-2018	46.00	CITY OF VANCOUVER	CUST 100119 - FIRE SPRINKLER SYSTEM REPORT REVIEW - ITM INSPECTION-18- 4688 - LOC ID 2219-0268 - 2800 NE STAPLETON RD - VPD - 10/08/18 - OP CENTER
595920	18-Oct-2018	46.00	CITY OF VANCOUVER	CUST 112816 - FIRE ALARM SYSTEM REPORT REVIEW - ITM INSPECTION-18-4729 - LOC ID 2271-0255 - 400 COLUMBIA ST - COLUMBIA BLDG - 10/09/18 - OP CENTER
595920	18-Oct-2018	46.00	CITY OF VANCOUVER	CUST 112816 - FIRE SPRINKLER SYSTEM REPORT REVIEW - ITM INSPECTION-18- 4730 - LOC ID 2127-0255 - 400 COLUMBIA ST - COLUMBIA BLDG - 10/09/18 - OP CENTER
595921	18-Oct-2018	1,225.00	CITY OF VANCOUVER	LICENSE AND REGISTRATIONS FOR MULTIPLE FLEET VEHICLES
595922	18-Oct-2018	2,514.25	CITY OF VANCOUVER POLICE TRAVEL FUND	TO REIMB. CHECKS WRITTEN AGAINST POLICE TRAVEL ADVANCE FUNDS.
595923	18-Oct-2018	323.37	CLARK COUNTY	GRANT 620095 - STATEWIDE DUI - 18SEP - VPD - RECEIPT 137853 BY A CARMAN PER E-MAIL
595924	18-Oct-2018	3,778.00	CLARK COUNTY	RECORDING FEES - AUGUST 2018
595924	18-Oct-2018	112,122.10	CLARK COUNTY	SUPERVISION/WORK PROGRAMS UNITS - 18AUG - BUDGET
595925	18-Oct-2018	400.00	CLARK COUNTY TITLE CO	RECONVEYANCES- GILMAN; ALDERMAN
595926	18-Oct-2018	310,802.10	CLARK PUBLIC UTILITIES	SUMMARY: ELECTRICITY AND WATER
I				
595936				
595937	18-Oct-2018	3,338.72	COBBLESTONE HOMES LLC	PROJ 221200 - REHAB LOAN PROGRAM - K DORSETT - 2412 E 26TH ST - 10/02/18 - CDBG FUNDING
595938	18-Oct-2018	2,939.25	COLUMBIA CLAIMS SERVICE INC	FILE V118-1003 - CLAIMS ADJUSTER SERVICES - THRU 09/25/18 - RISK
595939	18-Oct-2018	665.00	COLUMBIA INDUSTRIAL TRAINING &	09/24/18 - BUCKET TRUCK TRAINING - 7 STUDENTS - OP CENTER
595940	18-Oct-2018	17,027.97	COLUMBIA RESOURCE COMPANY	SUMMARY: CODE COMPLIANCE AND ASH DISPOSAL
595941	18-Oct-2018	1,379.50	COMCAST CABLE COMMUNICATIONS INC	SUMMARY: COMCAST SERVICE
I				
595949				

INVOICE PAYMENTS REPORT

Check Number	Check Date	Amount	Vendor Name	Description
595949				
595950	18-Oct-2018	5,543.60	CONSOLIDATED SUPPLY CO	CUST 23132 - OPERATING SUPPLIES - OPS CENTER
595951	18-Oct-2018	102.00	Cope, Douglass Andrew	CDL RENEWAL REIMBURSEMENT
595952	18-Oct-2018	283.50	CORWIN BEVERAGE CO	ACCT 15624 - SOFT DRINK DELIVERY - THRU 10/3/18 - MARSHALL CTR
595953	18-Oct-2018	286.00	COURIER NORTHWEST INC	18AUG - MONTHLY COURIER SVCS - MAILROOM - RECEIPT 137926 BY C ALLEMANG
595953	18-Oct-2018	286.00	COURIER NORTHWEST INC	18SEP - MONTHLY COURIER SVCS - MAILROOM - RECEIPT 137927 BY C ALLEMANG
595954	18-Oct-2018	5,871.77	CUES INC	SO 000667647 - REPAIR SERVICES - ORDER DATE 09/21/18 - OP CENTER
595955	18-Oct-2018	2,875.09	CYBERSOURCE CORPORATION	18AUG - CREDIT CARD SERVICES - TREASURY - RECEIPTS 137918 (PO 76366) AND 137917 (PO 89736) BY C ALLEMANG
595956	18-Oct-2018	137.14	Davidson, Parker F	PR #86891 UNCLAIMED PROP
595957	18-Oct-2018	7,900.00	DOLAN CONSULTING GROUP LLC	INV C2137-01062018-1381-1520 - 09/05/18-09/06/18 - FTO TRAINING INSTRUCTION - VPD
595958	18-Oct-2018	142.00	ERIC ATWELL DBA ORCHARDS VET CLINIC LLC	ACCT 25150 - 07/26/18 - VETERINARY SERVICES - CANINE OFFICER CHIP & KOA - VPD
595958	18-Oct-2018	158.50	ERIC ATWELL DBA ORCHARDS VET CLINIC LLC	ACCT 25150 - 08/24/18 - VETERINARY SERVICES - CANINE OFFICER CHIP - VPD
595959	18-Oct-2018	8,598.60	ERIC FULLER & ASSOCIATES INC	ESTHER SHORT COMMONS SUBLEASE - 60 MONTH COMMISSION - FACILITIES
595960	18-Oct-2018	244.13	Erickson, Tara M	COV LOCAL MILEAGE
595961	18-Oct-2018	122.00	ESIX SPORTSWEAR INC	PUBLIC WORKS UNIFORMS/PROTECTIVE CLOTHING - OP CENTER
595962	18-Oct-2018	4,584.62	EVERGREEN INVESTORS LLC	2ND HALF 2018 PROPERTY TAXES
595963	18-Oct-2018	151.75	Fell, Charles Gerard	2018 BOOT REIMBURSEMENT FOR CHARLES FELL
595964	18-Oct-2018	13,757.04	FIRE SYSTEMS WEST	SUMMARY: CUST VANC - 2018 INSPECTIONS/TESTING/REPAIRS - MULTIPLE CITY LOCATIONS - OP CENTER
595965	18-Oct-2018	200.00	FIRST STREET APARTMENTS	SETTLEMENT RE: 1ST STREET APARTMENTS - GLASS REPAIR TO APT 35 - DOL: 08/10/18 - CLAIM GCVPD2018004121 - RISK
595966	18-Oct-2018	5.06	Flannelly, Samantha M	PR #88530 UNCLAIMED PROP
595967	18-Oct-2018	262.75	FRED NEIMAN JR	REIMBURSE A CCSO EMPLOYEE FOR EXPENSES PAID OUT OF POCKET
595968	18-Oct-2018	52.25	GALLAGHER BASSETT SERVICES INC	CONTR 00423500205 - CLIENT C004235000 - BILL ON ACTUAL PER CLAIM - 18AUG - RISK
595969	18-Oct-2018	3,089.85	GALLS LLC	ACCT 1001096190 - FIRE UNIFORM - FIRE
595970	18-Oct-2018	280.76	GENERAL PACIFIC	CUST #101952 - ORDER 1175307 - OPS CENTER
595971	18-Oct-2018	1,839.17	GENUINE PARTS COMPANY	CUST 7970 - 18SEP - PARTS FOR VEHICLE AND EQUIPMENT REPAIRS - EQUIP SERVICES
595972	18-Oct-2018	18,250.50	GEOTECHNICAL RESOURCES INC DBA GRI	PROJ W1226 - PAVEMENT EVALUATION - STREET REHABILITATION PROGRAM - THRU 08/31/18 - OP CENTER
595973	18-Oct-2018	300.00	GOODWICK CREATIVE SERVICES LLC	08/27/18 - AERIAL DRONE PHOTOGRAPHY - THE HEIGHTS - CED
595974	18-Oct-2018	85.43	Gross, Ashtyn Barbara	PR #87840 UNCLAIMED PROP
595975	18-Oct-2018	52.92	Hankins, Matthew James Philip	TRAVEL BETWEEN STATIONS FOR WORK
595976	18-Oct-2018	8,559.50	HARPER HOUF PETERSON RIGHELLIS INC	PROJ VAN-71 - MCLOUGHLIN BLVD COMPLETE STREETS PILOT PROJECT - THRU 08/17/18 - CED - RECEIPT 137530 BY B THOMAS PER E-MAIL
595977	18-Oct-2018	290.34	HD FOWLER CO	ORDER O6023104 - OPERATING SUPPLIES - OPS CENTER
595978	18-Oct-2018	21,606.51	HDJ DESIGN GROUP	SUMMARY: 2018 PRESERVATION STRIPING PLAN, REHAB PHASE II, PRESERVATION CURB RAMPS, SEWER REHAB CIP, BONDED WEARING COURSE - 18AUG -
595979	18-Oct-2018	9,464.61	HERRERA ENVIRONMENTAL CONSULTANTS	PROJ 14-05818-004 - BURNT BRIDGE CREEK 2018 WATER QUALITY MONITORING - THRU 08/31/18 - MP ENG - RECEIPT 137472 BY L JONES
595979	18-Oct-2018	4,732.06	HERRERA ENVIRONMENTAL CONSULTANTS	PROJ 17-06550-000 - VANCOUVER WATERSHED HEALTH ASSESSMENT - THRU 08/31/18 - MP ENG - RECEIPT 137692 BY L JONES
595980	18-Oct-2018	2,055.00	HI-TECH SYSTEMS	MULTIPLE CREDIT CARD CHARGES

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595981	18-Oct-2018	4,583.33	HISPANIC METROPOLITAN CHAMBER	PROJ 414744 - SMALL BUSINESS ASSISTANCE PROGRAM - 18SEP - CDBG FUNDING
595982	18-Oct-2018	51.76	Hofmann, Alyssa M	PR #86337 UNCLAIMED PROP
595983	18-Oct-2018	14,404.62	IDSC HOLDINGS INC DBA SNAP ON INDUSTRIAL	TOOLS FOR SHOP - EQUIP SERVICE
595984	18-Oct-2018	150.00	Imbery, Nicholas R	SAFETY TOE WORKBOOTS FOR NICK IMBERY
595985	18-Oct-2018	577.61	INDUSTRIAL SCIENTIFIC CORP	CUST 106747 - ORDER US000111666 - INET GAS MONITORING SUBSCRIPTION - 08/23/18-09/22/18 - OP CENTER - RECEIPT 137701 BY P NEWTON PER E-MAIL
595986	18-Oct-2018	1,737.36	INTERIOR OFFICE SOLUTIONS	SO1011166 - QUOTE EST8789 - COOL MESH CHAIRS - 5 EA - PRODUCT/DELIVERY/INSTALLATION - CITY HALL/INFO TECH - FACILITIES
595987	18-Oct-2018	501.93	IRON MOUNTAIN SECURE SHREDDING	CUST 24WNH - RECORDS STORAGE/RETRIEVAL - 08/29/18-09/25/18 - FINANCE
595988	18-Oct-2018	232.09	J2 BLUEPRINT SUPPLY CO	ACCT CO19 - CONTRACT CN10150-03 - CANON IPF765 COPIER/PLOTTER - SER AAGW4033 - 10/01/18-10/31/18 - PERMITS - RECEIPT 137763 BY B THOMAS PER E-MAIL
595989	18-Oct-2018	8,735.83	JANUS YOUTH PROGRAMS	SUMMARY: NEST RENT ASSIST. NEST HOUSING SVCS OAK CASE MANAGEMENT -
595990	18-Oct-2018	4,000.00	JCI JONES CHEMICALS INC	ORDER 567837 - CHLORINE 150 LB CYLINDERS - 16 EA - OP CENTER
595991	18-Oct-2018	7,310.00	JENSEN HUGHES INC	PROJ 1CWC16004.002 - VANCOUVER FD PLAN REVIEW - THRU 08/24/18 - FIRE
595992	18-Oct-2018	308.83	K F JACOBSEN & CO INC	ACCT 13866 - FINE MIX ASPHALT - 4.07 TON - OPS CENTER
595993	18-Oct-2018	2,093.08	KITTELSON & ASSOC INC	PROJ 198940 - VANCOUVER TRAFFIC ON CALL - THRU 08/31/18 - FACILITIES - RECEIPT 137736 BY A POWERS PER E-MAIL
595994	18-Oct-2018	16,242.97	LAKESIDE INDUSTRIES	JOB 1 - ASPHALT - ORCHARDS ASPHALT SALES - 258.35 TON - THRU 09/19/18 - OPS CENTER
595995	18-Oct-2018	1,045.90	LAKEYLAND DBA NORTHWEST SAFETYCLEAN	NFPA ADVANCED CLEANING/REPAIRS/GENERAL REPAIRS 8/16/18-8/31/18 - FIRE
595995	18-Oct-2018	206.56	LAKEYLAND DBA NORTHWEST SAFETYCLEAN	NFPA ADVANCED CLEANING/REPAIRS/GENERAL REPAIRS 9/1/18-9/15/18 - FIRE
595996	18-Oct-2018	64.75	LEGACY SALMON CREEK HOSPITAL	RELEASE ID 102696025 - RECORDS REQUEST - S BOYLE - 09/27/18 - CASE 2318-
595997	18-Oct-2018	189.02	LN CURTIS & SONS	CUST C32902 - ORDER 431652 - FIRE
595997	18-Oct-2018	433.32	LN CURTIS & SONS	CUST C32902 - ORDER 431861 - FIRE
595998	18-Oct-2018	2,913.97	LOOMIS ARMORED US LLC	ACCT 10038010/1700 - 18AUG - ARMORED CAR SERVICES - MULTIPLE CITY LOCATIONS - FINANCE - RECEIPT 137970 BY C ALLEMANG PER E-MAIL
595999	18-Oct-2018	5,450.09	MALLORY SAFETY & SUPPLY LLC	CUST 16345 - ORDER 2314183 - OPERATING SUPPLIES - OPS CENTER
596000	18-Oct-2018	184.60	Mansourzadeh, Arya M	STATION MOVES
596001	18-Oct-2018	119.65	McDonald, Michael Christopher (Mike)	BOOT REIMBURSEMENT
596002	18-Oct-2018	2,902.00	MEAD & HUNT INC	PROJ R3003300-160101.06 - FOURTH PLAIN CENTRAL LID RETROFITS - THRU 08/31/18 - MP ENG - RECEIPT 137742 BY L JONES
596003	18-Oct-2018	53,497.93	MISCELLANEOUS	SUMMARY: CITY UTILITIES REFUNDS, PARKS, REFUNDS & OTHER MISC REFUNDS
596030				
596031	18-Oct-2018	1,884.00	MURRAYSMITH INC	PROJ 17-2134 - 63RD STREET PUMP STATION REPLACEMENT - THRU 08/31/18 - MP ENG - RECEIPT 137640 BY A POWERS PER E-MAIL
596032	18-Oct-2018	295.00	NEW HORIZONS COMPUTER LEARNING CTR OF PORTLAND INC	NH91014S3.0-OLL - COMPUTER SOFTWARE TRAINING/RELATED SERVICES - EXCEL 2013 PART 1 - 03/06/18 - HR
596033	18-Oct-2018	1,511.43	NW NATURAL	SUMMARY: GAS USAGE
596034	18-Oct-2018	3,059.50	OBEC CONSULTING ENGINEERS INC	JOB 0503-0013.00 - SEISMIC IMPROVEMENTS-WATER TOWERS - THRU 08/31/18 - MP ENG - RECEIPT 137672 BY L JONES
596035	18-Oct-2018	1,456.90	OLDCASTLE INFRASTRUCTURE	CUST 020001137 - ORDER S138922 - OPERATING SUPPLIES - OP CENTER
596036	18-Oct-2018	341.64	OTIS ELEVATOR	CUST 734008 - 18AUG - MONTHLY ELEVATOR SERVICE - TOWER MALL BLDG - OP
596036	18-Oct-2018	341.64	OTIS ELEVATOR	CUST 734008 - 18OCT - MONTHLY ELEVATOR SERVICE - TOWER MALL BLDG - OP

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596037	18-Oct-2018	990.34	PACIFIC FURNISHINGS	ORDER 15916 - RECEIVE/DELIVERY/PLACEMENT/INSTALLATION - HERMAN MILLER CHAIR - 1 EA - THRU 09/21/18 - VPD/HQ - 605 E EVERGREEN BLVD - PROPERTY SERVICES
596037	18-Oct-2018	990.34	PACIFIC FURNISHINGS	ORDER 15917 - RECEIVE/DELIVERY/PLACEMENT/INSTALLATION - HERMAN MILLER CHAIR - 1 EA - THRU 09/21/18 - CITY HALL - 415 W 6TH ST - PROPERTY SERVICES
596038	18-Oct-2018	11,858.42	PACIFIC POWER GROUP LLC	SUMMARY: REPAIR ORDERS - SERVICE CALLS, LOAD BANK TESTS AND ANNUAL PREVENTATIVE MAINTENANCE- OP CENTER
596039	18-Oct-2018	2,278.28	PBS ENGINEERING & ENVIRONMENTAL INC	PROJ 0071179.000 - FIRST PLACE PARK - 18AUG - PARKS - RECEIPT 137982 BY C VOGELZANG PER E-MAIL
596039	18-Oct-2018	8,843.75	PBS ENGINEERING & ENVIRONMENTAL INC	PROJ HDJ4101.003 - WATERFRONT PARK LEASE AGREEMENT - THRU 18AUG - CONSTRUCTION/PARKS - RECEIPT 137980 BY C VOGELZANG PER E-MAIL
596040	18-Oct-2018	181,020.62	PC SPECIALISTS INC	CUST 29019 - CISCO SMARTNET - 1 EA - SHIPPED 08/10/18 - INFO TECH - RECEIPT 137884 BY J SCHOESSLER PER E-MAIL
596041	18-Oct-2018	8.12	PETTY CASH CUSTODIAN	BATTERIES
596041	18-Oct-2018	5.28	PETTY CASH CUSTODIAN	FOOD- ICE FOR CONCERT
596041	18-Oct-2018	92.07	PETTY CASH CUSTODIAN	FOOD- PIZZA LUNCH FOR VOLUNTEERS
596041	18-Oct-2018	10.00	PETTY CASH CUSTODIAN	GAS- ECOLOGY WORKSHOP
596041	18-Oct-2018	43.35	PETTY CASH CUSTODIAN	JEANS- CLOTHING ALLOWANCE
596041	18-Oct-2018	19.51	PETTY CASH CUSTODIAN	KEYS- AIRPORT
596041	18-Oct-2018	19.48	PETTY CASH CUSTODIAN	LED EMERGENCY LIGHT FOR KIT
596041	18-Oct-2018	35.00	PETTY CASH CUSTODIAN	PARKING - TRAINING
596041	18-Oct-2018	35.50	PETTY CASH CUSTODIAN	REETAS - DEED OF DEDICATION
596042	18-Oct-2018	1,430.00	PHONE PRO INC dba BONFIRE TRAINING	INV 1 OF 2 - CUSTOMER SERVICE TRAINING/RELATED SERVICES - INITIAL 25% - UTILITIES
596043	18-Oct-2018	488.34	PHYSIO CONTROL INC	ACCT 07176401 - SO S3916862-00 - ELECTRODE - FIRE - RECEIPT 137662 BY C NELSON
596044	18-Oct-2018	4,950.00	PORTLAND ADVENTIST MEDICAL CENTER	SUMMARY: 18SEP - MEDICAL TESTING SERVICES - HR
596045	18-Oct-2018	734.14	PORTLAND MECHANICAL CONSTRUCTION INC	INV 273861 - TOWN PLAZA HVAC INSPECTIONS/REPAIR PROJECT - EST 18 - THRU 09/30/18 - RECEIPT 137719 BY P NEWTON PER E-MAIL
596046	18-Oct-2018	124.73	PRAXAIR DISTRIBUTION INC	CUST 73769060 - CO2 LIQUID BULK TANK 460# - THRU 09/21/18 - PARKS & REC FIRSTENBURG POOL
596046	18-Oct-2018	66.25	PRAXAIR DISTRIBUTION INC	CUST 83600654 - CO2 LIQUID BULK TANK 460# - THRU 09/21/18 - PARKS & REC MARSHALL
596047	18-Oct-2018	220.00	PUBLIC SAFETY TESTING INC	18JUL-18AUG - AGENCY APPLICANT ADD-ON CHARGES - VPD
596047	18-Oct-2018	1,235.85	PUBLIC SAFETY TESTING INC	BACKGROUND INVESTIGATION/REPORT - 1 EA - THRU 09/18/18 - HR - RECEIPT 137792 BY A BAFUS PER E-MAIL
596048	18-Oct-2018	4,110.00	PWL PARTNERSHIP LANDSCAPE ARCHITECTS INC	PROJ 17095-WATERFRONT PARK INTERPRETIVE SIGNAGE/PARK SIGNAGE - THRU 08/31/18 - PARKS - RECEIPT 137981 BY C VOGELZANG PER E-MAIL
596049	18-Oct-2018	95.71	Ramos, Eduardo Pablo	APRIL-OCTOBER
596050	18-Oct-2018	12,627.52	RAMUNDSEN SUPERIOR HOLDINGS LLC DBA SUPERION	CRYWOLF ALARM BILLING WORKSTATION/WEB PAGES - ANNUAL MAINTENANCE FEE - 10/01/18-09/30/19 - INFO TECH
596051	18-Oct-2018	549.85	RAY RICHARDS RAY RICHARDS MARKETING	EMBROIDERY FOR CAPS WITH CITY OF VANCOUVER PUBLIC WORKS LOGO EMBROIDER IN NAVY - 60 EA - CONSTRUCTION
596052	18-Oct-2018	127.50	REFLECTOR	AD #589208 - BGR BGR CAMERA READY - WREC
596053	18-Oct-2018	102.98	RENTOKIL NORTH AMERICA INC	CUST 21132 - MONTHLY PEST CONTROL MAINTENANCE - 09/18/18 - LEUPKE CTR - RECEIPT 137605 BY P NEWTON PER E-MAIL
596054	18-Oct-2018	331.50	RICK OSBORNE	REIMBURSE A CCSO EMPLOYEE FOR EXPENSES PAID OUT OF POCKET
596055	18-Oct-2018	1,520.00	ROCK CREEK COMMUNICATIONS GROUP LLC	OSP INSIGHT DATA MIGRATION SUPPORT - THRU 09/0/18 - INFO TECH - RECEIPT 137846 BY A POWERS PER E-MAIL

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596056	18-Oct-2018	1,500.00	ROGELIO I GUILAS	PARCEL 176600-050 - REAL PROPERTY VOUCHER - SE 1ST ST-162ND AVE TO 192ND AVE - 202 SE 173RD AVE - LAND ACQUISITION - 18SEP - CONSTRUCTION
596057	18-Oct-2018	200.00	RONALDO EXCONDE	09/23/18 - SUNDAY DANCE - MUSICAL ENTERTAINMENT - PARKS
596058	18-Oct-2018	788.00	ROTSCHY INC	CLIENT 59-CONCRETE IN >2' W/STEEL, CONCRETE IN .2' W/ NO STEEL, VAC TRUCK DUMP, ASPHALT IN-OPS CENTER
596058	18-Oct-2018	1,036.00	ROTSCHY INC	CLIENT 59-VAC TRUCK DUMP, FILL CLASS S, ASPHALT IN-OPS CENTER
596059	18-Oct-2018	509.48	SAY CIAO LLC	09/24/18 - CATERING SERVICES - PUBLIC CITY COUNCIL MEETING - CMO
596060	18-Oct-2018	153.55	Serface, Justin T	BOOT REIMBURSEMENT
596061	18-Oct-2018	1,422.63	SERVICEMASTER OF VANCOUVER	BIO-HAZARD CLEAN-UP - OP CENTER - JUL/AUG
596062	18-Oct-2018	7,552.73	SHARE INC	PROJ 414837 - SHARE OUTREACH - 18AUG - CDBG FUNDING
596062	18-Oct-2018	6,617.19	SHARE INC	PROJ 414837 - SHARE OUTREACH - 18SEP - CDBG FUNDING
596063	18-Oct-2018	5,223.12	SHARE INC	PROJ 411004 - DAY CENTER STAFFING - 18SEP - CDBG FUNDING
596063	18-Oct-2018	4,142.02	SHARE INC	PROJ 414738 - ASPIRE HOUSING SERVICES - 18SEP - CDBG FUNDING
596063	18-Oct-2018	8,472.10	SHARE INC	PROJ 414836 - HUNGER RESPONSE - 18SEP - CDBG FUNDING
596063	18-Oct-2018	9,669.04	SHARE INC	PROJ 601705 - ASPIRE RENT ASSIST TBRA - 18SEP - HOME FUNDING
596064	18-Oct-2018	1,269.49	Shick, David A	WORKDAY FIN. FUNDAMENTALS TRAINING - POST TRAVEL
596065	18-Oct-2018	340.69	SOFTWARE HOUSE INTERNATIONAL SHI	CUST 1072078 - SO S48328170 - ACROBAT PROFESSIONAL V2017 NEW LICENSE - 1 EA - AGREEMENT 4600014240 - INFO TECH
596065	18-Oct-2018	226.75	SOFTWARE HOUSE INTERNATIONAL SHI	CUST 1072078 - SO S48343054 - ACROBAT NEW LICENSE CLP L2 MULTIPLE PLATFORMS - 1 EA - AGREEMENT 4600014240 - IT - RECEIPT 137489 BY J SCHOESSLER PER E-MAIL
596066	18-Oct-2018	34.71	Sowder, Ruby L	PR #87540 UNCLAIMED PROP
596067	18-Oct-2018	9,550.50	STANTEC CONSULTING SERVICES	PROJ 2002006056 - CUST 93668 - ON-CALL SANITARY SEWER PLANNING/DESIGN - THRU 09/07/18 - MP ENG - RECEIPT 137586 BY A POWERS
596068	18-Oct-2018	13,868.26	STATE OF WASHINGTON	PROJ JM0203L - CUST 916001288 5 - MATERIAL LAB CHARGES - 18AUG - CONSTRUCTION
596069	18-Oct-2018	53.43	STERICYCLE INC	CUST 6029888 - 18OCT - MEDICAL WASTE REMOVAL - VPD
596069	18-Oct-2018	20.72	STERICYCLE INC	CUST 6029888 - 18SEP - MEDICAL WASTE REMOVAL - VPD
596070	18-Oct-2018	11,429.68	SUMMIT LAW GROUP	CLIENT 20147-1 RBY - LEGAL SERVICES - CONTRACT NEGOTIATIONS - THRU 08/31/18 - INVOKE VMC 3.05.200(2) - HR/LAW
596070	18-Oct-2018	732.00	SUMMIT LAW GROUP	CLIENT 20147-10 RBY - LEGAL SERVICES - GENERAL EMPLOYMENT - THRU 08/31/18 - INVOKE VMC 3.05.200(2) - HR/LAW
596070	18-Oct-2018	942.50	SUMMIT LAW GROUP	CLIENT 23101-1 RBY - LEGAL SERVICES - FIRE GENERAL LABOR - THRU 08/31/18 - FIRE
596071	18-Oct-2018	31.10	Swenson, Jaymie Celeste	LOCAL MILEAGE FOR 2018
596072	18-Oct-2018	2,390.21	T2 SYSTEMS INC	CUST 1359 - 2018-2019 ANNUAL CHECKPAYMENT INTEGRATION/FLEX MOBILE SUBSCRIPTION - 11/03/18-11/03/19 - PARKING - RECEIPT 137994 BY T PICCHIONI PER
596073	18-Oct-2018	1,000.00	TALX UCM SERVICES INC	CUST VG4900 - QUARTERLY UNEMPLOYMENT COMP SERVICES - 2018 QTR 4 - HR
596074	18-Oct-2018	16,953.37	TAPANI UNDERGROUND INC	NE 21ST ST SEWER REALIGNMENT - RETAINAGE RELEASE
596075	18-Oct-2018	10,450.00	TEKSYSTEMS	BAKER MICHAEL - W/E 09/29/18 - INFO TECH - RECEIPT 137831 BY J SCHOESSLER PER E-MAIL
596075	18-Oct-2018		TEKSYSTEMS	BENSON ROBERT - W/E 09/29/18 - INFO TECH - RECEIPT 137833 BY J SCHOESSLER PER E-MAIL
596075	18-Oct-2018		TEKSYSTEMS	LAWSON COREY - W/E 09/29/18 - INFO TECH - RECEIPT 137832 BY J SCHOESSLER PER E-MAIL
596076	18-Oct-2018	199.23	Tenold, Bryan D	BOOT REIMBURSEMENT
596077	18-Oct-2018	262.75	THOMAS DENNISON	REIMBURSE A CCSO EMPLOYEE FOR EXPENSES PAID OUT OF POCKET
596078	18-Oct-2018	300.00	TODD JORDAN CONSULTING LLC	2018-2019 ELECTRONIC DETECTION K-9 ANNUAL RECERTIFICATION - K-9 OFFICER CHIP - VPD
596079	18-Oct-2018	261.80	TOWING & RECOVERY SERVICES INC	SUMMARY: TOWING - VPD

