CITY OF Vancouver WASHINGTON

City Council Meeting Minutes

Vancouver City Hall | Council Chambers | 415 W. 6th St.
PO Box 1995 | Vancouver, WA 98668-1995
cityofvancouver.us

Anne McEnerny-Ogle, Mayor • Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

May 13, 2024

WORKSHOPS: 4:30-5:45 p.m.
Vancouver City Hall - Council Chambers - 415 W 6th Street, Vancouver WA

Workshops were conducted in person in the Council Chambers of City Hall. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, or www.facebook.com/VancouverUS.

View the CVTV video recording, including presentations and discussion, for workshops at:
https://www.cvtv.org/vid_link/36445?startStreamAt=0&stopStreamAt=5056

Supplemental Budget
(Approximately 30 minutes)

Shannon Olsen, Budget Manager, 360-487-8497

Summary
Staff led Council through a discussion of the Supplemental Budget.

Councilmember Hansen and Mayor McEnerny-Ogle were absent from the workshop.

PFAS Update

(Approximately 45 minutes, to immediately follow previous workshop)

Tyler Clary, Engineering Program Manager, 360-487-7169

Summary
Staff led Council through a discussion of the PFAS Update.

Councilmember Hansen and Mayor McEnerny-Ogle were absent from the workshop.

COUNCIL DINNER / EXECUTIVE SESSION RE: PENDING LITIGATION (30 MIN)

Mayor Pro Tem Paulsen announced the Council would be entering into executive session from 5:52-6:22 p.m. to discuss Pending Litigation.

COUNCIL REGULAR MEETING

This meeting was conducted as a hybrid meeting with in person and remote viewing and participation over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS. Public access and testimony on Consent Agenda items and under the Community Forum were also facilitated in person and via the GoToMeeting conference call.

Vancouver City Council meeting minutes are a record of the action taken by Council. To view the CVTV video recording, including presentations, testimony and discussion, for this meeting please visit: https://www.cvtv.org/vid_link/36447?startStreamAt=0&stopStreamAt=3926 Electronic audio recording of City Council meetings are kept on file in the office of the City Clerk for a period of six years.

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 Pro Tem Paulsen. This meeting was conducted as a hybrid meeting, including both in person and remotely over video conference.

Present: Councilmembers Harless, Perez, Fox, Paulsen, and Stober

Absent: Councilmember Hansen and Mayor McEnerny-Ogle

Motion by Councilmember Stober, seconded by Councilmember Fox, and approved unanimously to excuse Councilmember Hansen and Mayor McEnerny-Ogle.

Approval of Minutes

Minutes - April 15, 2024

Motion by Councilmember Stober, seconded by Councilmember Perez, and carried unanimously to approve the meeting minutes of April 15, 2024.

Proclamations: Poppy Days; Taiwanese American Heritage Week; Chuukese Heritage and Unity Day; Older Americans Month

Mayor Pro Tem Paulsen read and presented a proclamation to Gloria Cummings, Former President of the American Legion Auxiliary, proclaiming May 13-18, 2024, as Poppy Days.

Mayor Pro Tem Paulsen read and presented a proclamation to Jana Wilson, Senior Recreation Specialist for the City of Vancouver, and Tammy Bryan, Senior Recreation Specialist for City of Vancouver, proclaiming May 2024, as Older Americans Month.

Mayor Pro Tem Paulsen read and presented a proclamation to Michael Yi, the 2nd generation of one board members from Taiwanese Chamber of Commerce of Oregon and SW Washington,
Sylvia Lin, President of Formosa Association of Public Affair for Oregon and SW Washington Chapter, and Easton Lee, Advisor of Taiwanese Chamber of Commerce of Oregon and SW Washington, proclaiming May 12-18, 2024, as Taiwanese American Heritage Week.

Mayor Pro Tem Paulsen read and presented a proclamation to Dania Otto, Executive Director of Sakura 39ers Youth Association, proclaiming May 2024, as Chuukese Heritage and Unity Day.

Community Communications

Mayor Pro Tem Paulsen opened Community Communication and received testimony from the following community members regarding any matter on the agenda not scheduled for a Public Hearing:

- Kimberlee Goheen Elbon, La Center, WA
- Danny Wade, Vancouver
- Carmen DeLeon, Vancouver

There being no further testimony, Mayor Pro Tem Paulsen closed Community

Communication.

Consent Agenda (Items 1-3)

Motion by Councilmember Fox, seconded by Councilmember Harless, and carried unanimously to approve items 1-3 on the Consent Agenda.

1. Bid Award - E-Interceptor PH1 & PH2 Cured-In-Place Pipe Rehabilitation

Staff Report: 090-24

This project will rehabilitate, with Cured-In-Place Pipe (CIPP), approximately 4,225 lineal feet of 54-inch and 363 lineal feet of 48-inch existing sanitary sewer mains. The E-Interceptor is part of the backbone of the sewer system that transports wastewater from the east side of Vancouver to the Marine Park Wastewater Reclamation Facility. This project is the result of an interceptor condition assessment project completed in 2016 that provided a list of capital projects needed to maintain the wastewater collection system infrastructure.

On April 23, 2024, the City received 6 bids for the subject project. One bid was non-responsive due to no bid form being included. The other bids ranged between $4,530,818 and $7,490,697. The bids are as follows:

SUMMARY OF BIDS	
BIDDER	***AMOUNT***
SAK Construction, LLC, O'Fallon, MO	*$4,530,818.18*
Insituform Technologies LLC, Chesterfield, MO	*$4,735,199.18*
Iron Horse, LLC, Fairview, OR	*$5,529,045.07*
Allied Plumbing & Pumps, Wenatchee, WA	*$5,585,663.64*
Michels Trenchless, Brownsville, WI	*$7,490,697.44*
Lewisville CPS School	*Non-responsive*
Engineers' Estimate	*$5,600,000*

An Apprenticeship Program Waiver Request has been approved due to the disproportionately high ratio of material costs to labor hours in this project.

Request: On May13, 2024 award a contract for the E-Interceptor PH 1 & 2A CIPP Rehabilitation project to the lowest responsive and responsible bidder, SAK Construction, LLC of O'Fallon, MO at their bid price of $4,530,818.18, which includes Washington State sales tax.

Sheryl Hale, Senior Civil Engineer, 360-487-7151

Motion approved the request.

2. **Professional Service Agreement for Water Station 14 Per- and polyfluoroalkyl substances (PFAS) Treatment System Final Design (RFQ 32-23)**

Staff Report: 091-24

Water Station 14 is on a 3.35-acre parcel and has been a municipal water facility serving our community with safe clean drinking water since 1980. The site contains three groundwater wells with a combined capacity of 3,200 gallons per minute, an air stripping tower for pH adjustment, a booster pump station that boosts water into the distribution grid, an emergency back-up generator, disinfection and fluoridation systems.

EPA's maximum contaminant level (MCL) for six PFAS compounds was finalized in early April 2024. Water Station 14 sampling has consistently been the highest of all water stations and has exceeded the above-mentioned federal regulations and, as such was identified as a priority for treatment. The new PFAS treatment system will allow the water utility to continue to meet the community's expectation of safe, reliable water service.

A Request for Qualifications (RFQ 32-23) for the Water Station 14 PFAS Treatment System Design was issued on April 21, 2023. The scope of work for the professional services identified in the Request for Qualifications has been divided into three phases to streamline the project scoping; Phase 1 will include the preliminary design and associated initial permitting tasks and Phase 2 will include final bid-ready plans and specifications for construction. The attached amendment is for the scope of work identified as, 'Phase 2: Water Station 14 PFAS Treatment System Design Project'. This portion of the work is expected to take nine months to complete. A 'Phase 3: Water Station 14 PFAS Treatment System Construction Project' amendment will follow after Phase 2 and provide consultant engineering services to the City's construction department during construction. This Phase 3 contract is expected to go to Council early next year.

Along with standard advertising, firms from the MRSC list, which included veteran-, minority-, and women-owned firms were notified of the solicitation and requested their qualification statements.

The City was awarded $12.7 million in Drinking Water State Revolving Fund (DWSRF) funding for this project in the form of a forgivable loan (grant). This forgivable loan contract was finalized with Washington State Dept. of Health on 1/9/24. As such, the City is required to have a Water Station 14 construction contract awarded within 18 months of the contract execution date. Therefore, it is important to complete the design and advertise for bid by January 2025. As this project will be federally funded, the professional services work is scoped to follow federal loan

requirements.

Brown and Caldwell has proposed an approach that provides a collaborative effort between City staff and their experienced team. They have proven qualifications with the completion of similar municipal water projects of this size and complexity.

Request: Authorize the City Manager, or designee, to execute Amendment No. 1 to contract C-101426 between the City of Vancouver and Brown and Caldwell. Increase the not-to-exceed amount by $1,332,800 to a total of $2,051,500 and extend the termination date to 4/30/2025.

Mehrin Selimgir, Civil Engineer, 360-487-7128

Motion approved the request.

3. **Approval of Claim Vouchers**

Request: Approve claim vouchers for May 13, 2024.

Motion approved claim vouchers in the amount of $8,777,686.69.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

Clark County Property Tax Exemption Program

Holly Hill, Program Outreach Coordinator for the Clark County Assessor's Office, discussed the Clark County Property Tax Exemption Program.

Photo Traffic Enforcement Law

Eric Holmes, City Manager, discussed the Photo Traffic Enforcement Law.

Adjournment

7:34 p.m.

_____

Anne McEnerny-Ogle, Mayor

Attest:

_____

Natasha Ramras, City Clerk

The written comments below are those of the submitter alone and are not representative of the views of CVTV or the City of Vancouver, its elected or appointed officials, or its employees.

CITY OF Vancouver WASHINGTON

2025-2030 Transportation Improvement Program

Chris Malone
Public Works Finance and Asset Manager
June 3, 2024

Agenda

- TIP overview
- TIP 2025-2030 updates
- Key projects
- Transportation finances
- Arterial map updates
- Public Hearing on June 17
- Council feedback on proposed updates

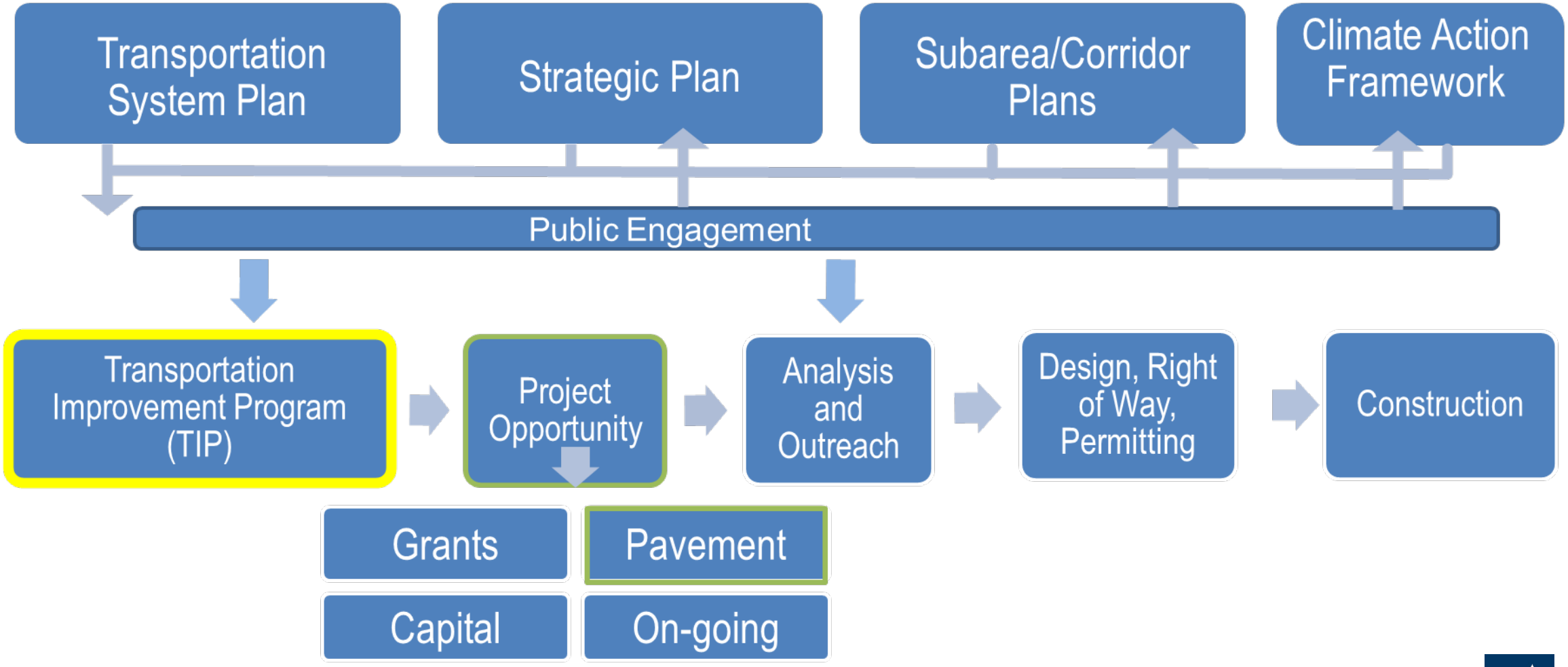
Transportation Improvement Program Basics

- Six-Year Transportation Improvement Program (TIP) prepared each year with detailed work program, current update for 2025-2030
- Per Washington law, TIP document updated annually, with final City Council approval required before July 1 of each year
- Helps with coordination with other departments and other agencies
- Helps access grant opportunities
- Improved transparency and accountability

Transportation Improvement Program Format

- Intro, finances, project lists, detail sheets, arterial map
- Funded, partially funded, and unfunded lists
- Arterial, signal/lighting, and active transportation projects

Transportation Project Pipeline



Changes for the 2025-2030 TIP

- Begin transforming TIP to true 6-year plan
- Update project prioritization scoring criteria to match Transportation System Plan recommendations
- Only score projects in the 6-year horizon
- Per recommendations from TMC
  - Additional justification for TIP projects removed from changes document
  - Added matrix to TIP prioritization section

TIP Project Scoring Criteria

Phase One: Geographic Screening (Where we invest)	
Criteria	**Ranking**
Equity index	High Medium Low
Collisions	
Essential spaces (schools, parks, natural areas, community centers)	
Future growth areas	

Phase Two: Implementation Screening (When we invest)	
Criteria	**Timing**
Pavement opportunity	Near Medium Long
Agency coordination	
Quick Wins (bike network, sidewalk gap)	
ROW impacted	
Environmental impacts (critical and archaeological or culturally significant area)	

Phase Three: Construction Cost (Estimate of resources needed)	
Criteria	**Cost**
Sidewalk infill	High Medium Low
ROW impacted	
Roadway length	
Crossing needed	
Earthwork needed	
New structure	
Drainage	
Creek crossing	
Roadway widening	

2025-2030 TIP – Key Project (Funded List)

- NE 137th Avenue (49th to Fourth Plain)
- SE 1st Street (177th to 192nd)
- Main Street Promise
- Jefferson Street (Evergreen to Mill Plain)
- Multiple Complete Street Projects

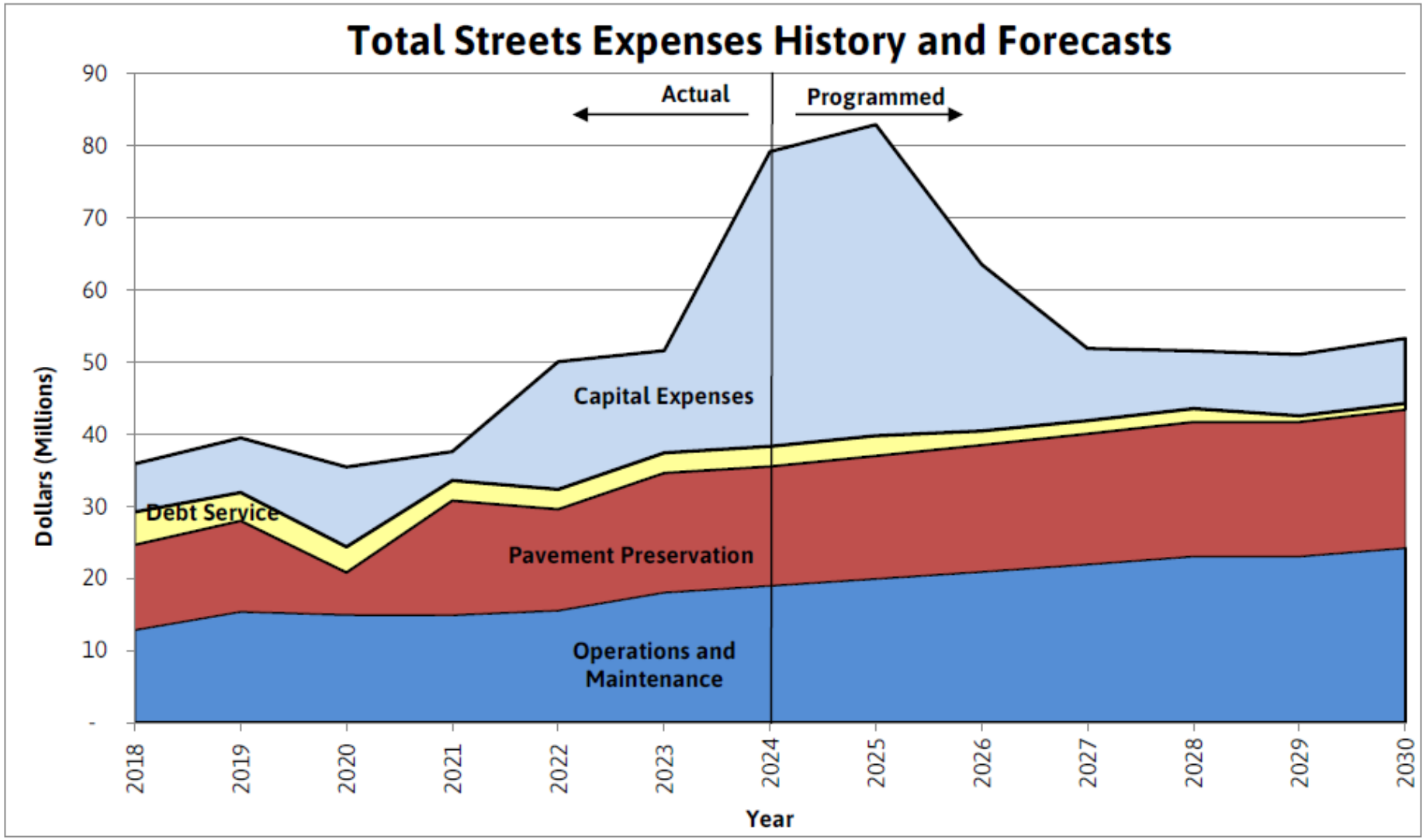
2025-2030 TIP – Key Project (Partially Funded)

- 18th Street (97th to 107th)
- 18th Street (142nd to 164th)
- 192nd Avenue (1st to 18th)
- Heights Grand Loop
- Multiple Complete Street Projects

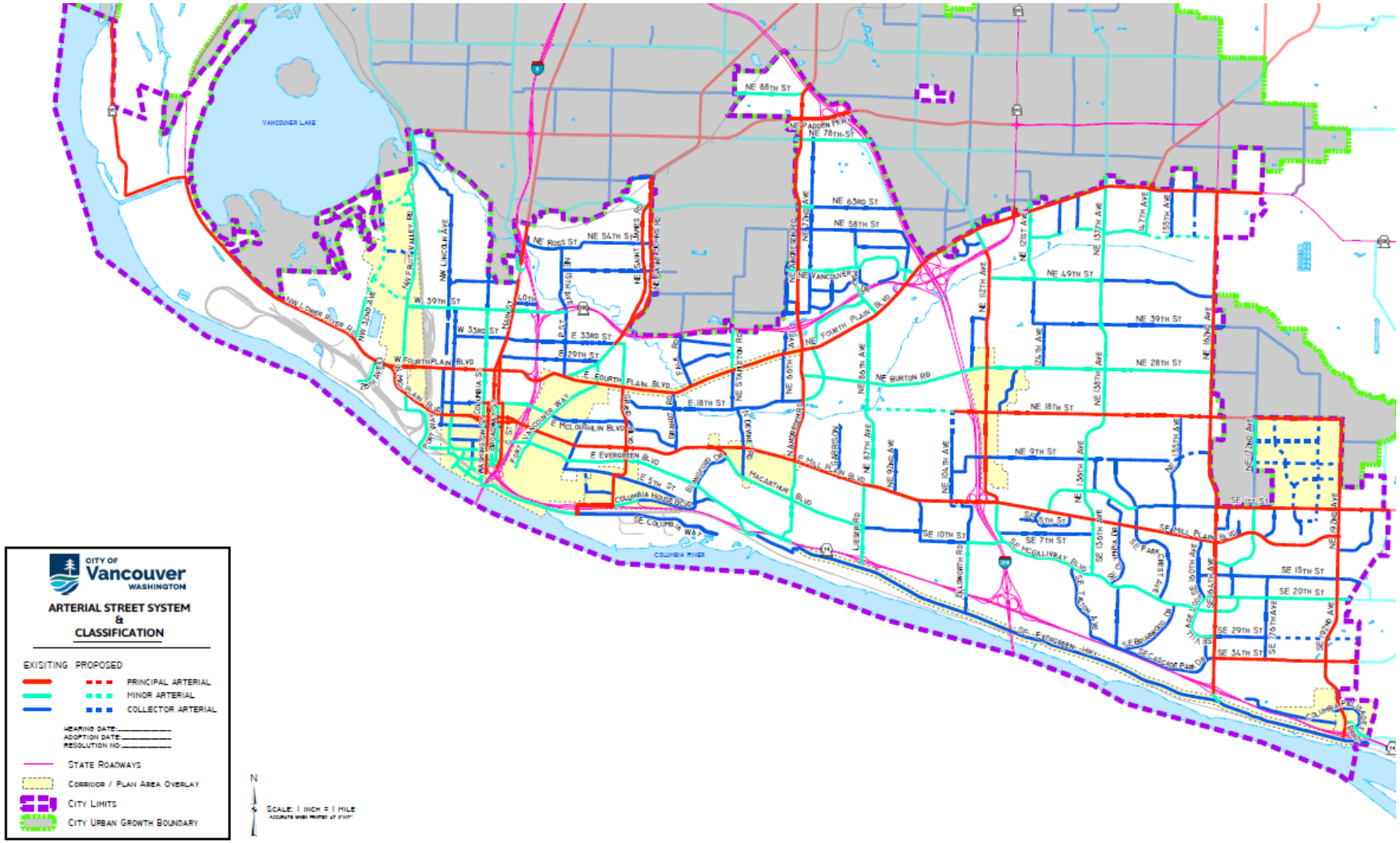
2025-2030 TIP – Key Project (Programs List)

- Multimodal Safety and Accessibility ($1.5M/year)
- Sidewalk Management Program ($500k/year)
- Pavement Management Program ($13M/year)
- Traffic Signal and Lighting ($415k/year)
- Neighborhood Traffic Calming ($300k/year)
- Arterial Street Lighting Program ($250k/year)

2025-2030 TIP - Finances



2025-2030 TIP – Arterial Map (no changes)


CITY OF Vancouver WASHINGTON
ARTERIAL STREET SYSTEM & CLASSIFICATION
EXISITING PROPOSED
PRINCIPAL ARTERIAL
MINOR ARTERIAL
COLLECTOR ARTERIAL
HEARING DATE:
ADOPTION DATE:
RESOLUTION NO:
STATE ROADWAYS
CORRIDOR / PLAN AREA OVERLAY
CITY LIMITS
CITY URBAN GROWTH BOUNDARY
N
SCALE: 1 INCH = 1 MILE
VANCOUVER LAKE
COLUMBIA RIVER
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SE MCGILLIVRAY BLVD
SE EVERGREEN HWY
NE PADDEN PKWY
NE VANCOUVER MALL DR
NW LOWER RIVER RD
NW LINCOLN AVE
NW FRUIT VALLEY RD
NW 32ND AVE
NW 39TH ST
NE SAINT JAMES RD
NE ANDRESEN RD
NE 72ND AVE
NE 87TH AVE
NE 92ND AVE
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Next Steps

June 17, 2024

- Public hearing for Council adoption of the 2025-2030 TIP

Thank You

2025-2030 Transportation Improvement Program

CITY OF Vancouver WASHINGTON

Transportation | Public Works Department

June 2024

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6/17/24

RESOLUTION NO._____

A RESOLUTION adopting the City of Vancouver's Comprehensive Six-Year Transportation Improvement Program for 2025-2030 and the City's Arterial Street System and Classification Map.