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596080	18-Oct-2018	284.55	TRIPLE J ENTERPRISES	SUMMARY: TOWING - CASE NOT SPECIFIED - VPD
596081	18-Oct-2018	8,503.49	TWO RIVERS TERMINAL LLC	CUST CITVAN - TICKET 292502 - CALCIUM NITRATE SOLUTION - 3982 GAL - 09/24/18 - OP CENTER
596082	18-Oct-2018	22.56	UNITED PARCEL SERVICE	18OCT - SHIPPER #856018 - SERVICE CHARGE - OPS CENTER
596083	18-Oct-2018	4,183.21	UNITED STATES	CUST 6003945 - WILDLIFE CONTROL PROGRAM - THRU 10/01/18 - OP CENTER
596084	18-Oct-2018	100.00	UNITED STATES POSTAL SERVICE	SENIOR MESSENGER POSTAGE
596085	18-Oct-2018	200.00	UNITED STATES POSTAL SERVICE	UTILITIES POSTAGE
596086	18-Oct-2018	1,886.22	US BANK	ACCT 869366948 - 18SEP UNLEADED FUEL CARD PURCHASES FOR MISC CITY VEHICLES - EQUIP SERVICES
596087	18-Oct-2018	26.00	VANCOUVER AIRE LLC DBA FRESH AIRE AIR FRESHENERS	ROUTE 3-2 14 - DEODORIZING SERVICE - THRU 09/18/18 - CITY HALL - OP CENTER - RECEIPT 137556 BY P NEWTON PER E-MAIL
596088	18-Oct-2018	13,498.00	VANCOUVER HOUSING AUTHORITY	PROJ 2017-AHF-221301 - AHF RENTAL ASSISTANCE - 18SEP - CDBG
596089	18-Oct-2018	418.65	VERIZON WIRELESS	ACCT 670557900-00018 - CURRENT CHARGES - 08/24/18-09/23/18 - VPD
596090	18-Oct-2018	69.63	Villagrana, Andy Ray	PR #86417 UNCLAIMED PROP
596091	18-Oct-2018	456.30	WALTER E NELSON CO	CUST 21069 - ORDER 474141 - JANITORIAL SUPPLIES - FIRE
596092	18-Oct-2018	795.00	WASHINGTON CITIES INSURANCE AUTHORITY	10/29/18 - 21ST CENTURY SERGEANTS' ACADEMY - TRAINING - M SHIPP - VPD
596093	18-Oct-2018	151.46	WASTE CONNECTIONS INC	ACCT 2010-1223337 - 18SEP - CODE COMPLIANCE CLEAN UP AT 2323 GENERAL ANDERSON AVE - SOLID WASTE
596094	18-Oct-2018	27.87	Case, Jocelyn A	PR# 87200 11/23/16 UNCLAIMED PROPERTY
596095	18-Oct-2018	36,664.09	WESTERN SYSTEMS INC	SUMMARY: ALUMINUM - PEDESTAL BASE - ANCHOR BOLTS - WAREHOUSE - OP SUPPLIES FOR TRAFFIC
596096	18-Oct-2018	1,031.00	WILLIS OF SEATTLE INC	ACCT VANCOUV-01 - POL MXI93045147 - ENDORSEMENT 8 ADD 13 VEHICLES - INLAND MARINE PACKAGE - 10/01/17-10/01/18 - RISK
596097	18-Oct-2018	195.11	Wilson, Brian Robert	BOOT REIMBURSEMENT
596098	18-Oct-2018	92.27	WW GRAINGER INC	ACCT 808802698 - PARTS NEEDED FOR VEHICLE REPAIRS - EQUIP SERVICES
596098	18-Oct-2018	250.88	WW GRAINGER INC	ACCT 808802698 - SHOP SUPPLIES - EQUIP SERVICES
596099	18-Oct-2018	50.46	XPO ENTERPRISE SERVICES INC	WEEKLY POSTAGE SERVICES - THRU 09/22/18 - FINANCE/MAILROOM
596100	18-Oct-2018	359.16	Young, Kassidy Ann	PR #86429 UNCLAIMED PROP
596100	18-Oct-2018	279.68	Young, Kassidy Ann	PR #86736 UNCLAIMED PROP
596101	23-Oct-2018	760.80	STATE OF WASHINGTON	AUDIT 45211 - MCAG 0247 - ACCOUNTABILITY AUDIT SERVICES - 18SEP - FINANCE
596102	23-Oct-2018	3,919.00	STATE OF WASHINGTON	DYED DIESEL FUEL USER TAX RETURN ~ Q3-18
596103	23-Oct-2018	6,564.40	STATE OF WASHINGTON	CITY OF VANCOUVER FORM A8-2 PAYMENT
596104	23-Oct-2018	1,082.01	UNITED WAY OF THE COLUMBIA WILLAMETTE	PAYROLL
596105	23-Oct-2018	3,612.00	CHAPTER 13 - TRUSTEE	PAYROLL
596106	23-Oct-2018	7,375.72	LIFE INSURANCE CO OF NORTH AMERICA	PAYROLL
596107	23-Oct-2018	9,267.05	AMERICAN FAMILY LIFE ASSURANCE	PAYROLL
596108	23-Oct-2018	765.00	IAM LOCAL #1374	PAYROLL
596109	23-Oct-2018	18,923.73	IAFF LOCAL #452	PAYROLL
596110	23-Oct-2018	14,873.66	VANCOUVER POLICE OFFICER GUILD	PAYROLL
596111	23-Oct-2018	5,192.34	AFSCME LOCAL #307	PAYROLL
596112	23-Oct-2018	992.94	WESTERN METAL IND PENSION FUND	PAYROLL
596113	23-Oct-2018	5,365.77	OPEIU LOCAL #11	PAYROLL
596114	23-Oct-2018	3,149.10	WESTERN CONFERENCE OF TEAMSTERS	PAYROLL
596115	23-Oct-2018	550.00	MFS SERVICE CENTER INC	PAYROLL
596116	23-Oct-2018	672.00	TEAMSTERS LOCAL #58	PAYROLL
596117	23-Oct-2018	332.50	UA LOCAL #290	PAYROLL
596118	23-Oct-2018	72.36	LEGAL SHIELD	PAYROLL
596119	25-Oct-2018	1,974.97	A-CHECK AMERICA INC	CUST 00178340-0000 - 18SEP - EMPLOYMENT SCREENING SERVICES - HR

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596120	25-Oct-2018	155.80	'BRENT WADDLE	REF PKG PERMIT COV08233
596121	25-Oct-2018	452.02	A LINE ASPHALT MAINTENANCE INC	SUMMARY: 18SEP - MAINTENANCE RATED SWEEP - CITY HALL/OP CENTER
596122	25-Oct-2018	64.00	ACCURATE CORPORATE SERVICES INC	08/15/18-09/15/18 - LONG TERM STORAGE - WINTER HOLIDAY PRODUCTS - FACILITIES - RECEIPT 137937 BY A POWERS PER E-MAIL
596123	25-Oct-2018	2,493.90	ADORAMA INC	CUST 7473138 - ORDER 21383942-2- MEDIA SERVICES
596124	25-Oct-2018	12,987.40	ADVANCED BROADCAST SOLUTIONS	SO 13364 - BROADCAST PIX PRODUCTS - MEDIA SERVICES
596125	25-Oct-2018	22.40	AIRGAS NOR PAC INC	PAYER 2363679 - SHIP TO 2335879 - COMPRESSED GAS - 09/25/18 - FIRE STATION 5
596125	25-Oct-2018	2.98	AIRGAS NOR PAC INC	PAYER 2363679 - SHIP TO 2335879 - COMPRESSED GAS - 09/30/18 - FIRE STATION 5
596126	25-Oct-2018	609.47	ALLEGIANCE BENEFIT PLAN MANAGEMENT	RETIRED LEOFF 1 POLICE MEDICAL CLAIMS
596127	25-Oct-2018	5,500.00	ALLEGIANCE BENEFIT PLAN MANAGEMENT	RETIRED LEOFF 1 FIRE MEDICAL CLAIMS
596128	25-Oct-2018	221.28	ARAMARK UNIFORM SERVICES INC	SUMMARY: MAT/TOWEL/COVERALL CLEANING - THRU 10/01/18 - WREC & OP CENTER
596129	25-Oct-2018	7,015.65	ARBORSCAPE LTD INC	09/06/18-09/27/18 - REMOVE DEAD PINE & COTTONWOOD TREES - MARINE
596130	25-Oct-2018	162.60	ARONSON SECURITY GROUP	ASG AE HELP DESK LABOR - CARD ACCESS REMOVAL - 1 EA - 09/14/18 - FACILITIES - RECEIPT 137618 BY P NEWTON PER E-MAIL
596131	25-Oct-2018	94.50	ASHLEY WEBB DBA AWTRANSCRIBES	09/26/18-09/27/18 - TRANSCRIPTION SERVICES - CAUSE 8Z0280954 - CMO
596132	25-Oct-2018	9,634.21	AT&T MOBILITY II LLC	ACCT #287256310986 - CELL PHONE WIRELESS CHARGES - 09/05/18-10/04/18 - OPS CENTER
596133	25-Oct-2018	8,625.00	BALLARD MARINE CONSTRUCTION INC	CUST CIT002 - MARINE PARK WWTP OUTFALL INSPECTION - 08/01/18-08/02/18 - MP ENG
596134	25-Oct-2018	3,467.09	BDS PLANNING & URBAN DESIGN	18SEP - ASSIST WITH CREATION OF BUSINESS DEVELOPMENT AREA - CED - RECEIPT 137978 BY B THOMAS PER E-MAIL
596135	25-Oct-2018	1,926.37	BERGER ABAM INC	PROJ A17.0026.00 - EVERGREEN HWY TRAIL ENVIRO PROC & PERM - THRU 09/21/18 - CONSTRUCTION
596135	25-Oct-2018	8,280.75	BERGER ABAM INC	PROJ A18.0064.00 - 6TH STREET GATEWAY - THRU 08/17/18 - ECON DEV - RECEIPT 137646 BY B THOMAS PER E-MAIL
596136	25-Oct-2018	298.10	BIO MANAGEMENT NORTHWEST INC	08/30/18 - SQUAD CAR BIO HAZARD CLEANING - VEH NUMBER 2291 - VPD
596136	25-Oct-2018	298.10	BIO MANAGEMENT NORTHWEST INC	09/27/18 - SQUAD CAR BIO HAZARD CLEANING - VEH NUMBER 221 - VPD
596137	25-Oct-2018	22.56	Bishop, Matthew G	STATION MOVES
596138	25-Oct-2018	7.59	BOUND TREE MEDICAL LLC	ACCT 109894 - ORDER 100136333 - MEDICAL SUPPLIES - FIRE
596138	25-Oct-2018	600.91	BOUND TREE MEDICAL LLC	ACCT 109894 - ORDER 100181396 - MEDICAL SUPPLIES - FIRE
596139	25-Oct-2018	200.00	BRADFORD DAVIS	09/30/18 - SUNDAY DANCE - MUSICAL ENTERTAINMENT - PARKS
596140	25-Oct-2018	2,363.01	BROADWAY INVESTORS LLC	NOV 18 COLUMBIA BANK PARKING
596141	25-Oct-2018	1,738.50	BROWN & CALDWELL	PROJ 152565 - VANCOUVER 2018 LAND APPTCH ASSIST - THRU 08/30/18 - MP ENG - RECEIPT 137760 BY L JONES PER E-MAIL
596142	25-Oct-2018	9,224.05	BROWN & WILSON PARTNERSHIP LLC	NOV 18 DOMESTIC VIOLENCE LEASE
596143	25-Oct-2018	2,215.00	BSK ASSOCIATES	SUMMARY: WO MULTIPLE - SAMPLE TESTING SERVICES - OP CENTER
596144	25-Oct-2018	9,359.50	CADMAN MATERIALS INC	CUST 9408272 - S/O 52217 - PROD 92253 - 425.96 TON - OPS CENTER
596144	25-Oct-2018	1,446.69	CADMAN MATERIALS INC	CUST 9408272 - S/O 52217 - PROD 92253 - 65.84 TON - OPS CENTER
596145	25-Oct-2018	100.00	CARTER PARK NEIGHBORHOOD ASSN	2018 PARTICIPATION IN RESOURCE CONSERVATION CHALLENGE - SOLID WASTE
596146	25-Oct-2018	100.00	CASCADE SOUTHEAST NEIGHBORHOOD ASSOCIATION	2018 PARTICIPATION IN RESOURCE CONSERVATION CHALLENGE - SOLID WASTE
596147	25-Oct-2018	30,959.55	CENTENNIAL CONTRACTORS ENTERPRISES, INC.	WATER STATION 1 DEMO - THRU 08/31/18 - MP ENG
596148	25-Oct-2018	22,358.13	CENTURY WEST ENGINEERING CORP	PROJ 41004.011.01 - 2018 PEARSON AIRPORT IMPROV - THRU 09/28/18 - CONSTRUCTION
596149	25-Oct-2018	7,109.00	CFM STRATEGIC COMMUNICATIONS INC	PROFESSIONAL SERVICES - THRU 09/30/18 - CMO

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596149	25-Oct-2018	2,500.00	CFM STRATEGIC COMMUNICATIONS INC	PROFESSIONAL SERVICES - THRU 09/30/18 - CMO - RECEIPT 137935 BY K PECK PER E-MAIL
596149	25-Oct-2018	4,000.00	CFM STRATEGIC COMMUNICATIONS INC	VANCOUVER STRONG - STRATEGIC PUBLIC AFFAIRS/COMMUNICATIONS - THRU 09/30/18 - CMO - RECEIPT 137936 BY K PECK PER E-MAIL
596150	25-Oct-2018	180.00	Christofferson, Chris J.	INDIVIDUAL CLAIM PAYMENT
596151	25-Oct-2018	46.00	CITY OF VANCOUVER	CUST 271454 - FIRE ALARM SYSTEM REPORT REVIEW - ITM INSPECTION-18-4361 - LOC ID 2208-0003 - 7110 NE 63RD ST - FIRE STN 5 - 09/20/18 - OP CENTER
596152	25-Oct-2018	2,339.78	CITY OF VANCOUVER ADVANCE TRAVEL	REIMBURSE ADVANCE TRAVEL FUND
596153	25-Oct-2018	45.00	CLARK COUNTY	PROCESS SERVICE FEES - RE: KEVIN BOUMA - CASE 8Z0932485 - 10/02/18 - LAW
596154	25-Oct-2018	56,500.50	CLARK COUNTY	2018 4TH QTR CRESA USER FEES - AMR - BUDGET
596154	25-Oct-2018	42,336.00	CLARK COUNTY	2018 4TH QTR CRESA USER FEES - BUDGET
596154	25-Oct-2018	35,030.00	CLARK COUNTY	CJC CONTRINUTION - 18OCT - BUDGET
596154	25-Oct-2018	6,275.75	CLARK COUNTY	CRESA USER FEES - 2018 QTR 4 - CODE ENFORCEMENT
596154	25-Oct-2018	601,487.75	CLARK COUNTY	CRESA USER FEES - 2018 QTR 4 - VPD
596154	25-Oct-2018	3,108.66	CLARK COUNTY	JURY FEES - THRU 8/31/18 - BUDGET
596154	25-Oct-2018	13,978.62	CLARK COUNTY	MONTHLY ANIMAL CONTROL SERVICES - 18OCT - BUDGET
596154	25-Oct-2018	17,044.27	CLARK COUNTY	PWONT-WHATLEY TIPPING FEES - AUG18 - OPS CENTER
596155	25-Oct-2018	82.00	CLARK COUNTY CAB	ACCT 2012 - 08/23/18-08/30/18 - GUARANTEED RIDE HOME PROGRAM - 2 EA - TRANSPORTATION/DRS
596156	25-Oct-2018	10,000.00	CLARK COUNTY EMERGENCY MEDICAL SERVICES DISTRICT #2	INCIDENT 18193646 - 06/15/18 - 13:37:17 - 7514 NE 13TH AVE 98665 - PASS-THROUGH FEE - FIRE
596157	25-Oct-2018	11,418.75	CLARK COUNTY FIRE DISTRICT	2018 SAFETY CONSORTIUM - 4TH QTR - OPS CENTER
596158	25-Oct-2018	2,764.90	COLUMBIA CLAIMS SERVICE INC	FILE V118-1004 - CLAIMS ADJUSTER SERVICES - THRU 10/08/18 - RISK
596159	25-Oct-2018	22,244.76	COLUMBIA FORD	2018 FORD ESCAPE - VIN 1FMCU0F70JUD38669 - EQUIP SERVICES
596159	25-Oct-2018	22,206.82	COLUMBIA FORD	2018 FORD ESCAPE - VIN 1FMCU0F79JUD38668 - EQUIP SERVICES
596159	25-Oct-2018	24,296.78	COLUMBIA FORD	2018 FORD ESCAPE - VIN 1FMCU9GD1JUD38687 - EQUIP SERVICES
596159	25-Oct-2018	35,374.17	COLUMBIA FORD	2018 FORD F250 - VIN 1FT7X2A66KEC51765 - EQUIP SERVICES
596160	25-Oct-2018	12,924.51	COLUMBIA RESOURCE COMPANY	SUMMARY: 18SEP - DISPOSAL FEES- OPS CENTER
596161	25-Oct-2018	15,000.00	COMMUNITY SERVICES NORTHWEST	PROJ 221201 - THRU 10/17/18 - HOUSING REHABILITATION - AFFORDABLE HOUSE FUND - CDBG
596162	25-Oct-2018	286.00	COURIER NORTHWEST INC	18OCT - MONTHLY COURIER SERVICES - MAILROOM - RECEIPT 137928 BY C ALLEMANG PER E-MAIL
596163	25-Oct-2018	55.10	CROWN ELECTRIC	PERMIT WITHDRAWN
596164	25-Oct-2018	1,940.36	CUES INC	SO 000667647 - MZ302 LIGHTHEAD ASSY - OPS CENTER
596165	25-Oct-2018	2,555.49	CYBERSOURCE CORPORATION	18SEP - CREDIT CARD SERVICES - TREASURY - RECEIPTS 137919 (PO 76366) AND 137920 (PO 89736) BY C ALLEMANG
596166	25-Oct-2018	50.00	DARIO MIRANDA	REF ALARMS
596167	25-Oct-2018	7,970.00	DAVID COREY PHD PC	PRE-OFFER ASSESSMENTS/POST-OFFER EVALUATIONS/MANAGEMENT ASSESSMENTS - 39 TOTAL - THRU 09/28/18 - VPD - RECEIPT 137987 BY A CARMAN PER E-MAIL
596168	25-Oct-2018	65.00	DAVID ICKERT	18OCT - PARKING STALL RENTAL - MEDIA SERVICES
596169	25-Oct-2018	56.34	Devier, Michael Joesph	STATION MOVES
596170	25-Oct-2018	124,350.85	DLT SOLUTIONS LLC	ORDER 4615789-R01 - CUST VAN02 - SUPP RENEWAL-OTHER - FORMS DEVELOPER-NAMED USER - 12/01/18-12/31/18 - INFO TECH - RECEIPT 137868 BY S COOLEY PER E-MAIL
596171	25-Oct-2018	2,765.00	DR HORTON	DUPLICATE PERMIT
596172	25-Oct-2018	4,607.60	EAGLE WEB PRESS	JOB 91418 - MESSENGER INSERTS/MAIL PROCESSING - 18OCT - MEDIA SERVICES
596172	25-Oct-2018	3,263.17	EAGLE WEB PRESS	THE MESSENGER POSTAGE - 18NOV - MEDIA SERVICES
596173	25-Oct-2018	4,769.60	EARTHWORKS EXCAVATING	SCIP CONTRACTOR PMT - FINNEY (3311 NE 129TH AVE)

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596174	25-Oct-2018	13,126.25	ECONORTHWEST	PROJ 23261.00 - VANCOUVER STRONG ON-CALL SERVICES - THRU 09/30/18 - CMO
596175	25-Oct-2018	100.00	EHLERT & ASSOC ADJUSTERS	FILE D-54773 - APPRAISAL SERVICE - RE: M MEISNER - DOL: 08/03/18 - RISK
596176	25-Oct-2018	100.00	ELLSWORTH SPRINGS NEIGHBORHOOD ASSN	2018 PARTICIPATION IN RESOURCE CONSERVATION CHALLENGE - SOLID WASTE
596177	25-Oct-2018	699.07	ERIC ATWELL DBA ORCHARDS VETY CLINIC LLC	ACCT 25150 - 06/27/18 TO 7/26/18 - VETERINARY SERVICES - CANINE - VPD
596178	25-Oct-2018	10,901.56	ERIC LANCAULT ARCHITECT	05/29/18-06/28/18 - DESIGN/ENGINEERING SERVICES - TASK ORDER 15 - CLARK CO HISTORIC MUSEUM STAIR - OP CENTER/FACILITIES - RECEIPT 138144 BY S TURK PER E-MAIL
596179	25-Oct-2018	55.10	ERIC OLSON ELECTRIC INC	PERMIT WITHDRAWN
596180	25-Oct-2018	181.05	Esary, Timothy A	BOOT REIMBURSEMENT
596181	25-Oct-2018	8,236.87	ESTHER SHORT COMMONS LLP	NOV 18 ESTHER SHORT RETAIL SPACE
596182	25-Oct-2018	440.00	EUROFINS EATON ANALYTICAL INC	FOLDER 762072 - SAMPLE TESTING SERVICES - 09/14/18 - MP ENG
596183	25-Oct-2018	173.00	EVERGREEN PEDIATRIC CLINIC	INDIVIDUAL CLAIM PAYMENT
596184	25-Oct-2018	100.00	FATHER BLANCHET NEIGHBORHOOD ASSN	2018 PARTICIPATION IN RESOURCE CONSERVATION CHALLENGE - SOLID WASTE
596184	25-Oct-2018	120.00	FATHER BLANCHET NEIGHBORHOOD ASSN	2018 PARTICIPATION IN THE RECYCLING 101 GRANT - SOLID WASTE
596185	25-Oct-2018	11,167.65	FINE FAMILY LLC	2019 MAXXD DECKOVER FLATBED TRAILER - MODEL GDX10225 - SERIAL # 5R8PF2522KM060112 - EQUIP SERVICES
596186	25-Oct-2018	134,299.79	FIRE MOUNTAIN FARMS INC	2017 QUOTE 4 LAGOON SOLIDS - 2018 EXTENSION - EST 1 - THRU 09/26/18
596187	25-Oct-2018	1,121.94	FIRE SYSTEMS WEST	SUMMARY: CUST VANC - 2018 DOMESTIC BACKFLOW INSPECTIONS/TESTING - MULTIPLE CITY LOCATIONS - OP CENTER
596188	25-Oct-2018	1,703.75	FLOWING SOLUTIONS LLC	VANCOUVER GROIN - THRU 08/03/18 - PARKS
596188	25-Oct-2018	998.75	FLOWING SOLUTIONS LLC	VANCOUVER GROIN - THRU 09/10/18 - PARKS
596189	25-Oct-2018	506.00	FOLEY & MANSFIELD PLLP	MATTER ID 016821-000001 - PROJ 922299 - LEGAL SERVICES RE: C MURRAY V COV - THRU 09/28/18 - DOL: 04/20/15 - INVOKE VMC 3.05.200(2) - RISK
596190	25-Oct-2018	40.69	FRONTIER COMMUNICATIONS	ACCT 253-007-9377-072604-5 - 10/10/18-11/09/18 - FISHERS GROVE LIFT STATION
596191	25-Oct-2018	8,517.25	GALLS LLC	ACCT 1001096190 - FIRE UNIFORM - FIRE
596192	25-Oct-2018	2,807.56	GENERAL PACIFIC	CUST #101952 - ORDER 1172432 - OPS CENTER
596192	25-Oct-2018	4,211.34	GENERAL PACIFIC	CUST #101952 - ORDER 1175705 - OPS CENTER
596193	25-Oct-2018	735.50	GENUINE PARTS COMPANY	CUST 7970 - 18OCT - PARTS FOR VEHICLE AND EQUIPMENT REPAIRS - EQUIP SERVICES
596193	25-Oct-2018	1,517.07	GENUINE PARTS COMPANY	CUST 7970 - 18SEP - PARTS FOR VEHICLE AND EQUIPMENT REPAIRS - EQUIP SERVICES
596194	25-Oct-2018	6,662.74	GORDIAN GROUP	PROJ 4583 - 6TH ST GATEWAY - JOB ORDER CONTRACTING PROGRAM CONSULTANT - NTP 09/13/18 - PROCUREMENT
596194	25-Oct-2018	102.91	GORDIAN GROUP	PROJ 4583 - ALLSTATE BLDG REPAIRS (TOWN PLAZA) - JOB ORDER CONTRACTING PROGRAM CONSULTANT - NTP 09/24/18 - PROCUREMENT
596194	25-Oct-2018	358.54	GORDIAN GROUP	PROJ 4583 - CHLORINE BLDG DEMO @ WWTF CHL SUPPL - JOB ORDER CONTRACTING PROGRAM CONSULTANT - NTP 09/13/18 - PROCUREMENT
596194	25-Oct-2018	4,284.28	GORDIAN GROUP	PROJ 4583 - CLARK CO MUSEUM OUTSIDE STAIRS/HVAC - JOB ORDER CONTRACTING PROGRAM CONSULTANT - NTP 09/06/18 - PROCUREMENT
596194	25-Oct-2018	7,307.81	GORDIAN GROUP	PROJ 4583 - DAY CARE CENTER FENCING - JOB ORDER CONTRACTING PROGRAM CONSULTANT - NTP 09/24/18 - PROCUREMENT
596194	25-Oct-2018	2,384.05	GORDIAN GROUP	PROJ 4583 - ELLSWORTH SPRINGS SUPPL - JOB ORDER CONTRACTING PROGRAM CONSULTANT - NTP 09/13/18 - PROCUREMENT
596194	25-Oct-2018	73.31	GORDIAN GROUP	PROJ 4583 - FIRE STN 5 RESTROOM FLOOR ABATEMENT SUPPL - JOB ORDER CONTRACTING PROGRAM CONSULTANT - NTP 09/13/18 - PROCUREMENT