WHEREAS, pursuant to RCW 35.77.010, the Vancouver Department of Public Works has prepared the Comprehensive Six-Year Transportation Improvement Program for 2025-2030 ("2025-2030 TIP"); and

WHEREAS, the purpose of the 2025-2030 TIP is to ensure that the City will have available advance plans as a guide in carrying out a coordinated street construction program; and

WHEREAS, the City's Arterial Street System and Classification Map ("Arterial Classification Map") is maintained within the 2025-2030 TIP; and

WHEREAS, City Council originally adopted the Arterial Classification Map by Resolution M-781 on November 28, 1961, and annually reviews proposals and makes classification designation changes on the map where the use of a roadway is inconsistent with its current arterial designation; and

WHEREAS, notice of the time and place for a hearing on the 2025-2030 TIP was published in accordance with law; and

WHEREAS, the City Council conducted a public hearing on June 17, 2024 at 6:30 p.m., where it considered the 2025-2030 TIP and determined to adopt it.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. Legislative Findings. The recitals set forth above are adopted as the legislative findings of Vancouver's City Council in support of adoption of this resolution.

Section 2. City Council hereby adopts the 2025–2030 Comprehensive Six-Year Transportation Improvement Program, which is attached as Exhibit "A" and incorporated by this reference as if fully set forth herein.

Section 3. City Council hereby adopts the Arterial Street System and Classification Map, which is contained in the 2025-2030 Comprehensive Six-Year Transportation Improvement Program.

Section 4. The City Manager or his designee is hereby directed to file the 2025-2030 Comprehensive Six-Year Transportation Improvement Program and the Arterial Street System and Classification Map with the Washington State Department of Transportation within 30 days of the date of this resolution.

ADOPTED at regular session of the Council of the City of Vancouver on June 17, 2024.

_____
Anne McEnerny-Ogle, Mayor

Attest:

_____
Natasha Ramras, City Clerk

Approved as to form:

_____
Jonathan Young, City Attorney

Transportation Improvement Program Overview

The City of Vancouver's 2025-2030 Transportation Improvement Program (TIP) is an update of the City's 2024 - 2029 TIP. The TIP is a technical document for transportation improvements over a six-year period. For more information about the City of Vancouver street system, how it is funded, and how money is spent, go to: www.cityofvancouver.us/betterstreets

The State of Washington law (RCW 35.77.010) requires the City to prepare a TIP annually that is consistent with and implements the city's adopted comprehensive growth management plan. The TIP identifies capital transportation system improvement projects and includes a policy to work with affected property owners to preserve railroad right-of-way in the event a railroad ceases to operate.

For information about the City's Comprehensive Plan, contact Vancouver Planning at 360-487-7803. For questions or more information about specific transportation projects, please contact Vancouver Public Works at 360-487-7130, or visit the City's website: www.cityofvancouver.us

Projects are added to the TIP each year as needed based on input from citizens, staff, the development community, adopted subarea plans, other agencies, advocacy groups, and as new grant opportunities arise (see Project Implementation page 27). Projects are removed from the TIP each year once they are constructed. In some cases, a project is removed because the project is no longer needed although this is rare. Citizens can request to have a project added or removed by clicking on the link on the City's TIP web page: https://www.cityofvancouver.us/tip

A City of Vancouver Arterial Street System and Classification Map which designates roadways functionally classified as Arterials pursuant to VMC 11.80.040 and VMC 9.02.040 is adopted and attached hereto.

The 2025-2030 TIP is implementing a new prioritization process that was used to score the Transportation system (TSP) projects in 2023. Scoring criterion are created to reflect the strategic goals, city policies, and management directives (see TIP Prioritization page 29). The scored priority groups are highest, medium, and lowest; and can be found on the left side of the partially funded and unfunded project lists.

2025-2030 Transportation Improvement Program

Hello neighbors,

Thank you for your interest in our Transportation Improvement Program (TIP), a vital component supporting the City of Vancouver's Strategic Plan.

TIP projects improve livability within our neighborhoods and beyond through innovative approaches. By applying different perspectives to travel solutions, we strive to better meet your needs. We are building a safe, sustainable, future-ready network that supports our regional economic growth and allows everyone to reach their destination, regardless of their mode of transportation.

Annually, we develop a Six-Year TIP update looking at and planning for future projects. These projects range from planning studies to major street improvements that make travel safer for everyone. Projects are reviewed and approved by the City Council before July 1 of each year. You can review and submit your comments, suggestions or questions by visiting the City's website at www.cityofvancouver.us .

Funding for these projects comes from many sources including state gas tax, local retail and property taxes, as well as vehicle license renewal fees. Projects listed in this update are also eligible for state or federal grants.

Explore the highlights of the 2025-2030 TIP on the following pages and join us in shaping the future of transportation in our city.

Steve M. Worley, P.E.

Public Works Director

Ryan Lopossa, P.E.

Transportation Manager

2025-2030 TIP Highlights

Transportation System Plan (TSP) Update: Work began in 2019 on the plan, to guide all aspects of the transportation system. The update includes the development of seven integrated modal plans: streets, active transportation, demand management, freight, transit, and smart mobility. Complete Streets policies and citywide collision study will guide future transportation program, policies, and projects. Importantly, extensive public outreach, which includes an increased focus on previously excluded communities in transportation planning e orts, will help inform the update. The TSP was adopted on January 8, 2024.

Neighborhood Traffic Calming Program: Funded at $300,000 annually, this program works with community members to enhance neighborhood livability.

Multimodal Safety and Accessibility Program: For 2025-2026, the program will focus on implementing some key safety improvements along SE 34th Street, 4th Plain Complete Street Improvement, and BBC Trail Crossing.

Grant Efforts: The City is pursuing opportunities to fund active transportation connections, fill sidewalk gaps, increase crossing safety, and upgrade arterials.

Other Major Projects: The 2025-2030 TIP identifies funding for many projects, which require several years for planning, design, right-of-way, and construction phases. These include:

- Southeast 1st Street, from 177th to 192nd is fully funded. Construction is planned thru 2024 and into 2025.
- Northeast 137th Ave, from Northeast 49th Street to Northeast Fourth Plain Boulevard: Federal environmental approval was received in 2018. Right-of-way acquisition is underway. Construction is planned thru 2024 and into 2025.
- Jefferson/Kauffman Connection from West Evergreen Boulevard to West Mill Plain Boulevard is fully funded. Design and right-of-way acquisition continue. Construction is planned to start in late 2024 or early 2025.
- Northeast 18th Street, from Northeast 97th Avenue to Northeast 107th Avenue, ROW acquisition and final engineering design is currently underway with construction planned for 2025/2026.
- Main Street Promise (5th Street to 15th Street) is currently under design. Construction is planned to start in 2024.

Policies

Key Policies from Transportation System Plan (Adopted Jan. 8, 2024)

TN1 - 15-Minute Neighborhoods: Make walking, rolling, and small mobility convenient through mixed-use zoning and investment in complete corridors to serve all travel modes. Foster redevelopment within strategic development nodes to support 15-minute neighborhoods.

TN2 - Climate Corridors: Develop climate corridors to mitigate climate impacts through greener streets, street tree canopies, natural plantings for stormwater management, linear parks, and other climate resilient techniques. Use City-owned right-of-way to create a network of corridors that support climate adaptation and safe and healthy mobility as climate change occurs.

TN3 - Community Streets: Develop guidance and encouragement for community use of the right-of-way, including plazas, parklets, "streateries," open streets events, public art, and demonstration projects.

CC1 - Complete Corridors: Create complete corridors throughout the city that connect growth areas, support business, serve transit, and increase safety. Corridors connect destinations and include identifying parallel options.

CC2 - People-Based Metrics: Plan, design, and evaluate projects and developments using people-focused metrics that prioritize person throughput, safety and comfort. Use the metrics to evaluate facility performance and post-project evaluations.

CC3 - Street Standards: Adopt street standards that create comfortable, inviting multimodal streets. Use NACTO standards as primary guidance and integrate the latest best practices from WSDOT, AASHTO, and MUTCD for facility selection and design, traffic control, and signage and striping. Adopt into standard plans referenced in VMC Title 11.

CC4 - Vision Zero: Adopt a Vision Zero policy committing to end traffic fatalities and serious injuries on Vancouver streets by 2040. This policy would be a resolution to address the intersecting factors that lead to fatal crashes, such as unsafe behavior, alcohol and drug impairment, street design, and traffic speeds.

CC5 - Project Delivery: Deliver maintenance, capital, and development projects in an effective, efficient manner with clear and transparent communication to the community.

T1 - Access to Transit: Prioritize sidewalk and crosswalk gaps adjacent to transit stops, particularly along equity routes. Identify first/last mile barriers to major transit stops and address on a rolling basis.

T2 - Enhanced Transit Corridors: In coordination with C-TRAN, build a network of Enhanced Transit Corridors where higher level of transit service (frequency, hours of operation, stop amenities) are desired based on existing and future density and equity needs.

T3 - Transit and Land Use: Support transit through compact land uses and policies that incentivize transit use.

T4 - Microtransit: Integrate shared and emerging mobility technology and tools with C-TRAN microtransit zones to provide a suite of mobility options, especially in lower-density areas without high-frequency transit.

LS1 - Low-Stress Bicycle and Small Mobility Network: Adopt a citywide low-stress BSM network that prioritizes safety and comfort for people of all ages and abilities. Target a density of low-stress facilities every half-mile.

LS2 - Pedestrian Priority Streets: Adopt a network of Pedestrian Priority streets where safety and comfort for people walking and rolling is prioritized. Assign categories (primary, secondary) based on the roadway classification, level of demand, and existing and planned land uses. Use these categories to recommend desired facilities and amenities (shade, lighting, seating, etc.).

LS3 - Active Transportation Navigation: Support walking, rolling, and small mobility by making it easy and intuitive to navigate the city and find destinations.

LS4 - Small Mobility and Walking/Rolling Programming: Complement infrastructure with robust programming that encourages and educates people about the benefits of walking, rolling, and small mobility.

G1 - Development Review: Work with development community to establish a shared set of requirements and expectations for how development can support transportation.

G2 - Citywide Parking Policy & Code: Update parking code and policies to right-size the amount of parking developed with future growth and create safe streets, compact urban form, and encourage non-driving forms of transportation.

G3 - Parking Management: Effectively manage on and off-street parking resources through adoption of policies, systems, and tools throughout the city.

G4 - Downtown Parking: For those who drive downtown, create a user-friendly, well-managed, and rightsized “park once” environment where people can walk or roll between destinations without moving their car.

G5 - Transportation Demand Management (TDM): Require transportation demand management to reduce drive-alone trips, offer all travelers more mobility choices, and incentivize behavior change to more walking and rolling, biking, carpooling, and transit trips.

F1 - Data Collection and Monitoring: Use data to track travel pattern changes over time.

F2 - Climate Impacts: Adopt policies that will help meet the City’s goal of zero carbon emissions by 2040.

F3 - Technology for System Management: Embrace technology as a way of managing the transportation system without expanding capacity.

F4 - Electric/Autonomous Vehicles: Set City policy around EV / AV usage and role in achieving climate goals.

F5 - Emerging Mobility: Update City policies for how shared mobility and emerging mobility vendors shall operate in Vancouver. Create data standards, data sharing agreements, and vendor requirements. Integrate equity through reduced costs for people with low incomes.

F6 - Curb Management: Develop policies and programs that efficiently manage valuable curb space, recognizing how changing travel patterns have placed high demands on this resource.

Comprehensive Plan Policy for Asset Management "Vancouver Comprehensive Plan 2011-2030", Adopted Dec. 16, 2013

PFS-35- City public facility assets shall be systematically managed to balance full life cycle costs, performance, risk, and service levels, using best management practices and data.

Financial Policies for Capital Planning and Asset Management (Adopted Nov. 21, 2022)

1. In pursuit of an asset management strategy that prioritizes safety, equity and climate action, the City will:

    - Consider the climate impacts of asset investments and pursue asset management strategies that reduce its contribution to climate change over time.

    - Consider equity impacts of capital projects and asset management strategies and prioritize investments that improve equity within the City.

    - Consider the potential improvements to community safety associated with capital investments and prioritize investments that improve community safety, particularly in the transportation system.

2. Asset management best practice involves managing the performance, risk and expenditures on infrastructure assets in an optimal and sustainable manner throughout their lifecycle covering planning, design, construction, operation, maintenance, and disposal. The City shall integrate the principles and best practices of Asset Management such as those embodied in the *International Infrastructure Management Manual* in the management of its assets. Asset inventory will be maintained with maintenance, repair and deferred maintenance costs identified and updated on an annual basis. Maintenance of city assets shall be addressed on a current need, rather than deferred into the future.

3. In 2015, Council adopted a **New Street Funding Program** in response to formal recommendations from a citizen-led effort. Revenues from this program were established

to supplement without supplanting street funding resources identified in the 2015-2016 Adopted Biennial Budget. Annual reporting to the Council and the residents of outcomes achieved through the Streets Funding Initiative Program has been initiated in 2017 and shall continue into the future. The City will maintain funding of the **Pavement Management Program** at no less than that in the 2015-2016 Biennial Adopted Budget level increased by an appropriate inflationary factor, if necessary. To ensure accountability and transparency, the increase in program level funded by the new Street Funding Program revenue sources will be fully costed, budgeted for and spent from special funds created to track direct operation, capital and administrative expenses. Annual reporting of the outcomes will be published for the residents and the City Council prior to the end of the first quarter of each year for the prior year beginning for fiscal year 2016.

4. The City will redirect to the new Street Funding Program expiring debt service budget from pre-2015 debt issues for Transportation projects, beginning with debt expiring in 2016.

5. A **six-year City-Wide Capital Improvement Program** shall be developed annually and shall provide a prioritized list of reasonably funded projects and those in process of securing funding. Capital Improvement Plans for utility assets shall be updated no less frequently than every two years. The comprehensive plan will identify longer-term capital needs by program area.

6. Funding for capital projects, including major facilities maintenance projects, will be allocated in a manner that balances community needs with City priorities, the potential for attracting matching funds, and the ability to reduce or limit expenses in future years.

7. The City's objective is to incorporate a "**pay-as-you-go**" approach (using available cash and current resources) in the Capital Improvement program. Proceeds from the sale of city capital assets no longer utilized in operations will be deposited consistent with the initial ownership of the asset and invested in the highest priority city capital projects. Debt funding shall be considered for large capital projects with long useful life to better reflect inter-generational equity.

8. The capital budget will be adopted at the same time the City Operating Budget is adopted. The Capital budget will only include fully funded projects. The Capital Budget will only contain projects identified in the Capital Improvement Program.

9. A **capital repair appropriation** will be maintained for unanticipated major repairs of general operating facilities and for emergency replacement of general fund equipment. Additions to the capital repair contingency reserve will be made based on Council directions.

10. **Impacts on net annual operating and maintenance costs** will be identified as part of the funding considerations for new capital projects such as buildings, parks, and street enhancements. This includes identifying potential reductions in maintenance costs if improvements are funded. The necessary funds to operate the capital facility will be identified at the time the capital budget is adopted.

11. In order to provide long-term sustainable utility services, the city will structure utility rates so that system reinvestment including major repair, rehabilitation and replacement of utility assets can be fully funded on an ongoing basis in accordance with the city's "pay as you go" policy. This will be achieved through a plan of smaller incremental rate increases to maintain affordability. As identified by the utility capital improvement plan, rates will also include an investment component for capacity improvement and system expansion.

12. A **system development reserve** will be maintained to fund growth related capital costs. All systems development charge revenue will be contributed to the fund.

I. Title VI Policy Statement

It is the policy of City of Vancouver that no person shall on the grounds of race, color, and national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination in any operation of City of Vancouver as provided by Title VI of the Civil Rights Act of 1964 and related statutes.

This policy applies to all operations of City of Vancouver, including its contractors and anyone who acts on behalf of City of Vancouver. This policy also applies to the operations of any department or agency to which City of Vancouver extends federal financial assistance. Federal financial assistance includes grants, training, equipment usage, donations of surplus property, and other assistance.

Prohibited discrimination may be intentional or unintentional. Seemingly, neutral acts that have disparate impacts on individuals of a protected group and lack a substantial legitimate justification are a form of prohibited discrimination. Harassment and retaliation are also prohibited forms of discrimination.

Examples of prohibited types of discrimination based on race, color, or national origin include: Denial to an individual any service, financial aid, or other benefit; Distinctions in the quality, quantity, or manner in which a benefit is provided; Segregation or separate treatment; Restriction in the enjoyment of any advantages, privileges, or other benefits provided; Discrimination in any activities related to highway and infrastructure or facility built or repaired; and Discrimination in employment.

Title VI compliance is a condition of receipt of federal funds. The Title VI Coordinator is authorized to ensure compliance with this policy, Title VI of the Civil Rights Act of 1964, 42 USC § 2000d and related statutes, 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; DOT Order 1050.2; EO 12250; EO 12898; 28 CFR 50.3 and 49 CFR part 21.

Signed: _____
(Eric Holmes, City Manager)

March 30, 2023
Date

Public Outreach

Public Outreach Efforts

The City of Vancouver (City) engage and educate the public on current and future projects in hopes to gain feedback and comments. There is an online dashboard available for reviewing all projects listed in the Transportation Improvement Program (TIP) as well as all utility projects in the City's 6-Year Capital Improvement Program (CIP) at this website www.cityofvancouver.us/tip. There have been efforts to reach out to community organizations and partners serving historically excluded and underrepresented communities. Outreach City channels includes neighborhood associations, community-based organizations, Neighborhood Traffic Safety Alliance, Be Heard, website, newsletters, social media etc., Transportation and Mobility Commission (TMC), and City Council. TIP suggestions and questions can be submitted here for consideration: www.cityofvancouver.us/tip

Public Comments and Reponses for 2025-2030 TIP

Date	Name	Comment:
6/29/2023	Paul Smith	Hello Council. I want to say I like the direction of the city and what is happening. As we become more urban and density increases, traffic becomes a problem. I just want to know how to get the attention of the Council and Manager about a couple of streets that need major improvements. Yes, lots of streets need some work, but I am referring to Burton Rd and 112th av from Mill Plain to Burton Rd. First, The area around 112th and Burton Rd and 18th st is the Four Seasons development. It is probably the most dense housing development in the city and one of the largest. This is a very high traffice area due to onramps and off ramps to 205, and a route to Mill Plain. It deserves a high priority for upgrade of Rds and safety. 112th is woefully inadequate when I look at other streets in the city. This corridor needs, paving, some flashing red signs for speed, and widening. If we can't widen this rd, then we need to at least pave it so its safer and easier to drive. Why can't we at least get it paved and put up some flashing red speed signs Like on 18th which has no homes along it, is 4 lanes with a raised median and sound walls. This is a horrible rd in the densest housing area in the city and a destination point for groceries and other businesses. AM PM is constantly busy and I implore you to please make this rd safer. As for Burton Rd, we need to put up flashing speed signs at least. We need more police patrols and safety upgrades. This rd has no sound walls, is 100 percent residential and a major East West Corridor with high traffic. Again, when you built 18th with 4 lanes, a raised median, sound walls and a 35 mph speed limit it was overkill. This street does not need to be 35. There are no home along 18th with the sound wall, its 4 wide lanes and safe,The speed should be 40. again, Burton Rd has none of this. I realize 112th was designated a safety corridor many years ago and much was going to be done but this rd is worse than ever. 4 new high density apartment projects have come in above 18th st and below you have the 4 seasons. It is a very good area for

freeway access and many people are moving into the area. 18th is great. Love the upgrade. We now need to look at 112th and Burton Rd/28th.

Response:
As you have recognized we focused on 18th Street first because it connects to I-205 and it helps provide relief for Burton and Mill Plain. We will be improving 18th on the west side of I-205 (from 97th to 107th) so this will provide additional relief for Burton. Hopefully 18th Street construction will begin in 2025.

As far as 112th, we have several improvements planned, but it takes time to implement. We plan on repaving 112th (Mill Plain to Burton) in 2026. In conjunction with the paving, we will be implementing complete street improvements to help make 112th safer for all modes of travel. There will be public outreach starting in the next year or two. We also have a long-term project to widen 112th, but it will require buying a lot of property which will make it costly and time consuming. Currently, there is no timeframe for the widening project.

As far as Burton, as I mention above, 18th improvements are intended to provide relief for Burton. In addition, we plan on repaving Burton around 2027. Similar to 112th, widening Burton will require a lot of property which will make it costly and time consuming. Currently, there is no timeframe for widening Burton.

8/29/2023 Cody Johnson

Comment:
Andresen between NE 78th St and NE 88th could really use a protected bike boulevard with trees for shade instead of the painted bike lanes it currently has. There's just too much traffic to comfortably and safely ride this stretch of road, which is too bad because there's a nice protected lane all the way to the mall just south of 78th.

Response:
Staff agrees with the comment, and have added a project along Andresen (Trans-1143) to the unfunded list.

Financial Analysis

Financial Analysis

Funding Overview

The City of Vancouver's Transportation Improvement Program consists of three different project lists: funded projects, partially funded projects, and unfunded projects. Projects on the funded list are considered fully funded for design, right-of-way acquisition, and construction. Projects on the partially funded list have funding for design and/or right-of-way acquisition, but do not have full funding for the construction phase. Projects on the unfunded list do not have any funding allocated to them at this time. Transitioning from only including projects on the unfunded list that will truly receive funding in the 6-year horizon, this is the reason for the 'within' and 'outside' 6-year unfunded lists.

Street Funding Strategy

Prior to 1995, the City of Vancouver began a street funding strategy for local revenue to use for transportation capital improvements. This strategy involved identifying a revenue source and then committing that revenue source for debt service on bonds. Proceeds from the bond sale were then leveraged with grant revenues to the maximum extent possible for transportation improvements. Coupled with impact fees and developer contributions, this strategy netted hundreds of millions worth of capital improvements but resulted in a cyclical search for new revenues to address the continued need for capital improvements. Since 2015, City Council searched for a reasonable mix of new revenue sources that could be used on a "pay-as-you-go" basis to fund capital improvements as well as halt the gradual decline in our system pavement condition index. Early in 2015, City Council established a goal to complete, by year-end *"an adopted street funding program that provides reliable, dedicated, long-term funding for streets, including pedestrian, bike and accessible infrastructure."* In late 2015, City Council enacted several revenue sources for streets including:

- Transportation Benefit District (TBD) and the City Council enacting a revenue source; a $40 Vehicle License Fee.
- Business License Surcharge (BLS) $20/employee. In 2023, the city council updated the business license surcharge calculation which is anticipated to provide additional revenue for transportation.
- Increased the Utility Tax on City Owned utilities dedicating the additional revenue for streets.
- Dedicated that revenue sources used to pay debt service on bonds (as described above) would continue to be dedicated for street purposes on a pay-as-you-go basis as debt is retired.
- Dedicated that revenue from the increased gas tax resulting from the 2015 state gas tax increase would be used for median maintenance and street sweeping to accomplish service level increases for esthetic purposes.
- In 2023, the city council and TBD implemented a 0.01% increase to the sales tax which will bring in additional revenue for transportation.

The 2023 annual street funding strategy report to the community and more information about the TBD can be found here:

http://www.cityofvancouver.us/business/planning-development-and-zoning/transportation-planning/vancouver-transportation-benefit-district

Local Funding Sources

Public Sources

- **Vehicle License Fee:** Fee authorized by the Vancouver Transportation Benefit District and collected by the Washington State Department of Licensing. Fee paid at time of license renewal, resulting in estimated annual revenue of $5M.
- **0.01% Sales Tax:** Authorized by the Vancouver Transportation Benefit District and collected by the Washington State Department of Revenue. Tax paid on the sale of goods within the Vancouver City limits, resulting in estimated annual revenue of $6M.
- **Motor Vehicle Fuel Tax aka State Gas Tax:** Typically, about $3.5 million per year.
- **REET**: Real estate excise tax, varies per year, depending on real estate transactions.
- **Bonds (debt)**: Periodically the City sells bonds for transportation construction projects. Revenues to pay those debts come from several sources including gas tax, general fund, REET, and business license surcharge.
- **Business License Surcharge (BLS):** Beginning in 2023, the City overhauled the way the BLS is calculated. The changes are expected to bring in $5M per year which is $2M more than we received previously.
- **Utility Tax:** 1.5% Utility Tax on gross receipts for city-owned utilities including water, sewer, surface water and solid waste. This tax raises $1.5M annually.

Private Sources

- **Direct Construction**: Private developers are required to build or improve on-site roadways and may also be required to make off-site improvements to comply with concurrency or SEPA impacts.
- **Traffic Impact Fees (TIF)**: The City maintains a TIF program (fees paid by a developer per new trip) which historically covers about 10% of the annual construction program.
- **Proportionate Share Contributions**: Developer contributions toward an improvement project to meet concurrency or safety requirements.

Grant Programs

Federal Grant Programs

- **RAISE**: Rebuilding American Infrastructure with Sustainability and Equity—competitive, discretionary grant awarded by U.S. Department of Transportation to local agencies; focus is on large scale transportation projects that catalyze economic development.
- **Earmarks**: Earmarks are federal discretionary spending funds allocated by Congress for specific projects that are not required to go through the competitive grant allocation process.

- **CDBG**: Community Development Block Grant—periodically available for public street infrastructure (typically used for small sidewalk and ADA ramp improvements).
- **STBG**: Surface Transportation Block Grant funds are allocated by the SW Washington Regional Transportation Council and then, through a competitive grant process, to jurisdictions in the region.
- **TAP**: Transportation Alternatives Program—provides funding for alternative modes of transportation projects (i.e. modes other than vehicles).
- **Safe Streets and Roads for All (SS4A)**: To support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and, micro mobility users; motorists; and commercial vehicle operators.
- There are many other federal funding sources that are not listed.

State Grant Programs

- **Freight Mobility Strategic Investment Board:** This program provides resources provide resources to make strategic investments that support freight capacity and movement.
- **Transportation Improvement Board (TIB)**: Funded with a small portion of the state gas tax, TIB is the main source for state grant funds to state agencies. Vancouver competes with other urban jurisdictions in Washington State for funds from several TIB grant programs. For example: urban arterial; urban sidewalk; and complete street programs.
- **Safety Routes to School**: Improve safety and mobility for children by enabling them to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle and high schools (K-12).
- **Pedestrian and Bicycle Program**: Improve the transportation system to enhance safety and mobility for people who choose to walk or bike.
- **Washington Traffic Safety Commission Grant Program**: Grants awarded on an annual cycle, focusing on projects that address one or more of the top Target Zero priorities including impaired driving, speeding, young drivers, seat belts and occupant protection, distracted driving, and traffic records.
- **WSDOT City Safety**: Federal Highway Safety Improvement Program funds are allocated by the Washington State Department of Transportation (WSDOT) on a competitive basis to reduce fatal and serious injury crashes on city streets using engineering improvements/countermeasures.
- **Regional Mobility Grant**: Supports local efforts to improve connectivity between counties and regional population centers, and reduce transportation delay. The program funds: new transit services, park and ride lots, transportation demand management programs, transit speed and reliability improvements, new buses, transit service expansion.
- There are many other state funding sources that are not listed.

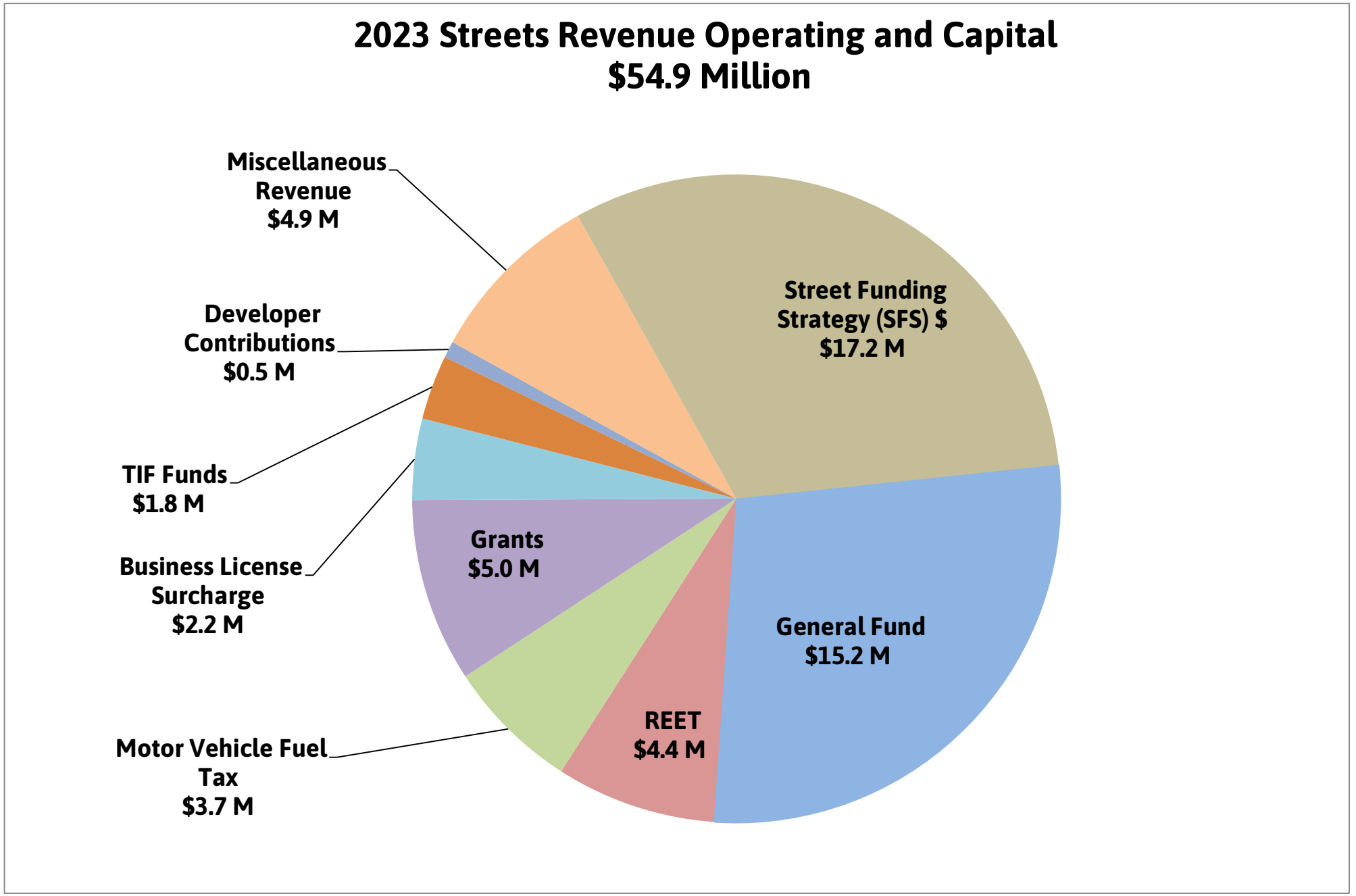
The table and graphs on the next few pages show the historical and forecasted revenues and expenses for streets in the City of Vancouver.

Transportation Financial Data
Includes Street Funding Strategy revenues (SFS)*

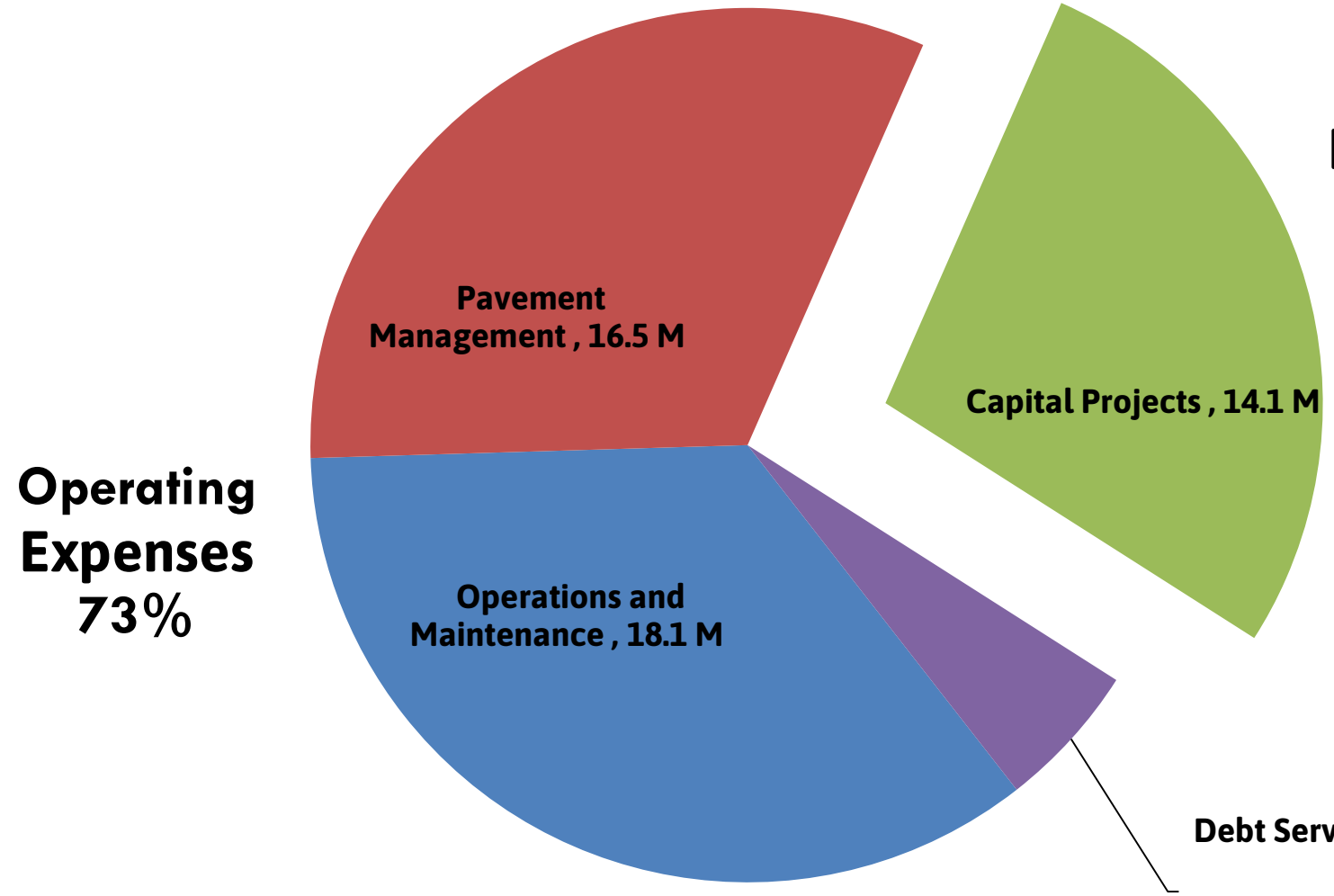
	2018	2019**	2020	2021	2022	2023
STREET MAINTENANCE						
Expenses						
Street Maintenance (funds 102 & 103)						
Pavement Management	11,753,010	12,578,666	5,861,428	15,826,629	13,959,111	16,522,743
Signs and Striping	1,388,663					
Signals	1,659,464					
Street Lights	1,950,805					
Street Maintenance	1,877,934	7,431,501	6,360,787	6,951,194	7,875,518	9,355,091
Administration	3,531,296	772,823	1,111,056	1,087,945	1,006,780	1,222,423
Traffic Engineering	962,404	5,077,153	4,075,256	4,711,149	4,158,919	4,810,728
Additional Right-of-Way maintenance	518,692	778,907	751,806	943,832	958,017	1,211,620
Sidewalk Maintenance	127,382	609,942	368,105	289,595	573,674	433,528
Transportation Design	864,175	731,787	2,277,640	953,989	1,013,935	1,053,220
Subtotal Street Maintenance Expenses	**24,633,824**	**27,980,780**	**20,806,078**	**30,764,333**	**29,545,954**	**34,609,353**
Transportation Debt Service paid by Fund 102	**648,930**	**-**	**-**	**255,062**	**141,157**	**139,790**
Transfers to Transportation Capital	**471,845**	**363,163**	**1,644,985**	**335,501**	**474,088**	**315,000**
Total Street Maintenance Expenses	**25,754,599**	**28,343,943**	**22,451,063**	**31,354,896**	**30,161,199**	**35,064,142**
Revenues						
Street Maintenance						
Property Taxes	204					
Real Estate Excise Tax	3,740,188	4,749,199	4,512,843	6,614,807	6,109,706	3,678,721
Motor Vehicle Fuel Tax	4,238,774	3,667,489	3,112,919	2,875,892	2,846,272	3,660,024
General Fund	9,307,926	10,500,739	11,274,588	13,021,019	11,497,035	15,035,110
Grants		1,668,000	247,106	212,661	-	1,223,726
SFS Revenues for operations and maintenance *	5,331,848	5,812,881	4,225,836	7,132,391	8,169,899	6,659,788
Miscellaneous	2,110,271	1,618,285	1,833,364	1,366,119	1,926,711	3,361,991
Total Street Maintenance Revenues	**24,729,211**	**28,016,593**	**25,206,657**	**31,222,889**	**30,549,623**	**33,619,361**
TRANSPORTATION DEBT						
Expenses						
Yearly Debt Service	**4,579,280**	**3,929,685**	**3,576,973**	**2,784,365**	**2,793,033**	**2,791,401**
Revenues						
Debt Service Revenues						
General Fund	1,485,171	1,485,760	996,600	205,505	204,345	204,113
Energy Savings in Street Fund			140,000	140,000	150,000	150,000
Employee Surcharge	1,943,324	1,944,342	1,938,660	1,935,727	1,938,395	1,937,563
Motor Vehicle Fuel Tax	648,930	-	-	-	-	-
REET	501,855	499,583	501,713	503,133	500,293	499,725
Total Debt Service Revenues	**4,579,280**	**3,929,685**	**3,576,973**	**2,784,365**	**2,793,033**	**2,791,401**
TRANSPORTATION CAPITAL						
Expenses (funds 330 & 331)						
Transportation Capital Expenses						
Capital Expenses	**6,636,538**	**7,556,686**	**11,039,560**	**4,026,993**	**17,694,644**	**14,146,442**
Revenues						
Transportation Capital Revenues						
REET	167,620	161,672	165,714	171,372	182,492	198,916
Grants	1,289,167	1,208,674	2,981,921	911,134	8,467,369	3,804,553
Developer Participation	6,000	479,686	503,568	98,078	526,474	449,082
Intergovernmental Loan Proceeds			2,855,462	-	-	-
General Fund	34,468	37,431		54,682	663,751	-
Street Maintenance Fund	460,013	344,462	107,181	185,000	165,000	315,000
Transportation Special Revenue Fund	76,656	906,982	123,781	119,994	642,270	288,070
TIF Funds	1,623,486	420,003	855,760	383,321	924,119	1,767,072
Bond Capital Fund	1,684,090	1,766,098	331,451	-	-	-
SFS Revenues for Capital *	1,811,832	1,818,701	3,628,947	1,480,501	5,349,119	10,605,000
Sale of land		848,000		235,337	-	
Miscellaneous Revenue	201,287	596,523	18,700	1,274,092	191,619	1,492,512
Total Capital Revenues	**7,354,619**	**8,588,231**	**11,572,484**	**4,913,510**	**17,112,212**	**18,920,205**

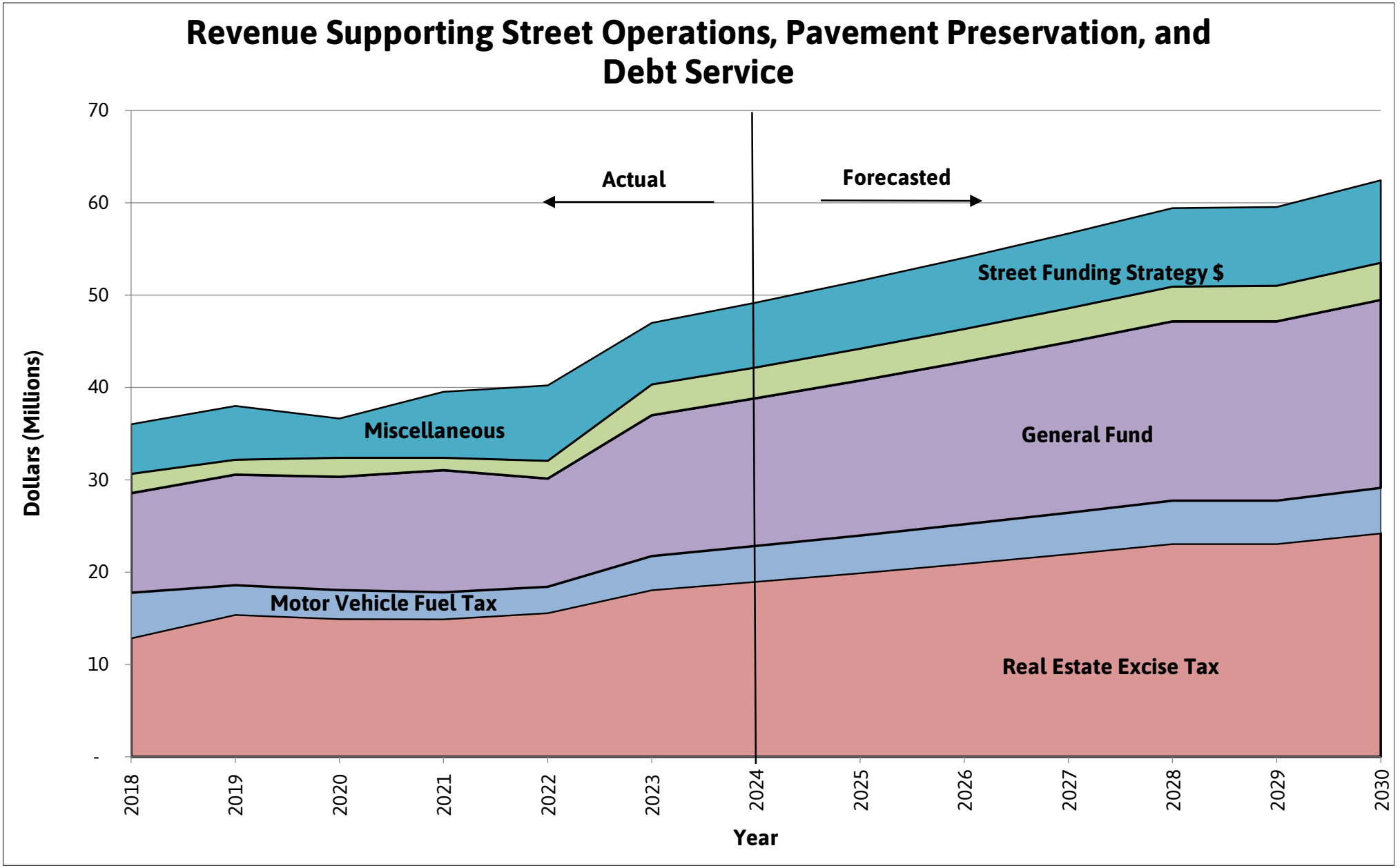
*See link for SFS annual report to the community including annual revenues an www.cityofvancouver.us/betterstreets