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

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596194	25-Oct-2018	330.92	GORDIAN GROUP	PROJ 4583 - FRUIT VALLEY INTERIOR PAINTING - JOB ORDER CONTRACTING PROGRAM CONSULTANT - NTP 09/18/18 - PROCUREMENT
596194	25-Oct-2018	139.84	GORDIAN GROUP	PROJ 4583 - WATER STN 9 FENCE REPAIR - JOB ORDER CONTRACTING PROGRAM CONSULTANT - NTP 09/13/18 - PROCUREMENT
596195	25-Oct-2018	285.77	GORDON TRUCK CENTERS	CUST 96056 - 18SEP - PARTS FOR VEHICLE AND EQUIPMENT REPAIR - EQUIP SERVICES
596196	25-Oct-2018	4,583.33	GREATER VANCOUVER CHAMBER OF	PROJ 2018 CDBG 414743 - SMALL BUSINESS ASSISTANCE PROG - 18SEP - CDBG
596197	25-Oct-2018	880.00	H&H WOOD RECYCLERS INC	ACCT 10-000006C - 09/08/18 - YARD DEBRIS DISPOSAL - MP ENG - RECEIPT 137891 BY MP ENG PER E-MAIL
596198	25-Oct-2018	3,171.26	HALBERT CONSTRUCTION LLC	BLAIRCO FILTER PROJECT - EST 10 - THRU 10/01/18
596198	25-Oct-2018	14,822.85	HALBERT CONSTRUCTION LLC	INV 724-90044-1 - HEARTHWOOD SIDEWALK INFILL - EST 1 - THRU 09/07/18
596198	25-Oct-2018	17,513.86	HALBERT CONSTRUCTION LLC	WREC REMODEL - EST 1 - THRU 09/30/18
596199	25-Oct-2018	78,132.16	HALME EXCAVATING INC	NE 130TH AVE @ 31ST ST SEWER ALIGNMENT - EST 2 - THRU 09/10/18
596200	25-Oct-2018	17,946.25	HARPER HOUF PETERSON RIGHELLIS INC	PROJ VAN-67 - NORTH IMAGE PARK - THRU 07/20/18 - PARKS
596201	25-Oct-2018	2,798.35	HARRYS KEY SERVICE INC	SERVICE CALL - REMOVE/INSTALL NEW LEVERS/DEADBOLTS - WATERFRONT PARK - THRU 09/27/18 - OP CENTER
596202	25-Oct-2018	3,496.55	HD FOWLER CO	ORDER 06053069 - OPERATING SUPPLIES - OPS CENTER
596202	25-Oct-2018	11,973.22	HD FOWLER CO	ORDER 06060409 - OPERATING SUPPLIES - OPS CENTER
596203	25-Oct-2018	166.53	ILOBA B ODUM	REF 600 SCIP LOAN
596204	25-Oct-2018	420.00	INFINITY CONSULTING INC	REF BUS LIC
596205	25-Oct-2018	1,155.00	INNOVA ARCHITECTS INC	PROJ P17024.00 - FIRSTENBURG POOL PLASTER ASSESSMENT - THRU 09/25/18 - PARKS - RECEIPT 138006 BY C VOGELZANG PER E-MAIL
596206	25-Oct-2018	411.92	INTERIOR OFFICE SOLUTIONS	SO1012331 - QUOTE EST9153 - FF AND BBF PEDASTALS - 1 EA - PRODUCT/DELIVERY/INSTALLATION - CITY HALL - FACILITIES
596207	25-Oct-2018	1,017.88	INTERNATIONAL GRAPHICS & NAMEPLATE INC	CUST 01654 - JOB 067895 - GROUND PLANE REGULATORY SIGN - 12 EA - PARKS ADMIN
596208	25-Oct-2018	184.00	INVESTIGATIVE SOLUTIONS LLC	INVESTIGATIVE SERVICES - O PREJEAN #320447 - 02/09/18-05/10/18 - CMO
596208	25-Oct-2018	88.00	INVESTIGATIVE SOLUTIONS LLC	INVESTIGATIVE SERVICES - O PREJEAN - 04/06/18-07/19/18 - CMO
596209	25-Oct-2018	504.20	IRON MOUNTAIN SECURE SHREDDING	CUST 7121Y - ON-SITE DOCUMENT DESTRUCTION - 18SEP - VPD - RECEIPT 133787 (PO 86765) & RECEIPT 137788 (PO 89104) BY A CARMEN PER E-MAIL
596210	25-Oct-2018	372.13	J2 BLUEPRINT SUPPLY CO	ACCT CO19 - CONTRACT CN10233-01 - HP DESIGNJET T3500PS PLOTTER - SER CN84PCH00M - 09/01/18-09/30/18 - SOLID WASTE - RECEIPT 137641 BY A POWERS
596211	25-Oct-2018	14.46	JAMES BRECK	REF PKG PERMIT COV08134
596212	25-Oct-2018	1,626.00	JAMESTOWN NETWORKS	1GB LGN ACCESS - 18OCT - INFO TECH - RECEIPT 137830 BY J SCHOESSLER PER E-MAIL
596213	25-Oct-2018	74.79	JAY WATERS	REF 600 SCIP LOAN
596214	25-Oct-2018	6,500.00	JCI JONES CHEMICALS INC	SUMMARY: CHLORINE 150 LB CYLINDERS - 26 EA - OP CENTER
596215	25-Oct-2018	3,856.00	JD FULWILER & CO INSURANCE	POL USS380317 - ENDORSEMENT - 2 EA - GENERAL LIABILITY AND LIQUOR LIABILITY TULIP 2018 - 06/15/18-06/15/19 - RISK
596216	25-Oct-2018	89,434.00	JEFFREY BARRAR PS AKA VANCOUVER DEFENDERS	18NOV PUBLIC DEFEND PRIMARY AND INVESTIGATOR - CMO
596217	25-Oct-2018	129.71	Jochim, Zachary Raymond (Zach)	BOOT REIMBURSEMENT
596218	25-Oct-2018	54.79	Jones, Linda Elaine	2018 CLEANUPS
596219	25-Oct-2018	24.35	JOSEPH MUSGRAVE	REF STAYS
596220	25-Oct-2018	215.00	JOSHUA LEE ANDERSON	REF BUS LIC
596221	25-Oct-2018	48.39	JULIO LOPEZ	REF PKG PERMIT COV04605
596222	25-Oct-2018	97.38	KATHLEEN SMITH	REF 600 SCIP LOAN
596223	25-Oct-2018	135.00	KATHY MILLER DBA BODYWELL MASSAGE	08/16/18-09/27/18 - MASSAGE SERVICES - FIRSTENBURG COMM CTR
596224	25-Oct-2018	24.70	KAWAILANI STEINHOFF	REF PKG PERMIT COV08191
596225	25-Oct-2018	20.00	KAY JEWELERS #2272	REF ALARMS

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596226	25-Oct-2018	100.00	KEVANNA PARK NEIGHBORHOOD ASSN	2018 PARTICIPATION IN RESOURCE CONSERVATION CHALLENGE - SOLID WASTE
596227	25-Oct-2018	148.94	KEVIN MEMSIC	REF PKG PERMIT COV 04890
596228	25-Oct-2018	56.00	KILLIAN PACIFIC	REF STOP PMT FEES CHARGED IN ERROR
596229	25-Oct-2018	375.00	KRAMER GEHLEN & ASSOC	PROJ 18025-07 - HURLEY OFFICE TOWER - CMI-245535 - THRU 09/30/18 - CDD - RECEIPT 137963 BY B THOMAS PER E-MAIL
596230	25-Oct-2018	900.00	KRONOS INCORPORATED	PROJ 34946 - VANCOUVER CITY POLICE - SOLUTION CONSULTING - THRU 09/05/18 - INFO TECH - RECEIPT 137689 BY J SCHOESSLER PER E-MAIL
596230	25-Oct-2018	360.00	KRONOS INCORPORATED	PROJ 39553 - VANCOUVER FIRE TSG - PROJECT PLANNING/ASSESSMENT/CHEDULING SERVICES - THRU 08/28/18 - INFO TECH -
596231	25-Oct-2018	7,560.98	LAKESIDE INDUSTRIES	JOB 1 - ASPHALT - ORCHARDS ASPHALT - 120.26 TON - THRU 09/25/18 - OPS CENTER
596231	25-Oct-2018	871.64	LAKESIDE INDUSTRIES	JOB 80347 - ASPHALT - ORCHARDS EZ ST ASPHALT - 7.31 TON - THRU 09/27/18 - OPS CTR
596232	25-Oct-2018	25.00	LANA ANDRIYENKO	REF PKG CIT 7201202255
596233	25-Oct-2018	140,996.24	LEE CONTRACTORS LLC	WATER STATION 5-7 STORAGE TOWER-SEISMIC IMPROVEMENTS - EST 3 - THRU 09/05/18
596234	25-Oct-2018	198.99	Leedom, Margaret Ann	BOOT REIMBURSEMENT
596235	25-Oct-2018	37.59	Letarte, Edward	ADVANCED SNIPER
596236	25-Oct-2018	75,000.00	LIFELINE CONNECTIONS	PROJ 414742 - RESIDENTIAL TREATMENT FACILITY - CDBG FUNDING
596237	25-Oct-2018	456.00	LILE INTERNATIONAL CO	CUST 139379 - JOB L0036178 - DELIVERY/MOVING SERVICES - THRU 09/25/18 - FACILITIES - RECEIPT 137786 BY A POWER PER E-MAIL
596238	25-Oct-2018	440.15	LINGUAVA INC	CUST 19059 - DOCUMENT TRANSLATION SERVICES - THRU 08/15/18 - VPD - RECEIPT 1367783 BY A CARMAN PER E-MAIL
596238	25-Oct-2018	257.00	LINGUAVA INC	CUST 549 - DOCUMENT TRANSLATION SERVICES - THRU 09/28/18 - CDD - RECEIPT 137670 BY K HULL PER E-MAIL
596239	25-Oct-2018	53.28	LORINA HAMMOND	REF PKG PERMIT COV08187
596240	25-Oct-2018	450.00	MARGARET COLLETTE HARVEY	FACEPAINTING - WATERFRONT GRAND OPENING - PARKS ADMIN
596241	25-Oct-2018	135.50	MARK IV ENTERPRISES DBA FOLIAGE SERVICES	CUST VANCO - LOCATION VAN-02 - PLANT SERVICE - 18OCT - MP ENG - RECEIPT 137721 BY A POWERS PER E-MAIL
596242	25-Oct-2018	150.00	McGuire, Brian Todd	BOOT REIMBURSEMENT
596243	25-Oct-2018	102.00	McGuire, Michael E	CDL ENDORSEMENT REIMBURSEMENT
596244	25-Oct-2018	110.32	MCKEAN SMITH LAW	REF PKG PERMIT COV07173
596245	25-Oct-2018	1,000.00	MESSAGE GEARS LLC	18OCT - USAGE FEE - INFO TECH
596246	25-Oct-2018	23,052.74	METEREADERS LLC	18SEP - MONTHLY METER READING SERVICES - UTILITIES - RECEIPT 138086 BY J JONES PER E-MAIL
596247	25-Oct-2018	165.56	MILLER MENDEL INC	18JUL-18SEP - ESOPH DATA STORAGE CHARGES/OVERAGES - INFO TECH FOR VPD
596248	25-Oct-2018	11,211.43	MISCELLANEOUS	SUMMARY: CITY UTILITIES REFUNDS & WITHDRAWN PERMIT REFUNDS
I				
596313				
596314	25-Oct-2018	2,965.00	MKE & ASSOCIATES INC	PROJ VA-5035 - GENERATOR ADDITION - LEUPKE/MARSHALL CENTERS - THRU 09/25/18 - OP CENTER - RECEIPT 137768 BY P NEWTON PER E-MAIL
596315	25-Oct-2018	3,964.19	MOBES BUSINESS FORMS INC	UTILITY BILLING FORMS - UTILITIES
596316	25-Oct-2018	3,015.00	MURRAYSMITH INC	PROJ 18-2177 - WATER STATION 5-DRAIN REVISION - THRU 08/31/18 - MP ENG -
596317	25-Oct-2018	500.00	NAGRA & ATWAL CORPORATION	NOV 18 OPS PARKING LEASE
596318	25-Oct-2018	4,178.05	NATIONAL PARK SERVICE	NOV 18 PEARSON AIR PARK LEASE
596319	25-Oct-2018	1,722.90	NET TRANSCRIPTS	CUST 20-VANCOUVERPD - TRANSCRIPTION SERVICES - 09/14/18-09/27/18 - VPD - RECEIPT 137997 BY A CARMAN PER E-MAIL
596320	25-Oct-2018	248.00	NORTHWEST CASCADE INC DBA HONEY BUCKET	SUMMARY: PORTA POTTY RENTALS - 09/26/18-10/23/18 - OPS CENTER

INVOICE PAYMENTS REPORT

Check Number	Check Date	Amount	Vendor Name	Description
596321	25-Oct-2018	34,281.55	NORTHWEST STAFFING RESOURCES	CITY WIDE TEMPORARY SERVICES - W/E 09/16/18
596321	25-Oct-2018	28,174.14	NORTHWEST STAFFING RESOURCES	CITY WIDE TEMPORARY SERVICES - W/E 09/23/18
596321	25-Oct-2018	24,418.65	NORTHWEST STAFFING RESOURCES	CITY WIDE TEMPORARY SERVICES - W/E 09/30/18
596322	25-Oct-2018	236.48	NW NATURAL	ACCT 1640094-7 - GAS USAGE 9/12/18-10/11/18 - VPD EAST
596323	25-Oct-2018	1,387.79	ONE CALL CONCEPTS INC	ACCT 19-0000085 - DIST VAN01 - EXCAVATION NOTIFICATIONS - 18SEP - OP CENTER - RECEIPT 137703 BY P TANDY PER E-MAIL
596323	25-Oct-2018	298.53	ONE CALL CONCEPTS INC	ACCT 19-0000085 - DIST VAN04 - EXCAVATION NOTIFICATIONS - 18SEP - OP CENTER/TRAFFIC - RECEIPT 137702 BY P TANDY PER E-MAIL
596324	25-Oct-2018	45.00	PARKEON	CUST 0030784P - SO P74065 - PARKFOLIO LEVEL 3 FEES - 18AUG - PARKS
596324	25-Oct-2018	45.00	PARKEON	CUST 0030784P - SO P74516 - PARKFOLIO LEVEL 3 FEES - 18SEP - PARKS
596324	25-Oct-2018	563.59	PARKEON	CUST S0130784 - SO P73761 - STELIO UPPER FRONT BEZEL W/ EXT KYPD TPAL & LABEL - 1 EA - PARKS
596325	25-Oct-2018	11.40	PARKMOBILE USA INC	CUST 832027 - 18SEP - END USER FEES - PARKING
596326	25-Oct-2018	17.99	Pastor, Andrea	HEIGHTS OPEN HOUSE AND SCHOOL FOR BLIND PRESENTATION
596327	25-Oct-2018	100.00	PATRICK HILDRETH DBA PDH CREATIVE	WEB CARE/HOSTING - MARKETING OUTREACH - CDD
596328	25-Oct-2018	100.00	PETTY CASH CUSTODIAN	CDL PHYSICAL - ZACH JOCHIM
596328	25-Oct-2018	13.00	PETTY CASH CUSTODIAN	DRIVING REPORT - CARLOS OCEJO
596328	25-Oct-2018	17.52	PETTY CASH CUSTODIAN	PVC PARTS - ROD MARSHALL
596328	25-Oct-2018	13.62	PETTY CASH CUSTODIAN	SPRAY NOZZLES - JAY WARD
596329	25-Oct-2018	1,753.78	PORTLAND MECHANICAL CONSTRUCTION INC	RESTROOM PUMP STN PREVENTATIVE MAINTENANCE - MARINE PARK BOAT RAMP - 8401 SE COLUMBIA WAY - 08/09/18 - OP CENTER - RECEIPT 137711 BY P TANDY PER
596330	25-Oct-2018	19,931.11	PPC SOLUTIONS INC	SUMMARY: CUST 2409 - SECURITY SERVICES - PATROL - MULTIPLE LOCATIONS
596331	25-Oct-2018	123.06	PRAIRIE ELECTRIC INC	PERMIT WITHDRAWN
596332	25-Oct-2018	560.81	PRAXAIR DISTRIBUTION INC	SUMMARY: CO2 LIQUID BULK TANK THRU 09/30/18 - PARKS & REC AQUATICS & FIRSTENBURG POOL
596333	25-Oct-2018	221.68	PROFESSIONAL CREDIT SERVICE	SUMMARY: ALARMS BILLING/MISC PAYMENTS
596334	25-Oct-2018	575.00	PROFESSIONAL SERVICE INDUSTRIES	CUST 1104830 - PROJ 07021966 - VANC WATERFRONT PARK - 18SEP - CONSTRUCTION
596335	25-Oct-2018	2,145.14	PSI WATER TECHNOLOGIES INC	SUMMARY: CITVA - EQUIPMENT/CONSULTING - HYDROGEN DETECTOR PARTS & MP
596336	25-Oct-2018	9,891.54	QWEST CORP DBA CENTURY LINK	CITYWIDE PHONE LINES
596337	25-Oct-2018	7,742.00	R&W ENGINEERING INC	PROJ 073.005 MAC-MARSHALL SCHOOLS MEP REVIEW - CMI-242244, CMI-242246 & ...47 - THRU 09/25/18 - CDD - RECEIPT 138082 BY B THOMAS PER E-MAIL
596338	25-Oct-2018	3,818.83	RETAIL LOCKBOX INC	EPAY AND SUSPENSE - TRANSACTION FEES - THRU 09/30/18 - TREASURY
596339	25-Oct-2018	1,952.90	RICK WILLIAMS CONSULTING	18SEP - PARKING POLICY CONSULTING - PARKING
596340	25-Oct-2018	2,554.88	ROBERT HALF INTERNATIONAL	CUST 03660-000152000 - RUTLEDGE JANET - W/E 09/21/18 - HR
596340	25-Oct-2018	2,528.00	ROBERT HALF INTERNATIONAL	CUST 03660-000152000 - RUTLEDGE JANET - W/E 09/28/18 - HR
596341	25-Oct-2018	7,518.00	ROBERTSON ENGINEERING PC	PROJ VANC-02 - 6TH ST TEMPORARY LOT - THRU 10/02/18 - OP CENTER - RECEIPT 138078 BY S TURK PER E-MAIL
596342	25-Oct-2018	44.90	RONALD SMELSER	REF PKG PERMIT COV06862
596343	25-Oct-2018	25.00	RONIKA LAL	REF PKG CIT 7200807773
596344	25-Oct-2018	155.09	Ruder, Brian J.	BRUDER-BIKE UNIT BIKE REPAIRS AND PARTS
596345	25-Oct-2018	13,316.22	S&B INC	ORDER 24901 - FISHER GROVE LIFT STATION UPGRADES - 20% - MP ENG - RECEIPT 138030 BY A POWERS PER E-MAIL
596345	25-Oct-2018	2,803.77	S&B INC	ORDER 24953 - 6" SIEMENS MODEL 5100W MAGFLO METER/ON-SITE LABOR - 1 EA - THRU 09/26/18 - OP CENTER
596346	25-Oct-2018	632.23	SEALS UNLIMITED INC	CUST 395300 - ORDER 124155 - OPS CENTER
596347	25-Oct-2018	2,210.61	SECOND STEP HOUSING	PROJ 414844 - HOUSING SERVICES - 18SEP - 2018 CDBG FUNDING
596348	25-Oct-2018	10,617.00	SEQUENCE GRAPHICS LLC	ADVERTISING SALES COMMISSION FOR SR MESSENGER - 18OCT - MEDIA SERVICES - RECEIPT 137914 BY T LOONEY

INVOICE PAYMENTS REPORT

Check Number	Check Date	Amount	Vendor Name	Description
596349	25-Oct-2018	495.60	SERVICEMASTER OF VANCOUVER	08/29/18 - BIO-HAZARD CLEAN-UP - 13TH & KING - OP CENTER
596350	25-Oct-2018	13,323.00	SHARE INC	18SEP - SHARE HOUSE - SOLID WASTE SERVICE/SUPPLIES - SOLID WASTE
596350	25-Oct-2018	94,867.32	SHARE INC	PROJ 2017-AHF-221302 - HOUSING CONSORTIUM - 18SEP - CDBG
596351	25-Oct-2018	73.07	SHARON NATIONS	SETTLEMENT RE: S NATIONS - DOL: 09/21/18 - CLAIM 922859 - RISK
596352	25-Oct-2018	59.25	SHRED IT USA LLC	CUST 13620078 - ON-SITE DOCUMENT DESTRUCTION - 09/21/18 - FACILITIES
596353	25-Oct-2018	5,120.00	SIERRA-CEDAR INC	CUST 109266 - PROJ CITYVNCW_AMS_01 - HANSEN UTILITY BILLING SUPPORT - THRU 09/28/18 - INFO TECH - RECEIPT 138074 BY S COOLEY PER E-MAIL
596353	25-Oct-2018	107,656.31	SIERRA-CEDAR INC	CUST 109266 - PROJ CITYVNCW_IMP_01 - WORKDAY IMPLEMENTATION SERVICES - THRU 09/30/18 - INFO TECH - RECEIPT 138072 BY S COOLEY PER E-MAIL
596353	25-Oct-2018	8,578.13	SIERRA-CEDAR INC	CUST 109266 - PROJ CITYVNCW_IMP_01 - WORKDAY IMPLEMENTATION SERVICES/EXPENSE REIMBURSEMENT - THRU 09/30/18 - INFO TECH - RECEIPT 138073 BY S COOLEY PER E-MAIL
596354	25-Oct-2018	26,016.00	SIMPLOT PARTNERS	EXCEL 22-2-12 FERTILIZER - GROUNDS
596355	25-Oct-2018	17,774.80	SIX DEGREES INC	ORACLE PREMIER SUPPORT FOR SYSTEMS - INFO TECH - PO 89441/ RECEIPT 137642 BY S COOLEY PER E-MAIL
596356	25-Oct-2018	681.38	SOFTWARE HOUSE INTERNATIONAL SHI	SUMMARY: ACROBAT PROFESSIONAL V2017 NEW LICENSE - 2 - INFO TECH
596357	25-Oct-2018	5,315.00	SOUTHWEST WA REGION SURGERY CENTER LLC	INDIVIDUAL CLAIM PAYMENT
596358	25-Oct-2018	6.66	STEPHANIE SULLIVAN	REF PKG PERMIT COV08104
596359	25-Oct-2018	472.50	STEVEN J ZERFING DBA MASSAGE DOJO	CHAIR/TABLE MESSAGES-22 TOTAL THRU 10/01/18-FIRSTENBURG/MARSHALL - PARKS
596360	25-Oct-2018	1,482.00	TEKSYSTEMS	BAKER MICHAEL - W/E 10/06/18 - INFO TECH - REC 137954 BY J SCHOESSLER
596360	25-Oct-2018	2,925.00	TEKSYSTEMS	BENSON ROBERT - W/E 10/06/18 - INFO TECH - REC 137955 BY J SCHOESSLER
596360	25-Oct-2018	4,000.00	TEKSYSTEMS	LAWSON COREY - W/E 10/06/18 - INFO TECH - REC 137962 BY J SCHOESSLER
596361	25-Oct-2018	112.74	TOWING & RECOVERY SERVICES INC	TOWING - '07 HONDA - LIC 666-FBW OR - FROM 13206 NE HWY 99 TO EAST
596361	25-Oct-2018	135.50	TOWING & RECOVERY SERVICES INC	TOWING - '10 TOYOTA - LIC ANJ8360 WA - FROM E MILL PLAIN TO WEST EVIDENCE -
596362	25-Oct-2018	30.00	TRACY MALTBY	REF PKG CIT 7201203268
596363	25-Oct-2018	290.62	TRANSUNION RISK & ALTERNATIVE DATA SOLUTIONS INC	ACCT 230397 - DATABASE SEARCH FEES - 18SEP - VPD
596364	25-Oct-2018	6,000.00	TRAUMA INTERVENTION PROGRAMS	2018 QTR 2 - OPERATION OF THE TIP OF VANCOUVER - FIRE
596364	25-Oct-2018	6,000.00	TRAUMA INTERVENTION PROGRAMS	2018 QTR 3 - OPERATION OF THE TIP OF VANCOUVER - FIRE
596365	25-Oct-2018	360.00	TRIANGLE RESOURCES INC	09/30/18 - YARD DEBRIS DISPOSAL - OP CENTER
596366	25-Oct-2018	284.55	TRIPLE J ENTERPRISES	SUMMARY: MISC TOWING PAYMENTS - VPD
596367	25-Oct-2018	5,500.00	TUALATIN VALLEY FIRE & RESCUE	CUST 30294 - SCBA CYLINDERS - 55 EA - FIRE DEPT
596368	25-Oct-2018	8,535.52	TWO RIVERS TERMINAL LLC	CUST CITVAN - TICKET 292503 - CALCIUM NITRATE SOLUTION - 3997 GAL - 09/25/18 - OP CENTER
596369	25-Oct-2018	12.45	UNITED PARCEL SERVICE	18OCT - SHIPPER #856018 - SERVICE CHARGES - OPS CENTER
596370	25-Oct-2018	88.76	UNITED PARCEL SERVICE	06OCT - SHIPPER #8E9480 - SHIPPING CHARGES - MAIL ROOM
596371	25-Oct-2018	1,925.77	UNIVERSAL FIELD SERVICES INC	JOB 1483 - CUST 159BF - SE MILL PLAIN BLVD-104TH AVE TO CHKLOV DR PROJECT - 18SEP - TRANSPORTATION/CONSTRUCTION
596372	25-Oct-2018	1,084.00	US WATER SERVICES INC	SUMMARY: 17OCT & 18OCT - MONTHLY CHILLER/BOILER CHEM TESTING - MULTIPLE LOCATIONS - OP CTR
596373	25-Oct-2018	153.00	VANCOUVER AIRE LLC DBA FRESH AIRE AIR FRESHENERS	ROUTE 4-1 2 - DEODORIZING SERVICE - THRU 09/25/18 - TOWN PLAZA - 5411 E MILL PLAIN BLVD - OP CENTER - RECEIPT 137653 BY P NEWTON PER E-MAIL
596374	25-Oct-2018	3,586.58	WAGER AUDIO INC	09/29/18 - PROVIDE AUDIO EQUIPMENT/SERVICES - WATERFRONT PARK OPENING - PARKS ADMIN
596375	25-Oct-2018	650.10	WALTER E NELSON CO	SUMMARY: JANITORIAL SUPPLIES - FIRE & OP CENTER
596376	25-Oct-2018	10.78	WASHINGTON STATE COURT OF APPEALS	PRINTING BRIEF RE: CARLOS MENDOZA V COV - CASE 51545-8-II - 09/27/18 - LAW
596377	25-Oct-2018	34,152.89	WASTE CONNECTIONS INC	18SEP - CURBSIDE RECYCLE PROGRAM - SOLID WASTE

INVOICE PAYMENTS REPORT

Check Number	Check Date	Amount	Vendor Name	Description
596379	25-Oct-2018	74,944.31	WILCOX & FLEGEL	SUMMARY: FUEL FOR EQUIPMENT SERVICES
596380	25-Oct-2018	131.00	WILLIS OF SEATTLE INC	ACCT VANCOUV-01 - POL MXI93045147 - ENDORSEMENT 11 & 12 - INLAND MARINE POLICY - 03/29/18-10/01/18 - RISK
596380	25-Oct-2018	352.00	WILLIS OF SEATTLE INC	ACCT VANCOUV-01 - POL MXI93045147 - ENDORSEMENT 13 & 14 - INLAND MARINE POLICY - 04/30/18-10/01/18 - RISK
596381	25-Oct-2018	39.29	WW GRAINGER INC	ACCT 808802698 - PARTS NEEDED FOR VEHICLE REPAIRS - EQUIP SERVICES
596382	25-Oct-2018	116.43	XPO ENTERPRISE SERVICES INC	WEEKLY POSTAGE SERVICES - THRU 09/29/18 - FINANCE/MAILROOM
596383	25-Oct-2018	850.00	YAKIMA COUNTY	2018 INTERLOCAL AGREEMENT FOR TECHNOLOGY SERVICES - 18SEP - INFO TECH - APPROVED PER J SCHOESSLER PER E-MAIL
596384	25-Oct-2018	15.26	Zawada, Debra L	BARS WORKSHOP 10-11-18
	SUBTOTAL	6,363,484.90		
VISA	23-Oct-18	2,362.95	MISCELLANEOUS	PARKS CLASS REFUNDS - FCC 10/16/18 - 10/22/18
VISA	23-Oct-18	1,441.14	MISCELLANEOUS	PARKS CLASS REFUNDS - MCC 10/16/18 - 10/22/18
VISA	23-Oct-18	-	MISCELLANEOUS	PARKS CLASS REFUNDS - SPECIAL EVENTS 10/16/18 - 10/22/18
VISA	23-Oct-18	-	MISCELLANEOUS	PARKS CLASS REFUNDS - WREC 10/16/18 - 10/22/18
VISA	29-Oct-18	1,559.00	MISCELLANEOUS	PARKS CLASS REFUNDS - FCC 10/23/18 - 10/29/18
VISA	29-Oct-18	781.00	MISCELLANEOUS	PARKS CLASS REFUNDS - MCC 10/23/18 - 10/29/18
VISA	29-Oct-18	-	MISCELLANEOUS	PARKS CLASS REFUNDS - SPECIAL EVENTS 10/23/18 - 10/29/18
VISA	29-Oct-18	-	MISCELLANEOUS	PARKS CLASS REFUNDS - WREC 10/23/18 - 10/29/18
	SUBTOTAL	6,144.09		
	TOTAL	6,369,628.99		



Staff Report 149-18

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 11/5/2018

SUBJECT Arnada Park Right-of-Way Vacation

Key Points

- Right-of-way vacation of approximately 5,152 square feet of unimproved street right-of-way associated with E 24th Street and H Street, located within the current boundaries of Arnada Park.
- There are existing public utilities within the proposed vacation area.
- Because the underlying property will remain under the ownership of the City, no compensation will be required.