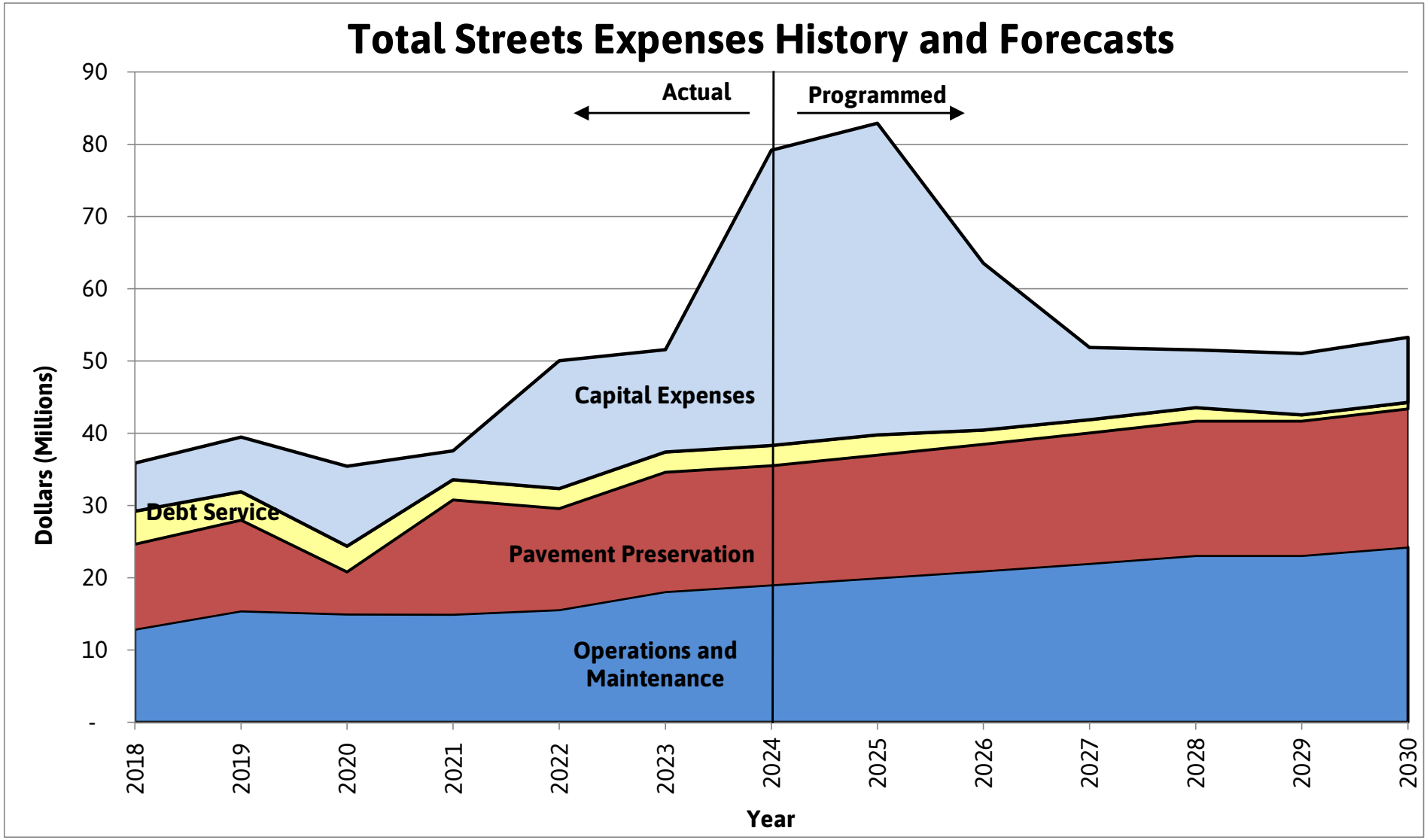
**In 2019 the City switch to a new financial system. Therefore, the catergories for cost tracking are different.

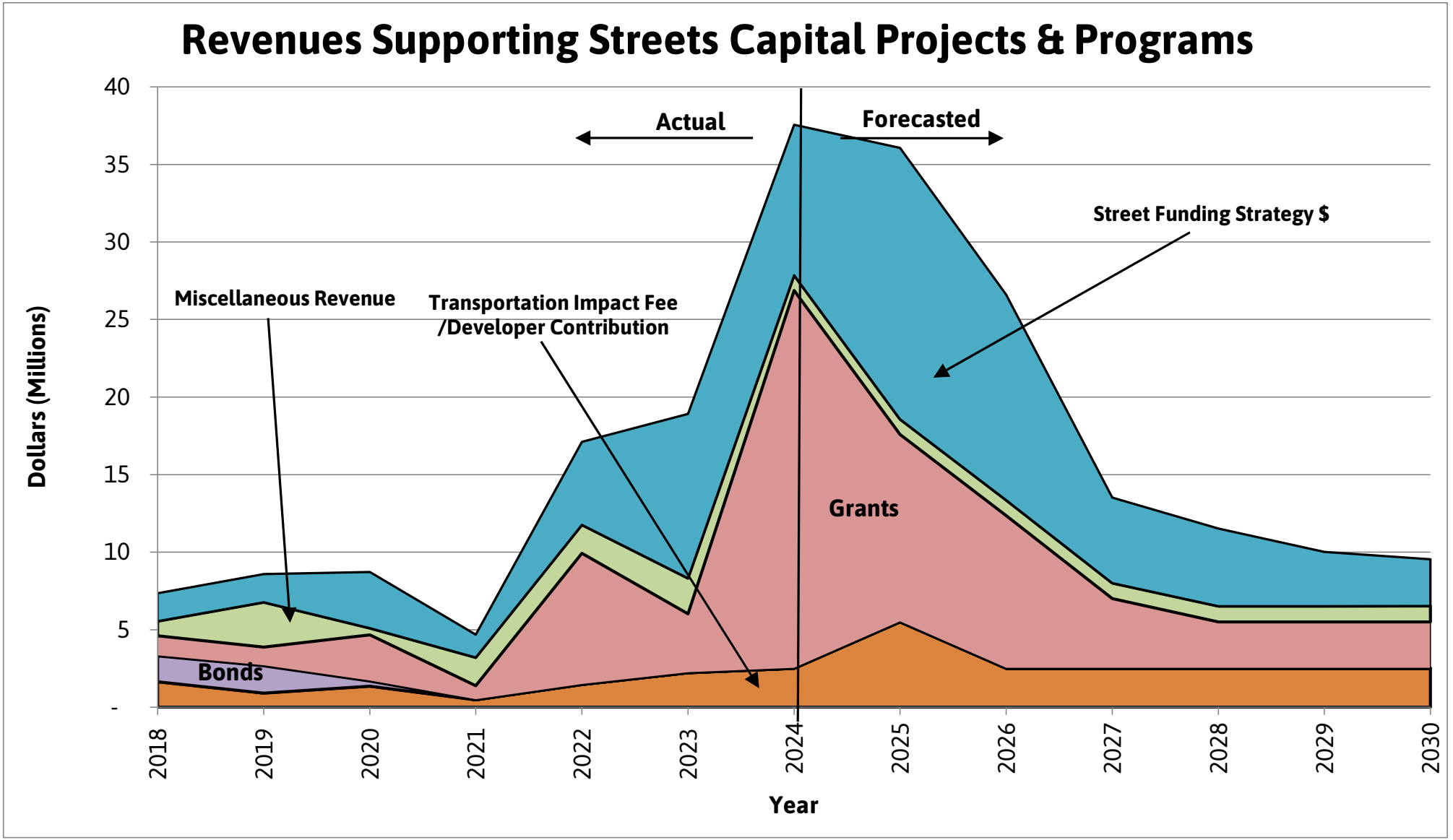

2023 Streets Revenue Operating and Capital
$54.9 Million
Miscellaneous Revenue $4.9 M
Developer Contributions $0.5 M
TIF Funds $1.8 M
Business License Surcharge $2.2 M
Motor Vehicle Fuel Tax $3.7 M
Grants $5.0 M
REET $4.4 M
General Fund $15.2 M
Street Funding Strategy (SFS) $ $17.2 M

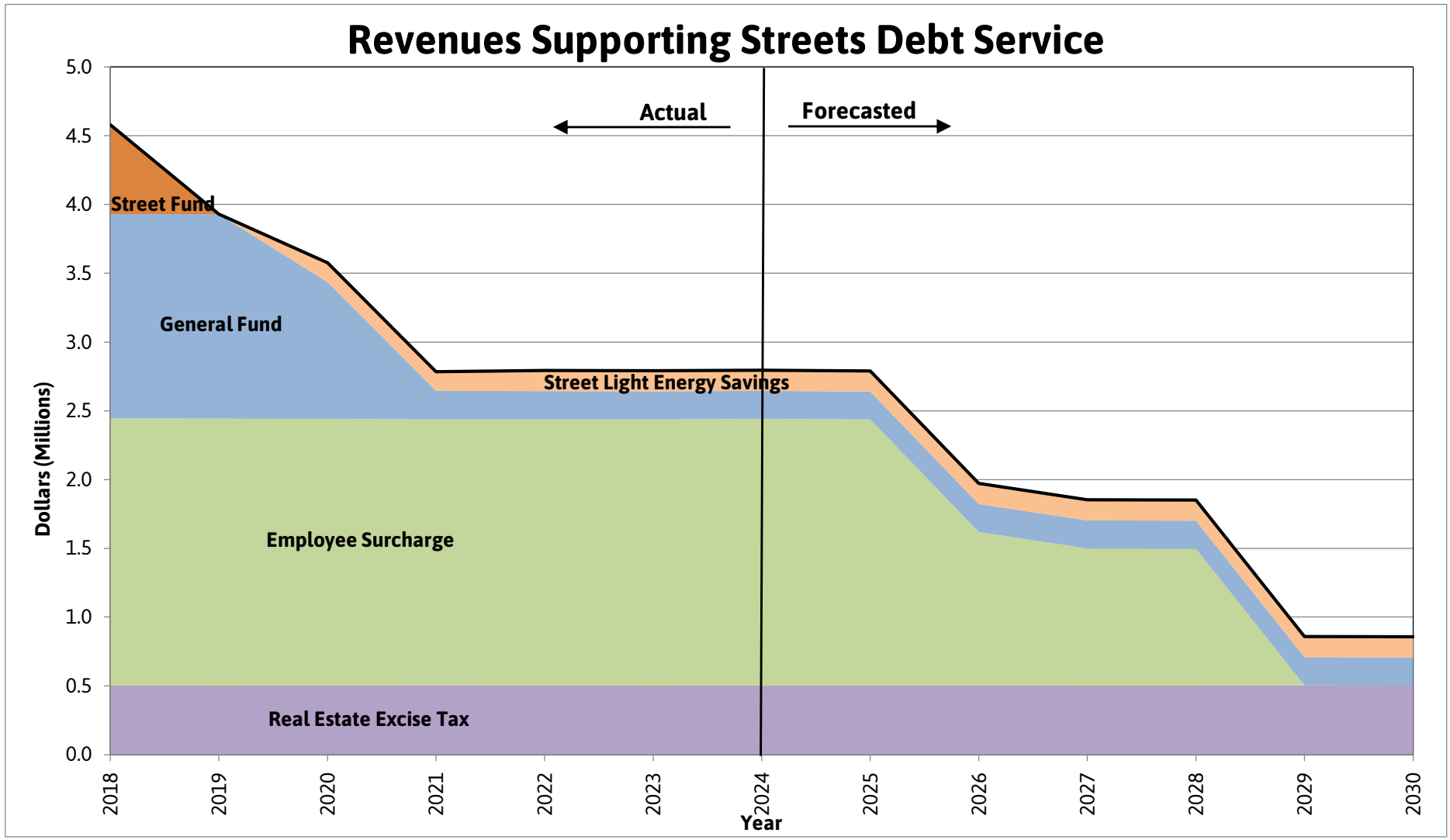
2023 Streets Expenses Operating and Capital
$51.5 Million




Revenue Supporting Street Operations, Pavement Preservation, and Debt Service
Dollars (Millions)
70
60
50
40
30
20
10
-
Actual
Forecasted
Street Funding Strategy $
Miscellaneous
General Fund
Motor Vehicle Fuel Tax
Real Estate Excise Tax
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
Year


Total Streets Expenses History and Forecasts
Actual
Programmed
Capital Expenses
Debt Service
Pavement Preservation
Operations and Maintenance
Dollars (Millions)
90
80
70
60
50
40
30
20
10
-
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
Year


Revenues Supporting Streets Capital Projects & Programs
Dollars (Millions)
40
35
30
25
20
15
10
5
-
Actual
Forecasted
Street Funding Strategy $
Miscellaneous Revenue
Transportation Impact Fee
/Developer Contribution
Grants
Bonds
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
Year

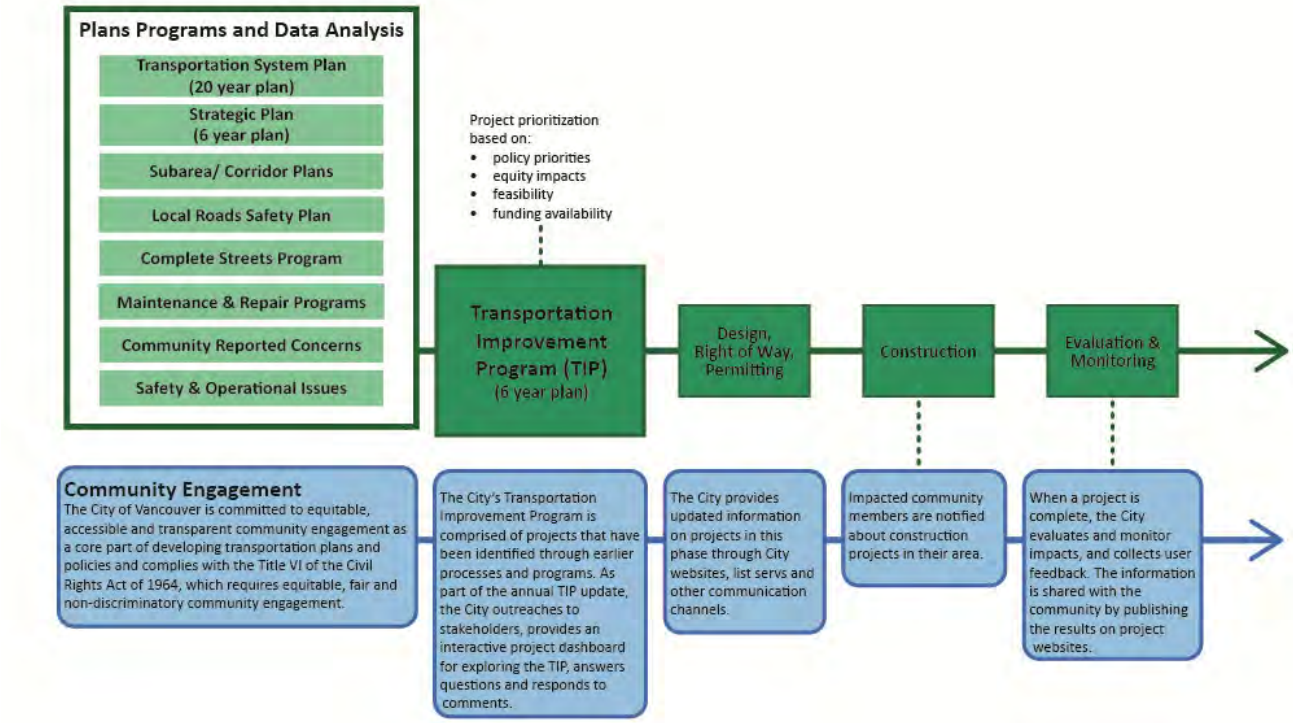

Revenues Supporting Streets Debt Service
Actual
Forecasted
Street Fund
General Fund
Street Light Energy Savings
Employee Surcharge
Real Estate Excise Tax
Dollars (Millions)
5.0
4.5
4.0
3.5
3.0
2.5
2.0
1.5
1.0
0.5
0.0
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
Year

Project Implementation

Project Implementation

Transportation capital improvement projects are added to the TIP through various sources. The various sources include the Transportation System Plan, Strategic Plan, Subarea/Corridor Plans, safety issues identified through the Local Road Safety Plan, congestion issues, private development, and public comments. Project ideas are vetted by planning and public works staff and added to the TIP accordingly.

After projects are added to the TIP, opportunities are explored for funding and coordination with other work (for example pavement management or utility work). Public outreach and further project refinement are performed during the entire life cycle of the project. Once projects are fully funded and designed, construction can commence. The diagram below shows how a project is developed, added to the TIP, and ultimately constructed.



TIP Prioritization

TIP Prioritization Process

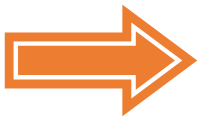
The City is implementing a new prioritization process that was used to score the Transportation System Plan (TSP) projects in 2023. The new TIP Prioritization process organizes existing and potential transportation projects for the City of Vancouver in alignment with the City's strategic goals and policies. Scoring criterion are created to reflect the strategic goals, city policies, and management directives. Each project is scored on all the criterion which helps ensure fair comparisons. The result is a transparent and defensible decision-making tool to allocated limited resources to long list of worthy project priorities.

The partially funded and near-term unfunded projects are scored. The scores for those projects can be found on the left side of the project lists. Fully funded projects are not scored because the city has already obtained the resources necessary to construct them.

Prioritization Tool
The prioritization tool includes three phases of scoring. Phase 1 is where to invest, phase 2 is when to invest, and phase 3 is estimated costs. The following are descriptions of the phases and priority criteria utilized in the TIP prioritization tool.

Phase One: Geographic Screening (Where should we invest?)

Criteria
Equity Index
Collisions
*Essential Spaces and Places
Future Growth Areas

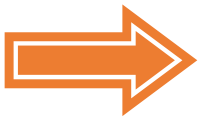


Ranking
High Medium Low

*e.g., Schools, parks, trails, natural areas, community centers, and many other factors

Phase Two: Implementation Screening (When should we invest?)

Criteria
Pavement Opportunity
Agency Coordination
*Quick Wins
ROW Impacted
**Environmental Impacts

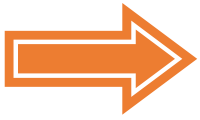


Timing
Near-Term Medium-Term Long-Term

*e.g., Bike network, sidewalk gap, and many other factors
**Critical and archaeological or culturally significant area

Phase three: Cost Estimate (Magnitude of resources needed to construct each project.)

Construction
Sidewalk Infill
ROW Impacted
Length of roadway
Crossing needed
Earthwork needed
New structure
Drainage/conveyance
Creek crossing
Roadway widening



Cost Magnitude
High Medium Low

Prioritize Projects

The final step of the TIP prioritization process consists of organizing the projects into priority groups (highest, medium, and lowest). In theory, the highest projects should be funded first and included in the 6-year TIP. The medium and lowest priority projects will be completed in the 6 to 20-year horizon as funding allows. Although there are instances where medium and lowest priority projects receives funding and are added to the 6-year TIP. Staff will continually evaluate the prioritization process to ensure that the priorities align with city goals.

Priority Group	P1: Geographic Screening	P2: Implementation Screening	P3: Cost Estimate
Highest	High	Near-Term	Low
Highest	High	Medium-Term	Low
Medium	High	Long-Term	Low
Medium	High	Near-Term	Medium
Medium	High	Medium-Term	Medium
Lowest	High	Long-Term	Medium
Medium	High	Near-Term	High
Lowest	High	Medium-Term	High
Lowest	High	Long-Term	High
Medium	Medium	Near-Term	Low
Medium	Medium	Medium-Term	Low
Lowest	Medium	Long-Term	Low
Medium	Medium	Near-Term	Medium
Medium	Medium	Medium-Term	Medium
Lowest	Medium	Long-Term	Medium
Lowest	Medium	Near-Term	High
Lowest	Medium	Medium-Term	High
Lowest	Medium	Long-Term	High
Lowest	Low	Near-Term	Low
Lowest	Low	Medium-Term	Low
Lowest	Low	Long-Term	Low
Lowest	Low	Near-Term	Medium
Lowest	Low	Medium-Term	Medium
Lowest	Low	Long-Term	Medium
Lowest	Low	Near-Term	High
Lowest	Low	Medium-Term	High
Lowest	Low	Long-Term	High

Priority Groups - Funded List	
Highest	Not scored since the City is already committed to build
Medium	Not scored since the City is already committed to build
Lowest	Not scored since the City is already committed to build
Priority Groups - Partially Funded List	
Highest	None
Medium	TRANS-922, 1113, 1114
Lowest	TRANS-444, 527, 603, 607, 723, 839, 843, 873, 879, 888, 898, 923, 924, 944, 946
Priority Groups - Unfunded List	
Highest	None
Medium	TRANS-914, 1115, 1116
Lowest	TRANS-847, 880, 887, 891, 907, 927, 928, 929, 930, 934, 936, 937, 938, 1119

TIP Changes

2025-2030 TIP Changes

This section provides an overview of the changes from the previous 6-year project list (2024-2029) to this year's 6-year project list (2025-2030). The changes are segmented by: projects removed; projects added; and other changes.

Projects Removed:	TIP ID:	Project Type:	Comments:
SE 136th Ave. at SE 7th St.	TRANS-363	Signal Improvements	Removed from unfunded list, does not meet signal warrants
NE 162nd Avenue and NE 34th Street Signal	TRANS-867	Signal Improvements	Removed from unfunded list, does not meet signal warrants
SE Chkalov Drive Safety and Mobility	TRANS-939	Signal Improvements	Removed from unfunded list, included in TRANS-921
SE 34th St. and SE 192nd Ave Intersection Improvements	TRANS-912	Active Transportation	Removed from unfunded list, intersection fully built
NE Fourth Plain Blvd. and Broadway Intersection Safety Improvements	TRANS-940	Active Transportation	Removed from unfunded list, included in C-Tran BRT project
NE 87th Ave./Lieser Rd. Realignment	TRANS-583	Arterial Improvements	Removed from unfunded list, private development on corner changed making project not viable
NE Fourth Plain/SB Andresen Rd. Intersection Improvements	TRANS-906	Arterial Improvements	Project will be completed in 2024
W. Fourth Plain and Franklin St. Intersection Improvement	TRANS-866	Signal Improvements	Project will be completed in 2024
NE 68th Street Sidewalk	TRANS-878	Active Transportation	Project will be completed in 2024
NE 18th St. and Burnt Bridge Creek Enhanced Pedestrian Improvements	TRANS-918	Active Transportation	Project will be completed in 2024
NE 192nd Avenue & NE 13th Street Intersection Improvements	TRANS-851	Arterial Improvements	Project will be completed in 2024

Projects Added:	TIP ID:	Project Type:	Comments:
NE 52nd St. and NE 135th Ave Pedestrian Crossing (Image Elementary)	TRANS-1115	Signal Improvements	New project added to unfunded list
136th Ave and Wy'east Middle School Pedestrian Crossing	TRANS-1116	Signal Improvements	New project added to unfunded list
NE 72nd Ave – Sidewalk Infill (Walnut Grove Elementary)	TRANS-1119	Active Transportation	New project added to unfunded list
Fourth Plain Blvd. and Laurel Pl. Pedestrian Crossing	TRANS-1117	Signal Improvements	New project added to funded list

Fourth Plain Blvd. and Watson Ave. Pedestrian Crossing	TRANS-1118	Signal Improvements	New project added to funded list
Z St. Sidewalk Infill – Fourth Plain Blvd. to NE 26th St.	TRANS-1120	Active Transportation	New project added to funded list
Rossiter Ln. to BBC Pedestrian Connector	TRANS-1122	Active Transportation	New project added to funded list
Todd Rd. Sidewalk Infill – Fourth Plain Blvd. to 18th St.	TRANS-1123	Active Transportation	New project added to funded list
Stapleton Rd. Mobility Improvements – Fourth Plain Blvd. to 18th St.	TRANS-1124	Active Transportation	New project added to funded list
Neals Ln. Sidewalk Extension – E 24th St. to E 28th St.	TRANS-1121	Active Transportation	New project added to funded list
Fourth Plain Blvd. and E Reserve St. Enhanced Pedestrian Crossing	TRANS-1125	Signal Improvements	New project added to funded list
Ft. Vancouver High School Pedestrian Connection between Fourth Plain Blvd. and NE Campus Dr.	TRANS-1126	Active Transportation	New project added to funded list
North-South Pedestrian Access between 57th Ave. and 62nd Ave. from Fourth Plain Blvd. and NE 34th Ave.	TRANS-1127	Active Transportation	New project added to funded list
Brandt Rd. Traffic Calming – Fourth Plain Blvd. to E 18th St.	TRANS-1128	Active Transportation	New project added to unfunded list (outside 6-year)
N Grand Blvd. Traffic Calming – Fourth Plain Blvd. to E 18th St.	TRANS-1129	Active Transportation	New project added to unfunded list (outside 6-year)
Fourth Plain Blvd. and BBC Trail Crossing Intersection Mural	TRANS-1130	Active Transportation	New project added to unfunded list (outside 6-year)
Safe Routes to Schools Program/Pedestrian Program	TRANS-1131	Program	New program added
City Safety Program	TRANS-1132	Program	New program added
Lighting for Pedestrian Safety Program	TRANS-1133	Program	New program added
Automated Enforcement Program	TRANS-1134	Program	New program added
Ped/Bike/Small Mobility Wayfinding Program	TRANS-1135	Program	New program added
Waterfront Way Traffic Calming	TRANS-1113	Active Transportation	New project added to partially funded list
State Route 500 – 54th and 42nd Intersection Improvements	TRANS-1114	Signal Improvements	New project added to partially funded list
NE Andresen Rd. Sidewalk – NE 78th St. to NE 84th St.	TRANS-1143	Active Transportation	New project added to unfunded list (outside 6-year)
SE 29th St. – SE 176th Ave to SE 192nd Ave.	TRANS-909	Arterial Improvements	Renewed project added to unfunded list (outside 6-year)

Van Plaza Drive Enhanced Pedestrian Crossing	TRANS-1144	Active Transportation	New project added to funded list
SE 29th St. – SE 176th Ave. to SE 192nd Ave.	TRANS-909	Arterial Improvements	New project added to unfunded list (outside 6-year), developer build

Other Changes:	**TIP ID:**	**Project Type:**	**Comments:**
Main Street Promise	TRANS-495	Arterial Improvements	Changed 'Project Type' from Active Transportation to Arterial Improvements
E 33rd Street Complete Street Project – Main Street to P Street	TRANS-922	Active Transportation	Moved from funded to partially funded list, mistakenly placed on funded list last year
E 29th Street Complete Street Project – Kauffman Ave to Neals Ln	TRANS-923	Active Transportation	Moved from funded to partially funded list, mistakenly placed on funded list last year
Jefferson St. – W. Evergreen to W. Mill Plain Blvd.	TRANS-531	Arterial Improvements	Moved from partially funded to funded list
NE Hazel Dell Ave/BBC Trail Crossing	TRANS-910	Active Transportation	Moved from partially funded to funded list
MacArthur/Mill Plain Complete Street Improvements	TRANS-917	Active Transportation	Moved from partially funded to funded list
MacArthur Blvd. – Mill Plain Blvd. to Blandford Dr.	TRANS-938	Arterial Improvements	Changed name to reflect project more accurately
MacArthur Blvd. – Blandford Dr. to Lieser Rd.	TRANS-892	Arterial Improvements	Changed name to reflect project more accurately
MacArthur Blvd./ S. Lieser Rd. and St. Helens Ave. Intersection	TRANS-603	Signal Improvements	Moved from unfunded to partially funded list
SE 20th St. and SE 176th Ave.	TRANS-723	Signal Improvements	Moved from unfunded to partially funded list
NE Fourth Plain Safety Improvements – Ft. Vancouver Way to 62nd Ave.	TRANS-258	Active Transportation	Changed name to reflect project more accurately and moved from unfunded to funded list
Fourth Plain Blvd. Multiuse Path – E 62nd Ave. to Andresen Rd.	TRANS-946	Active Transportation	Moved from unfunded to partially funded list
Complete Streets/Multimodal Safety and Accessibility	TRANS-844	Program	Changed name to reflect program more accurately
Multiple unfunded projects moved outside of 6-year horizon	Varies	Varies	Eventually will move projects outside 6-year horizon to capital facilities plan
NE 184th Ave. – NE 4th St. to 18th St.	TRANS-717	Arterial Improvements	Changed name to reflect project more accurately
Heights Grand Loop – Devine Rd. to MacArthur Blvd.	TRANS-944	Arterial Improvements	Changed 'Project Type' from Active Transportation to Arterial Improvements

Amtrak Multimodal Access – W 11th St.	TRANS-905	Active Transportation	Changed name to reflect project more accurately
MacArthur/Mill Plain Complete Street Project – Brandt Rd to Blandford Dr	TRANS-917	Active Transportation	Changed name to reflect project more accurately
NE 18th St. – NE 141st Ave. to NE 162nd Ave.	TRANS-444	Arterial Improvements	Changed name to reflect project more accurately
W 39th and Daniels Pedestrian Improvements (Lincoln Elementary)	TRANS-914	Active Transportation	Changed name to reflect project more accurately

Other:	**Project Type:**	**Comments:**
Non-City Projects Removed:		
Mill Plain BRT (funded)	C-Tran	Project completed in 2023
Non-City Projects Added:		
C-Tran Fourth Plain BRT Extension	C-Tran	New project added

Six-Year Project List

2025-2023 Transporation Improvement Program - FUNDED PROJECTS

Note: All costs are in 2024 dollars. 2024 shown for reference only (6-year plan is for 2025-2030).

EXST $=current non-grant revenue sources; SFS $=street funding strategy non-grant revenue sources; GRANT $=existing and potential grants; Bold/Italicized=potential grant $

						2024	2025	2026	2027	2028	2029	2030		
	Project ID	**Project Name**	**Project Type**	**Funding Type**	**Spent to Date (Mar 1 2024)**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**6-Year Total**	**TIF Area old/new**
FUNDED PROJECTS														
			Arterial Improvements											
	TRANS-275	**NE 137th Ave. - NE 49th St. to NE Fourth Plain Blvd.**	Arterial Improvements	EXST $	$5,795,615	$2,000,000	$1,000,000						$1,000,000	
	PRJ071237	Design Phase - Funded - Completed		SFS $		$3,400,000	$1,600,000						$1,600,000	Evergreen/Pacific
		Right-of-Way Phase - Funded - Completed		GRANT $		$5,400,000	$2,600,000						$2,600,000	
		Construction Phase - Funded - Started		TOTAL $		$10,800,000	$5,200,000	$0	$0	$0	$0	$0	$5,200,000	
	TRANS-495	**Main Street Promise**	Arterial Improvements	EXST $	$2,610,036		$6,000,000						$6,000,000	
	PRJ100358	Design Phase - Funded - Started		SFS $			$4,000,000						$4,000,000	Vancouver/Columbia
		Right-of-Way Phase - Started		GRANT $		$10,000,000							$0	
		Construction Phase - Funded - Not started		TOTAL $		$10,000,000	$10,000,000	$0	$0	$0	$0	$0	$10,000,000	
	TRANS-531	**Jefferson St. - W. Evergreen to W. Mill Plain Blvd.**	Arterial Improvements	EXST $	$1,126,266		$1,000,000						$1,000,000	
	PRJ071247	Design Phase - Funded - Started		SFS $		$1,000,000	$2,000,000						$2,000,000	Vancouver/Columbia
		Right-of-Way Phase - Funded - Started		GRANT $		$3,000,000	$2,000,000						$2,000,000	
		Construction Phase - Funded - Not started		TOTAL $		$4,000,000	$5,000,000	$0	$0	$0	$0	$0	$5,000,000	
	TRANS-870	**SE 1st St. - SE 177th Ave. to SE 192nd Ave.**	Arterial Improvements	EXST $	$830,225	$3,000,000	$1,000,000						$1,000,000	
	PRJ072617	Design Phase - funded by developer - Completed		SFS $		$3,000,000							$0	East City/Cascade
		Right-of-Way Phase - Funded by developer - Completed		GRANT $		$4,000,000							$0	
		Construction Phase - Funded - Started		TOTAL $		$10,000,000	$1,000,000	$0	$0	$0	$0	$0	$1,000,000	
			Signal and Lighting Improvements											
	TRANS-908	**SE Mill Plain Aerial Fiber Removal - partially funded by TRANS-237**	Signal and Lighting Improvements	EXST $	$9,137	$50,000	$50,000						$50,000	
	PRJ100662	Design Phase - Funded - Started		SFS $									$0	Vancouver/Columbia
		Right-of-Way Phase - N/A		GRANT $									$0	
		Construction Phase - Funded - Not started		TOTAL $		$50,000	$50,000	$0	$0	$0	$0	$0	$50,000	
new	TRANS-1117	**Fourth Plain Blvd. and Laurel PL Pedestrian Crossing**	Signal and Lighting Improvements	EXST $	$0								$0	
		Design Phase - Funded - Not Started		SFS $									$0	Vancouver/Columbia
		Right-of-Way Phase - N/A		GRANT $			$100,000	$400,000					$500,000	
		Construction Phase - Funded - Not started		TOTAL $		$0	$100,000	$400,000	$0	$0	$0	$0	$500,000	
new	TRANS-1118	**Fourth Plain Blvd. and Watson Ave. Pedestrian Crossing**	Signal and Lighting Improvements	EXST $	$0								$0	
		Design Phase - Funded - Not Started		SFS $									$0	Vancouver/Columbia
		Right-of-Way Phase - N/A		GRANT $			$100,000	$400,000					$500,000	
		Construction Phase - Funded - Not started		TOTAL $		$0	$100,000	$400,000	$0	$0	$0	$0	$500,000	
new	TRANS-1125	**Fourth Plain Blvd. and E Reserve St. Enhanced Pedestrian Crossing**	Signal and Lighting Improvements	EXST $	$0								$0	
		Design Phase - Funded - Not Started		SFS $									$0	Vancouver/Columbia
		Right-of-Way Phase - N/A		GRANT $			$70,000	$700,000					$770,000	
		Construction Phase - Funded - Not started		TOTAL $		$0	$70,000	$700,000	$0	$0	$0	$0	$770,000	
			Active Transportation Improvements											
	TRANS-258	**NE Fourth Plain Safety Improvements - Ft. Vancouver Way to 62nd Ave.**	Active Transportation Improvements	EXST $	$428,816	$500,000	$500,000						$500,000	
	PRJ072463	Design Phase - Funded - Started		SFS $									$0	Vancouver/Columbia/Cascad
		Right-of-Way Phase - Funded - Started		GRANT $									$0	
		Construction Phase - Funded - Not started		TOTAL $		$500,000	$500,000	$0	$0	$0	$0	$0	$500,000	

2025-2023 Transporation Improvement Program - FUNDED PROJECTS

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	Project ID	**Project Name**	**Project Type**	**Funding Type**	**Spent to Date (Mar 1 2024)**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**6-Year Total**	**TIF Area old/new**
FUNDED PROJECTS														
	TRANS-740	**Evergreen Hwy. Pathway - SE Chelsea Ave. to SE Image Rd.**	Active Transportation Improvements	EXST $	$531,460								$0	East City/Cascade
	PRJ071455	Design Phase - Funded - Started		SFS $		$50,000	$450,000						$450,000	
		Right-of-Way Phase - Funded - Started		GRANT $		$50,000	$450,000						$450,000	
		Construction Phase - Funded - Not started		TOTAL $		$100,000	$900,000	$0	$0	$0	$0	$0	$900,000	
	TRANS-889	**NE 18th St. and N. Devine Rd. ADA Improvements**	Active Transportation Improvements	EXST $	$138,624								$0	Vancouver/Columbia
	PRJ100592	Design Phase - Funded - Started		SFS $		$200,000	$100,000						$100,000	
		Right-of-Way Phase - Funded - Started		GRANT $			$50,000	$500,000					$550,000	
		Construction Phase - Funded - Not started		TOTAL $		$200,000	$150,000	$500,000	$0	$0	$0	$0	$650,000	
	TRANS-899	**NE Fourth Plain Blvd. - Enhanced Pedestrian Crossings**	Active Transportation Improvements	EXST $	$47,340								$0	Vancouver/Columbia
	PRJ100672	Design Phase - Funded - Started		SFS $		$450,000	$250,000						$250,000	
		Right-of-Way Phase - N/A		GRANT $									$0	
		Construction Phase - Funded - Not started		TOTAL $		$450,000	$250,000	$0	$0	$0	$0	$0	$250,000	
	TRANS-910	**NE Hazel Dell Ave./BBC Trail Crossing**	Active Transportation Improvements	EXST $	$39,872								$0	Vancouver/Columbia
	PRJ100914	Design Phase - Funded - Started		SFS $		$100,000	$300,000						$300,000	
		Right-of-Way Phase - Funded - Started		GRANT $			$500,000						$500,000	
		Construction Phase - Funded - Not started		TOTAL $		$100,000	$800,000	$0	$0	$0	$0	$0	$800,000	
	TRANS-917	**MacArthur/Mill Plain Complete Street Improvements**	Active Transportation Improvements	EXST $	$158								$0	Vancouver/Columbia
	PRJ100336	Design Phase - Funded - Started		SFS $			$10,000						$10,000	
		Right-of-Way Phase - N/A		GRANT $		$500,000							$0	
		Construction Phase - Funded - Not started		TOTAL $		$500,000	$10,000	$0	$0	$0	$0	$0	$10,000	
	TRANS-919	**SE 34th Street Complete Street Project - 162nd Ave. to 192nd Ave.**	Active Transportation Improvements	EXST $	$202,181								$0	Vancouver/Columbia
	PRJ100889	Design Phase - Funded - Started		SFS $		$500,000	$300,000						$300,000	
		Right-of-Way Phase - N/A		GRANT $		$500,000	$300,000						$300,000	
		Construction Phase - Funded - Not started		TOTAL $		$1,000,000	$600,000	$0	$0	$0	$0	$0	$600,000	
	TRANS-920	**McGillivray Complete Street Project - Chkalov Dr. to Village Loop**	Active Transportation Improvements	EXST $	$285,847								$0	Vancouver/Columbia
	PRJ100802	Design Phase - Funded - Started		SFS $		$250,000	$250,000						$250,000	
		Right-of-Way Phase - N/A		GRANT $			$750,000						$750,000	
		Construction Phase - Funded - Not started		TOTAL $		$250,000	$1,000,000	$0	$0	$0	$0	$0	$1,000,000	
	TRANS-921	**NE 112th Avenue Complete Street Project - Chkalov Dr. to Fourth Plain Blvd.**	Active Transportation Improvements	EXST $	$25,743								$0	Vancouver/Columbia
	PRJ100923	Design Phase - Funded - Started		SFS $			$250,000	$250,000					$500,000	
		Right-of-Way Phase - N/A		GRANT $									$0	
		Construction Phase - Funded - Not started		TOTAL $		$0	$250,000	$250,000	$0	$0	$0	$0	$500,000	
	TRANS-943	**Garrison Rd. Sidewalk Improvements - Mill Plain Blvd. to David Douglas Park**	Active Transportation Improvements	EXST $	$11,458								$0	Vancouver/Columbia
	PRJ100922	Design Phase - Funded - Started		SFS $									$0	
		Right-of-Way Phase - N/A		GRANT $		$200,000	$500,000						$500,000	
		Construction Phase - Funded - Not started		TOTAL $		$200,000	$500,000	$0	$0	$0	$0	$0	$500,000	
new	TRANS-1120	**Z St. Sidewalk Infill - Fourth Plain Blvd. to NE 26th St.**	Active Transportation Improvements	EXST $	$0								$0	Vancouver/Columbia
		Design Phase - Funded - Not Started		SFS $									$0	
		Right-of-Way Phase - N/A		GRANT $			$100,000	$350,000					$450,000	
		Construction Phase - Funded - Not started		TOTAL $		$0	$100,000	$350,000	$0	$0	$0	$0	$450,000	

2025-2023 Transporation Improvement Program - FUNDED PROJECTS

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FUNDED PROJECTS														
new	TRANS-1121	**Neals Ln. Sidewalk Extension - E 24th St. to E 28th St.**	Active Transportation Improvements	EXST $	$0								$0	Vancouver/Columbia
		Design Phase - Funded - Not Started		SFS $									$0	
		Right-of-Way Phase - N/A		GRANT $			$100,000	$535,000					$635,000	
		Construction Phase - Funded - Not started		TOTAL $		$0	$100,000	$535,000	$0	$0	$0	$0	$635,000	
new	TRANS-1122	**Rossiter Ln. to BBC Pedestrian Connector**	Active Transportation Improvements	EXST $	$0								$0	Vancouver/Columbia
		Design Phase - Funded - Not Started		SFS $									$0	
		Right-of-Way Phase - N/A		GRANT $			$260,000	$1,000,000					$1,260,000	
		Construction Phase - Funded - Not started		TOTAL $		$0	$260,000	$1,000,000	$0	$0	$0	$0	$1,260,000	
new	TRANS-1123	**Todd Rd. Sidewalk Infill - Fourth Plain Blvd. to 18th St.**	Active Transportation Improvements	EXST $	$0								$0	Vancouver/Columbia
		Design Phase - Funded - Not Started		SFS $									$0	
		Right-of-Way Phase - N/A		GRANT $			$100,000	$535,000					$635,000	
		Construction Phase - Funded - Not started		TOTAL $		$0	$100,000	$535,000	$0	$0	$0	$0	$635,000	
new	TRANS-1124	**Stapleton Rd. Mobility Improvements - SR 500 to 18th St.**	Active Transportation Improvements	EXST $	$0								$0	Vancouver/Columbia
		Design Phase - Funded - Not Started		SFS $									$0	
		Right-of-Way Phase - N/A		GRANT $			$200,000	$800,000					$1,000,000	
		Construction Phase - Funded - Not started		TOTAL $		$0	$200,000	$800,000	$0	$0	$0	$0	$1,000,000	
new	TRANS-1126	**Ft. Vancouver High School Pedestrian Connection between Fourth Plain Blvd. and NE Campus Dr.**	Active Transportation Improvements	EXST $	$0								$0	Vancouver/Columbia
		Design Phase - Funded - Not Started		SFS $									$0	
		Right-of-Way Phase - N/A		GRANT $			$100,000	$300,000					$400,000	
		Construction Phase - Funded - Not started		TOTAL $		$0	$100,000	$300,000	$0	$0	$0	$0	$400,000	
new	TRANS-1127	**North-South Pedestrian Access between 57th Ave. and 62nd Ave. from Fourth Plain Blvd. and NE 34th Ave.**	Active Transportation Improvements	EXST $	$0								$0	Vancouver/Columbia
		Design Phase - Funded - Not Started		SFS $									$0	
		Right-of-Way Phase - N/A		GRANT $			$100,000	$335,000					$435,000	
		Construction Phase - Funded - Not started		TOTAL $		$0	$100,000	$335,000	$0	$0	$0	$0	$435,000	
new	TRANS-1144	**Van Plaza Drive Enhanced Pedestrian Crossing**	Active Transportation Improvements	EXST $	$0								$0	Vancouver/Pacific
		Design Phase - Funded - Not Started		SFS $									$0	
		Right-of-Way Phase - N/A		GRANT $		$125,000	$300,000						$300,000	
		Construction Phase - Funded - Not started		TOTAL $		$125,000	$300,000	$0	$0	$0	$0	$0	$300,000	
														6-year Totals
				EXST $	Annually =	$5,550,000	$9,550,000	$0	$0	$0	$0	$0	EXST $	$9,550,000
				SFS $	Annually =	$8,950,000	$9,510,000	$250,000	$0	$0	$0	$0	SFS $	$9,760,000
				GRANT $	Annually =	$23,775,000	$8,680,000	$5,855,000	$0	$0	$0	$0	GRANT $	$14,535,000
				TOTAL $	Annually =	$38,275,000	$27,740,000	$6,105,000	$0	$0	$0	$0	TOTAL $	$33,845,000

			Non-City
		I-5 Interstate Bridge Replacement (unfunded)	Multi-agency
		SR-14 (I-205 to 164th Ave) Widening (funded)	WSDOT
		NE 166th Ave and Fourth Plain Blvd. HAWK Signal	WSDOT
		NE 39th St and I-5 NB Ramp Widening (Funded)	WSDOT
		NE Fourth Plain Blvd. and SR503	WSDOT
		Mill Plain Fiber Network - Downtown to SE 192nd Ave.	C-Tran
		Highway 99 BRT	C-Tran
		Lower River Road Trail Improvement (unfunded)	Port of Vancouver

2025-2023 Transporation Improvement Program - PARTIALLY FUNDED PROJECTS

Note: All costs are in 2024 dollars. 2024 shown for reference only (6-year plan is for 2025-2030).