Strategic Plan Alignment

Goal 1: Ensure our built urban environment is one of the safest, most environmentally responsible and well maintained in the Pacific Northwest.

- **Objective 1.1:** Develop and maintain a safe, balanced and innovative transportation system that will meet the needs of future generations.
- **Objective 1.2:** Ensure our infrastructure, including buildings and utilities, is safe, environmentally responsible and well maintained.

Goal 4: Ensure that Vancouver's parks and trails system is the highest quality and most complete in the region.

Present Situation

City of Vancouver staff is requesting approval to vacate the right-of-way associated with the north half of E. 24th Street and east half of H Street, all which is located within the current boundaries of Arnada Park. The right-of-way is located within the Southeast Quarter of Section 22, Township 2 North, Range 1 East, Willamette Meridian.

Historically, the subject rights-of-way were part of the overall City of Vancouver downtown street grid. When Interstate 5 was constructed in the 1960s, some of the nearby properties and rights-of-way were acquired by WSDOT to accommodate the construction of the Fourth Plain Blvd interchange. After construction of the interstate was completed, Arnada Park was constructed by the City on a collection of remnant properties and unused rights-of-way; there is no record of the City having constructed any public street improvements within the subject right-of-way area. The City of Vancouver now wishes to vacate the rights-of-way to create a clear designation of property ownership to correspond to the property use as a public park.

The rights-of-way to be vacated do not provide public street access to any adjacent private properties. Staff has reviewed the City's Transportation Systems Plan and determined there is no future need for these rights-of-way. Therefore, vacation of these rights-of-way will have no adverse impact on the City's transportation assets.

Staff has contacted all utility owners with facilities potentially located within the subject area. The City of Vancouver has utilities within the area of the proposed vacation, including a domestic water main, a storm water main, and associated appurtenances. The private utility owners have indicated there are no private utilities within the subject area. The City will retain a public utility easement under and over the entire vacated area for the construction, repair and maintenance of all public utilities and services. Pursuant to VMC 11.05.130, the property associated with a vacated street shall belong to the abutting property owners, one-half to each. The half-widths of right-of-way being vacated abut property currently owned by the City of Vancouver.

RCW 35.79.030 provides for, but does not require, the City to collect compensation for the value of public right-of-way that is vacated. As previously noted, prior to construction of I-5 the subject rights-of-way were part of the overall City of Vancouver downtown street grid. The rights-of-way were then converted to a public park after the completion of the interstate. The City has not constructed any street improvements within the proposed right-of-way. Based on these circumstances, staff recommends that no compensation be required for the vacated right-of-way.

Advantage(s)

- Allows the vacated property to be owned and controlled by the City of Vancouver Parks Department, commensurate to the actual use of the property.
- Allows enforcement of all City codes and regulations pertaining to Park property.

Disadvantage(s)

There are no known disadvantages.

Budget Impact

There is no budget impact. Vacation of the right-of-way and conveyance to the Parks Department will not require compensation.

Prior Council Review

October 8, 2018 - adoption of resolution setting public hearing date and first reading of ordinance

Action Requested

On November 5, 2018, subject to second reading and public hearing, approve ordinance to vacate portions of street rights-of-way associated with E 24th Street and H Street situated within the current boundaries of Arnada Park, located within the Southeast Quarter of Section 22, Township 2 North, Range 1 East, Willamette Meridian.

Eric Hahn, Senior Civil Engineer, 487-7702; Ryan Lopossa, Streets & Transportation Manager, 487-7706.

ATTACHMENTS:

- ▢ Exhibit A - Legal Description
- ▢ Exhibit B - Site Map
- ▢ Exhibit C - Overall Vicinity Map
- ▢ Resolution M-3981
- ▢ Ordinance

EXHIBIT "A"

Vacation of a portion of
E. 24th Street and "H" Street
to
ARNADA PARK ANNEX (C-16)

Being a portion of dedicated E. 24th Street and "H" Street as shown on Arnada Park Annex as recorded in Book "C" of Plats, Page 16 records of Clark County, Washington more particularly described as follows:

Beginning at the Southwest corner of Lot 1, Block "I", Arnada Park Annex as recorded in Book "C" of Plats, Page 16 records of Clark County, Washington also being a point on the North Right-of-Way line of E. 24th Street;

Thence easterly 68' more or less, along the North Right-of-Way- line of E. 24th Street to the Southern Turn Back line of SR-5 as shown on Washington State Highway Commission SR-5 Vancouver Freeway: Columbia River to Burnt Bridge Creek Interchange / Right of Way and Limited Access Plan, Fourth Plain Boulevard Interchange, adopted Sept 17, 1973. Sheet 6 of 9;

Thence southeasterly 55' more or less, along said SR-5 Turn Back line to the centerline of E. 24th Street;

Thence westerly 144' more or less, along said centerline to the centerline of "H" Street;

Thence northerly 107' more or less, along the centerline of "H" Street to said SR-5 Turn Back line;

Thence southeasterly 44' more or less, along said SR-5 Turn Back line to the East Right-of-Way line of "H" Street;

Thence southerly along said East Right-of-Way line 45' more or less, to the North Right-of-Way line of E. 24th Street also being the point of beginning.

Except the following:

Being a portion of dedicated E. 24th Street and "H" Street as shown on Arnada Park Annex as recorded in Book "C" of Plats, Page 16 records of Clark County, Washington more particularly described as follows.

Beginning at the centerline-centerline intersection of E. 24th Street and "H" Street of said Plat;

Thence northerly 21.96' along the centerline of "H" Street to the beginning of a non-tangent curve concave to the southwest with a radius of 60.00';

Thence along said curve through a central angle of $30^{\circ}00'14''$ and an arc length of 31.42' to a point on the centerline of E. 24th Street;

Thence westerly 21.96' along said centerline to the point of beginning;

Vacated area contains approximately 5152 square feet.

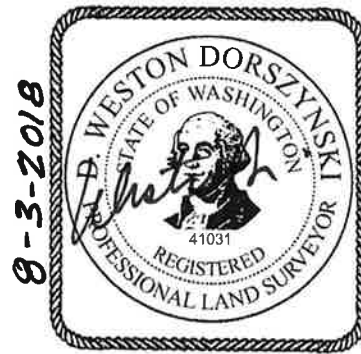


Exhibit B - Site Map

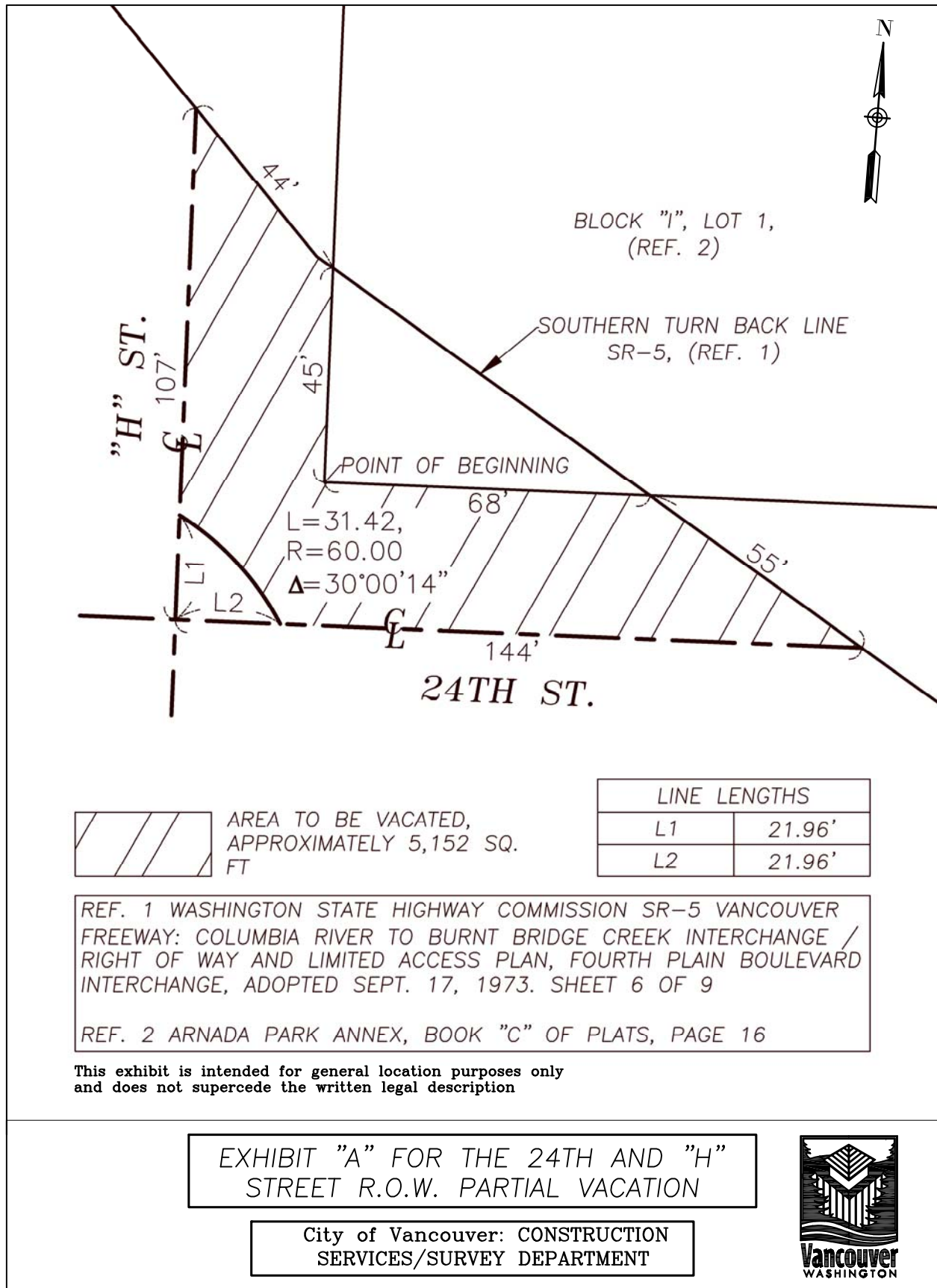


Exhibit C - Overall Vicinity Map



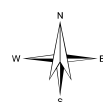
System Utility Map



RUS / PAC

Taxlot #:

1 inch = 100 feet



THE UTILITY INFORMATION SHOWN ON THIS MAP DOES NOT INDICATE OR IMPLY AVAILABILITY. CONTACT THE ENGINEERING COUNTER STAFF AT THE CDD PERMITS CENTER AT (360) 487-7804 OR 415 W. 6TH ST. FOR AVAILABILITY OF SERVICE.

THIS INFORMATION IS COMPILED FROM A VARIETY OF SOURCES. THE CITY OF VANCOUVER ASSUMES NO RESPONSIBILITY FOR MAP ACCURACY.

10/08/18

RESOLUTION NO. M-3981

A RESOLUTION fixing November 5, 2018 as the date for a public hearing on a proposal to vacate a portion of public rights-of-way associated with E 24th Street and H Street located within the current boundaries of Arnada Park. The right-of-way is located within the Southeast Quarter of Section 22, Township 2 North, Range 1 East, Willamette Meridian.

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. As recommended in SR-149-18, City Council, pursuant to VMC 11.05.040 and RCW 35.79.010, hereby initiates procedures to vacate a portion of the rights-of-way of E 24th Street and H Street.

Section 2. The legal description and Map Exhibit of the street area proposed to be vacated are attached hereto and incorporated herein as Exhibits “A” and “B”.

Section 3. November 5, 2018, at the hour of 7:00 p.m. in the Council Chambers in City Hall, 415 West 6th Street, Vancouver, Washington, is fixed as the time and place for public hearing on said proposed street vacation.

Section 4. The City Clerk shall give notice of the pendency of said proposal and time and place of hearing, as required by VMC 11.05.060 and RCW 35.79.020.

ADOPTED at regular session of the Council of the City of Vancouver, this 8th day of October, 2018.

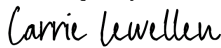
RESOLUTION - 1

DocuSigned by:

58CB15C0632F403...
Anne McEnerny-Ogle, Mayor

Attest:

Approved as to form:

DocuSigned by:

661359AB277E439...
Natasha Ramras, City Clerk
By: Carrie Lewellen, Deputy City Clerk

DocuSigned by:

AAC4768B6D2D446...
E. Bronson Potter, City Attorney

RESOLUTION - 2

10/08/18
11/05/18

ORDINANCE NO. M-4241

AN ORDINANCE vacating a portion of public rights-of-way associated with E 24th Street and H Street located within the current boundaries of Arnada Park. The right-of-way is located within the Southeast Quarter of Section 22, Township 2 North, Range 1 East, Willamette Meridian, City of Vancouver, Clark County, Washington; providing for an effective date.

WHEREAS, under Vancouver Municipal Code (“VMC”) 11.05.050, the Vancouver City Council initiated a vacation proceeding for portions of public right-of-way associated with E 24th Street and H Street located within the current boundaries of Arnada Park, within the Southeast Quarter of Section 22, Township 2 North, Range 1 East, Willamette Meridian, City of Vancouver, Clark County, Washington; and

WHEREAS, the subject right-of-way consists of approximately 5,152 square feet and the City of Vancouver (the “City”) converted it to a public park after construction of Interstate-5 and the Fourth Plain Blvd interchange; and

WHEREAS, the City has not constructed any street improvements within the subject right-of-way; and

WHEREAS, City Council adopted Resolution M-3981, which set the date of public hearing on the proposed right-of-way vacation for November 5, 2018 at 7:00 p.m.; and

WHEREAS, the City Clerk provided notice of the public hearing in accordance with VMC 11.05.060; and

WHEREAS, on November 5, 2018, the hearing was held and City Council considered the reports and information provided at the public hearing; and

WHEREAS, City Council considered all factors under VMC 11.05.110 and found that: (1) vacation of the right-of-way will better serve the public; (2) the right-of-way is not currently needed for public access and changes are not likely to occur in the future requiring the need for the right of way; and (3) there are no objections to the vacation sufficient to deny its approval; and

WHEREAS, public utility easements should be preserved because there are public domestic water lines, stormwater lines, and associated appurtenances within the area of right-of-way to be vacated;

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. The right-of-way described in the legal description and map exhibit attached hereto and incorporated herein as Exhibits “A” and “B” is hereby vacated.

Section 2. The City retains a public utility easement under and over the vacated area for the construction, repair and maintenance of all public utilities and services.

Section 3. No compensation for vacation is required.

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Section 4. Effective date. This ordinance shall go into effect five days after its recording.

Read first time: October 8, 2018

Ayes: Councilmembers Lebowsky, Glover, Stober, Topper, Turlay, Hansen, Mayor McEnerny-Ogle

Nays: None

Absent: None

Read second time: November 5, 2018

PASSED by the following vote: 7-0

Ayes: Councilmembers Lebowsky, Glover, Stober, Topper, Turlay, Hansen, Mayor McEnerny-Ogle

Nays: None

Absent: None

SIGNED this 5th day of November, 2018.

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk
By: Carrie Lewellen, Deputy City Clerk

Approved as to form:

E. Bronson Potter, City Attorney

ORDINANCE - 3

SUMMARY

ORDINANCE NO. M-4241

AN ORDINANCE vacating a portion of public rights-of-way associated with E 24th Street and H Street located within the current boundaries of Arnada Park. The right-of-way is located within the Southeast Quarter of Section 22, Township 2 North, Range 1 East, Willamette Meridian, City of Vancouver, Clark County, Washington; providing for an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).



Staff Report 158-18

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 11/5/2018

SUBJECT Proposed amendments to to the City's Shoreline Master (SMP) Chapters 4, 6, and 8

Key Points

- Council approved the proposed amendments during a public hearing on July 16, 2018. No changes have been made to the amendments since that public hearing. Re-adoption is required to ensure the City is compliant with the Washington State Department of Commerce's Growth Management Act notification process per RCW 36.70A.106.
- Development along the waterfront that would help meet the goals of the City's Vancouver City Center Vision (VCCV) Subarea Plan is dependent on the ability to move and replace a pier and building due to the physical condition of the pier and the potential future alignment of the Interstate 5 bridge.
- Current SMP language does not allow for relocating the existing structures, so an amendment is needed that would allow existing over-water structures constructed prior to the adoption of the SMP and located from the Interstate 5 Bridge downstream to the railroad bridge (a portion of the Columbia River Shoreline Enhancement Plan District) be used for water-dependent, water related and/or water enjoyment uses.
- Washington Administrative Code (WAC) is one of the guiding documents for the SMP. WAC 173-26 regulations in regards to on-water residences were recently updated. Therefore, corresponding sections in the Vancouver SMP must be revised in order to be compliant with WAC updates.
- Current SMP language needs clarity in regards to joint-use docks and live-aboard boats to ensure compliance with SMP policies and regulations.

Strategic Plan Alignment

Goal 7: Build on our status as the largest city on the Columbia River by strengthening connections to the river and the waterfront.

Present Situation

Overwater Structures and Buildings

A key element of the City of Vancouver's City Center Vision (VCCV) Plan is the redevelopment of

the Columbia West Renaissance District which includes the Port of Vancouver's Terminal 1 site. In order to complete the planned redevelopment of Terminal 1, the pier and subsequent building would have to be replaced due to the age and deterioration of the supporting piles affecting the long-term structural sufficiency of the pier. The pier and building are also in the identified right-of-way needed for an I-5 replacement bridge which would mean the structures would need to be removed to accommodate a new bridge.

While replacement of the pier would likely qualify as normal repair per WAC 173-27-040(2)(b), the building on this site would need to be relocated. This building is a non-conforming building, and the relocation of this building would constitute a new overwater structure for water-enjoyment use. Current SMP language prohibits both the relocation of a non-conforming use and building a new overwater structure for water-enjoyment use in the Aquatic shoreline designation.

Joint-use Docks

Some requirements related to joint-use docks are vague or are not compatible with other provisions of the SMP. As currently written, the definition of Dock, Joint-Use does not specifically state if the parcels with access to the joint use dock have to be contiguous to each other nor does it indicate the parcels must be residential, or if the lots are capable of being developed in compliance with zoning ordinance or SMP. This ambiguity has generated inquiries whether a joint-use dock would be allowed if the lots were separated, were in different zones, or were not on developable lots.

On-water Residences

Effective September 7, 2017, certain definitions were amended in WAC 173-26-020 relating to on-water residences/floating homes. The revisions added definitions of floating homes and floating on-water residences (PERMANENT RULES; Washington State Code Reviser's Office filing number 17-17-016; Order 15-06—Filed August 7, 2017, 2:58 p.m., effective September 7, 2017). The revisions are intended to clarify that certain floating structures are considered floating on-water residences and not vessels.

Live-aboard Boats

The Washington State Shoreline Management Act (SMA) and the Vancouver SMP do not allow on-water residences, but do allow live-aboard boats within marinas (up to 20% of the marina's slips if utilities and restroom facilities are provided). The intent of the state law and the City's SMP is to allow a limited number of live-aboard boats within marina areas and prohibit floating homes. The intent is to allow recreational boats within marinas to be used as live-aboard vessels while not allowing large, unseaworthy vessels.

Advantage(s)

1. Allows needed development in a very targeted and limited way that will still protect shorelines and their functions.
2. Ensures State compliance.
3. Improves clarity to ensure compliance with SMP policies and regulations.

Disadvantage(s)

None

Budget Impact

No direct impacts

Prior Council Review

1. Workshop on July 2, 2018
2. First Reading, July 9, 2018 - approved
3. Public Hearing, July 16, 2018 - approved
4. First Reading, October 22, 2018 - approved

Action Requested

On Monday, November 5, 2018, subject to second reading and public hearing, approve the ordinance with recommended amendments to the Shoreline Master Program on first reading.

Jennifer Campos, Principal Planner, 487-7728

ATTACHMENTS:

- ▣ SMP Amendment ordinance

10/22/18
11/05/18

ORDINANCE NO. M-4242

AN ORDINANCE relating to the City of Vancouver's implementation of shoreline management as required by Revised Code of Washington ("RCW") Chapter 90.58, the Shoreline Management Act; amending the City of Vancouver Shoreline Master Program (SMP) Chapter 4, Shoreline Designations Section 4.3.1.4; Chapter 6, Specific Shoreline Use Regulations Table 6-1; Section 6.3.3.4, Joint Use and Community Moorage Facilities; Section 6.3.4, Commercial Uses; Section 6.3.11, Residential Development; and Chapter 8, Definitions; subject to approval by the Washington State Department of Ecology (Ecology); providing for severability; and providing for an effective date.

WHEREAS, the State of Washington Shoreline Management Act, RCW Chapter 90.58, requires that counties and cities incur certain duties, obligations and responsibilities with regard to implementation of said Act; and

WHEREAS, in 2003 Ecology adopted revised Washington Administrative Code chapters containing state rules (commonly referred to as the "2003 Guidelines" or "Guidelines") for developing and approving local shoreline master programs; and

WHEREAS, pursuant to RCW 90.58.080, the City of Vancouver reviewed and updated its shoreline master program for consistency with the required elements of the 2003 Guidelines; and

WHEREAS, on November 21, 2011, the Vancouver City Council adopted the updated Shoreline Master Program, which became a part of the City's development regulations and was implemented under Vancouver Municipal Code ("VMC") Chapter 20.760; and

WHEREAS, the Vancouver City Center Vision (VCCV) Plan includes the goal of redeveloping the waterfront; and

WHEREAS, the Port of Vancouver's Terminal No. 1 Waterfront Development Master Plan is located within the VCCV boundary and meets the waterfront development goals of the VCCV plan, but requires the replacement of an overwater structure; and

WHEREAS, the City of Vancouver's Shoreline Master Program ("SMP") does not currently allow replacement of overwater structures; therefore it is necessary to amend Section 4.3.1.4, Management Policies, Table 6-1, Shoreline Use, Modification and Development Standards, and Section 6.3.4.8, Commercial Uses; and

WHEREAS, Washington Administrative Code ("WAC") 173-26 was recently updated to prohibit on-water residences/floating homes; therefore the Vancouver Shoreline Master Program Section 6.3.11, Residential Development, and Chapter 8, Definitions, must be amended to ensure consistency with WAC 173-26-241(2)(j)(iv); and

WHEREAS, the City of Vancouver's Shoreline Master Program Section 6.3.3.4(6), Joint Use and Community Moorage Facilities, and Chapter 8, Definitions, should be amended to provide clarity concerning current regulations; and

WHEREAS, the City of Vancouver's Shoreline Master Program Chapter 8, Definitions, should be amended in regards to live-aboard boats to provide clarity on what constitutes a live-aboard boat; and

WHEREAS, the proposed amendments are consistent with the Growth Management Act, the City's Comprehensive Plan and development regulations, and Ecology's 2003 Guidelines; and

WHEREAS, the proposed revisions would advance achievement of GMA Goal 10 by incorporating amendments to Shoreline Master Program Chapter 4, Shoreline Designations Section 4.3.1.4; Chapter 6, Specific Shoreline Use Regulations Table 6-1; Section 6.3.3.4, Joint Use and Community Moorage Facilities; Section 6.3.4, Commercial Uses; Section 6.3.11, Residential Development; and Chapter 8, Definitions; and

WHEREAS, the City council adopts this Ordinance as set forth below.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Findings. The recitals set forth above are adopted as the legislative findings of the City Council of the City of Vancouver in support of adoption of this ordinance to amend The Vancouver Shoreline Master Program.

Section 2. The City of Vancouver Shoreline Master Program, Chapter 4, Shoreline Designations, Section 4.3.1.4, Management Policies, adopted by Ordinance M-3995 and as amended, is hereby amended to read as follows:

4.3.1.4 Management Policies

In addition to the other applicable policies and regulations of this Program the following management policies shall apply:

1. New over-water structures should be allowed only for water-dependent uses, public access, recreation, or ecological restoration.
2. Shoreline uses and modifications should be designed and managed to prevent degradation of water quality and natural hydrographic conditions.
3. In-water uses should be allowed where impacts can be mitigated to ensure no net loss of shoreline ecological functions. Permitted in-water uses must be managed to avoid impacts to shoreline ecological functions. Unavoidable impacts must be minimized and mitigated.
4. On navigable waters or their beds, all uses and developments should be located and designed to:
 - a. Minimize interference with surface navigation;
 - b. Consider impacts to public views; and
 - c. Allow for the safe, unobstructed passage of fish and wildlife, particularly species dependent on migration.

5. Multiple or shared use of over-water and water access facilities should be encouraged to reduce the impacts of shoreline development and increase effective use of water resources.
6. Structures and activities permitted should be related in size, form, design, and intensity of use to those permitted in the immediately adjacent upland area. The size of new over-water structures should be limited to the minimum necessary to support the structure's intended use.
7. Natural light should be allowed to penetrate to the extent necessary to discourage salmonid predation and to support nearshore habitat unless other illumination is required by state or federal agencies.
8. Aquaculture practices should be encouraged in those waters and beds most suitable for such use. Aquaculture should be discouraged where it would adversely affect the strength or viability of native stocks or unreasonably interfere with navigation.
9. When shoreline uses, development, activities, and modifications in the Aquatic shoreline designation require use of adjacent landward property, that landward property should be in a shoreline designation that allows that use, development, activity or modification.
10. Over-water structures constructed prior to the adoption of this Program and located from the Interstate 5 Bridge downstream to the railroad bridge (a portion

of the Columbia River Shoreline Enhancement Plan District) may be used for water-dependent, water related and/or water enjoyment commercial uses.

- a. Permitted development should include designs that are reflective of the local history and/or prior structures on the site.
- b. Shoreline uses and modifications should be consistent with the policies set forth in the Vancouver City Center Vision (VCCV) Subarea Plan, including providing public access to the shoreline.

Section 3. The City of Vancouver Shoreline Master Program, Chapter 6, Specific Shoreline Use Regulations, Table 6-1, adopted by Ordinance M-3995 and as amended, is hereby amended to read as follows:

Table 6-1. Shoreline Use, Modification and Development Standards

Table 6-1 is to be used and understood together with the related policies and regulations of this Program.

“Uses” refers to uses, structures, and/or developments as applicable.

Setbacks are landward from the OHWM in the NT, UC, MI, HI, RC-RD, & RC-RL

shoreline designations and waterward of the OHWM in the AQ Shoreline Designation.