EXST $=current non-grant revenue sources; SFS $=street funding strategy non-grant revenue sources; GRANT $=existing and potential grants; Bold/Italicized=potential grant $

						2024	2025	2026	2027	2028	2029	2030		
SCORE	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Mar 1 2024)	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	6-Year Total	TIF Area old/new
PARTIALLY FUNDED PROJECTS/PROGRAMS														
			Arterial Improvements											
Lowest	TRANS-444	**NE 18th St. - NE 141st Ave. to NE 162nd Ave.**	Arterial Improvements	EXST $	$124,335		$250,000				$2,000,000		$2,250,000	
	PRJ100788	Design Phase - Funded - Started		SFS $		$500,000	$750,000		$500,000	$3,000,000			$4,250,000	Pacific /Cascade
		Right-of-Way Phase - Funded uncertain - Not started		GRANT $			$1,000,000		$4,500,000	$3,000,000			$8,500,000	
		Construction Phase - Unfunded - Not started		TOTAL $		$500,000	$2,000,000	$0	$5,000,000	$6,000,000	$2,000,000	$0	$15,000,000	
Lowest	TRANS-527	**NE 18th St. - NE 97th Ave. to NE 107th Ave.**	Arterial Improvements	EXST $	$2,225,544	$600,000	$2,000,000						$2,000,000	
	PRJ071616	Design Phase - Funded - Started		SFS $			$1,000,000	$2,000,000					$3,000,000	Evergreen & E. City/
		Right-of-Way Phase - Funded - Started		GRANT $		$250,000	$2,000,000	$3,000,000					$5,000,000	Pacific & Cascade
		Construction Phase - Funding uncertain - Not started		TOTAL $		$850,000	$5,000,000	$5,000,000	$0	$0	$0	$0	$10,000,000	
Lowest	TRANS-607	**NE 192nd Ave. - SE 1st St. to NE 18th St.**	Arterial Improvements	EXST $	$42,442							$3,000,000	$3,000,000	
	PRJ100868	Design Phase - Funded - Started		SFS $		$250,000	$250,000	$1,000,000		$2,000,000	$3,000,000	$3,000,000	$9,250,000	East City/Cascade
		Right-of-Way Phase - Funding uncertain- Not started		GRANT $		$350,000	$400,000	$1,000,000			$3,000,000	$3,000,000	$7,400,000	
		Construction Phase - Unfunded - Not started		TOTAL $		$600,000	$650,000	$2,000,000	$0	$2,000,000	$6,000,000	$9,000,000	$19,650,000	
Lowest	TRANS-898	**NE 115th Ave. - NE 16th St. to NE 18th St.**	Arterial Improvements	EXST $	Developer $	$75,000	$75,000						$75,000	
	PRJ100386	Design Phase - Funded by developer - Started		SFS $	$108,178								$0	East City/Cascade
		Right-of-Way Phase - Funding uncertain- Not started		GRANT $									$0	
		Construction Phase - Unfunded - Not started		TOTAL $		$75,000	$75,000	$0	$0	$0	$0	$0	$75,000	
Lowest	TRANS-944	**Heights Grand Loop - Devine Rd. to MacArthur Blvd.**	Arterial Improvements	EXST $	$2,102,992								$0	
	100716	Design Phase - Funded - Started		SFS $			$5,000,000	$10,000,000	$5,000,000				$20,000,000	Vancouver/Columbia
		Right-of-Way Phase - N/A		GRANT $									$0	
		Construction Phase - Unfunded - Not started		TOTAL $		$0	$5,000,000	$10,000,000	$5,000,000	$0	$0	$0	$20,000,000	
			Signal and Lighting Improvements											
Lowest	TRANS-603	**MacArthur Blvd., S. Lieser Rd. and St. Helens Ave. Intersection**	Signal and Lighting Improvements	EXST $	$0		$250,000						$250,000	
		Design Phase - Partially Funded - Not Started		SFS $									$0	Vancouver/Columbia
		Right-of-Way Phase - Unfunded		GRANT $									$0	
		Construction Phase - Unfunded		TOTAL $		$0	$250,000	$0	$0	$0	$0	$0	$250,000	
Lowest	TRANS-723	**SE 20th St. and SE 176th Ave.**	Signal and Lighting Improvements	EXST $	$0	$50,000	$50,000						$50,000	
		Design Phase - Funded - Not Started		SFS $									$0	East City/Cascade
		Right-of-Way Phase - Unfunded		GRANT $									$0	
		Construction Phase - Unfunded		TOTAL $		$50,000	$50,000	$0	$0	$0	$0	$0	$50,000	
Lowest	TRANS-839	**NE 152nd Ave. and NE Fourth Plain Blvd. Signal**	Signal and Lighting Improvements	EXST $	Developer $	$150,000	$150,000						$150,000	
	PRJ100351	Design Phase - Partially Funded - Started		SFS $	$74,929								$0	Evergreen/Pacific
		Right-of-Way Phase - Unfunded		GRANT $									$0	
		Construction Phase - Unfunded		TOTAL $		$150,000	$150,000	$0	$0	$0	$0	$0	$150,000	
Lowest	TRANS-879	**Columbia House Blvd. and Grove St. Signal Upgrade**	Signal and Lighting Improvements	EXST $	Developer $	$10,000	$25,000						$25,000	
	PRJ100352	Design Phase - Partially Funded - Started		SFS $	$23,960								$0	East City/Cascade
		Right-of-Way Phase - Unfunded		GRANT $									$0	
		Construction Phase - Unfunded		TOTAL $		$10,000	$25,000	$0	$0	$0	$0	$0	$25,000	
Lowest	TRANS-888	**NE 192nd Ave. at SR 14 Interchange - Traffic Improvements**	Signal and Lighting Improvements	EXST $	Developer $	$10,000	$25,000						$25,000	
	PRJ100443	Design Phase - Partially Funded - Not Started		SFS $	$0								$0	East City/Cascade
		Right-of-Way Phase - Unfunded		GRANT $									$0	
		Construction Phase - Unfunded		TOTAL $		$10,000	$25,000	$0	$0	$0	$0	$0	$25,000	
			Active Transportation Improvements											
Lowest	TRANS-843	**Evergreen Hwy. Pathway - Weber Arboretum to SE 100th Court**	Active Transportation Improvements	EXST $	$176,215	$100,000	$25,000						$25,000	
	PRJ071448	Design Phase - Funded - Started		SFS $									$0	East City/Cascade
		Right-of-Way Phase - Funded -Started		GRANT $									$0	
		Construction Phase - Unfunded - Not started		TOTAL $		$100,000	$25,000	$0	$0	$0	$0	$0	$25,000	
Lowest	TRANS-873	**Main St. Safety/Mobiliy Improvement Project - Fourth Plain Blvd. to City Limits**	Active Transportation Improvements	EXST $	$0	$100,000	$600,000						$600,000	
		Design Phase - Partially Funded - Not Started		SFS $									$0	Vancouver/Columbia
		Right-of-Way Phase - Funded - Not Started		GRANT $									$0	
		Construction Phase - Unfunded - Not started		TOTAL $		$100,000	$600,000	$0	$0	$0	$0	$0	$600,000	
Medium	TRANS-922	**E 33rd Street Complete Street Project - Main Street to P Street**	Active Transportation Improvements	EXST $	$4,175								$0	
	PRJ100803	Design Phase - Funded - Not Started		SFS $			$500,000						$500,000	Vancouver/Columbia
		Right-of-Way Phase - N/A		GRANT $									$0	
		Construction Phase - Funded - Not started		TOTAL $		$0	$500,000	$0	$0	$0	$0	$0	$500,000	

2025-2023 Transporation Improvement Program - PARTIALLY FUNDED PROJECTS

Note: All costs are in 2024 dollars. 2024 shown for reference only (6-year plan is for 2025-2030).

EXST $=current non-grant revenue sources; SFS $=street funding strategy non-grant revenue sources; GRANT $=existing and potential grants; Bold/Italicized=potential grant $

SCORE	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Mar 1 2024)	2024 Planned Expenditures	2025 Planned Expenditures	2026 Planned Expenditures	2027 Planned Expenditures	2028 Planned Expenditures	2029 Planned Expenditures	2030 Planned Expenditures	6-Year Total	TIF Area old/new
PARTIALLY FUNDED PROJECTS/PROGRAMS														
Lowest	TRANS-923	**E 29th Street Complete Street Project - Kauffman Ave. to Neals Ln.**	Active Transportation Improvements	EXST $	$4,118								$0	Vancouver/Columbia
	PRJ100804	Design Phase - Funded - Not Started		SFS $			$500,000						$500,000	
		Right-of-Way Phase - N/A		GRANT $									$0	
		Construction Phase - Funded - Not started		TOTAL $		$0	$500,000	$0	$0	$0	$0	$0	$500,000	
Lowest	TRANS-924	**St. Johns/St. James Complete Street Project - Fourth Plain to City Limits**	Active Transportation Improvements	EXST $	$74,622								$0	Vancouver/Columbia
	PRJ100805	Design Phase - Funded - Not Started		SFS $							$500,000		$500,000	
		Right-of-Way Phase - N/A		GRANT $									$0	
		Construction Phase - Unfunded - Not started		TOTAL $		$0	$0	$0	$0	$0	$500,000	$0	$500,000	
Lowest	TRANS-946	**Fourth Plain Blvd. Multiuse Path - E 62nd Ave. to Andresen Rd.**	Active Transportation Improvements	EXST $	$41,737	$100,000	$500,000						$500,000	Vancouver/Columbia/ Cascade
	PRJ100959	Design Phase - Funded - Started		SFS $									$0	
		Right-of-Way Phase - N/A		GRANT $									$0	
		Construction Phase - Unfunded - Not started		TOTAL $		$100,000	$500,000	$0	$0	$0	$0	$0	$500,000	
Medium	TRANS-1113	**Waterfront Way Traffic Calming**	Active Transportation Improvements	EXST $	Developer $	$50,000	$50,000						$50,000	Vancouver/Columbia
	PRJ100852	Design Phase - Funded - Started		SFS $	$12,656								$0	
	new	Right-of-Way Phase - N/A		GRANT $									$0	
		Construction Phase - Funded - Started		TOTAL $		$50,000	$50,000	$0	$0	$0	$0	$0	$50,000	
Medium	TRANS-1114	**State Route 500 - 54th and 42nd Intersection Improvements**	Active Transportation Improvements	EXST $	$0		$40,000						$40,000	Vancouver/Columbia
	PRJ100913	Design Phase - Funded - Started		SFS $									$0	
	new	Right-of-Way Phase - Unfunded - Not Started		GRANT $									$0	
		Construction Phase - Unfunded - Not started		TOTAL $		$0	$40,000	$0	$0	$0	$0	$0	$40,000	
														6-year Totals
				EXST $	Annually =	$1,245,000	$4,040,000	$0	$0	$0	$2,000,000	$3,000,000	EXST $	$9,040,000
				SFS $	Annually =	$750,000	$8,000,000	$13,000,000	$5,500,000	$5,000,000	$3,500,000	$3,000,000	SFS $	$38,000,000
				GRANT $	Annually =	$600,000	$3,400,000	$4,000,000	$4,500,000	$3,000,000	$3,000,000	$3,000,000	GRANT $	$20,900,000
				TOTAL $	Annually =	$2,595,000	$15,440,000	$17,000,000	$10,000,000	$8,000,000	$8,500,000	$9,000,000	TOTAL $	$67,940,000

2025-2023 Transporation Improvement Program - ANNUAL PROGRAMS

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EXST $=current non-grant revenue sources; SFS $=street funding strategy non-grant revenue sources; GRANT $=existing and potential grants; Bold/Italicized=potential grant $

						2024	2025	2026	2027	2028	2029	2030		
	Project ID	**Program Name**	**Project Type**	**Funding Type**		**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**6-Year Total**	**TIF Area old/new**
ANNUAL PROGRAMS														
			Ongoing Programs			**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**6 yr. total**	
	TRANS-237 PRJ072330	**Traffic Signal and Lighting Sustainability** 2024/2025 Fourth Plain and Franklin Signal, Main Street Promise	Program	EXST $		$215,000	$215,000	$215,000	$215,000	$215,000	$215,000	$215,000	$1,290,000	City-Wide
				SFS $		$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$1,200,000	
				GRANT $									$0	
				TOTAL $	ongoing	$415,000	$415,000	$415,000	$415,000	$415,000	$415,000	$415,000	$2,490,000	
	TRANS-240 PRG0102	**Neighborhood Traffic Calming Program** Projects implemented as part of the ongoing Neighborhood Traffic Calming Program are intended to help slow traffic and enhance neighborhood livability. These projects may include education or infrastructure to reduce driver speeds; new or improved facilities for people walking, biking, and using mobility devices; and other strategies to increase safety and mobility in Vancouver neighborhoods.	Program	EXST $		$170,000	$170,000	$170,000	$170,000	$170,000	$170,000	$170,000	$1,020,000	City-Wide
				SFS $		$130,000	$130,000	$130,000	$130,000	$130,000	$130,000	$130,000	$780,000	
				GRANT $									$0	
				TOTAL $	ongoing	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$1,800,000	
	TRANS-241	**Pavement Preservation Program** 2025 Corridors include: 4th Plain Blvd. from Mill Plain to Main Street, McLoughlin from Reserve to Brandt, Andresen from 40th to I-205, and McGilllivray from Chkalov to SE 20th.	Program	EXST $		$11,500,000	$12,000,000	$12,500,000	$13,000,000	$13,500,000	$14,000,000	$14,000,000	$79,000,000	City-Wide
				SFS $		$600,000	$600,000	$600,000	$600,000	$600,000	$600,000	$600,000	$3,600,000	
				GRANT $									$0	
				TOTAL $	ongoing	$12,100,000	$12,600,000	$13,100,000	$13,600,000	$14,100,000	$14,600,000	$14,600,000	$82,600,000	
	TRANS-245 PRG0256	**Bridge Inspection Program**	Program	EXST $		$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$300,000	City-Wide
				SFS $									$0	
				GRANT $									$0	
				TOTAL $	ongoing	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$300,000	
	TRANS-421	**Pavement Reconstruction Program**	Program	EXST $									$0	City-wide
				SFS $		$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$6,000,000	
				GRANT $									$0	
				TOTAL $	ongoing	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$6,000,000	
	TRANS-844 PRJ072459	**Complete Streets/Multimodal Safety and Accessibility** Sub projects will focus on targeted safety improvements, see project sheet for details.	Program	EXST $									$0	City-wide
				SFS $		$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$9,000,000	
				GRANT $									$0	
				TOTAL $	ongoing	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$9,000,000	
	TRANS-858 PRG0234	**Citywide Transportation Demand Management Program**	Program	EXST $									$0	City-wide
				SFS $			$0	$0	$0	$0	$0	$0	$0	
				GRANT $									$0	
				TOTAL $	ongoing	$0	$0	$0	$0	$0	$0	$0	$0	
	TRANS-859 PRG0138	**Sidewalk Management Program**	Program	EXST $									$0	City-wide
				SFS $		$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$3,000,000	
				GRANT $									$0	
				TOTAL $	ongoing	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$3,000,000	
	TRANS-869 PRJ100786	**Arterial Street Light Program** Funded with energy savings from LED Retrofit	Program	EXST $		$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$1,500,000	City-Wide
				SFS $									$0	
				GRANT $									$0	
				TOTAL $	ongoing	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$1,500,000	
	TRANS-1131 new	**Safe Routes to Schools Program/Pedestrian Program**	Program	EXST $									$0	City-wide
				SFS $			$0	$0	$0	$0	$0	$0	$0	
				GRANT $									$0	
				TOTAL $		$0	$0	$0	$0	$0	$0	$0	$0	

2025-2023 Transporation Improvement Program - ANNUAL PROGRAMS

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EXST $=current non-grant revenue sources; SFS $=street funding strategy non-grant revenue sources; GRANT $=existing and potential grants; Bold/Italicized=potential grant $

						2024	2025	2026	2027	2028	2029	2030		
	Project ID	**Program Name**	**Project Type**	**Funding Type**		**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**Planned Expenditures**	**6-Year Total**	**TIF Area old/new**
ANNUAL PROGRAMS														
	TRANS-1132 new	**City Safety Program**	Program	EXST $									$0	City-wide
				SFS $			$0	$0	$0	$0	$0	$0	$0	
				GRANT $									$0	
				TOTAL $		$0	$0	$0	$0	$0	$0	$0	$0	
	TRANS-1133 new	**Lighting for Pedestrian Safety Program**	Program	EXST $									$0	City-wide
				SFS $			$0	$0	$0	$0	$0	$0	$0	
				GRANT $									$0	
				TOTAL $		$0	$0	$0	$0	$0	$0	$0	$0	
	TRANS-1134 new	**Automated Enforcement Program**	Program	EXST $									$0	City-wide
				SFS $			$0	$0	$0	$0	$0	$0	$0	
				GRANT $									$0	
				TOTAL $		$0	$0	$0	$0	$0	$0	$0	$0	
	TRANS-1135 new	**Ped/Bike/Small Mobility Wayfinding Program**	Program	EXST $									$0	City-wide
				SFS $			$0	$0	$0	$0	$0	$0	$0	
				GRANT $									$0	
				TOTAL $		$0	$0	$0	$0	$0	$0	$0	$0	
														6-year Totals
				EXST $	Annually =	$12,185,000	$12,685,000	$13,185,000	$13,685,000	$14,185,000	$14,685,000	$14,685,000	EXST $	$83,110,000
				SFS $	Annually =	$3,930,000	$3,930,000	$3,930,000	$3,930,000	$3,930,000	$3,930,000	$3,930,000	SFS $	$23,580,000
				GRANT $	Annually =	$0	$0	$0	$0	$0	$0	$0	GRANT $	$0
				TOTAL $	Annually =	$16,115,000	$16,615,000	$17,115,000	$17,615,000	$18,115,000	$18,615,000	$18,615,000	TOTAL $	$106,690,000

2025-2030 Transportation Improvement Program
UNFUNDED PROJECTS WITHIN 6-YEAR

	Project ID	Project Name	Project Type	Phase				Scoping Level Estimate	TIF Area old/new
UNFUNDED PROJECTS WITHIN 6-YEAR									
					2025	⟷	2030		
Score			**Arterial Improvements**						
Lowest	TRANS-847	**SE 164th Avenue and SE Mill Plain Blvd. Intersection Improvements**	Arterial Improvements	PSE				$5 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
Lowest	TRANS-887	**NW 78th St./Fruit Valley Rd./NW Lakeshore Ave. Roundabout**	Arterial Improvements	PSE				$2 mill	Vancouver/Columbia
				Total	⟵ No Funding ⟶				
Lowest	TRANS-891	**E. Mill Plain - Boise Ave. to N. Andresen Rd.**	Arterial Improvements	PSE				$10 mill	Vancouver/Columbia/Cascade
				Total	⟵ No Funding ⟶				
Lowest	TRANS -907	**NE 124th Ave. - NE 28th St. to NE 39th St.**	Arterial Improvements	PSE				$10 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
Lowest	TRANS -927	**NE 187th Ave - SE 1st St to NE 18th St.**	Arterial Improvements	PSE				$13 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
Lowest	TRANS-928	**NE 13th St - NE 172nd Ave to NE 187th Ave.**	Arterial Improvements	PSE				$18 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
Lowest	TRANS-938	**MacArthur Blvd. - Mill Plain Blvd. to Blandford Dr.**	Arterial Improvements	PSE				$2 mill	Vancouver/Columbia
				Total	⟵ No Funding ⟶				
Score			**Signal and Lighting Improvements**						
Lowest	TRANS-880	**McGillivray and Village Loop Drive Intersection Improvements**	Signal and Lighting Improvements	PSE				$0.3-0.5 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
Lowest	TRANS-929	**NE 18th Street and NE 187th Avenue Intersection Improvements**	Signal and Lighting Improvements	PSE				$0.3-0.5 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
Lowest	TRANS-930	**NE 18th Street and NE 179th Avenue Intersection Improvements**	Signal and Lighting Improvements	PSE				$0.3-0.5 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
Lowest	TRANS-934	**SE 1st Street and SE 187th Avenue Intersection Improvements**	Signal and Lighting Improvements	PSE				$0.3-0.5 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
Lowest	TRANS-936	**Mill Plain Blvd. and Hearthwood Blvd. Intersection Improvements**	Signal and Lighting Improvements	PSE				$0.3-0.5 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
Lowest	TRANS-937	**SE Westridge Blvd. and SE 1st Street Intersection Improvements**	Signal and Lighting Improvements	PSE				$0.3-0.5 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
Medium	TRANS-1115 new	**NE 52nd St. and NE 135th Ave Pedestrian Crossing (Image Elementary)**	Signal and Lighting Improvements	PSE				$0.1 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
Medium	TRANS-1116 new	**136th Ave and Wy'east Middle School Pedestrian Crossing**	Signal and Lighting Improvements	PSE				$0.5 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
Score			**Active Transportation**						
Medium	TRANS-914	**W 39th and Daniels St. Pedestrian Improvements (Lincoln Elementary)**	Active Transportation	PSE				$0.3 mill	Vancouver/Columbia
				Total	⟵ No Funding ⟶				
Lowest	TRANS-1119 new	**NE 72nd Ave - Sidewalk Infill (Walnut Grove Elementary)**	Active Transportation	PSE				$0.5 mill	Evergreen/Pacific
				Total	⟵ No Funding ⟶				