Abbreviations P = Permitted; C = Conditional Use; X = Prohibited; N/A = Not Applicable; UNL = Unlimited.	AQ (Both)	NT (Both)	UC (Urban)	MI (Urban)	HI (Urban)	RC-RD (Rural)	RC-RL (Rural)
Shoreline Designation	Aquatic	Natural	Urban Conservancy	Medium Intensity	High Intensity	RC Residential	RC Resource Lands
Shoreline Uses							
Agriculture							

Abbreviations P = Permitted; C = Conditional Use; X = Prohibited; N/A = Not Applicable; UNL = Unlimited.	AQ (Both)	NT (Both)	UC (Urban)	MI (Urban)	HI (Urban)	RC-RD (Rural)	RC-RL (Rural)
Shoreline Designation	Aquatic	Natural	Urban Conservancy	Medium Intensity	High Intensity	RC Residential	RC Resource Lands
Agriculture	X	X	C	P	P	P	P
• <i>Setback</i>	N/A	N/A	100'	100'	100'	100'	100'
• <i>Height</i>	N/A	N/A	35'	35'	35'	35'	35'
Aquaculture							
Aquaculture, General	P	X	C	C	C	C	C
• <i>Setback</i>	0'	N/A	50'	50'	50'	50'	50'
Boating Uses							
Motorized Boat Launches	P	X	C	C	P	P	P
• <i>Setback</i>	0'	N/A	0'	0'	0'	0'	0'
Non-motorized Boat Launches	P	C	P	P	P	P	P
• <i>Setback</i>	0'	0'	0'	0'	0'	0'	0'
Marinas	P	X	X	C	P	C	C
• <i>Setback</i>	0'	N/A	N/A	25'	25'	25'	25'
• <i>Height</i>							
- 0'-100' from OHWM	20'	N/A	N/A	25'	35'	25'	35'
- >100' from OHWM	20'	N/A	N/A	35'	45'	35'	45'
Docks, Piers, Mooring Buoys	P¹	X	P¹	P¹	P¹	P¹	P¹
• <i>Setback</i>	0'	NA	0'	0'	0'	0'	0'
Commercial Uses							
Water-dependent	C	X	X	P	P	C	C
• <i>Setback</i>	0'	N/A	N/A	0'	0'	0'	0'
• <i>Height</i>							
- 0'-100' from OHWM	45 ³ 35' ³	N/A	N/A	35'	35' ²³	35'	35'
- >100' from OHWM	45 ³ 35' ³	N/A	N/A	45'	60' ²³	45'	45'
Water-related, Water-enjoyment	X/C³	X	X	P	P	C	C
• <i>Setback</i>	N/A	N/A	N/A	25'	25' ²³	25'	25'
• <i>Height</i>							
- 0'-100' from OHWM	N/A35' ³	N/A	N/A	25'	35' ²³	35'	35'
- >100' from OHWM	N/A35' ³	N/A	N/A	35'	45' ²³	45'	45'
Non-water-oriented	X	X	X	C³⁴	C³⁴	X	X
• <i>Setback</i>	N/A	N/A	N/A	100'	100' ³	N/A	N/A
• <i>Height</i>	N/A	N/A	N/A	25'	25' ²³	N/A	N/A
Forestry							
Log Storage	C	X	X	X	P	X	P
• <i>Setback</i>	0'	N/A	N/A	N/A	50'	N/A	50'
Timber Harvest	X	X	C	P	P	P	P
• <i>Setback</i>	N/A	N/A	100'	100'	50'	100'	50'
Industrial Uses							
Water-dependent	P	X	X	X	P	X	X
• <i>Setback</i>	0'	N/A	N/A	N/A	0'	N/A	N/A

Abbreviations P = Permitted; C = Conditional Use; X = Prohibited; N/A = Not Applicable; UNL = Unlimited.	AQ (Both)	NT (Both)	UC (Urban)	MI (Urban)	HI (Urban)	RC-RD (Rural)	RC-RL (Rural)
Shoreline Designation	Aquatic	Natural	Urban Conservancy	Medium Intensity	High Intensity	RC Residential	RC Resource Lands
• <i>Height</i>							
- 0'-100' from OHWM	UNL	N/A	N/A	N/A	UNL	N/A	N/A
- >100' from OHWM	UNL	N/A	N/A	N/A	UNL	N/A	N/A
Water-related	X	X	X	X	P	X	X
• <i>Setback</i>	N/A	N/A	N/A	N/A	50'	N/A	N/A
• <i>Height</i>							
- 0'-100' from OHWM	N/A	N/A	N/A	N/A	UNL	N/A	N/A
- >100' from OHWM	N/A	N/A	N/A	N/A	UNL	N/A	N/A
Non-water-oriented	X	X	X	X	P	X	X
• <i>Setback</i>	N/A	N/A	N/A	N/A	100'	N/A	N/A
• <i>Height</i>	N/A	N/A	N/A	N/A	35'	N/A	N/A
Institutional Uses							
Water-dependent	C	X	C	P	P	C	C
• <i>Setback</i>	0'	N/A	0'	0'	0'	0'	0'
• <i>Height</i>							
- 0'-100' from OHWM	35'	N/A	25'	35'	35'	35'	35'
- >100' from OHWM	35'	N/A	35'	45'	35'	45'	45'
Water-related	X	X	X	P	P	C	X
• <i>Setback</i>	N/A	N/A	N/A	25'	25'	50'	NA
• <i>Height</i>							
- 0'-100' from OHWM	N/A	N/A	N/A	35'	45'	35'	N/A
- >100' from OHWM	N/A	N/A	N/A	45'	60'	35'	N/A
Non-water-oriented	X	X	X	C³⁴	C³⁴	X	X
• <i>Setback</i>	N/A	N/A	N/A	100'	100'	N/A	N/A
• <i>Height</i>	N/A	N/A	N/A	35'	35'	N/A	N/A
Mining							
Gravel Mining	C⁴⁵	X	X	X	C⁴⁵	C⁴⁵	C⁴⁵
• <i>Setback</i>	0'	N/A	N/A	N/A	200'	200'	200'
Hard Rock Mining	X	X	X	X	C⁴⁵	C⁴⁵	C⁴⁵
• <i>Setback</i>	N/A	N/A	N/A	N/A	100'	100'	50'
Parking							
Primary Use	X	X	X	X	X	X	X
• <i>Setback</i>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Accessory Use	X	X	P	P	P	P	P
• <i>Setback</i>	N/A	N/A	100'	100'	50'	100'	100'
• <i>Height</i>	N/A	N/A	35'	35'	35'	35'	35'
Recreational Uses							
Water-dependent	P	P⁵⁶	P	P	P	P	P
• <i>Setback</i>	0'	0'	0'	0'	0'	0'	0'
• <i>Height</i>	15'	15'	15'	35'	35'	35'	35'

Abbreviations P = Permitted; C = Conditional Use; X = Prohibited; N/A = Not Applicable; UNL = Unlimited.	AQ (Both)	NT (Both)	UC (Urban)	MI (Urban)	HI (Urban)	RC-RD (Rural)	RC-RL (Rural)
Shoreline Designation	Aquatic	Natural	Urban Conservancy	Medium Intensity	High Intensity	RC Residential	RC Resource Lands
Water-related/enjoyment (trails generally parallel to the shoreline, accessory bldgs)	C ⁵⁶	C ⁵⁶	P	P	P	P	P
• <i>Setback</i>	0'	50' ⁶⁷	50' ⁶⁷	50' ⁶⁷	20'	20'	20'
• <i>Height</i>	15'	15'	15'	35'	35'	35'	35'
Public access connections generally perpendicular to the shoreline to water- related/enjoyment features (viewpoints, fishing piers)							
• <i>Setback</i>	0'	0'	0'	0'	0'	0'	0'
Non-water-oriented (golf courses, sports fields)	X	X	C	C	C	C	X
• <i>Setback</i>	N/A	N/A	100'	100'	100'	200'	N/A
• <i>Height</i>	N/A	N/A	25'	25'	25'	15'	N/A
Residential Uses							
Single-family ⁷⁸	X	X	P	P	X	P	P
• <i>Setback</i>	N/A	N/A	100'	50'	N/A	100'	100'
• <i>Height</i>	N/A	N/A	35'	35'	N/A	35'	35'
• <i>Density</i>	N/A	N/A	In accordance with the underlying zoning				
Floating homes (new)	X	N/A	N/A	N/A	N/A	N/A	N/A
• <i>Height</i>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Floating homes (existing) ⁸⁹	P	N/A	N/A	N/A	N/A	N/A	N/A
• <i>Height</i>	Existing	N/A	N/A	N/A	N/A	N/A	N/A
Multifamily	X	X	X	P	P	X	X
• <i>Setback</i>	N/A	N/A	N/A	35'	35'	N/A	N/A
• <i>Height</i>	N/A	N/A	N/A	35'	35'	N/A	N/A
• <i>Density</i>	N/A	N/A	N/A	In accordance with the underlying zoning		N/A	N/A
Signs							
Sign heights are regulated in accordance with VMC 20.960 or VMC 20.450 as applicable. Free-standing informational signs in the Aquatic SD are limited to 15' ⁹¹⁰ .							
Agricultural	X	X	X	X	P	P	P
Fascia or Wall Signs	X	X	X	P	P	P	P
Free Standing Informational	P	P	P	P	P	P	P
High School Electronic Message	X	X	X	P	P	P	P
Monument	X	P	P	P	P	P	P
Navigation	P	P	P	P	P	P	P
Transportation Uses							
Highways, Arterials, Railroads (parallel to OHWM)	C ⁴⁰¹¹	X	P	P ⁴⁰¹¹	P ⁴⁰¹¹	P	P
• <i>Right-of-Way Setback</i>	0'	N/A	200'	100' ⁴⁰¹¹	100' ⁴⁰¹¹	200'	200'

Abbreviations P = Permitted; C = Conditional Use; X = Prohibited; N/A = Not Applicable; UNL = Unlimited.	AQ (Both)	NT (Both)	UC (Urban)	MI (Urban)	HI (Urban)	RC-RD (Rural)	RC-RL (Rural)
Shoreline Designation	Aquatic	Natural	Urban Conservancy	Medium Intensity	High Intensity	RC Residential	RC Resource Lands
Secondary/Public Access Roads (parallel to OHWM)	X	X	P	P	P	P	P
• <i>Right-of-Way Setback</i>	NA	N/A	100'	50'	50'	100'	100'
Secondary/Public Access Roads (perpendicular to OHWM)	X	X	P	P	P	P	P
• <i>Setback</i>	N/A	N/A	Limited to the setback for the use the road is serving ¹⁴¹²				
Bridges (perpendicular to shoreline)	C	C	C	P	P	C	C
• <i>Setback</i>	0'	0'	0'	0'	0'	0'	0'
Utility Uses							
Above-ground Utilities (parallel to shoreline)	C	C	P	P	P	P	P
• <i>Right-of-Way Setback</i>	0'	200'	100'	50'	50'	100'	100'
• <i>Structure Height</i>	15'	15'	35'	35'	UNL	15'	15'
• <i>Distribution Pole Height</i>	0'	45'	45'	45'	UNL	45'	45'
Electrical Transmission Lines	C	C	C	C	C	C	C
• <i>Tower Height</i>	UNL	UNL	UNL	UNL	UNL	UNL	UNL
Underground Utilities (parallel to shoreline)	C	C	P	P	P	P	P
• <i>Right-of-Way Setback</i>	0'	200'	100'	50'	50'	50'	50'
Underground Utilities (perpendicular to shoreline)	C	C	C	C	C	C	C
• <i>Right-of-Way Setback</i>	0'	0'	0'	0'	0'	0'	0'
Unclassified Uses							
Unclassified Uses	C	C	C	C	C	C	C
• <i>Setback</i>	0'	200'	100'	100'	100'	100'	100'
• <i>Height</i>	15'	15'	35'	35'	35'	35'	35'
Shoreline Modification							
Dredging and Dredge Material Disposal							
Non-maintenance Dredging	C	N/A	N/A	N/A	N/A	N/A	N/A
Maintenance Dredging	P	N/A	N/A	N/A	N/A	N/A	N/A
Dredge Material Disposal	C	X	X	C¹²¹³	C¹²¹³	C	C
Dredging & Disposal as part of Ecological Restoration/ Enhancement	P	C	P	P	P	P	P
Fill							
Speculative	X	X	X	X	X	X	X
Other	C¹³¹⁴	P¹⁴¹⁵	P	P	P	P	P
Flood Control Works and In-stream Structures							
Dams, Dikes, & Levees	C	X	C	C	P	C	C
Instream structures	C	N/A	N/A	N/A	N/A	N/A	N/A
Shoreline Restoration							

Abbreviations P = Permitted; C = Conditional Use; X = Prohibited; N/A = Not Applicable; UNL = Unlimited.	AQ (Both)	NT (Both)	UC (Urban)	MI (Urban)	HI (Urban)	RC-RD (Rural)	RC-RL (Rural)
Shoreline Designation	Aquatic	Natural	Urban Conservancy	Medium Intensity	High Intensity	RC Residential	RC Resource Lands
Ecological Restoration / Enhancement / Mitigation	P	P	P	P	P	P	P
Shoreline Stabilization							
Bioengineered/Non-Structural	P	P	P	P	P	P	P
Structural	C	X	C	C	C	C	C
Breakwaters, Jetties, Rock Weirs, and Groins	C	X	C	C	C	C	C

¹ Private docks permitted as community or joint-use only. See Section 6.3.3.4.

² See Section 6.3.4(7).

³ See Section 6.3.4(8). Allowed conditionally only on dock or pier structures located on the Columbia River from the Interstate 5 Bridge, downstream to the BNSF railroad bridge. See related policy Section 4.3.1(4).

³⁴ As part of mixed-use development only. See Section 6.3.4(4), 6.3.7(2) and (4).

⁴⁵ In Surface Mining Overlay areas only

⁵⁶ Passive only

⁶⁷ See Section 6.3.10(12, 13, and 14). Water-related/enjoyment features such as viewpoints, gazebos, or fishing piers may have a 0' setback when connected to a public access trail.

⁷⁸ See Section 6.3.11(11) for information about existing residential development on land.

⁸⁹ See Section 6.3.11(4) for information about existing floating homes.

⁹¹⁰ Above Ordinary High Water Mark (OHWM)

¹⁰¹¹ See 6.3.13(6).

¹¹¹² New roads may connect to existing roads within shoreline jurisdiction as long as the connection is landward of the existing road and the ordinary high water mark.

¹²¹³ Permitted outside of channel migration zones.

¹³¹⁴ See Section 5.6.2(11).

¹⁴¹⁵ Permitted for restoration only; otherwise prohibited.

Section 4. The City of Vancouver Shoreline Master Program, Chapter 6, Specific Shoreline Use Regulations, Section 6.3.3.4, Joint Use and Community Moorage Facilities, adopted by Ordinance M-3995 and as amended, is hereby amended to read as follows:

6.3.3.4 Joint Use and Community Moorage Facilities

1. Community and joint use moorage facilities are defined (Chapter 8) and regulated as marinas (Section 6.3.3.3; defined in Chapter 8) if:
 - a. They provide commercial goods or services;
 - b. They have ten (10) or more slips;
 - c. Moorage is proposed to be leased to upland property owners; or
 - d. The proposal includes a boat launching facility other than a ramp.
2. Live-aboards are not allowed at joint-use or community moorages.
3. Covered moorage facilities associated with any residential development shall be prohibited.
4. Existing, legally-established, private recreational docks, piers, and floats for individual single-family developments are considered non-conforming uses and structures. If such dock or float is abandoned, becomes hazardous, or is removed for any reason, it may be replaced with only one joint-use or community facility that complies with the policies and regulations of this Program. All required permits and approvals shall be obtained prior to commencing construction.
5. A new private dock or pier serving an individual lot is prohibited.

6. New joint-use docks and piers serving two or more contiguous residential lots each ~~with~~ having direct water frontage are allowed if no marina or public boat launch is located within ½-mile upstream or downstream of any property line and all applicable requirements of this Program are met. Each residential lot proposed to have access to the joint-use dock must show development of the lot is capable of meeting the minimum development standards for zoning and the applicable provisions of Vancouver Shoreline Master Program.
7. New residential land divisions with shoreline frontage shall provide for community docks if there is an appropriate location for future construction of a dock. Proposed docks and piers shall include no more than one mooring space per dwelling unit. Where a new moorage facility is proposed within a residential waterfront development, only one community moorage facility may be allowed, but only after demonstrating that such use is appropriate for the waterbody and that no public moorage facility is available to residents within ½-mile of the perimeter of the development. All conditions of approval related to required access easements and dedications shall be identified on the face of the plat. In addition, the community dock easement shall be recorded with the County Auditor.
8. Applicants for community or joint-use residential docks and piers shall demonstrate and document that adequate maintenance of the structure, activities, and associated landward area will be provided by identified responsible parties. The applicant shall file a legally enforceable joint use agreement or other legal instrument prior to the

issuance of any building permits. The documents shall at minimum address the following:

- a. Apportionment of construction and maintenance expenses;
 - b. Easements and liability agreements; and
 - c. Use restrictions.
9. Only a single, community moorage facility shall be permitted in association with hotels, motels, and multi-family residences. No more than one (1) mooring slip per unit shall be allowed.
10. The dimensions of a joint use or community moorage facility dock or pier shall be no greater than necessary, and shall meet the development standards listed below.
- a. Fixed-piers shall not be permitted for residential use on rivers. Floating docks shall be required in rivers and streams unless it can be demonstrated that fixed docks will result in substantially less impact on geo-hydraulic processes and flood hazards can be minimized or mitigated. A fixed pier, landward of a floating dock, which connects to the shore at one end and to the floating dock by a gangway at the other is allowed.
 - b. Piers/anchors and/or ramps shall extend waterward, perpendicular from the ordinary high water mark (OHWM), to a point where the water depth is sufficient to prevent damage to shallow-water habitat (-15 feet CRD on the Columbia River).

- c. The moorage facility may extend into the waterbody the minimum distance necessary to allow for moorage of the boats anticipated but in no instance more than 300' beyond the OHWM.
- d. The bottom of either the pier or landward edge of the ramp shall be elevated at least 2 feet above the plane of OHWM.
- e. Piers and ramps shall be no more than 8 feet in width. Finger piers shall be no more than 8 feet wide and 45 feet long. Piers, ramps and docks shall be constructed to allow a minimum of 60% light penetration over 60% of each structure.
- f. Skirting shall not be placed on piers, ramps, floating docks, or floats. Protective bumper material will be allowed along the outside edge of the float or floating dock as long as the material does not extend below the bottom edge of the float frame or impede light penetration.
- g. Shoreline concrete anchors must be placed at least 10 feet landward from the OHWM, and shall be sized no larger than 4-feet wide by 4-feet long, unless otherwise approved by National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NOAA Fisheries), the US Army Corps of Engineers (Corps), and Washington Department of Fish and Wildlife (WDFW).
- h. Overwater structures shall be located in water sufficiently deep to prevent the structure from grounding out at the lowest low water.

- i. Docks used for motor boats should be located where the water will be deeper than seven (7) feet at the lowest low water to avoid prop scour.
- j. All docks and floats shall include stops that serve to keep the floats off the lake bottom or river bed at low water levels. If a bulkhead-like base is proposed for a fixed pier or dock where there is net positive littoral drift, the base shall be built landward of the OHWM or protective berms. When plastics or other non-biodegradable materials are used in float, pier, or dock construction, precautions shall be taken to ensure their containment.
- k. Pilings must be structurally sound and cured prior to placement in the water. Pilings employed for docks, piers, or any other structure shall have a minimum vertical clearance of one foot above extreme high water. Pile spacing shall be the maximum feasible to minimize shading and avoid a “wall” effect that would block or baffle wave patterns, currents, littoral drift, or movement of aquatic life forms, or result in structure damage from driftwood impact or entrapment.

Section 5. Ordinance M-3995 and as amended, Chapter 6, Specific Shoreline Use Regulations, Section 6.3.4, Commercial Uses, is hereby amended to read as follows:

6.3.4 Commercial Uses

- 1. Water-oriented commercial uses are preferred over nonwater-oriented commercial uses.

2. An applicant for a new commercial use or development shall demonstrate that the use or development will not cause a net loss of ecological function or adversely impact other shoreline resources or uses.
3. Loading, service areas, and other accessory uses shall be located landward of a commercial structure or underground whenever possible, but shall in no case be waterward of the structure. Loading and service areas shall be screened from view with native plants.
4. Where allowed, nonwater-oriented commercial uses may be permitted only as part of a mixed-use development that:
 - a. Has a formally-approved master plan that complies with this Program, including having demonstrated consistency with the policies of Section 3.2 if its proposed location is on a shoreline of statewide significance;
 - b. Includes water-oriented uses; and
 - c. Provides a significant public benefit such as public access and/or ecological restoration.
5. Nonwater-oriented commercial uses meeting the conditions of Section 6.3.4(4) and located in a High Intensity shoreline designation on the Columbia River between the eastern boundary of Wintler Park and the railroad bridge (Columbia River Shoreline Enhancement Plan District) may occupy:

- a. Up to 85% of the total frontage length of all parcels in the master-planned development (regardless of ownership); or
 - b. Up to 85% of the project area within shoreline jurisdiction of all parcels in the development (regardless of ownership).
6. Nonwater-oriented commercial uses meeting the conditions of Section 6.3.4(4) and not located in a High Intensity shoreline designation on the Columbia River between the eastern boundary of Wintler Park and the railroad bridge (Columbia River Shoreline Enhancement Plan District) may occupy:
- a. Up to 25% of the total frontage length of all parcels in the master-planned development (regardless of ownership); or
 - b. Up to 25% of the total project area within shoreline jurisdiction of all parcels in the master-planned development (regardless of ownership).
7. When a new, mixed-use commercial development meets all applicable provisions of Section 6.3.4, Section 5.8.1, and this Program and:
- a. Is located in a High Intensity shoreline designation on the Columbia River between the eastern boundary of Wintler Park and the railroad bridge (Columbia River Shoreline Enhancement Plan District);
 - b. Has a formally-approved master plan that complies with this Program including having demonstrated consistency with the policies of Section 3.2;

- c. Includes water-oriented uses;
 - d. Provides public access to the shoreline; and
 - e. Restores degraded shorelines.
8. Water oriented commercial use is allowed on a dock or pier as a conditional use only under the follow circumstances:
- a. The commercial dock or pier is located between the I-5 Bridge and the BNSF railroad bridge;
 - b. The commercial use of the dock or pier is included in a formally approved master plan that complies with this Program;
 - c. All uses shall be water-dependent, water-related or for water enjoyment;
 - d. There are design elements that link the site back to historic uses.
 - e. A dock or pier associated with an existing commercial building located on such dock or pier may be maintained, rebuilt, replaced and/or relocated as follows:
 - i. A rebuilt or replaced dock or pier shall not occupy a larger footprint than the dock or pier as it existed on March 15, 2018.
 - ii. A commercial building may be rebuilt, replaced or relocated on top of the dock or pier only when the applicant of a shoreline conditional use permit demonstrates the following:

1. The development shall include design elements that are reflective of the local maritime history and structures on the site, and enhance the public's experience along the city's waterfront.
2. The height of the structure shall not exceed 65 feet measured from ordinary high water mark.
3. The building shall not occupy a footprint that is larger than the footprint of the building existing on March 15, 2018. The building footprint may shift from its current location on the dock or pier as needed to comply with public access requirements of this program and/or existing or future state highway right-of-ways.
4. The building located on the dock or pier shall be positioned to maintain public access to the dock or pier and to the shoreline consistent with this Program and the policies set forth in the Vancouver City Center Vision (VCCV) Subarea Plan.

Section 6. The City of Vancouver Shoreline Master Program, Chapter 6, Specific Shoreline Use Regulations, Section 6.3.11, Residential Development, adopted by Ordinance M-3995 and as amended, is hereby amended to read as follows:

6.3.11 Residential Development

6.3.11.1 Residential Development

1. Residential developments shall include provisions to ensure preservation of native vegetation and control erosion during construction.

2. New residential construction shall be located so as not to require shoreline stabilization measures.
3. New residential development shall be located and designed to a density that minimizes view obstructions to and from the shoreline.
4. Clustering of residential units shall be allowed where appropriate and in compliance with VMC Title 20 to minimize physical and visual impacts on shorelines.
5. In those areas where only onsite sewage systems are available, density shall be limited to that which can demonstrably accommodate protection of surface and groundwater quality.
6. New residential development, including sewage disposal systems, shall be prohibited in floodways and channel migration zones.
7. Appurtenances, accessory uses, and facilities serving a residential structure shall be located outside setbacks, critical areas, and buffers unless otherwise allowed under this Program to promote community access and recreational opportunities.
8. New residential lots created through land division in shoreline jurisdiction and lot line adjustments shall only be permitted when configured such that the following standards are met:
 - a. Structural flood hazard reduction measures are not required and will not be necessary during the life of the development or use.

- b. Shoreline stabilization measures will not be required for new development to occur.
 - c. There will be no net loss of shoreline ecological function.
9. Legally-established residential development located landward of the OHWM, including normal appurtenances, existing on the effective date of this Program that do not meet the standards of this Program are considered to be conforming and may be maintained, repaired, replaced, or expanded provided that any future development:
- a. Does not exceed height limitations;
 - b. Does not encroach farther waterward than the existing primary structure;
 - c. Does not encroach farther into critical areas or buffers; and
 - d. Will result in no net loss of shoreline ecological functions.
10. New residential development shall be prohibited in, over, or floating on the water, except as provided in 6.3.11.2 (1-5). 6.3.11.2 Floating Home Development
- ~~1. New residential development shall be prohibited in, over, or floating on the water, except as provided in 6.3.11.2(1-6).~~
1. A floating on-water residence legally established prior to July 1, 2014, is considered a conforming use and may be maintained, repaired and remodeled provided there is no increase in the surface water area covered.
- ~~12.~~ The floating homes legally established prior to January 1, 2011, are conforming preferred uses under this Program.

23. Floating homes legally established prior to January 1, 2011 may be remodeled, rebuilt (home torn down to the float and rebuilt in place), or replaced (existing home and float removed and a new home and float towed in) in situ, PROVIDED:

- a. There is no increase in the number of floating homes beyond the number existing on January 1, 2011;
- b. There is no increase in the surface water area covered by the floating homes existing on January 1, 2011 and accessory structures including cantilevered portions that extend beyond the float;
- c. There is no net loss of shoreline ecological function.

34. Any proposal to replace, remodel, or rebuild a floating home shall be accompanied by an accurate, fully-dimensioned site plan along with details about the proposed changes, similar to that required for other land use approvals under VMC Title 20.

45. When remodeling, rebuilding, or replacing a floating home legally established prior to January 1, 2011 the following standards apply in addition to those of Section 6.3.11(1-4):

- a. The total height of the float and the structure from the water surface shall not exceed its existing height;
- b. The minimum distance between existing adjacent floating home walls shall not be reduced, and if the floating home is being replaced shall not be less than 6 feet;
- c. Floating homes shall not block views from the waterward end of any pier, more than any existing view blockage;

- d. No new living or storage spaces shall be located below water level. Existing living or storage spaces below water level may be remodeled or replaced, but not expanded;
- e. Unenclosed Styrofoam or similar material that has the potential to break apart is prohibited in floats;
- f. Floats shall be maintained and repaired using the minimum amount of structure below the waterline necessary to maintain floatation. At the time of replacement of a float and/or floating home, any structure below waterline and outside the primary float structure that provides minimal or no floatation shall be removed;
- g. All utilities shall be repaired or replaced to current standards to ensure proper functioning and no net loss of shoreline ecological functions.

Section 7. The City of Vancouver Shoreline Master Program, Chapter 8, Definitions, adopted by Ordinance M-3995 and as amended, is hereby amended to read as follows:

CHAPTER 8 DEFINITIONS

A

1. **Accessory Structure** – a subordinate building or use incidental to the use of the main building or use.
2. **Accessory Use** – any use or activity incidental and subordinate to a primary use or development.