2025-2030 Transportation Improvement Program
UNFUNDED PROJECTS OUTSIDE 6-YEAR

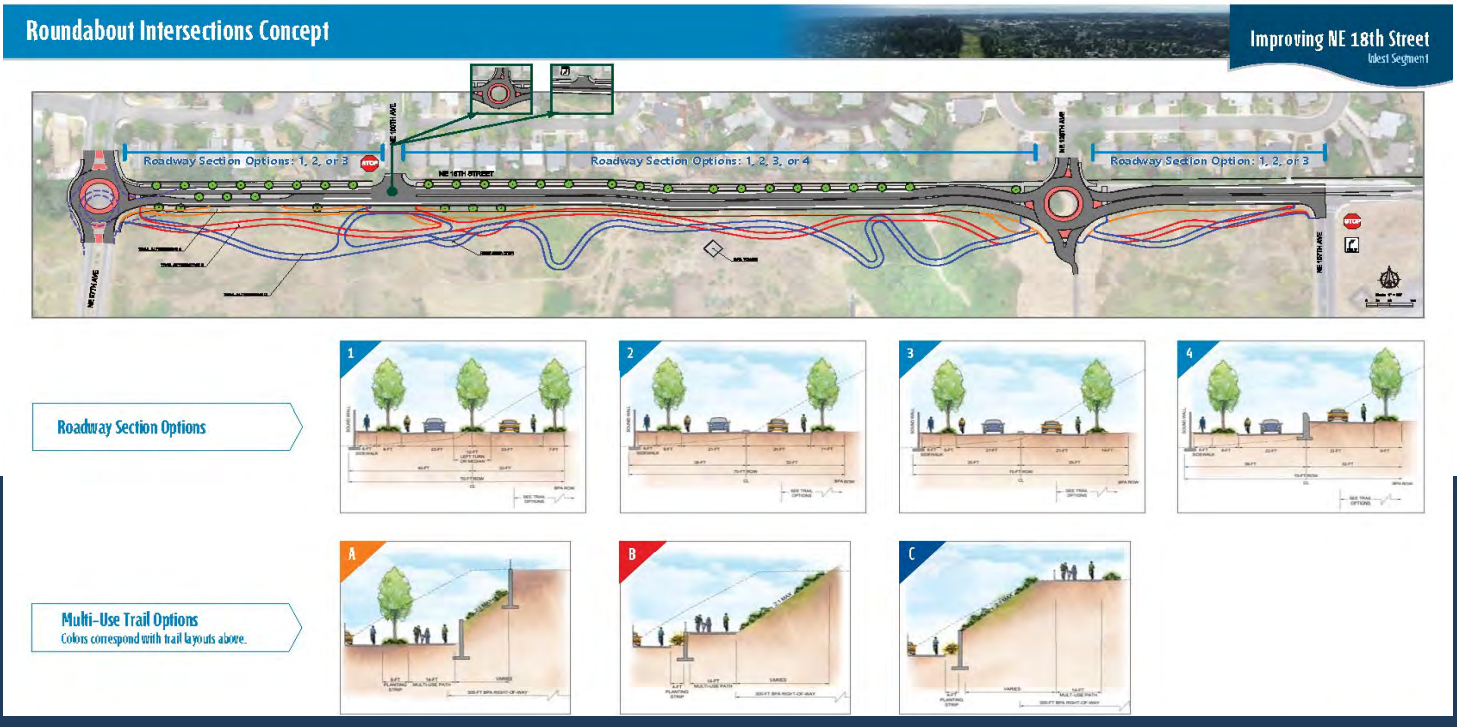
	Project ID	Project Name	Project Type	Phase				Scoping Level Estimate	TIF Area old/new
	UNFUNDED PROJECTS OUTSIDE 6-YEAR								
					2031	⟷	Future		
			Arterial Improvements						
	TRANS-274	**NE 28th St. - NE 142nd Ave. to NE 162nd Ave.**	Arterial Improvements	PSE				$10-12 mill	Evergreen/Pacific
				Total	⟵ No Funding ⟶				
	TRANS-279	**NE 49th St. - NE 122nd Ave. to NE 137th Ave.**	Arterial Improvements	PSE				$9-11 mill	Evergreen/Pacific
				Total	⟵ No Funding ⟶				
	TRANS-281	**NE 18th St. - NE 87th Ave. to NE 97th Ave.**	Arterial Improvements	PSE				$14-16 mill	Evergreen & East City/ Pacific & Cascade
				Total	⟵ No Funding ⟶				
	TRANS-349	**NE 18th St. - NE 164th Ave. to NE 192nd Ave.**	Arterial Improvements	PSE				$18-20 mill	Evergreen & East City/ Pacific & Cascade
				Total	⟵ No Funding ⟶				
	TRANS-680	**Columbia Shores Blvd. at Columbia Way - BNSF Undercrossing Widening**	Arterial Improvements	PSE				$25-30 mill	Vancouver/Columbia
				Total	⟵ No Funding ⟶				
	TRANS-712	**NE 59th St. - NE 147th Ave. to NE 162nd Ave.**	Arterial Improvements	PSE				$7-9 mill	Evergreen/Pacific
				Total	⟵ No Funding ⟶				
	TRANS-716	**NE 9th St. - NE 172nd Ave. to NE 192nd Ave.**	Arterial Improvements	PSE				$10-12 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-717	**NE 184th Ave. - SE 4th St. to NE 18th St.**	Arterial Improvements	PSE				$12-14 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-718	**NE 162nd Ave. - SE 1st St. to NE 9th St.**	Arterial Improvements	PSE				$11-13 mill	East City/Cascade
				PSE	⟵ No Funding ⟶				
	TRANS-719	**NE 112th Ave. - E. Mill Plain Blvd. to NE 28th St.**	Arterial Improvements	Total				$2-3 mill	East City/Cascade
				PSE	⟵ No Funding ⟶				
	TRANS-825	**NE 54th Street - NE 15th Ave. to NE Saint James Rd.**	Arterial Improvements	Total				$14 mill	Vancouver/Columbia
				PSE	⟵ No Funding ⟶				
	TRANS-826	**NE 104th Avenue - SE Mill Plain Blvd. to NE 14th Street**	Arterial Improvements	Total				$10-12 mill	East City/Cascade
				PSE	⟵ No Funding ⟶				
	TRANS-827	**NE 104th Avenue - NE 14th Street to NE 18th Street**	Arterial Improvements	Total				$10-12 mill	East City/Cascade
				PSE	⟵ No Funding ⟶				
	TRANS-836	**E Evergreen Blvd. Bridge Over S Blandford Dr.**	Arterial Improvements	Total				$15 mill	Vancouver/Columbia
				PSE	⟵ No Funding ⟶				
	TRANS-883	**NW 32nd Ave./Lower River Rd. Roundabout**	Arterial Improvements	PSE				$2 mill	Vancouver/Columbia
				Total	⟵ No Funding ⟶				
	TRANS-884	**NW 32nd Ave. Freight and Mobility - Lower River Rd. to NW 61st St.**	Arterial Improvements	PSE				$64 mill	Vancouver/Columbia
				Total	⟵ No Funding ⟶				
	TRANS-885	**NW 32nd Ave. Freight and Mobility - NW 61st St. to Burnt Bridge Creek**	Arterial Improvements	PSE				$49 mill	Vancouver/Columbia
				Total	⟵ No Funding ⟶				
	TRANS-886	**NW 32nd Ave. Freight and Mobility - Burnt Bridge Creek to NW 78th St.**	Arterial Improvements	PSE				$10 mill	Vancouver/Columbia
				Total	⟵ No Funding ⟶				
	TRANS-892	**MacArthur Boulevard - Blandford Dr. to Lieser Rd.**	Arterial Improvements	PSE				$15 mill	Vancouver/Columbia/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-893	**N. Devine Rd. - E. Mill Plain Blvd. to MacArthur Blvd.**	Arterial Improvements	PSE				$4 mill	Vancouver/Columbia/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-894	**N Andresen Rd. - E. Mill Plain Blvd. to Highland Dr.**	Arterial Improvements	PSE				$10 mill	Vancouver/Columbia/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-909 new	**SE 29th St. - SE 176th Ave. to SE 192nd Ave.** Developer build	Arterial Improvements	PSE				$10 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
			Signal and Lighting Improvements						
	TRANS-722	**St Johns Blvd. and NE 68th St.**	Signal and Lighting Improvements	PSE				$0.5-1 mill	Vancouver/Columbia
				Total	⟵ No Funding ⟶				
	TRANS-746	**SE McGillivray Blvd. and SE 166th Ave.**	Signal and Lighting Improvements	PSE				$0.1 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-818	**NE Burton/28th Street - NE Andresen Rd. to NE 138th Ave.**	Signal and Lighting Improvements	PSE				$1-2 mill	Evergreen/Pacific
				Total	⟵ No Funding ⟶				
	TRANS-819	**NW Fruit Valley Rd. at La Frambois Rd.**	Signal and Lighting Improvements	PSE				$0.5-1 mill	Vancouver/Columbia
				Total	⟵ No Funding ⟶				
	TRANS-848	**SE 164th Avenue and SE 12th Street Intersection Improvements**	Signal and Lighting Improvements	PSE				$0.5-1 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-856	**NE 18th Street and NE 172nd Avenue Intersection Improvements**	Signal and Lighting Improvements	PSE				$0.3-0.5 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-868	**St. Johns Blvd. and Fort Vancouver Way Intersection Improvements**	Signal and Lighting Improvements	PSE				$0.3-0.5 mill	Citywide
				Total	⟵ No Funding ⟶				
	TRANS-895	**MacArthur Blvd. at N. Devine Rd. Roundabout**	Signal and Lighting Improvements	PSE				$1 - 1.5 mill	Vancouver/Columbia/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-896	**MacArthur Blvd. at N. Andresen Rd. Roundabout**	Signal and Lighting Improvements	PSE				$1 - 1.5 mill	Vancouver/Columbia/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-931	**NE 162nd Avenue and NE 9th Street Intersection Improvements**	Signal and Lighting Improvements	PSE				$0.3-0.5 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-932	**NE 172nd Avenue and NE 9th Street Intersection Improvements**	Signal and Lighting Improvements	PSE				$0.3-0.5 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-942	**SE 192nd Avenue and Mill Plain Blvd. Intersection Improvements**	Signal and Lighting Improvements	PSE				$0.3-0.5 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
			Active Transportation						
	TRANS-741	**Evergreen Hwy. Pathway - Columbia Springs to SE 164th Ave.**	Active Transportation	PSE				$7 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-742	**Evergreen Hwy. Pathway - SE 164th Ave. to east City Limits**	Active Transportation	PSE				$7 mill	East City/Cascade
				Total	⟵ No Funding ⟶				
	TRANS-857	**SE 10th Street Sidewalks - SE 98th Avenue to SE Ellsworth Road**	Active Transportation	PSE				$1-2 mill	Evergreen/Pacific
				Total	⟵ No Funding ⟶				

2025-2030 Transportation Improvement Program
UNFUNDED PROJECTS OUTSIDE 6-YEAR

	Project ID	Project Name	Project Type	Phase				Scoping Level Estimate	TIF Area old/new
UNFUNDED PROJECTS OUTSIDE 6-YEAR									
	TRANS-861	**Westside Bike Mobility**	Active Transportation	PSE				$0.8 mil	Vancouver/Columbia
				Total	← No Funding →				
	TRANS-890	**NE Fourth Plain Blvd. and Grand Blvd. - Pedestrian Improvement SW Corner**	Active Transportation	PSE				$0.7 mill	Vancouver/Columbia
				Total	← No Funding →				
	TRANS-903	**NE 9th St. Infill Sidewalk - NE 112th Ave. to NE 136th Ave.**	Active Transportation	PSE				$0.5 mill	East City/Cascade
				Total	← No Funding →				
	TRANS-905	**Amtrak Multimodal Access**	Active Transportation	PSE				$10 mill	Vancouver/Columbia
				Total	← No Funding →				
	TRANS-911	**NE Padden Expressway and NE Andresen Rd. Intersection Improvements**	Active Transportation	PSE				$10 mill	East City/Cascade
				Total	← No Funding →				
	TRANS-913	**MacArthur Blvd. and S. Blandford Dr. Pedestrian Crossing**	Active Transportation	PSE				$1 mill	Vancouver/Columbia
				Total	← No Funding →				
	TRANS-915	**Fruit Valley Rd. and Firestone Lane Pedestrian Crossing**	Active Transportation	PSE				$1 mill	Vancouver/Columbia
				Total	← No Funding →				
	TRANS-916	**W. 16th St. and NW Packing Pedestrian Crossing**	Active Transportation	PSE				$1 mill	Vancouver/Columbia
				Total	← No Funding →				
	TRANS-926	**SE 164th Avenue - Tech Center Drive to SE 1st Street Safety and Mobility Improvements**	Active Transportation	PSE				$2 mill	East City/Cascade
				Total	← No Funding →				
	TRANS-941	**Fourth Plain Blvd. Safety and Mobility - 121st Ave to 127th Ave**	Active Transportation	PSE				$1 mill	East City/Cascade
				Total	← No Funding →				
	TRANS-945	**E 18th Street Mobility Lane Improvements and Traffic Calming - Grand Blvd. to NE Burton Rd.**	Active Transportation	PSE				$2 mill	Vancouver/Columbia/Cascade
				Total	← No Funding →				
	TRANS-1128 new	**Brandt Rd. Traffic Calming - Fourth Plain Blvd. to E 18th St.**	Active Transportation	PSE				$0.1 mill	Vancouver/Columbia
				Total	← No Funding →				
	TRANS-1129 new	**N Grand Blvd. Traffic Calming - Fourth Plain Blvd. to E 18th St.**	Active Transportation	PSE				$0.1 mill	Vancouver/Columbia
				Total	← No Funding →				
	TRANS-1130 new	**Fourth Plain Blvd. and BBC Trail Crossing Intersection Mural**	Active Transportation	PSE				$0.1 mill	Vancouver/Columbia
				Total	← No Funding →				
	TRANS-1143 new	**NE Andresen Rd. Sidewalk - NE 78th St. to NE 84th St.**	Active Transportation	PSE				$1 mill	Vancouver/Columbia
				Total	← No Funding →				

Project Detail Sheets

For questions or comments about the detail sheets please email chris.malone@cityofvancouver.us



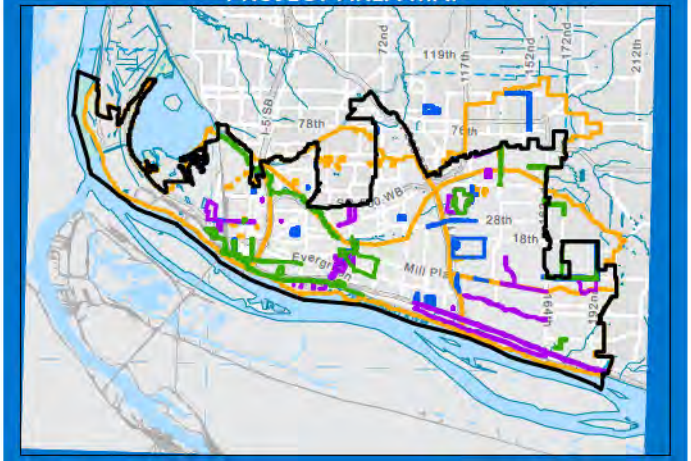
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Traffic Signal and Lighting Sustainability

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Ongoing updating of traffic signals at locations throughout the City. Updates may include but are not limited to adding left-turn phasing, signal heads, pedestrian push-button and detectors, as well as removing a type of operation, changing detector setup or making other improvements. Projects for 2024/2025 include: TRANS-866 - W. Fourth Plain Blvd. and Franklin St. Intersection Improvement; and TRANS-495 Main Street Promise. SFS funds contribute $200K/yr, with annual program budget totalling $415,000/yr.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ072330

Grant Funded:

Total Project Cost: $

Start of Const. (year): Ongoing

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

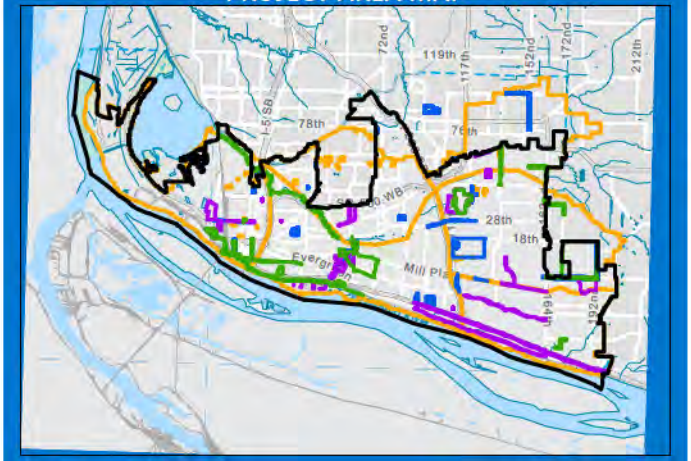
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Neighborhood Traffic Calming Program

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Projects implemented as part of the ongoing Neighborhood Traffic Calming Program are intended to help slow traffic and enhance neighborhood livability. These projects may include education or infrastructure to reduce driver speeds; new or improved facilities for people walking, biking, and using mobility devices; and other strategies to increase safety and mobility in Vancouver neighborhoods. SFS funds contribute $130K/yr, with annual program budget totalling $300,000/yr.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRG0102

Grant Funded:

Total Project Cost: $

Start of Const. (year): Ongoing

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-241

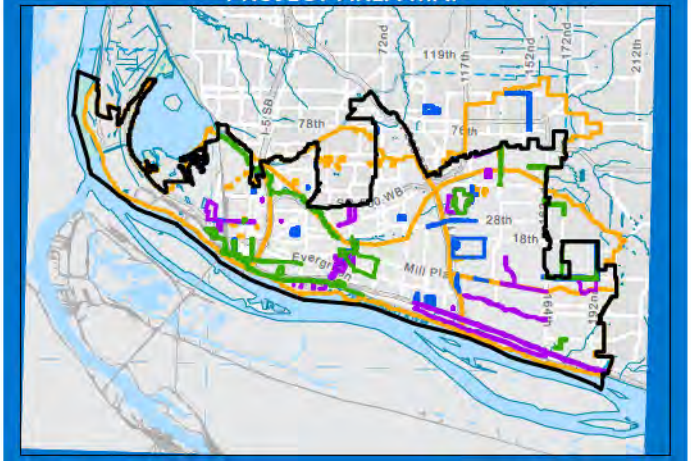
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Pavement Preservation Program

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Ongoing program to improve and maintain pavement surfaces through surface overlay, micro surfacing and slurry treatments at multiple locations citywide. Upgrades may include new ADA ramps, traffic striping and markings. More than 1,900 lane miles of streets are inspected and evaluated to determine most cost-effective means to preserve pavement and manage resources. 2025 projects will preserve about 77 lane miles and pave about 16 lane miles. 2025 corridors: 4th Plain from Mill Plain to Main St, McLoughlin from Reserve to Brandt, Andresen from 40th to I-205, and McGillivray from Chklov to SE 20th.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $

Start of Const. (year): Ongoing

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

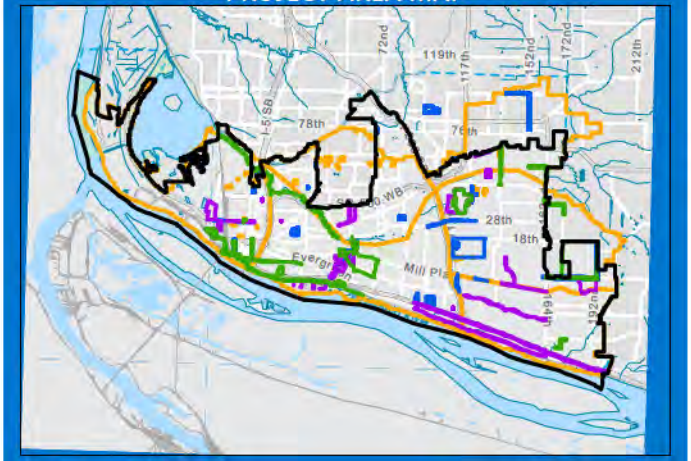
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Bridge Inspection Program

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Ongoing citywide inspection and maintenance of the City's bridges, as required to meet state and federal regulations. This program, formerly contracted with Clark County, is being dropped by the county and now requires hiring professional services to complete federally mandated bridge inspections and load ratings. Program budgeted at $50,000/yr.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRG0256

Grant Funded:

Total Project Cost: $

Start of Const. (year): Ongoing

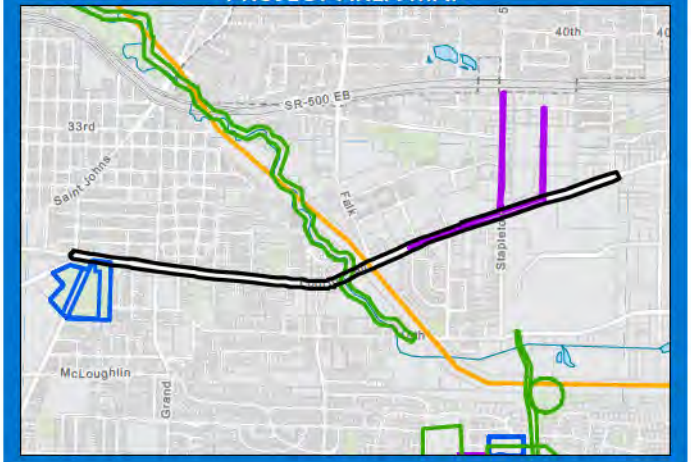
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE Fourth Plain Blvd. Safety Improvements - Ft. Vancouver Way to 62nd Ave.

Project Extent: Ft. Vancouver Way **To:** 62nd Ave.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Project will improve safety and aesthetics by upgrading sidewalks, streetlights, and street trees in Fourth Plain Subarea Plan. Originated from Fourth Plain Corridor Subarea Plan (2008) and Fourth Plain Forward Action Plan (2015). Complementary adjacent improvements: Restripe NE Stapleton R. from E Fourth Plain Blvd. to E 18th St. to create buffered mobility lanes in both north and southbound directions; Install traffic calming treatments on Brandt Rd and Grand Blvd. to improve safety; Install a community-led mural at E Fourth Plain Blvd. and Falk Rd. where the BBC Trail crosses the roadway. These adjacent projects originated in the Fourth Plain and Fort Vancouver Way Safety and Mobility Project (2023).

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ072463

Grant Funded:

Total Project Cost: $1,400,000

Start of Const. (year): 2025

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

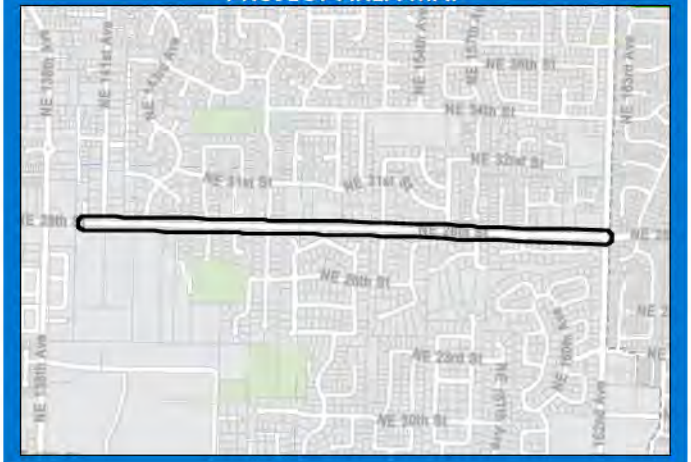
PROJECT ID: TRANS-274

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 28th St. - NE 142nd Ave. to NE 162nd Ave.