3. **Accretion** – the growth of a beach by the addition of material transported by wind and/or water. Included are such shoreforms as barrier beaches, points, spits, hooks, and tombolos.
4. **Act** - Washington State Shoreline Management Act of 1971, as amended, RCW 90.58.
5. **Adjacent** - having a common end point or border.
6. **Adjacent Lands** – lands adjacent to the shorelines of the state (outside of shoreline jurisdiction) (*RCW 90.58.340*).
7. **Agricultural Activities** - agricultural uses and practices including, but not limited to: producing, breeding or increasing agricultural products; rotating and changing agricultural crops; agricultural crops; allowing land used for agricultural activities to lie fallow in that it is plowed and tilled but left unseeded; allowing land used for agricultural activities to lie dormant as a result of adverse agricultural market conditions; allowing land used for agricultural activities to lie dormant because the land is enrolled in a local, state, or federal conservation program, or the land is subject to a conservation easement; conducting agricultural operations; maintaining, repairing, and replacing agricultural equipment; maintaining, repairing, and replacing agricultural facilities, provided that the replacement facility is no closer to the shoreline than the original facility; and maintaining agricultural lands under production or cultivation (*WAC 173-26-020(3)(a)*).
8. **Agricultural Equipment and Agricultural Facilities** – includes, but is not limited to:

- a. The following used in agricultural operations: Equipment; machinery; constructed shelters, buildings, and ponds; fences; upland finfish rearing facilities; water diversion, withdrawal, conveyance, and use equipment and facilities including, but not limited to, pumps, pipes, tapes, canals, ditches, and drains:
 - b. Corridors and facilities for transporting personnel, livestock, and equipment to, from, and within agricultural lands
 - c. Farm residences and associated equipment, lands, and facilities; and
 - d. Roadside stands and on-farm markets for marketing fruit or vegetables.
- 9. Agricultural Land** – those specific land areas on which agricultural activities are conducted as of the date of adoption of this Program, as evidenced by aerial photography or other documentation. After the effective date of this Program, land converted to agricultural use shall comply with the requirements of this Program.
- 10. Agricultural Products** – includes, but is not limited to, horticultural, viticultural, floricultural, vegetable, fruit, berry, grain, hops, hay, straw, turf, sod, seed, and apiary products; feed or forage for livestock; Christmas trees; hybrid cottonwood and similar hardwood trees grown as crops and harvested within twenty years of planting; and livestock including both the animals themselves and animal products including, but not limited to, meat, upland finfish, poultry and poultry products, and dairy products.

11. **Aggrieved Person** – a person who is suffering from an infringement or denial of legal rights or claims.
12. **Amendment** - means a revision, update, addition, deletion, and/or reenactment to an existing shoreline master program.
13. **Anadromous fish** -Fish that migrate downstream in their juvenile lifestages; live their adult lives in the ocean; then migrate upstream from the ocean to breed in fresh water.
14. **Appurtenance** - A structure or development necessarily connected to a single-family residence. Normal appurtenances include a garage, a shop, a deck, a pool, a driveway, utilities, fences, grading which does not exceed 250 cubic yards and does not involve placement of fill in any wetland or waterward of the OHWM, and when allowed, installation of a septic tank and drainfield.
15. **Aquaculture** - The culture or farming of food fish, shellfish, or other aquatic plants and animals. Aquaculture does not include the harvest of wild geoduck associated with the state managed wildstock geoduck fishery. (*WAC 173-26-241(3)(b)*).
16. **Area of Special Flood Hazard** - Land in the flood plain subject to a 1% or greater chance of flooding in any given year. Designations on Flood Insurance Rate Maps always include the letter A. Also referred to as “Frequently Flooded Areas.”
17. **Associated Wetlands** - Those wetlands that are in proximity to and either influence or are influenced by tidal waters or a lake, river or stream subject to the Shoreline Management Act.

- 18. Average Grade Level** - the average of the natural or existing topography of the portion of the lot, parcel, or tract of real property that will be directly under the proposed building or structure: In the case of structures to be built over water, average grade level shall be the elevation of the ordinary high water mark. Calculation of the average grade level shall be made by averaging the ground elevations at the midpoint of all exterior walls of the proposed building or structure (*WAC 173-27-030(3)*).

B

- 19. Beach Enhancement/Restoration** – process of restoring a beach to a state more closely resembling a natural beach, using beach feeding, vegetation drift sills, and other non-intrusive means as applicable.
- 20. Bedlands** – means those submerged lands, including tidelands where appropriate, underlying navigable waters.
- 21. Berm** – a linear mound or series of mounds of earth, sand and/or gravel generally paralleling the water at or landward of the line of ordinary high water. Also a linear mound used to screen an adjacent activity, such as a parking lot, from transmitting excess noise and glare.
- 22. Best Available Science** – use of the most reliable and available scientific information, most often used in the context of local government compliance with the State Growth Management Act (RCW 36.70A.900) for developing policies and development regulations regarding critical areas (WAC 365-195).

- 23. Best Available Technology (BAT)** – the most effective method, technique, or product available that is generally accepted in the field, and which is demonstrated to be reliable, effective, and preferably low maintenance.
- 24. Best Management Practices (BMP)** - For the purposes of this Program, BMP means the schedules of activities, prohibitions of practices, maintenance procedures, and structural and/or managerial practices approved by the Washington State Department of Ecology and/or the City of Vancouver that, when used singly or in combination, control, prevent or reduce the release of pollutants and other adverse impacts to waters of Washington State.
- 25. Bioengineering** - means project designs or construction methods that use live woody vegetation or a combination of live woody vegetation and specially developed natural or synthetic materials to establish a complex root grid within the existing bank that is resistant to erosion, provides bank stability, and maintains a healthy riparian environment with habitat features important to fish life. Use of wood structures or limited use of clean angular rock may be allowable to provide stability for establishment of the vegetation (*WAC 220-110-020(12)*).
- 26. Boat** - means any floating vessel or watercraft, including ships and barges, which is designed and used for navigation and which does not interfere with the normal public use of the water (*WAC 173-27-030(18)*).
- 27. Boating Facility** – means any structure or group of structures including but not limited to ramps, marinas, docks, piers, floats, or mooring buoys providing access

to or service for boats. Boating facilities may serve hotels, motels, multi-family residences, individual lots or subdivisions, or public recreation uses.

28. **Boathouse** – An over-water structure designed for storage of boats.
29. **Boat Launch Facility** - a facility or structure providing access in and out of the water for boats, such as ramps, rails, or lift stations.
30. **Bog** – A type of wetland where (1) organic (peat or muck) soil layers comprise at least 16 of the first 32 inches of the soil profile; or (2) there is more than 70% cover of mosses at ground level and more than 30% of the total shrub and herbaceous cover consists of species listed in Table 3 – Characteristic Bog Species in Washington State found in Hruby, 2004, Washington State Wetlands Rating System for Western Washington, Ecology publication #04-06-025, or as revised by Ecology. Many bogs have soils classified as peat or muck, are nutrient poor, have a low pH (acidic), and are fed largely by rainfall rather than streams or groundwater.
31. **Breakwater** - a structure aligned parallel to shore, sometimes shore-connected, that provides protection from waves.
32. **Buffer Area** – An area that is contiguous to and protects a critical area and which is required for the continued maintenance, functioning, and/or structural stability of a critical area.
33. **Bulkhead** - a solid, open-pile, or irregular wall of rock, rip-rap, concrete, steel, or timber or combination of these materials erected parallel to and near ordinary high water mark to provide a protective vertical wall resistant to water and wave action.

C

- 34. Channel** – an open conduit for water either naturally or artificially created, but does not include artificially created irrigation, return flow, or stockwatering channels (*WAC 173-27-030(8b)*).
- 35. Channel Migration Zone (CMZ)** - the area along a river within that the channel(s) can be reasonably predicted to migrate over time as a result of natural and normally occurring hydrological and related processes when considered with the characteristics of the river and its surroundings.
- 36. City** - means the City of Vancouver.
- 37. Clean Water Act** – the primary federal law providing water pollution prevention and control, previously known as the Federal Water Pollution Control Act. See 33 USC 1251 et seq.
- 38. Clearing** - the destruction or removal of vegetation from a site by physical, mechanical, chemical or other means. This does not include landscape maintenance or pruning consistent with accepted horticultural practices, such as those recommended by the Washington State University Extension Service, which does not impair the health or survival of the trees or native vegetation.
- 39. Commercial** - a business use or activity at a scale greater than a home business or cottage industry involving retail or wholesale marketing of goods and services. Examples of commercial uses include restaurants, offices, and retail shops.

- 40. Commercial Fishing** - is the activity of capturing fish and other seafood under a commercial license.
- 41. Conditional Use** – a use, development, or substantial development that is classified as a conditional use, or is not classified within the Master Program, and requires a conditional use permit (*WAC 173-27-030(4)*).
- 42. Covered Moorage** – Boat moorage, with or without walls, that has a roof to protect a boat.
- 43. Critical Aquifer Recharge Area** - Areas with a critical recharging effect on aquifers used for potable water as designated at VMC 14.26.
- 44. Critical Areas** - include fish and wildlife habitat conservation areas, frequently flooded areas, geologic hazard areas, and wetlands as designated in Chapter 5A, and critical aquifer recharge areas as designated at VMC 14.26.
- 45. Critical Habitat**- Specific geographical areas that possess physical or biological features that are essential to the conservation of federally listed species. These designated areas may require special management considerations or protection.

D

- 46. Date of Filing** – means the date of actual receipt by Ecology of the City’s decision. For a variance or conditional use permit, the date of filing is the date Ecology’s decision is transmitted to the City. For a variance or conditional use permit decision in conjunction with a shoreline substantial development permit decision, the date of filing is the date Ecology’s decision is transmitted to the City.

- 47. Development** - a use consisting of the construction or exterior alteration of structures; dredging; drilling; dumping; filling; removal of any sand, gravel, or minerals; bulkheading; driving of piling; placing of obstructions; or any project of a permanent or temporary nature which interferes with the normal public use of the surface of the waters overlying lands subject to this Program at any state of water level.
- 48. Development Regulations** - the controls placed on development or land uses, including, but not limited to, zoning ordinances, critical areas ordinances, all portions of a shoreline master program other than goals and policies approved or adopted under RCW 90.58, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances together with any amendments thereto (*WAC 173-26-020(8)*).
- 49. Dike** - is an artificial embankment normally set back from the bank or channel in the floodplain for the purpose of keeping floodwaters from inundating adjacent land.
- 50. Dock** - a landing or moorage facility for watercraft and does not include recreational decks, storage facilities or other appurtenances.
- 51. Dock, Community** – a dock serving a subdivision, hotel, motel, or multi-family residential development.
- 52. Dock, Joint-Use** – a dock serving two or more lots ~~each of which has water frontage~~, providing a moorage for pleasure craft and/or landing for water sports for use in common by shoreline residents on adjacent lots each with water frontage.

53. **Dolphin** – A cluster of piles bound together.
54. **Dredge Material** – the material removed by dredging.
55. **Dredging** - is the removal or displacement of earth or sediments such as gravel, sand, mud, silt, or debris from below the OHWM of any stream, river, lake, water body, or wetland.
56. **Dredging, Maintenance** - dredging for the purpose of maintaining a prescribed minimum depth previously authorized by a federal, state, and/or local permit as part of any specific waterway project. Maintenance dredging also includes dredging that maintains the previously authorized width of a channel, boat basin or berthing area.
57. **Drift Sector** - the extent of the littoral drift area downstream from and caused by a breakwater, jetty, rock weir or groin.

E

58. **Ecology** – the Washington State Department of Ecology.
59. **Ecosystem-wide Processes** - the suite of naturally occurring physical and geologic processes of erosion, transport, and deposition; and specific chemical processes that shape landforms within a specific shoreline ecosystem and determine both the types of habitat and the associated ecological functions (*WAC 173-26-020(14)*).
60. **Effective Date of Permit** – For Shoreline Substantial Development, Conditional Use and Variance Permits, the date of filing as provided in RCW 90.58.140(6).
including completion of all appeals or legal actions.

- 61. Emergency-** is an unanticipated and imminent threat to public health, safety, or the environment that requires immediate action within a time too short to allow full compliance with this Program.
- 62. Emergency Construction -** Emergency construction does not include development of new permanent protective structures where none previously existed. As a general matter, flooding or other seasonal events that can be anticipated and may occur, but are not imminent, are not an emergency (*RCW 90.58.030(3)(e)(iii) and WAC 173-14-040(1)(d), (2), and (3)*).
- 63. Enhancement -** Alterations performed to improve the condition of an existing degraded area so that the functions provided are of a higher quality. Enhancements are to be distinguished from resource creation or restoration projects.
- 64. Erosion –** The general process or the group of processes whereby the material of the earth's crust are loosened, dissolved, or worn away, and simultaneously moved from one place to another, by natural forces, that include weathering, solution, corrosion, and transportation, but usually exclude mass wasting (American Geological Institute, 1998).
- 65. Exempt/Exemption -** developments that are set forth in Section 2.3 (Exemptions from Substantial Development Permit) of this Program that are not required to obtain a Shoreline Substantial Development Permit, but which must otherwise comply with applicable provisions of the act and this Program (*WAC 173-27-040; RCW 90.58.030(3)(e), 90.58.147, 90.58.355, and 90.58.515*).

F

- 66. Fair Market Value** - the open market bid price for conducting the work, using the equipment and facilities, and purchase of the goods, services and materials necessary to accomplish the development. This would normally equate to the cost of hiring a contractor to undertake the development from start to finish, including the cost of labor, materials, equipment and facility usage, transportation and contractor overhead and profit. The fair market value of the development shall include the fair market value of any donated, contributed or found labor, equipment or materials (*WAC 173-27-030(8)*).
- 67. Feasible** - an action, such as a development project, mitigation, or preservation requirement, meets all of the following conditions:
- e. The action can be accomplished with technologies and methods that have been used in the past in similar circumstances, or studies or tests have demonstrated in similar circumstances that such approaches are currently available and likely to achieve the intended results;
 - f. The action provides a reasonable likelihood of achieving its intended purpose;
and
 - g. The action does not physically preclude achieving the project's primary intended legal use.

In cases where this Program requires certain actions unless they are infeasible, the burden of proving infeasibility is on the applicant.

In determining an action's infeasibility, the city may weigh the action's relative public costs and public benefits, considered in the short- and long-term time frames.

(WAC 1713-26-020(15))

- 68. Feeder Bluff** - any bluff (or cliff) experiencing periodic erosion from waves, sliding, slumping, whose eroded earth, sand, or gravel material is naturally transported (littoral drift) via a driftway to an accretion shoreform. Feeder bluff exceptional segments lack a backshore, old or rotten logs, and coniferous bluff vegetation.
- 69. Fill** - means the addition of soil, sand, rock, gravel, sediment, earth retaining structure, or other material to an area waterward of the OHWM, in wetlands, or on shorelands in a manner that raises the elevation or creates dry land *(WAC 173-26-020(16))*.
- 70. Fill, Speculative** - The placement of fill material not associated with an approved project.
- 71. Fish and Wildlife Habitat Conservation Areas** - Fish and Wildlife Habitat Conservation Areas as designated at VMC 20.740.110.
- 72. Float** - a fixed platform structure anchored in and floating upon a water body that does not connect to the shore, and that provides landing for water dependent recreation or moorage for vessels or watercraft.

- 73. Floating Home** – a single-family dwelling unit constructed on a float, that is moored, anchored, or otherwise secured in waters, and is not a boat, even though it may be capable of being towed.
- 74. Floating on-water residence** – any floating structure other than a floating home, as defined below:
- a. That is designed or used primarily as a residence on the water and has detachable utilities; and
 - b. Whose owner or primary occupant has held an ownership interest in space in a marina, or has held a lease or sublease to use space in a marina, since a date prior to July 1, 2014.
- ~~74~~75. Flood Hazard Reduction** - measures taken to reduce flood damage or hazards. Flood hazard reduction measures may consist of nonstructural or indirect measures, such as setbacks, land use controls, wetland restoration, dike removal, use relocation, bioengineering measures, and storm water management programs; and of structural measures, such as dikes, levees, and floodwalls intended to contain flow within the channel, channel realignment, and elevation of structures consistent with the National Flood Insurance Program.
- ~~75~~76. Floodplain** - synonymous with the one hundred-year floodplain and area of special flood hazard (frequently flooded areas) and refers to the land subject to a 1% or greater chance of flooding in any given year.

7677. Floodway - means the area, as identified in this Program, that has been established in Federal Emergency Management Agency flood insurance rate maps or floodway maps. The floodway shall not include those lands that can reasonably be expected to be protected from flood waters by flood control devices maintained by or maintained under license from the federal government, the state, or a political subdivision of the state (RCW 90.58.030(2)(b)).

7778. Forb - an herbaceous, non-woody plant other than grass.

7879. Forest Practices – any activity conducted on or directly related to forest land and relating to growing, harvesting, or processing timber. These activities include but are not limited to: road and trail construction, final and intermediate harvesting, pre-commercial thinning, reforestation, fertilization, prevention and suppression of disease and insects, salvage of trees, and brush control (*WAC 222-16-010(21)*).

7980. Frequently Flooded Areas - the areas of special flood hazard as designated at VMC 20.740.120.

8081. Frontage or Water Frontage – the portion of a parcel adjacent to the OHWM between property lines.

G

8182. Gabions – structures composed of masses of rocks, rubble, or masonry held tightly together usually by wire mesh so as to form blocks or walls.

- 8283. Geologic Hazard Areas** - include areas of landslide, liquefaction and dynamic settlement, ground shaking amplification, fault rupture, soil erosion, and bank erosion hazard areas as designated at VMC 20.740.130.
- 8384. Grading** - means the movement or redistribution of the soil, sand, rock, gravel, sediment, or other material on a site in a manner that alters the natural contour of the land (*WAC 173-26-020(20)*).
- 8485. Grassy Swale** – a vegetated drainage channel that is designed to remove various pollutants from stormwater runoff through biofiltration.
- 8586. Groin** - a barrier-type structure extending from the backshore or stream bank into a water body for the purpose of the protection of a shoreline and adjacent upland by influencing the movement of water and/or deposition of material.
- 8687. Groundwater** - means water in a saturated zone or stratum beneath the surface of the land or below a surface water body.

H

- 8788. Harbor Area** - the area of navigable waters between the inner and outer harbor lines identified by the Board of Natural Resources acting as the State Harbor Lines Commission and as established by Section 1 of Article XV of the Washington State Constitution.
- 8889. Harbor Line, Inner** - the line established by the State of Washington in navigable tidal waters between the line of ordinary high tide and the outer harbor line and constituting the inner boundary of the harbor area. This line determines

the seaward extent of private ownership in tidal or shoreland areas (often corresponds to the “bulkhead line”).

8990. Harbor Line, Outer - the line located and established by the Washington State Department of Natural Resources in navigable waters that delineates the extent of water area that may be leased to private interests.

9091. Hazard Tree - any tree with a combination of structural defect and/or disease and a proximity to persons or property which makes it subject to a high probability of failure, as recommended by a qualified arborist.

9192. Height - the distance measured from the average grade level to the highest point of a structure: Provided that television antennas, chimneys, and similar appurtenances shall not be used in calculating height, except where it obstructs the view of a substantial number of residences on areas adjoining such shorelines (or the master program provides otherwise): Provided further that temporary construction equipment is excluded in this calculation (WAC 173-27-030(9)).

9293. Hook – a spit or narrow cape of sand or gravel that turns landward at its outer end.

I

9394. Institutional Use – A use and related structure(s) for the provision of educational, medical, cultural, social, public safety, and/or recreational services to the community, including but not limited to schools, colleges, museums, community centers, and the relevant essential public facilities identified in WAC 365-196-550

- 9495. In-stream Structure** - a structure placed by humans within a stream or river waterward of the ordinary high-water mark that either causes or has the potential to cause water impoundment or the diversion, obstruction, or modification of water flow. In-stream structures may include those for hydroelectric generation, irrigation, water supply, flood control, transportation, utility service transmission, fish habitat enhancement, or other purpose. Outfalls are not in-stream structures.
- 9596. Interested Party** – means all persons who have notified local government of their desire to receive a copy of the final order on a permit under WAC 173-27-030 (*WAC 173-27-030(12)*).
- 9697. Invasive** – means a nonnative plant or animal species that:
- a. causes or may cause significant displacement in range, a reduction in abundance of native species;
 - b. Threatens or may threaten natural resources or their use in the state;
 - c. Causes or may cause economic damage to commercial or recreational activities that are dependent upon state waters; or
 - d. Threatens or harms human health (RCW 77.08.010(28)).

J

- 9798. Jetty**- a structure usually projecting out into the water for the purpose of protecting a navigation channel, a harbor, or to influence water currents.

L

- 9899**. **Lakes** – all the surface water areas of the state, including reservoirs; except: (a) Lakes less than twenty acres in size; (b) Streams or rivers (as described in WAC 173-18-030); and (c) Shorelines of statewide significance (*WAC 173-20-030(1)*).
- 99100**. **Lakes of Statewide Significance** - those lakes, whether natural, artificial or a combination thereof, with a surface acreage of one thousand acres or more measured at the ordinary high-water mark (*WAC 173-20-030(2)*).
- 100101**. **Large Woody Debris** - Shrubs, trees, or their branches that have fallen and are on the ground or in, across, or dangling above streams, rivers, lakes, or ponds.
- 101102**. **Levee** – a large dike or embankment, often having an access road along the top, that is designed as part of a system to protect land from floods.
- 102103**. **Limited Utility Extension** – the extension of a utility service that is categorically exempt under RCW 43.21C for natural gas, electricity, telephone, water or sewer to service an existing use and will not extend more than twenty-five hundred (2500) linear feet within the shorelines of the state.
- 103104**. **Littoral** – The area of the shore from the OHWM waterward to a depth of two meters below ordinary low water or to the maximum extent of non-persistent emergent plants.
- 104105**. **Littoral Drift** –The mud, sand, or gravel material moved parallel to the shoreline in the nearshore zone by waves and current.

~~105~~106. Live-aboard boat – ~~a boat principally used as an over-water residence.~~

~~Principal use as an over-water residence means that it is occupied in a single location for a period exceeding two months in any one calendar year. Live-aboards are licensed and designed for use as a mobile structure with detachable utilities or facilities, anchoring, and the presence of adequate self-propulsion and steering equipment to operate as a boat. A licensed boat designed as a conventional recreational vessel with habitable cabin or quarters that is occupied in a single location for a period exceeding two months in any one calendar year. The live-aboard boat shall have self-propulsion and steering that is sufficient to move the vessel entirely under its own power and shall have detachable utilities or facilities and anchoring. The live-aboard boat must be of a design that is capable of safely navigating the waterway where it is located including being equipped to handle winds, waves, tides and currents. Typical terms for live-aboard boats are sailboat, cabin cruiser, trawler yacht, tug, motor yacht cruiser, motorsailer, multi-hulled power boat, sport fishing boat or similar vessel.~~

~~106~~107. Local Government – any county, incorporated city, or town that contains within its boundaries shorelines of the state subject to chapter 90.58 RCW.

~~107~~108. Log Booming – includes the placement or removal of logs and log bundles into and from the water, and the assembly and disassembly of rafts for waterborne transportation.

M

~~108~~109. Marina - a water-dependent commercial use that consists of a system of piers, buoys, or floats which provides moorage for at least ten (10) boats. For the purposes of this Program, large community moorage facilities, yacht club facilities, and camp or resort moorage areas are also considered marinas. Boat launch facilities and supplies and services for small commercial or pleasure craft are often associated with marinas. Uses accessory to marinas may include fuel docks and storage, boating equipment sales and rental, repair services, public launching, bait and tackle shops, potable water, waste disposal, administration, parking, groceries, and dry goods.

“Foreshore marinas” are marinas located waterward of the ordinary high water mark.

“Backshore marinas” are marinas located landward of the ordinary high water mark. There are two common types of backshore marinas: (1) a wet-moorage marina that is dredged out of the land artificially creating a basin; and (2) a dry-moorage marina that has upland storage with a hoist, marine travel lift, or ramp for water access.

~~109~~110. Marine Railway – a set of steel rails running from the upland area into the water upon which a cart or dolly can carry a boat to be launched.

~~110~~111. Marine Travel Lift – a mechanical device that can hoist vessels off trailers and transport them into the water. Often associated with dry land moorage.

~~111~~112. May - means the action is acceptable, provided it conforms to the provisions of this Program.

~~112~~113. Merchantable Trees - live trees, 6 inches in diameter at breast height (DBH) and larger, unless documentation of current, local market conditions are submitted and accepted by the local jurisdiction indicating non-marketability. "Merchantable trees" shall not include trees smaller than 4 inches DBH.

~~113~~114. Mining - the removal of sand, gravel, soil, minerals, and other earth materials for commercial and other uses (*WAC 173-26-241*).

~~114~~115. Mitigation – to avoid, then minimize and compensate for unavoidable adverse impacts to shoreline ecological functions and processes.

~~115~~116. Mitigation, Compensatory – an action to reduce the severity of effects from an action that may cause potential impacts to functions and values of critical areas and their buffers.

~~116~~117. Mixed-use Project - developments that include a combination of components, such as residential uses, hotels, marinas, habitat improvement actions, public access provisions, and other uses.

~~117~~118. Moorage - a pier, dock, buoy or float, either fixed or floating, to which boats may be secured.

~~118~~119. Moorage Facility, Community - a moorage for pleasure craft and/or landing for water sports for use in common by shoreline residents of a certain subdivision, hotel, motel, or multi-family residential development within

shoreline jurisdiction; or for use by patrons of a public park or quasi-public recreation area, including rental of non-powered craft. A community moorage facility is a marina (Definition #106) if:

- a. it provides commercial goods or services;
- b. it is of a large scale (more than ten slips);
- c. moorage is proposed to be leased to upland property owners; or
- d. the proposal includes a boat launching facility other than a ramp.

~~119~~120. Moorage Facility, Joint Use - a moorage for pleasure craft and/or landing for water sports for use in common by shoreline residents on adjacent or neighboring lots each with water frontage. A joint-use moorage facility is a marina (Definition #106) if:

- a. it provides commercial goods or services;
- b. it is of a large scale (more than ten slips);
- c. moorage is proposed to be leased to upland property owners; or
- d. the proposal includes a boat launching facility other than a ramp.

~~120~~121. Mooring Buoy - a floating object anchored to the bottom of a water body that provides tie-up capabilities for boats or watercraft.

~~121~~122. Multi-Family Residence - a building containing two or more dwelling units including but not limited to duplexes, apartments, and condominiums.

~~122~~123. Must - means a mandate; the action is required.

N

- ~~123~~124. Natural/Existing Topography** – the topography of the lot, parcel, or tract of real property immediately prior to any site preparation or grading including excavation and filling.
- ~~124~~125. Navigational Channels** - are those routes on the waters of state beyond the outer harbor line, commonly used by ships for useful commerce.
- ~~125~~126. Navigable Waters** - a body of water is capable or susceptible of having been or being used for the transport of useful commerce. The state of Washington considers all bodies of water meandered by government surveyors as navigable unless otherwise declared by a court (*WAC 332-30-106*).
- ~~126~~127. Non-conforming Structure** – a structure that was lawfully constructed or established prior to the effective date of the applicable Act or Program provision, and which no longer conforms to the applicable shoreline provisions (*WAC 173-27-080(1)*).
- ~~127~~128. Non-conforming Use** - use or activity that was lawfully established prior to the effective date of the applicable Act or Program provision, and which no longer conforms to the applicable shoreline provisions. (*WAC 173-27-080(1)*)
- ~~128~~129. Non-Water-Oriented Use or Activity** - a use or activity that is not water-dependent, water-related, or water-enjoyment.

~~129~~130. Normal Maintenance - includes those usual acts to prevent a decline, lapse, or cessation from a lawfully established condition (*WAC 173-27-040(2)(b)*). See also “normal repair”.

~~130~~131. Normal Repair - to restore a development to a state comparable to its original condition, including but not limited to its size, shape, configuration, location and external appearance, within a reasonable period after decay or partial destruction, except where repair causes substantial adverse effects to shoreline resource or environment. Replacement of a structure or development may be authorized as repair where such replacement is the common method of repair for the type of structure or development and the replacement structure or development is comparable to the original structure or development including but not limited to its size, shape, configuration, location and external appearance and the replacement does not cause substantial adverse effects to shoreline resources or environment (*WAC 173-27-040(2)(b)*). See also “normal maintenance”.

~~131~~132. Noxious Weeds - Non-native plants that are destructive, competitive, and difficult to control as defined by the Washington State Noxious Weed Control Board.

O

~~132~~133. Ordinary High Water Mark (OHWM) - that mark found by examining the bed and banks of a body of water and ascertaining where the presence and

action of waters are so common and usual, and so long continued in all ordinary years as to mark upon the soil a character distinct from that of the abutting upland, in respect to vegetation as that condition exists on June 1, 1971, as it may naturally change thereafter, or as it may change thereafter in accordance with permits issued by a local government or Ecology: Provided that in any area where the ordinary high water mark cannot be found, the ordinary high water mark adjoining salt water shall be the line of mean higher high tide and the OHWM adjoining fresh water shall be the line of mean high water (*RCW 90.58.030(2)(b) and WAC 173-22-030(6)*).

~~133~~134. Over-water Structure - a structure or other construction located waterward of the Ordinary High Water Mark (OHWM) or a structure or other construction erected on piling above the surface of the water, or upon a float.

P

~~134~~135. Parking - the temporary storage of automobiles or other motorized vehicles. Temporary storage of vehicles for import or export in port areas shall not be considered parking.

~~135~~136. Parking, Accessory - is that which directly serves an approved shoreline use.

~~136~~137. Parking, Primary - parking that is the principal use on the property, not accessory to another use.

~~137~~138. Party of Record - includes all persons, agencies or organizations who have submitted written comments in response to a public notice; presented testimony

in a formal public hearing; or notified the city of their desire to receive a copy of the final decision; and who have provided a complete, accurate, and current address for delivery of such decision by mail.

~~138~~139. Permitted Use – a use that is allowed under the rules and regulations of this Program.

~~139~~140. Permit - any substantial development, variance, conditional use permit, or revision authorized under this Program (*WAC 173-27-030(13)*).

~~140~~141. Pier - a fixed platform structure supported by piles in a water body that abuts the shore to provide landing for water-dependent recreation or moorage for boats or watercraft or to provide access to a floating dock.

~~141~~142. Pierhead Line - the waterward limit to which open pile work may be constructed as designated by the Federal government.

~~142~~143. Point – a low profile shoreline promontory of more or less triangular shape, the top of which extends seaward. A point may be the wavecut shelf remnant of a headland bluff or a purely accretional deposit that began as a hooked spit and becomes a point by subsequently closing the lagoon gap between the headland and the tip of the hook. Points are characterized by converging berms that normally enclose a lagoon, marsh, or meadow, depending on the point's stage of development.

~~143~~144. Port – a municipal corporation that is a special purpose district of local government authorized by the Washington State Constitution and regulated by RCW Chapter 53.

~~144~~145. Potentially Harmful Materials - means hazardous materials as defined at VMC Section 14.26.110 as well as other materials including, but not limited to, the following which, if discharged or improperly disposed, may present a risk to water resources:

Petroleum products including but not limited to petroleum fuel and petroleum-based coating and preserving materials; oils containing PCBs; antifreeze and other liquid automotive products; metals, either in particulate or dissolved form, in concentrations above established regulatory standards; flammable or explosive materials; radioactive material; used batteries; corrosives, acids, alkalis or bases; paints, stains, resins, lacquers or varnishes; degreasers; solvents; construction materials; drain cleaners and other toxic liquid household products; pesticides, herbicides, fungicides or fertilizers unless applied in accordance with local, state and federal standards; steam cleaning and carpet cleaning wastes; pressure cleaning wastes; car wash water; laundry wastewater; soaps, detergents, ammonia; swimming pool backwash; chlorine, bromine, and other disinfectants; heated water; domestic animal wastes; sewage; recreational vehicle waste; animal carcasses, excluding salmonids; food wastes; pharmaceuticals and personal care products; collected lawn clippings, leaves or branches; trash or debris; silt, sediment or gravel; dyes; and untreated or

unapproved wastewater from industrial processes.

~~145~~146. Program - the Shoreline Master Program developed pursuant to the Shoreline Management Act (RCW 90.58), adopted by the city and approved by Ecology.

~~146~~147. Project Area – the area which will be directly physically affected by a proposed development.

~~147~~148. Provisions - policies, regulations, standards, guideline criteria or environment designations.

~~148~~149. Public Access - is the physical ability of the general public to reach, touch and enjoy the water's edge, to travel on the waters of the state, and to view the water and the shoreline from adjacent locations (*WAC 173-26-221*).

~~149~~150. Public Interest - the interest shared by the citizens of the state or community at large in the affairs of government, or some interest by which their rights or liabilities are affected including, but not limited to, an effect on public property or on health, safety, or general welfare resulting from a use or development (*WAC 173-27-030(14)*).

Q

~~150~~151. Qualified Professional - a person with experience and training in the pertinent scientific discipline, and who is a qualified scientific expert with expertise appropriate for the relevant critical area subject in accordance with WAC 365-195-905(4).

R

~~151~~152. Recreational Use – a use and related structures for the provision of recreational activities, as follows:

- a. Active recreational uses/facilities or uses** – involve indoor or outdoor activities with a large number of participants or viewers; require a moderate to high level of infrastructure and maintenance; generate high noise levels. Sports fields, golf courses, skate parks, and motorized boating are examples of active recreational uses or facilities.
- b. Passive recreational uses/facilities** - involve a small number of participants or viewers; require a low to moderate level of infrastructure development and maintenance; generate little noise; and are compatible with open space and natural resource protection. Wildlife viewing, non-vehicular trails, fishing, canoeing and picnicking are examples of passive recreational uses and facilities.

~~152~~153. Recreational Vehicle – A vehicle which is built on a single chassis, 400 square feet or less when measured at the largest horizontal projection, designed to be self-propelled or permanently towable by a light-duty truck, and designed primarily not for use as a permanent dwelling, but as temporary living quarters for recreational, camping, travel, or seasonal use.

~~153~~154. Residential Development - is the development on shorelands of single-family and multi-family residences and their normal appurtenances, and the creation of new residential lots through land division.

~~154~~155. Restoration– means to reestablish or upgrade impaired ecological processes or functions. This may be accomplished through measures including, but not limited to, re-vegetation, removal of intrusive shoreline structures and removal or treatment of toxic materials. Restoration does not imply a requirement for returning the shoreline area to aboriginal or pre-European settlement conditions (*WAC 173-26-020(31)*).

~~155~~156. Revetment - a sloped wall constructed of riprap or other material placed on stream banks or other shorelines to retard bank erosion and minimize lateral stream movement. A revetment typically slopes waterward and has rough or jagged facing. The slope differentiates it from a bulkhead that is a vertical structure.

~~156~~157. Right-of-Way (ROW) - The property held by the city or other governmental jurisdiction for existing and/or future public access including land occupied or intended to be occupied by a street, crosswalk, pedestrian and bike paths, railroad, road, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, street trees or other special use. The usage of the term right-of-way for land division purposes shall mean that every right-of-way hereafter established and shown on a plat or map is to be separate and distinct from the lots or parcels adjoining such right-of-way and not included within the dimensions or areas of such lots or parcels.

~~157~~158. Rip-Rap - is a foundation or retaining wall of stones or rock placed along the water's edge or on an embankment to prevent erosion.

~~158~~159. **Rock Weir** – See “Groin.”

S

~~159~~160. **Setback** –the distance an activity, building, or structure must be located from the Ordinary High Water Mark.

~~160~~161. **Shall** - a mandate; the action must be done.

~~161~~162. **Shorelands** - those lands extending landward for two hundred feet in all directions as measured on a horizontal plane from the OHWM; floodways and contiguous floodplain areas landward two hundred feet from such floodways (minimum extent) or to the outer extent of the floodplain (maximum extent); and all wetlands and river deltas associated with the streams, lakes and tidal waters that are subject to the provisions of this program, as may be amended; the same to be designated as to location by Ecology, as defined by RCW 90.58. (See Section 2.1.)

~~162~~163. **Shoreline Administrator** - is the city’s Planning Official or his/her designee responsible for administering this Program.

~~163~~164. **Shoreline Designations** - the categories of shorelines established by this Program in order to provide a uniform basis for applying policies and use regulations within distinctively different shoreline areas.

~~164~~165. **Shoreline Ecological Functions** - the work performed or role played by the physical, chemical, and biological processes that contribute to the maintenance

of the aquatic and terrestrial environments which constitute the shoreline's natural ecosystem (*WAC 173-26-200 (2)(c)*).

165166. Shoreline Jurisdiction - all "shorelines of the state" and "shorelands" as defined in RCW 90.58.030.

166167. Shoreline Master Program or Program - means the comprehensive use plan for a described area, and the use regulations together with maps, diagrams, charts, or other descriptive material and text, a statement of desired goals, and standards developed in accordance with the policies enunciated in RCW 90.58.020. See Section 1.8 for complete details.

167168. Shoreline Modifications - those actions that modify the physical configuration or qualities of the shoreline area, usually through the construction of a physical element such as a dike, breakwater, pier, weir, dredged basin, fill, bulkhead, or other shoreline structure. They can include other actions, such as clearing, grading, dredging or application of chemicals.

168169. Shoreline Restoration Project – a project designed to restore impaired ecological function of a shoreline.

169170. Shoreline Stabilization – includes actions taken to address erosion impacts to property and structures caused by processes such as current, flood, wind, or waves. These actions include structural and non-structural methods. Structural measures include but are not limited to bulkheads, revetments, and riprap. Non-structural measures include building setbacks, relocation of structures, and bioengineered methods that use vegetation or wood.

~~170~~171. Shoreline Substantial Development Permit - is the permit required by this Program for uses which meet the definition of substantial developments.

~~171~~172. Shorelines - means all of the water areas of the state, including reservoirs, and their associated shorelands, together with the lands underlying them, except: (a) shorelines of statewide significance; (b) shorelines on segments of streams upstream of a point where the mean annual flow is twenty (20) cubic feet per second or less, and the wetlands associated with such upstream segments; and (c) shorelines on lakes less than twenty (20) acres in size and wetlands associated with such small lakes. See RCW 90.58.030(2)(d) and WAC 173-18, 173-26 and 173-22.

~~172~~173. Shorelines Hearing Board (SHB) – a quasi-judicial body established by the Shoreline Management Act of 1971 to hear appeals by any aggrieved party on the issuance of a substantial development permits, conditional uses, variance or, enforcement penalties.

~~173~~174. Shorelines of Statewide Significance –a select category of shorelines of the state, defined in RCW 90.58.030(2)(f), where special policies and regulations apply, and described below:

- a. Those lakes, whether natural, artificial, or a combination thereof, with a surface acreage of 1,000 acres or more, measured at the ordinary high water mark;
- b. Those natural rivers or segments thereof, downstream of a point where the mean annual flow is measured at 1,000 cubic feet per second, or more, and

c. Their associated shorelands.

~~174~~175. Shorelines of the State – are the total of all “shorelines” and “shorelines of statewide significance” within the state.

~~175~~176. Should - the particular action is required unless there is a demonstrated, compelling reason, based on policy of the Shoreline Management Act and WAC 173-26, against taking the action.

~~176~~177. Sign - A sign is any structure, device, advertisement, advertising device, or visual representation intended to advertise, identify, or communicate information to attract the attention of the public for any reason. Informational signs are non-commercial and intended to communicate safety, directional, navigation, educational, or interpretive information.

~~177~~178. Significant Vegetation Removal – the removal or alteration of trees, shrubs, and /or ground cover by clearing, grading, cutting, burning, chemical means, or other activity that causes significant ecological impacts to functions provided by such vegetation. The removal of invasive or noxious weeds does not constitute significant vegetation removal. Tree pruning, where it does not affect ecological functions does not constitute significant vegetation removal (*WAC 173-26-020(33)*).

~~178~~179. Single-Family Residence - a detached dwelling designed for and occupied by one family including those structures and developments within a contiguous ownership which are a normal appurtenance.

~~179~~180. Solid Waste Facility - refers to any land or structure where solid waste is stored, collected, transported, or processed in any form, whether loose, baled or containerized, including but not limited to the following: transfer stations, landfills, or solid waste loading facilities. Solid waste handling and disposal facilities do not include the following: handling or disposal of solid waste as an incidental part of an otherwise permitted use; and solid waste recycling and reclamation activities not conducted on the same site as and accessory to the handling and disposal of garbage and refuse.

~~180~~181. Stormwater - runoff during and following precipitation and snowmelt events, including surface runoff and drainage.

~~181~~182. Stream - Water contained within a channel, either perennial or intermittent, and classified according to WAC 222-16-030 or WAC 222-16-031. Streams also include natural watercourses modified by humans. Streams do not include drainage ditches which are not modifications of natural watercourses.

~~182~~183. Structure- a permanent or temporary edifice or building or any piece of work artificially built or composed of parts joined together in some definite manner, whether installed on, above, or below the surface of the ground or water, except for vessels (*WAC 173-27-030(15)*).

~~183~~184. Subdivision – the division or re-division of land, including short subdivision, for the purpose of sale, lease, or conveyance.

~~184~~185. Substantial Development - "Substantial development" shall mean any development of that the total cost or fair market value exceeds five thousand

seven hundred and eighteen dollars (\$5,718), or as adjusted by the State Office of Financial Management, or any development that materially interferes with the normal public use of the water or shorelines of the state, except as specifically exempted pursuant to RCW 90.58.030(3)(e).

~~185~~186. Substantially Degrade - to cause significant ecological impact (*WAC 173-26-020(35)*).

~~186~~187. Surface Water - water that flows across the land surface, in channels, or is contained in depressions in the land surface, including but not limited to ponds, lakes, rivers, and streams.

T

~~187~~188. Terrestrial – of or relating to land as distinct from air and water.

~~188~~189. Transfer Facility – See “Solid Waste Facility.”

~~189~~190. Transmit - to send from one person or place to another by mail or hand delivery. The date of transmittal for mailed items is the date that the document is certified for mailing or, for hand-delivered items, is the date of receipt at the destination (*WAC 173-27-030(16)*).

~~190~~191. Transportation Facility - a road, railway, bridge and related structures such as culverts, fills, embankments, causeways, and the relevant essential public facilities identified in WAC 365-196-550 for the purpose of moving people or freight using motorized or non-motorized means of transport.

U

- ~~191~~192. Upland** – generally described as the dry land area above and landward of the OHWM.
- ~~192~~193. Utilities** - services and facilities that produce, convey, store, or process power, water, wastewater, stormwater, gas, communications, oil, and the like, including the relevant essential public facilities identified in WAC 365-196-550.
- ~~193~~194. Utilities, Accessory** - are on-site utility features serving a primary use, such as a water, sewer, or gas line to a residence, and shall be considered a part of the primary use.

V

- ~~194~~195. Variance** - is a means to grant relief from the specific bulk, dimensional or performance standards set forth in the applicable master program and not a means to vary a use of a shoreline. See RCW 90.58.160. (*WAC 173-27-030(17)*).
- ~~195~~196. Vegetation Conservation** - includes activities to protect and restore vegetation along or near marine and freshwater shorelines that contribute to the ecological functions of shoreline areas. Vegetation conservation provisions include the prevention or restriction of plant clearing and earth grading, vegetation restoration, and the control of invasive weeds and nonnative species (*WAC 173-26-221*).
- ~~196~~197. Vessel** - See “Boat.”

~~197~~198. View Corridor - portion of a viewshed, often between structures or along thoroughfares. View corridors may or may not be specifically identified and reserved through development regulations for the purpose of retaining the ability of the public to see a particular object (such as a mountain or body of water) or a landscape within a context that fosters appreciation of its aesthetic value.

W

~~198~~199. Water-dependent Use or Activity - a use or a portion of a use which requires direct contact with the water and cannot exist at a non-water location due to the intrinsic nature of its operations.

~~199~~200. Water-enjoyment Use or Activity - a recreational use or other use that facilitates public access to the shoreline as a primary characteristic of the use; or a use that provides for recreational use or aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use and that through location, design, and operation ensures the public's ability to enjoy the physical and aesthetic qualities of the shoreline. In order to qualify as a water-enjoyment use, the use must be open to the general public and the shoreline-oriented space within the project must be devoted to the specific aspects of the use that fosters shoreline enjoyment.

~~200~~201. Water-oriented Use or Activity - a use that is water-dependent, water-related, or water-enjoyment, or a combination of such uses.

~~201~~202. Water Quality - the characteristics of water within shoreline jurisdiction, including water quantity, hydrological, chemical, aesthetic, recreation-related, and biological characteristics.

~~202~~203. Water Quantity - For the purposes of this program, refers only to development and uses affecting water quantity, such as impermeable surfaces and storm water handling practices. Water quantity, for purposes of this Program, does not mean the withdrawal of ground water or diversion of surface water pursuant to RCW 90.03.250 through 90.03.340 (WAC 173-26-020(42)).

~~203~~204. Water-related Use or Activity – a use or portion of use that is not intrinsically dependent on a waterfront location but whose economic viability is dependent upon a waterfront location because:

- a. of a functional requirement for a waterfront location such as the arrival or shipment of materials by water or the need for large quantities of water or,
- b. the use provides a necessary service supportive of the water-dependent uses and the proximity of the use to its customers make its services less expensive and/or more convenient.

~~204~~205. Water Resources – Means surface water, stormwater, and groundwater.

~~205~~206. Watershed Restoration Plan - a plan, developed or sponsored by WDFW, Ecology, DNR, the Washington Department of Transportation, a federally recognized Indian tribe acting within and pursuant to its authority, a city, a county, a special purpose agency such as the Lower Columbia Fish Recovery

Board, or a conservation district that provides a general program and implementation measures or actions for the preservation, restoration, re-creation, or enhancement of the natural resources, character, and ecology of a stream, stream segment, drainage area, or watershed for which agency and public review has been conducted pursuant to chapter 43.21C RCW, the State Environmental Policy Act.

206207. Watershed Restoration Project - a public or private project authorized by the sponsor of a watershed restoration plan that implements the plan or a part of a the plan and consists of one or more of the following activities (RCW 89.08.460):

- a. A project that involves less than ten miles of stream reach, in which less than twenty-five (25) cubic yards of sand, gravel, or soil is removed, imported, disturbed or discharged, and in which no existing vegetation is removed except as minimally necessary to facilitate additional plantings;
- b. A project for the restoration of an eroded or unstable stream bank that employs the principles of bioengineering, including limited use of rock as a stabilization only at the toe of the bank, and with primary emphasis on using native vegetation to control the erosive forces of flowing water; or
- c. A project primarily designed to improve fish and wildlife habitat, remove or reduce impediments to migration of fish, or enhance the fishery resource available for use by all of the citizens of the state, provided that any structure, other than a bridge or culvert or instream habitat

enhancement structure associated with the project, is less than two hundred square feet in floor area and is located above the ordinary high water mark of the stream.

207208. **Weir** - a structure in a stream or river for measuring or regulating stream flow.

208209. **Wetlands** - areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and which under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate the conversion of wetlands. Wetlands are designated at VMC 20.740.140.

Section 8. Severability. If any clause, sentence, paragraph, section, or part of this ordinance or the application thereof to any person or circumstances shall be adjudged by any court of competent jurisdiction to be invalid, such order or judgment shall be confined in its operation to the controversy in which it was rendered and shall not affect or invalidate the remainder of any parts thereof to any other person or circumstances and

to this end the provisions of each clause, sentence, paragraph, section or part of this law are hereby declared to be severable.

Section 9. Effective Date. This ordinance shall take effect fourteen days from the date of Ecology's approval and written notice of final action to the City, in accordance with RCW 90.58.090.

Read first time: October 22, 2018

Ayes: Councilmembers Lebowsky, Glover, Stober, Topper, Turlay, Hansen,
Mayor McEnerny-Ogle

Nays: None

Absent: None

Read second time: November 5, 2018

PASSED by the following vote: 7-0

Ayes: Councilmembers Lebowsky, Glover, Stober, Topper, Turlay, Hansen,
Mayor McEnerny-Ogle

Nays: None

Absent: None

SIGNED this 5th day of November, 2018.

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk
By Carrie Lewellen, Deputy City Clerk

Approved as to form:

ORDINANCE - 67

E. Bronson Potter, City Attorney

SUMMARY

ORDINANCE NO. M-4242

AN ORDINANCE relating to the City of Vancouver's implementation of shoreline management as required by Revised Code of Washington (RCW) Chapter 90.58, the Shoreline Management Act; amending the City of Vancouver Shoreline Master Program (SMP) Chapter 4, Shoreline Designations Section 4.3.1.4; Chapter 6, Specific Shoreline Use Regulations Table 6-1; Section 6.3.3.4, Joint Use and Community Moorage Facilities; Section 6.3.4, Commercial Uses; Section 6.3.11, Residential Development; and Chapter 8, Definitions; subject to approval by the Washington State Department of Ecology (Ecology); providing for severability; and providing for an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 360-487-8799, or via www.cityofvancouver.us (Go to City Government and Public Records).



Staff Report 159-18

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 11/5/2018

SUBJECT Continuation of a temporary moratorium on the acceptance and processing of applications for permits for the development of new structures; the expansion of existing structures; or subdivisions in the Tower Mall area

Key Points

- State law allows cities and counties to place temporary moratoria on particular uses for up to six months while studies are conducted related to such uses and how they should be regulated. State law allows cities to extend existing moratoria for the same reasons.
- On June 5, 2017, City Council adopted Ordinance M-4201 placing an emergency 6-month moratorium on the acceptance and processing of applications for permits for the development of new structures; the expansion of existing structures; or subdivisions in the Tower Mall area.
- On November 20, 2017, City Council adopted Ordinance M-4221 continuing the temporary moratorium on the acceptance and processing of applications for permits for the development of new structures; the expansion of existing structures; or subdivisions in the Tower Mall area.
- On May 14, 2018, City Council adopted Ordinance M-4230 continuing the temporary moratorium on the acceptance and processing of applications for permits for the development of new structures; the expansion of existing structures; or subdivisions in the Tower Mall area.
- Staff has initiated a subarea planning process for the Heights District, which includes the Tower Mall area. Extension of the moratorium will ensure that future development aligns with the vision articulated in the forthcoming plan.

Strategic Plan Alignment

Goal 8: Strengthen commercial, retail and community districts throughout the city.

Goal 8, Objective 8.2: Strengthen neighborhood business districts.

Present Situation

The Heights District Subarea is identified as a future urban center in the City of Vancouver Comprehensive Plan. In order to establish a vision for the area and guide its future growth and development, the City of Vancouver is undertaking a subarea planning process for the Heights District. In June 2017, the Vancouver City Council approved the purchase of an 11.83-acre parcel known as the Tower Mall site. Following the purchase of the property, Council adopted a six-month development moratorium for the site and adjacent properties in the Tower Mall area, and has twice adopted ordinances continuing the temporary moratorium, in November 2017 and May 2018. This temporary moratorium prohibits the acceptance and processing of applications for permits for the development of new structures, the expansion of existing structures, or subdivisions in the Tower Mall area.

After purchase of the Tower Mall site in May 2017, the City initiated a subarea planning process for the 205-acre Heights District. Over the last 15 months, City staff and a consultant team have conducted extensive public outreach on the future of the Heights District, including one-on-one meetings, focus groups, group presentations, large public open houses, and online surveys. Staff has heard from a variety of stakeholders, including neighborhood associations, property owners, residents, Vancouver Public Schools, C-TRAN, the faith community, social service providers, non-profit organizations, and a 20-member Community Advisory Committee that meets monthly and helps guide project decision-making.

In addition to public outreach, the project team has completed a detailed technical analysis of existing land use, transportation, and environmental conditions, as well as a feasibility study to determine what future uses and development typologies the market will support. Information gathered through the public outreach process, technical analysis, and market study informed the development of conceptual redevelopment alternatives for the Tower Mall Area, which are currently available for public comment.

Continuation of the moratorium allows staff time to complete the subarea planning process for the area that is currently underway and is anticipated to be completed in Fall of 2019. A continuation of the temporary moratorium is necessary to ensure that future development aligns with the vision articulated in the forthcoming plan.

Advantage(s)

1. Allows the City time to develop a subarea plan for the Tower Mall area; amendments to Title 20; and conduct the required environmental review process.
2. Allows time for a public process to participate in the subarea plan development and review on and comment on any proposed changes to land use regulations and environmental review.
3. Avoids applications for uses that would conflict with the achievement of the long-range vision for this area that will be defined by the subarea plan.

Disadvantage(s)

Prohibits the acceptance and processing of applications for permits for the development of new structures; the expansion of existing structures; or subdivisions in the Tower Mall area that would conflict with the achievement of the long-range vision for this area that will be defined by the subarea plan.

Budget Impact

None

Prior Council Review

1. June 5, 2017 Adoption of Moratorium
2. July 10, 2017 First Reading, Review of Moratorium Ordinance and additional findings of fact in support of the ordinance
3. July 17, 2017 Public Hearing, Adoption of Moratorium with additional findings of fact
4. Nov. 13, 2017 First Reading, Review of ordinance to extend moratorium
5. Nov. 20, 2017 Adoption of ordinance to continue moratorium
6. May 7, 2018 First Reading, Review of ordinance to extend moratorium
7. May 14, 2018 Adoption of ordinance to continue moratorium
8. Oct. 22, 2018 First Reading, Review of ordinance to extend moratorium

Action Requested

On Monday, November 5, 2018, subject to second hearing and public hearing, approve ordinance.

Rebecca Kennedy, Long Range Planning Manager, 487-7896

ATTACHMENTS:

- ▢ Ordinance

10/22/18
11/05/18

ORDINANCE NO. M-4243

AN ORDINANCE declaring an emergency and continuing a temporary moratorium for the duration of six months upon the acceptance and processing of applications for permits for the development of new structures; the expansion of existing structures; or subdivisions in the Tower Mall area as defined herein; establishing six months as the tentative effective period of this ordinance; and establishing an immediate effective date.

WHEREAS, the City of Vancouver has the authority to adopt temporary moratoria pursuant to RCW 36.70A.390 and 35.63.200; and

WHEREAS, the City is developing a subarea plan for the Heights District, which is identified in the 2011-2030 comprehensive plan. The Tower Mall area is within the Heights District and is bordered by East Mill Plain Blvd. on the north, North Devine Rd. on the east, and MacArthur Blvd. on the west and is depicted on the map attached hereto as Exhibit A; and

WHEREAS, the City Council finds that in order to preserve the ability to prepare a subarea plan, that includes the Tower Mall area, with the widest range of choices and alternatives for future development, it is necessary to temporarily restrict development of new structures; the expansion of existing structures; and subdivisions within the Tower Mall area until a subarea plan is developed; and

WHEREAS, without a temporary moratorium the City could, in the near future, receive applications for development that would conflict with the achievement of the long-range vision for this area that will be defined by the subarea plan; and

WHEREAS, the enactment of this ordinance constitutes an emergency, due to potential land use impacts that may result from continued development in the Tower Mall area without the implementation of a subarea plan; and

WHEREAS, current land use regulations in this area do not adequately address long-term planning strategies, or aesthetic congruity with the community; and

WHEREAS, continuing a temporary moratorium as proposed herein will allow the City additional time to research and develop a subarea plan for the area, implement additional new regulation elements, and amend existing zoning ordinances if necessary.

WHEREAS, continuing a temporary moratorium will enable the City to hold public hearings and maximize public input in the development of the new subarea plan without jeopardizing any possible land use options that may be precluded by unrestricted development.

WHEREAS, the City Council believes that the continuation of a temporary moratorium promotes the public health, safety, and general welfare and convenience of the people of Vancouver, and will encourage the most desirable and productive use of land and properties in Tower Mall area;

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Temporary Moratorium. As authorized by RCW 36.70A.390 and RCW 35.63.200, the City Council hereby continues the temporary moratorium on the acceptance, processing, and granting of applications for permits for the development of new structures; the expansion of existing structures; and subdivisions within the Tower Mall area.

Section 2. Exemptions. The moratorium established in Section 1 of this ordinance shall not apply to permits required for upkeep, repair, or maintenance of existing buildings or properties, or work mandated by the City to maintain public health and safety.

Section 3. Duration. This moratorium shall be in effect for six months following the effective date of this ordinance.

Section 4. Vested Rights. The moratorium created by this ordinance does not apply to properties with vested rights existing on June 5, 2017 which was the date of the enactment of the initial moratorium ordinance. “Vested Rights” shall be defined in accordance with VMC 20.210.110.

Section 5. Effective date. The City Council hereby finds and declares that an emergency exists which necessitates that this ordinance become effective immediately in order to preserve the public health, safety and welfare. This ordinance shall become effective immediately upon passage. The City Clerk is directed to publish a summary hereof including the title at the earliest possible publication date.

Read the first time: October 22, 2018

Ayes: Councilmembers Lebowsky, Glover, Stober, Topper, Turlay, Hansen, Mayor McEnerny-Ogle

Nays: None

Absent: None

Read the second time: November 5, 2018

Passed by the following vote: 7-0

Ayes: Councilmembers Lebowsky, Glover, Stober, Topper, Turlay, Hansen, Mayor McEnerny-Ogle

Nays: None

Absent: None

SIGNED this 5th day of November, 2018.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk
By: Carrie Lewellen, Deputy City Clerk

Approved as to form:

E. Bronson Potter, City Attorney

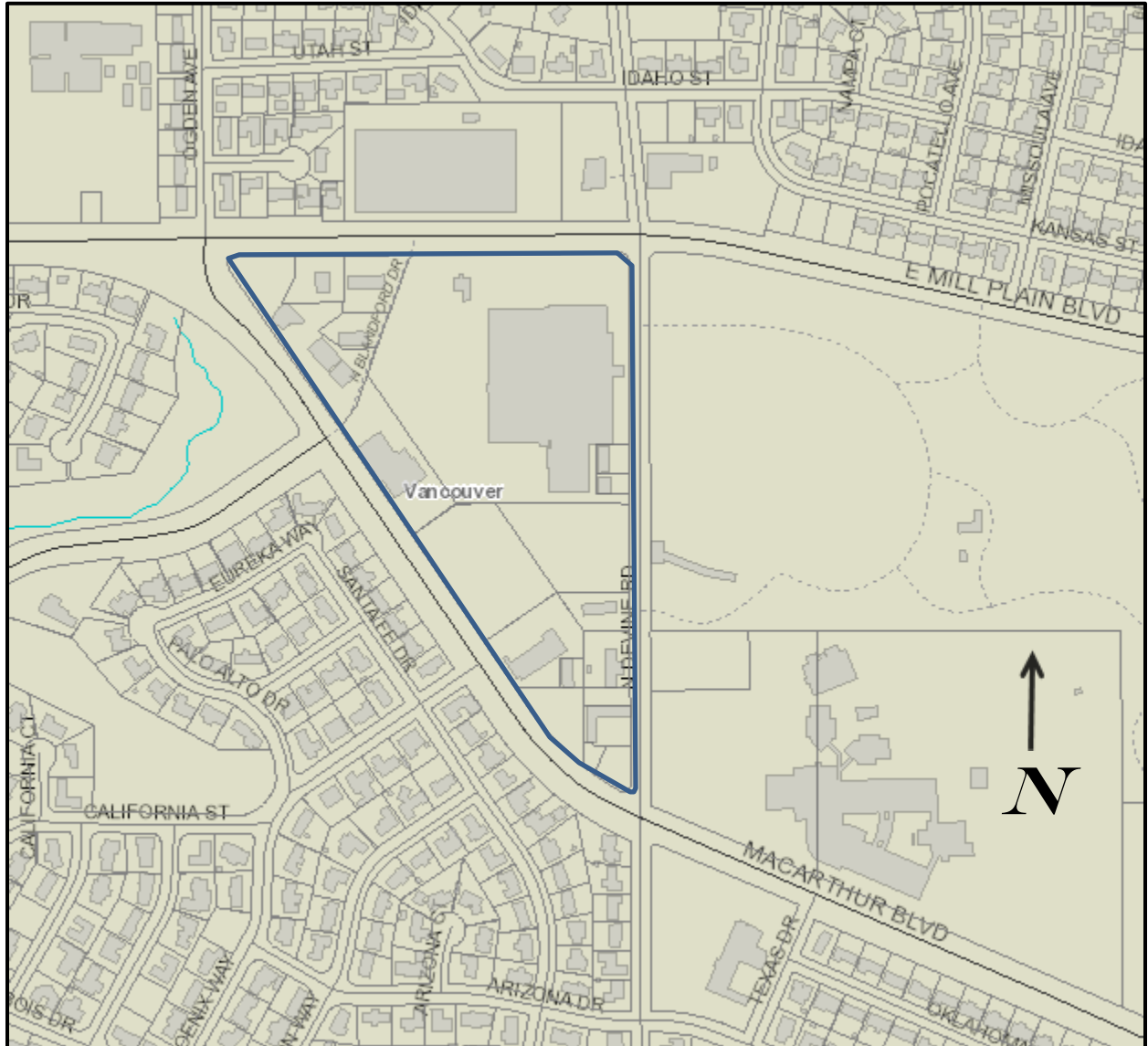
SUMMARY

ORDINANCE NO. M-4243

AN ORDINANCE declaring an emergency and imposing a temporary moratorium for the duration of six months upon the acceptance and processing of applications for permits for the development of new or the expansion of existing structures and subdivisions in the Tower Mall area as defined herein; establishing six months as the tentative effective period of this ordinance; and establishing an immediate effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).

EXHIBIT A: PROPERTIES SUBJECT TO DEVELOPMENT MORATORIUM





MEMORANDUM

To: Eric Holmes, City Manager
From: Peggy Sheehan, Community Development Programs Manager
CC: Chad Eiken, Director
Teresa Brum, Manager
Date: October 11, 2018
Re: Vancouver Navigation Center on Grand Boulevard

Purpose:

Brief Council on the status of the Vancouver Navigation Center on Grand Boulevard.

Next Steps / Timeline:

The remodel of the Day Center Program space located in the Navigation Center is expected to be completed in mid-November, with an **Open House scheduled for November 14th, 2018 at 3:30 until 7:00 pm. We will have a short program at 4:00.**

Background:

The City of Vancouver purchased the old Fish and Wildlife building in January 2018, with the goal of using it for services for people who are homeless. A conditional use permit for the 5,000 square foot Day Center Program operated by Share was issued on March 26, 2018.

Remodeling:

The interior work estimated at \$500,000 was completed through various donations by:

- C.E. John (also known as C.E. John Company, Inc.)
- Ed and Dollie Lynch Fund at the Community Foundation for Southwest Washington
- Mason E. Nolan Charitable Fund at the Community Foundation for Southwest Washington
- Vancouver Sign Company
- Instafab
- BNSF

The interior work includes:

- Four showers, incl. two ADA accessible
- Private meeting space
- Small area for simple food preparation
- Large room for gathering space
- Storage lockers for personal belongings
- Six restrooms
- Polished concrete floors
- Computers
- Space for donated clothing and supplies
- 6 residential and 1 commercial washer & dryers

The **exterior work** estimated at \$450,000 was completed by the City and includes paving the parking lot, painting, fencing, a new HVAC unit and landscaping. A portion of the funding was provided through Share from the Washington State Department of Commerce.

Good Neighbor Commitment: The document (attached) has been posted on the City web site and has been open for public comments since June. A final (for now) version will be posted prior to the opening. Staff has presented the document at the five neighborhood associations - Maplewood, Rose Village, Central Park, Harney Heights and Fourth Plain Village.

The commitment includes what the residents can expect from the City regarding concerns or impacts of the Day Center which is the first program in the Navigation Center. The document provides information regarding trash, camping, lighting, traffic and contact information.

Funding for Operations:

Funding Uses	Amount	Funding Sources	Amount
Building Maintenance	\$79,800	COV	\$265,800
Security	\$92,000	County Deed Recording Fee	\$226,000
Share Operating Contract	\$450,000	Vancouver Housing Authority	\$100,000
		C.E. John (year 1-5)	\$30,000
TOTAL	\$621,800		\$621,800

The city portion will be a request to council for 2019 affordable housing funds.

GOOD NEIGHBOR COMMITMENT

**Between the City of Vancouver and Neighborhood Associations surrounding
the *Vancouver Navigation Center* located at 2018 Grand Boulevard**

This document outlines the areas of discussion between the City and the neighborhood residents surrounding the soon to be opened *Vancouver Navigation Center*. The site which will include the Day Center Program, operated by Share as the first service. The building is located at 2018 Grand Boulevard, and is owned by the City of Vancouver. The City met with the following Neighborhood Associations who participated in the development of this document: Maplewood, Rose Village, Central Park, Harney Heights and Fourth Plain Village. This document outlines concerned voices by the Neighborhood Associations regarding the impacts of use of the Navigation Center and the City's commitment to address them. The City is committed to maintaining a welcoming building, comfortable and safe environment with programs and services that are responsive to the needs of the participants and the community including neighbors and social service providers.

GOOD NEIGHBOR COMMITMENT	
Areas of concern from Neighborhood Associations	City's Commitment
Review the Good Neighbor Commitment after the 1 st year and every 3 years after that.	- For the first six months beginning in November 2018, the City will host monthly Good Neighbor meetings on site. - The Commitment document can be reviewed during those meetings.
Seek input from the neighborhood.	- The City will work with the neighborhood associations to seek input and feedback on any future revisions to this Commitment document. - After opening of the Day Center Program, the City will work with the Neighborhood Associations regarding future proposed uses of the remainder of the <i>Vancouver Navigation Center</i>.
Notification of changes to Good Neighbor Commitment	The City will notify the Neighborhood Associations on any changes to the Good Neighbor Commitment document.
Maintain the Good Neighbor Commitment	- City staff will ensure that the Good Neighbor Commitment is updated and posted on the City web site. - Neighbors can address concerns during their neighborhood association meetings, and by contacting City staff.

CODE OF CONDUCT	
Areas of concern from Neighborhood Associations	City's Commitment
The Participation Agreement for participants should expand to the behavior in the neighborhood and not just	- SHARE has established expectations of what the participants attending the day center can expect from staff and what the staff expects from the participants. - Share is responsible for working with participants to get their needs met and addressing issues when they arise.

the day center program or the Navigation Center .	• Share has an agreement for the participants, the document is attached and the guidelines will be posted throughout the Day Center Program area. • Behavior outside the building site will be dealt with using standard City protocols such as calling 311 or 911.
Discourage loitering	• The Vancouver Police Department will continue to enforce the City ordinance that prohibits the blocking of sidewalks as well as any type of trespassing per Vancouver Municipal Code (VMC) 8.18. • The Day Center Program will include day time storage lockers available to participants which should help to reduce storage of personal property in public spaces.

COMMUNICATION	
Areas of concern from Neighborhood Associations	City's Commitment
Annual report to Neighborhood Associations	• The City will develop an annual report regarding the programs at the Navigation Center. The report will include the number of people served, type of services provided and outcomes. The report will be shared with the surrounding neighborhood associations as well as posted to the City website. • The Neighborhood Associations will be encouraged to provide feedback and suggestions for the report.
Develop a process for meeting and communicating with neighborhoods to discuss concerns, issues or suggestions.	• The City will use the recognized Neighborhood Associations for routine communications regarding the Navigation Center. • The City will work with assigned City staff neighborhood liaisons to gather information and address concerns discussed at neighborhood meetings.
Provide a 24/7 contact number	• TBD - Contact information for the Day Center Program will be determined prior to opening.
Develop a process for submitting verbal and written complaints (including a timeline for response)	• Peggy Sheehan at 360-487-7952 or peggy.sheehan@cityofvancouver.us will be the contact for issues and complaints regarding the Navigation Center. • Neighbors are encouraged to bring suggestions and concerns to neighborhood liaisons at the neighborhood meetings. Responses will be provided to the neighborhood association chair/president to be communicated to the members of the neighborhood association.
Track property crime in the neighborhood.	• Property crimes are currently tracked by VPD. A Community Crime Map can be found at https://www.cityofvancouver.us/police/page/crime-map
Support use of 9-1-1/3-1-1 to report crimes.	• Ongoing education through the neighborhood meetings, newsletters and social media. • Neighbors are encouraged to report property crimes in progress, or with a known suspect to 9-1-1. • Property crimes not in progress or with no suspect information should be reported to 3-1-1.

Install an anonymous suggestion box on building	A suggestion box, that will allow anonymous submissions, will be available at the Day Center.
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DAY CENTER PROGRAMMING	
Areas of concern from Neighborhood Associations	City's Commitment
Proper on-site management	- The maintenance and upkeep of the Navigation Center building is the responsibility of the City. Contracts for services at the building will include specific responsibilities for garbage collection and service programming. - Program descriptions will be available on the City web site. - City staff will arrange for meetings between the neighborhood associations and Share. - Information on last known zip code will be included in the annual report.
Description of program(s) provided	
Track last residency address of participants.	
How to engage participants in the neighborhood	

EDUCATION & TRAINING	
Areas of concern from Neighborhood Associations	City's Commitment
Provide education and training to Neighbors on: understanding mental illness, what is considered an emergency, how to use the MyVancouver app, and various issues related to homelessness (i.e. camping ordinance).	- City staff will schedule trainings and presentations as needed at the <i>Vancouver Navigation Center</i> for neighborhood members. - Recognized Neighborhood Associations can also request training/presentation topics during their neighborhood meetings. - Non-emergency issues can be reported through the <i>MyVancouver</i> App including potholes, graffiti, sign damage, and street lights issues.

PROPERTY	
Areas of concern from Neighborhood Associations	City's Commitment
Conceal graffiti within 48 hours	The City will make every effort to keep the building and grounds free of graffiti. Neighbors can assist by promptly reporting graffiti to City Operations by calling 360-487-8177, online at www.cityofvancouver.us/community/page/myvancouver, or via the <i>MyVancouver</i> app.
Research park furniture for surrounding parks.	City staff are working to determine options for furniture at Waterworks and Evergreen Parks.

SAFETY	
Areas of concern from Neighborhood Associations	City's Commitment
Install security cameras on building.	City Staff are researching equipment that will be installed when building is in operation.
Security presence when the day center is open.	- Security personnel will be on-site when needed during operating hours. - Share utilizes trained staff in all areas of client service, included de-escalation and trauma informed care. - A security system is installed in the building and the site is on the security monitoring scheduled for all City buildings.
Install sprinkler system	Sprinkler systems are installed and will be maintained by the City.
No camping on site	- No camping signs will be posted across the site. - The Vancouver Police Department will continue to respond to any complaints of unlawful camping per VMC 8.22, as staffing resources allow. - City ordinance on camping hours and locations is available at: www.cityofvancouver.us/citycouncil/page/get-facts-about-citys-camping-ordinance - Reporting camping ordinance violations to 9-1-1.
Decrease the speed limit on Grand Boulevard to 25 or 20 miles per hour. Install Speed Monitoring Awareness Radar signs on Grand Boulevard to alert drivers to vehicles speeds.	- Grand Blvd. is classified principal arterial. Principal arterials are designed to carry large volumes of traffic over long distances, so decreasing the speed limit could have negative impacts to the entire city transportation system. In this area of Grand Blvd, some design modifications have been made to promote a safer street for vehicles, cyclists and pedestrians. - The City will install semi-permanent Speed Monitoring Awareness Radar signs on Grand Boulevard in September 2018. - City staff, on request, will attend Neighborhood Association meetings to provide information on transportation issues in this area.
Provide information about neighborhood traffic calming program and grants.	- Information on the traffic calming program and grants will be provided at Neighborhood Association meetings on request. - Info on the Neighborhood Traffic Calming Program can be found at: www.cityofvancouver.us/publicworks/page/neighborhood-traffic-calming-program - Neighborhood Associations are encouraged to send a representative to the Neighborhood Traffic Safety Alliance monthly meetings, to learn about and participate in the Neighborhood Traffic Calming Program.
Sexual harassment behaviors will be reported.	City staff will work with SHARE to determine incident reporting process and criteria for follow up.
Have after hours security.	City will use a contracted security company for monitoring the site after hours. Any emergencies should be reported to 9-1-1.
Neighborhood police	An office will be available inside the <i>Vancouver Navigation Center</i> to

officer on site.	enhance police presence and contribute towards a community policing model. The assigned Neighborhood Police Officer will address livability and crime concerns in coordination with the assigned police patrols as time and call volume allows.
STREETS & LIGHTING	
Areas of concern from Neighborhood Associations	City's Commitment
Maintain a well-lit facility and grounds.	The City will work to keep the lighting up to date in the building and on the entire site.
Respond to problems with street lighting.	- The City will replace existing street light fixtures with new 200-watt LED fixtures along E. 20th Street on Y Street and Z Street, improving lighting and energy efficiency. - The City will complete a lighting analysis of the neighborhood, as well as areas along Fourth Plain Boulevard between Ft. Vancouver Way and Grand Boulevard, to identify any areas that require additional lighting. Additional lighting fixtures as identified in the analysis would likely be deployed in the 1st or 2nd quarter of 2019?. - The lighting to be installed will not be so bright that it negatively impacts neighboring properties.
TRASH & RECYCLING	
Areas of concern from Neighborhood Associations	City's Commitment
Prohibit littering around the site and surrounding properties. To actively discourage littering in the neighborhood, garbage cans should be placed at the Day Center's door.	- There will be trash containers conveniently located inside and outside the Vancouver Navigation Center building. SHARE staff will monitor containers. SHARE will also monitor loitering throughout the Day Center Program area. - Signage stating policy regarding littering will be installed and easily visible. - Talkin' Trash team will monitor the site for trash and belongings.
Expand Talkin' Trash program to neighborhood streets, not just around the Day Center.	- Public Works will offer assistance with collection of litter from the right of way through the Talkin' Trash program. - In addition to surrounding streets, the area around the <i>Vancouver Navigation Center</i> will become a regular route for the Talkin' Trash team of three crew members and one supervisor working five days per week. - Neighborhood residents can report trash by calling Operations at 360-487-8177 or online at: www.cityofvancouver.us/publicworks/webform/service-requests-public-works
The Navigation Center's trash area should be inside the fence.	- The trash and recycling storage will be inside the property's fence. - Containers will be screened and not accessible after operating hours (when the facility is closed) to help mitigate any unauthorized use of

	containers.
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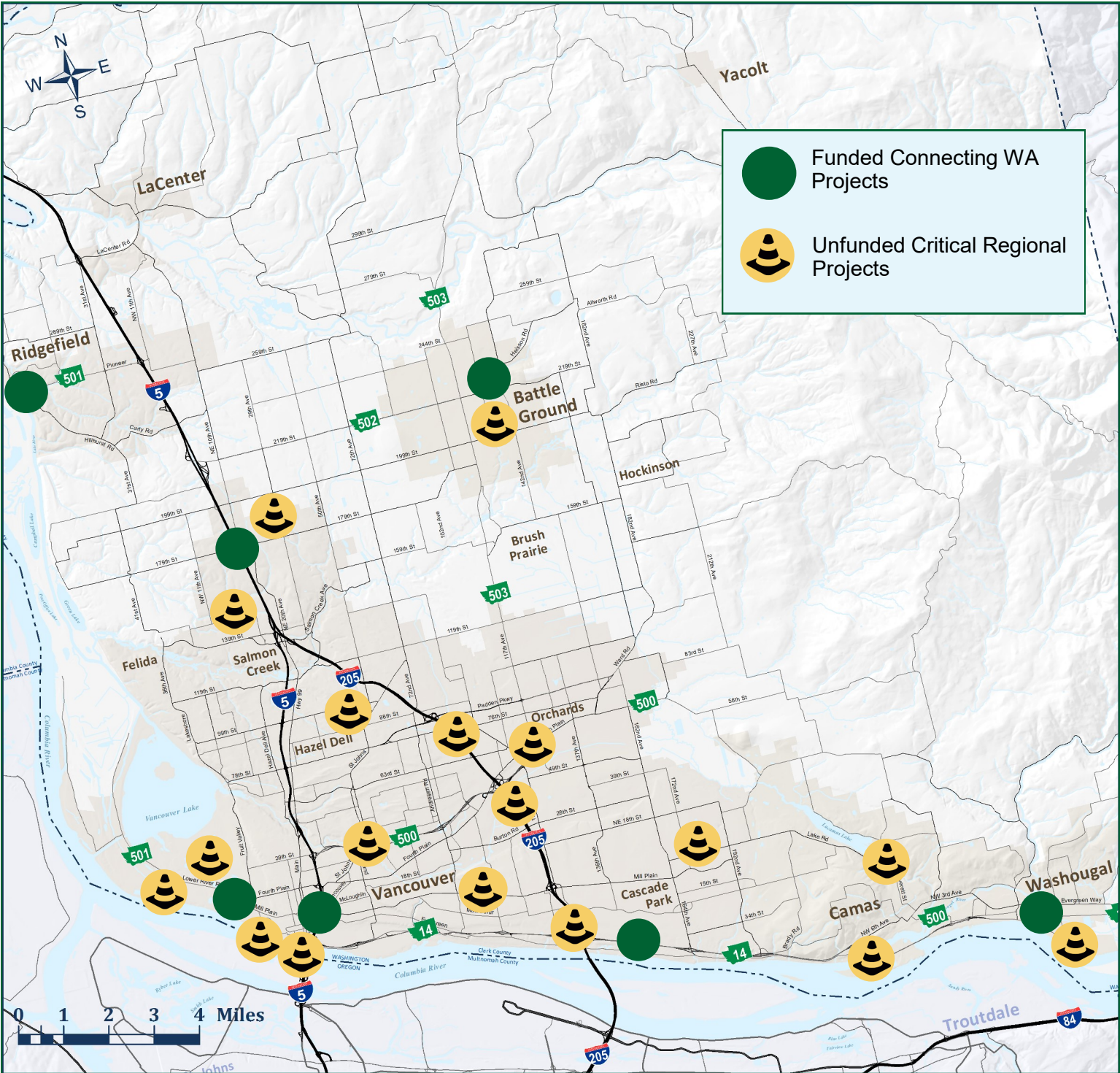
Contact: Peggy Sheehan, Peggy.sheehan@cityofvancouver.us, (360)487-7952.

DRAFT

Clark County Transportation Alliance 2019-20 Policy Statement

Clark County Transportation Alliance 2019-20 Policy Statement

[Sponsor agency names and logos here.]



A CALL TO FURTHER ACTION

Clark County's residents, employers, workers and guests are experiencing serious transportation constraints from rapid growth and urbanization. Already the 12th worst congested commute among 240 cities (INRIX), traffic pressures will magnify as southwest Washington welcomes 140,000 more residents and 86,000 jobs (RTC), and Portland adds 500,000 residents and 350,000 jobs (Metro/RTC) by 2040.

As the second-largest metropolitan area in the Pacific Northwest, our top priority is addressing deficiencies in the I-5 bridge and influence area, including replacing its outdated, chronically congested and accident-prone spans. Traffic crawls at below 30 mph seven hours a day, and at just 9 mph on I-5 during peak hours (RTC) as 135,000 trips are made daily between Washington and Oregon – 300,000 when including I-205.



Century-old I-5 bridge is only Interstate lift span in the West

We urge local, state and federal legislators to be our champions in addressing specific needs described in this statement.

I-5 Bridge Replacement and Influence Area Improvements

- Action #1**
Create an I-5 Bridge Replacement Project Office (\$15M): pursue bi-state legislative consensus, prepare critical permitting pathway, develop funding plan, begin permitting work
Complete Supplemental EIS Process: re-evaluate prior scope and EIS, restart permitting work, submit and achieve approvals, secure funding commitments, develop construction packages (\$50-100M, depending on scope)

The Clark County Transportation Alliance (CCTA) fully supports replacement of the I-5 bridges and related corridor improvements. The I-5 spans are functionally obsolete and over time will require substantial maintenance investments to remain operational. Broad support is demonstrated through the process framework established in SSB 5806 along with widespread regional business and governmental statements supporting immediate action.

A bi-state approach focused on finding significant, practical solutions through this primary freight, commerce and commuter corridor is imperative, in keeping with the I-5 Corridor Strategic Plan (2002). We endorse efforts by the Oregon legislature to fund projects that address I-5 corridor deficiencies, especially the I-5/I-84 interchange (a.k.a. "The Rose Quarter") in downtown Portland. We also place high priority on long-range transportation corridor planning given steadily rising population and commerce forecasts.

Regionally Critical Projects and Needs

**Action #2**
Fund Regionally Critical Projects to Address Immediate Needs: secure funding either through single-project awards or as part of the next statewide transportation funding package for regionally critical projects
Fund Critical Area Planning: Find additional maintenance, planning and traffic operations funds for critical urban areas (SR-14, SR-500, I-5, I-205) to provide increased response

We support the acceleration of projects in the Connecting Washington package, such as **economically vital interchange improvements at I-5 and 179th St.** We support project budget adjustments where labor, materials and right-of-way costs have risen substantially.

Funding is requested for additional regional system priorities that serve the growth needs of communities, reduce congestion hotspots, improve safety and provide multi-modal enhancements. Each project has been vetted through the regional planning process.

The following is a list of critical regional projects:

- SR-500 Intersections at 42nd Ave and 54th Ave (\$6M):** implement cost effective safety improvements from 2018 practical solutions study; additional investments including overpasses may be warranted
- I-205/SR-500 to Padden Expressway (\$30M):** add auxiliary lanes to address congestion hotspot
- I-205 at Mill Plain Blvd to SR-500 (\$25M):** add auxiliary lanes and active traffic management facilities to increase flow and capacity; project study underway
- SR-500/Fourth Plain/SR-503 (\$60M):** intersection improvement to address congestion hot spot; project study underway
- SR-14 Camas Slough Bridge (\$35M):** parallel bridge structure for westbound traffic and added capacity
- SR-14/I-205 Interchange (TBD):** provide funds for congestion relief; project study underway
- SR-14 Phase 2 Access Improvements, Towncenter Connectors and Railroad Grade Separation (\$64.8M):** road improvements, connectors and rail over/underpass at 15th St, 32nd St, 27th St, A/Addy St. and Index St.
- NE 10th Ave from 149th to 154th St/Whipple Creek (\$10M):** completes new north-south corridor for I-5
- NE 15th Ave from 179th Street to NE 189th St vicinity (\$15M):** adds new arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade
- NW 32nd Ave Industrial Corridor (\$3M):** planning, environmental review for north-south arterial
- SE 1st Street at 164th to 192nd Avenue (\$7M):** arterial widening and multi-modal upgrade; leverages significant private sector investments
- SR-500 (Everett Street) and NE Lake Road Intersection (\$5M):** new roundabout at intersection to improve capacity and safety
- SE Grace Avenue at SE Rasmussen Blvd to East Main Street (\$6.6M):** arterial street realignment and new signal for upgraded capacity
- Public Transit (\$5M):** C-TRAN is building upon its 2017 Bus Rapid Transit debut on Fourth Plain and is assembling plans for a similar BRT line along Mill Plain. It also seeks to expand its successful Bus on Shoulder project on SR-14 with a project along I-5 Southbound from the 99th St. Park and Ride to the I-5 bridge. It is consolidating and modernizing its maintenance and operations and seeks \$5M in capital support for the \$30M project.



C-TRAN introduces the region's first Bus Rapid Transit (BRT)

Facilitating Transportation Mobility and Economic Growth

- We urge legislators to embrace the following priorities where possible:
- Enhance or expand funding programs to improve safety and accessibility for everyone, including increased funding for safe bike and pedestrian pathways, sidewalks and street crossings
 - Support broadband infrastructure to disperse economic opportunity, foster telecommuting and better compete in the gig economy
 - Fund regionally significant improvements for marine access within the Columbia River, and rail access improvements and track upgrades for ports and the county-owned Chelatchie Prairie Railroad
 - Support the Port of Vancouver USA's Terminal 1 Waterfront development project for safety, commerce and tourism
 - Reform and fund the Model Toxics Control Act (MTCA) to assure a healthy environment
 - Create a broader array of infrastructure financing methods, including tax increment financing, design-build, public/private partnerships (P3), and continued Public Works Trust Fund, CERB, FMSIB, TIB and FRAP funding
 - Actively embrace smart technologies to ease pressures on the transportation grid and improve safety for all users.