Project Extent: NE 142nd Ave. **To:** NE 162nd Ave.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Upgrade of existing 2-lane former rural road to urban 3-lane minor arterial (1 lane each direction plus center turn lane) with sidewalks, mobility lanes, streetlights, signals, school crossings, stormwater and sound walls where required. Project addresess capacity and improves pavement and safety conditions. Identified by regional arterial improvement plans. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $12,000,000

Start of Const. (year): Unknown

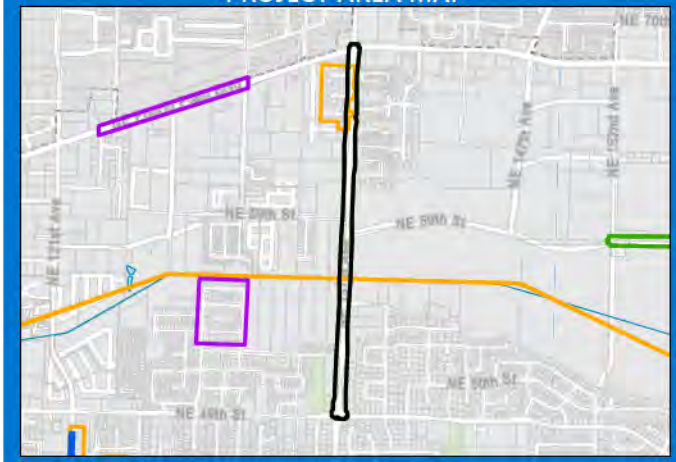
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

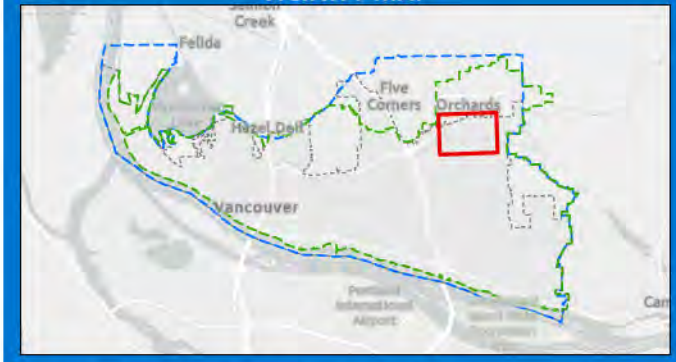
Project: NE 137th Ave. - NE 49th St. to NE Fourth Plain Blvd.

Project Extent: NE 49th St. **To:** NE Fourth Plain Blvd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Urban upgrade of existing 2-lane (narrow) rural road. Corridor upgrades to include: one lane each direction with turn lane or median divider with roundabouts, sidewalks, ADA ramps, mobility lanes, stormwater facilities and streetlights. Improvements will enhance safety, manage access and minimize delays now caused by turning vehicles. Design/ROW phases are continuing. Construction to start in 2023. Identifed by regional arterial improvement plans.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRJ071237

Grant Funded: Yes

Total Project Cost: $30,000,000

Start of Const. (year): 2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

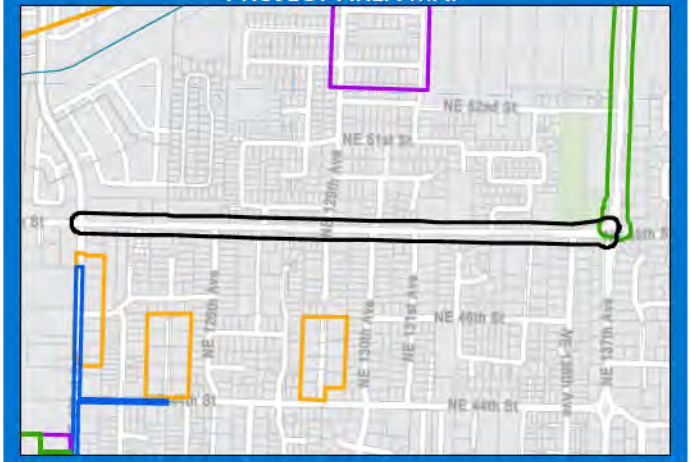
PROJECT ID: TRANS-279

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

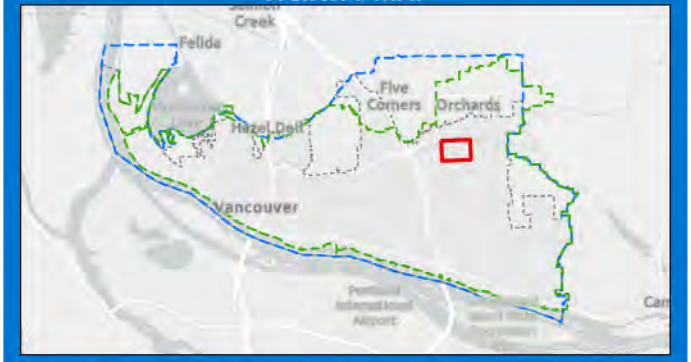
Project: NE 49th St. - NE 122nd Ave. to NE 137th Ave.

Project Extent: NE 122nd Ave. **To:** NE 137th Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Upgrade of existing 2-lane street to 3-lane urban minor arterial (1 lane each direction and turn lane) with sidewalks, ADA Ramps, mobility lanes, and streetlights. Project helps improve capacity and safety. Identified through the development review process. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $11,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

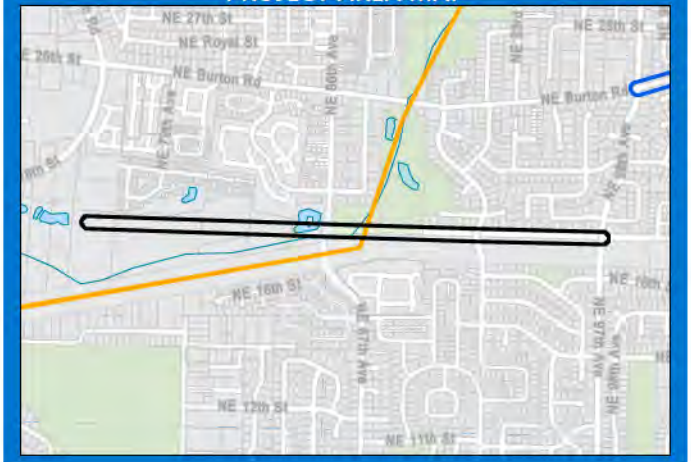
PROJECT ID: TRANS-281

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 18th St. - NE 87th Ave. to NE 97th Ave.

Project Extent: NE 87th Ave. **To:** NE 97th Ave.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Long-planned construction of new minor arterial street (1 lane each direction plus turn lane) with mobility lanes, streetlights, sound walls (where required), a sidewalk on north side and shared use pathway on south side of street. Project provides planned east-west circulation. This is one of 5 phases to improve 18th St. from 87th Ave to 192nd Ave. Identified by regional arterial improvement plan. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $16,000,000

Start of Const. (year): Unknown

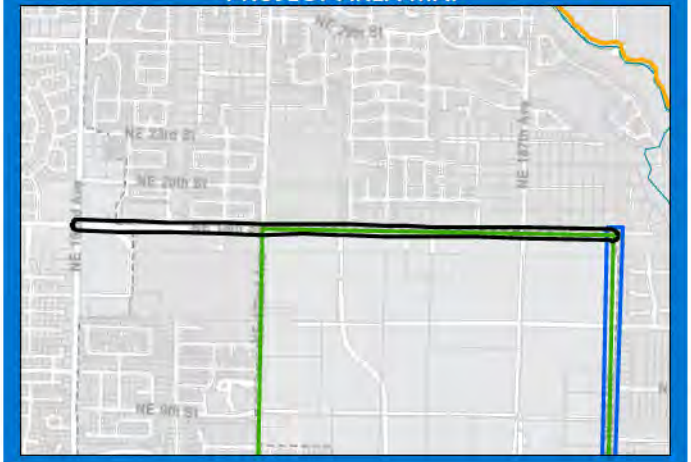
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 18th St. - NE 164th Ave. to NE 192nd Ave.

Project Extent: NE 164th Ave. **To:** NE 192nd Ave.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Long-planned upgrade of 2-lane principal arterial, originally at rural standards, to increase safety and improve service levels. Improvements include additional travel lanes, mobility lanes, streetlights, sound walls, sidewalk on north side and shared use pathway on south side of street. This is one of 5 phases to improve 18th St. from 87th Ave to 192nd Ave. Identified by regional arterial improvement plan. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $20,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-421

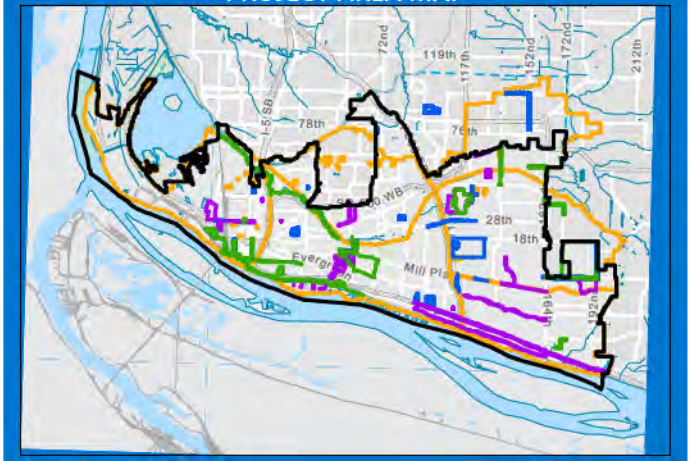
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Pavement Reconstruction Program

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Major pavement and roadway reconstruction of failed pavement on existing streets at various locations citywide. The total lane miles of failed streets have held steady in previous years with a Citywide PCI of 73 (100 equates to all new streets). SFS funds contribute a budget of $1,000,000 per year annually.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $

Start of Const. (year): Ongoing

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

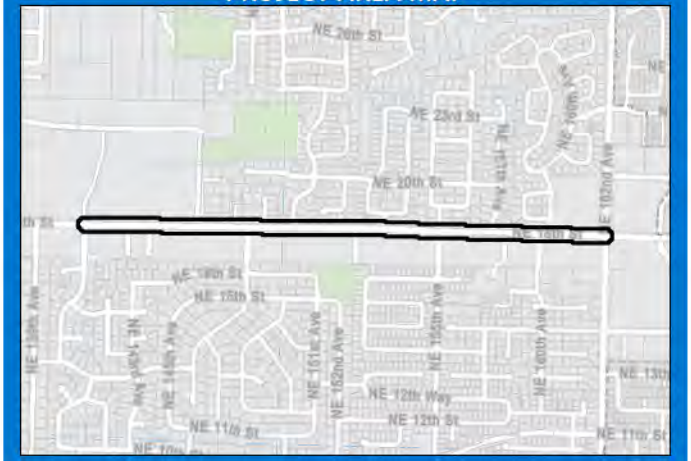
PROJECT ID: TRANS-444

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 18th St. - NE 141st Ave. to NE 162nd Ave.

Project Extent: NE 141st Ave. **To:** NE 162nd Ave.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Long-planned urban upgrade of 2-lane road to principal arterial standards. Originally built at rural standards to improve service and safety. Improvements include 5-lane principal arterial (2 lanes each direction plus turn lane) with mobility lanes, streetlights, sound walls (where required), sidewalk and ADA ramps, and shared use pathway on south side of street. This is one of 5 phases to improve 18th St. from 87th Ave to 192nd Ave. Identified by regional arterial improvement plan.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100788

Grant Funded: Yes

Total Project Cost: $16,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

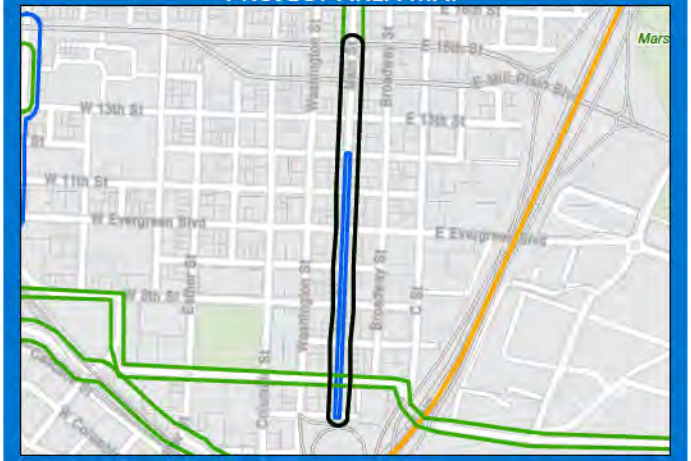
PROJECT ID: TRANS-495

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

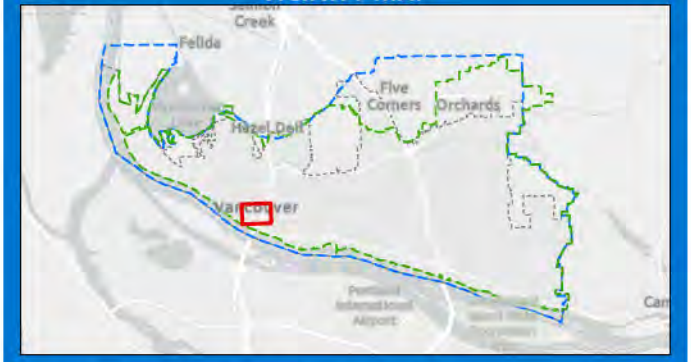
Project: Main Street Promise

Project Extent: 5th St. **To:** 15th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Improve the safety of pedestrians, cyclists and motorists with a complete reconstruction of the existing street pavement and sidewalks. Project also includes upgrades to existing streetlights, traffic signals and pedestrian crossings. This is a project that has been under consideration for many years with conceptual design work having occurred in 2009, 2014 and 2019. A 2022 American Rescue Plan Act grant awarded to the project along with allocation of other local revenues is allowing this project to finally move to completion.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100358

Grant Funded: Yes

Total Project Cost: $25,000,000

Start of Const. (year): 2024

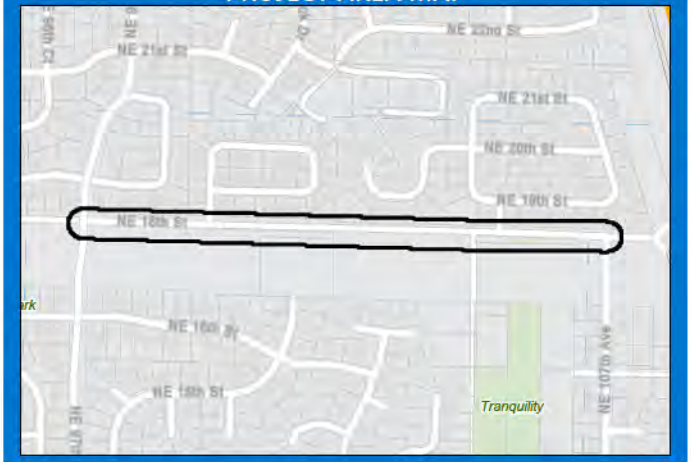
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

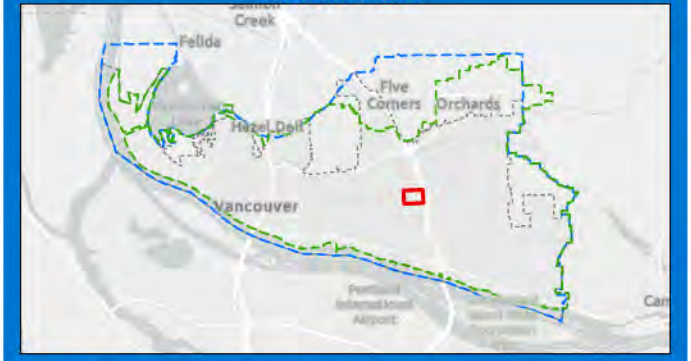
Project: NE 18th St. - NE 97th Ave. to NE 107th Ave.

Project Extent: NE 97th Ave. **To:** NE 107th Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Long-planned new urban arterial and upgrade of existing segments to current arterial standards. The improvement will be a multimodal facility including travel lanes, evaluation of roundabouts at intersections, mobility lanes, streetlights, ADA accessible pedestrian ramps, sound walls (where required), sidewalk, and a multi-use pathway. The east end of the project will connect to the recently constructed WSDOT/I-205 on ramp and roundabout. Design/ROW phases are continuing. This is one of 5 phases to improve 18th St. from 87th Ave to 192nd Ave. Identified by regional arterial improvement plan. Construction is planned for 2025.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ071616

Grant Funded: Yes

Total Project Cost: $14,000,000

Start of Const. (year): 2025

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

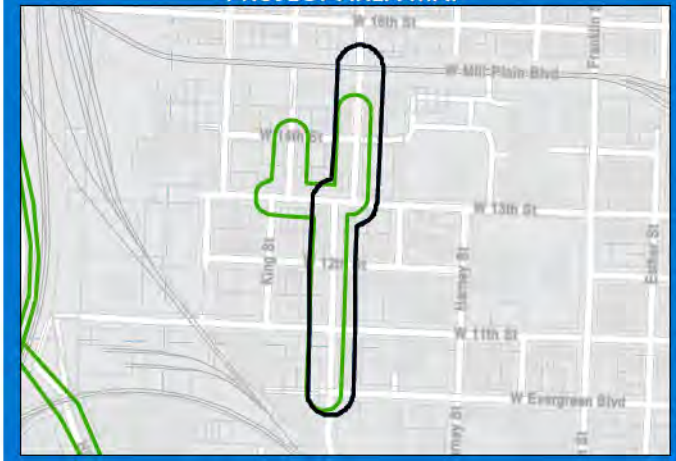
PROJECT ID: TRANS-531

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

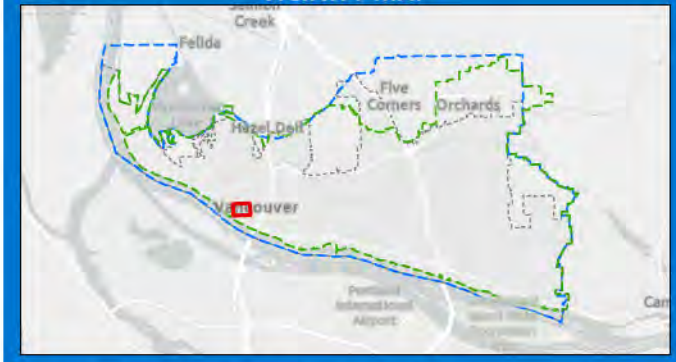
Project: Jefferson St. - W. Evergreen Blvd. to W. Mill Plain Blvd.

Project Extent: W. Evergreen Blvd. **To:** W. Mill Plain Blvd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Upgrade of a priority west side urban arterial circulation route with realignment of Jefferson/ Kauffman at W. 13th Street. Projects includes 2 lanes (1 lane each direction), ADA ramps, sidewalk infill, mobility lanes and streetlights, with potential for high safety benefits. This project will help improve freight access on the west side of downtown Vancouver. Design phase and right-of-way phases are funded. Construction phase partially funded via grant. Originated from the Vancouver City Center Vision Plan (2007). Identified by regional arterial improvement plan and freight improvement plan.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRJ071247

Grant Funded: Yes

Total Project Cost: $11,000,000

Start of Const. (year): 2024

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-603

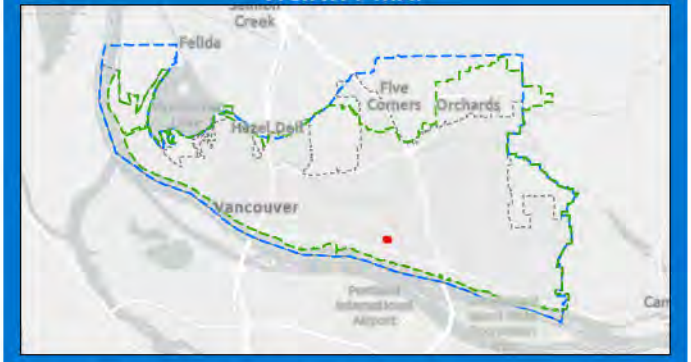
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: MacArthur Blvd., S. Lieser Rd. and St. Helens Ave. Intersection

Project Extent: **To:**

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Intersection project to modify an existing 4-way-stop intersection that is operating at near maximum capacity. Improvements include new traffic signal or roundabout, upgraded sidewalks, ADA ramps and streetlights to improve traffic system, safety, mobility, and accessibility. Identifed through community feedback, roadway operational analysis, and also identified through the Heights District Plan (2020).

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $250,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

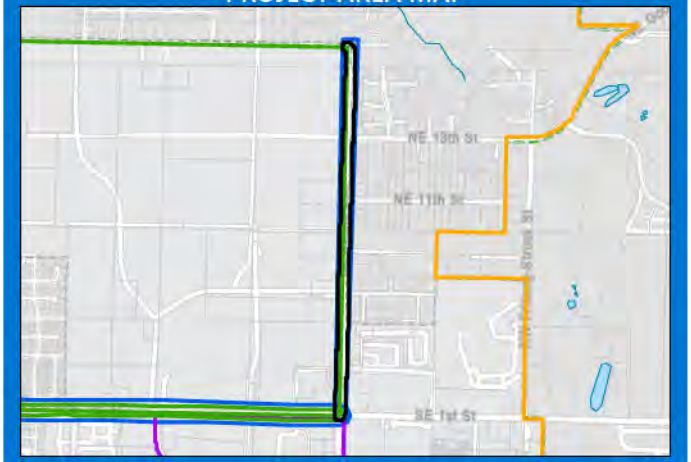
PROJECT ID: TRANS-607

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 192nd Ave. - SE 1st St. to NE 18th St.

Project Extent: SE 1st St. **To:** NE 18th St.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Urban upgrade of existing 2-lane street. Improvements include additional travel lanes, sidewalks, mobility lanes, ADA ramps and streetlights to improve system, safety, mobility, and accessibility. This project originated from Section 30 Subarea Plan (2009). Recently received a federal grant to begin the design phase.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRJ100868

Grant Funded: Yes

Total Project Cost: $22,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

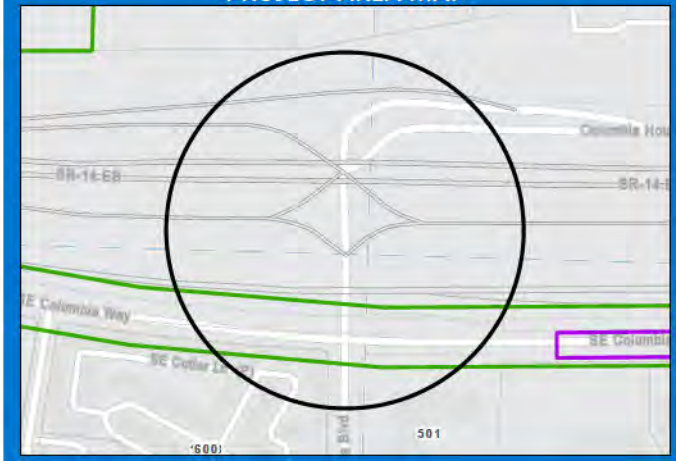
PROJECT ID: TRANS-680

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Columbia Shores Blvd. at Columbia Way - BNSF Undercrossing Widening

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Project to widen existing railroad undercrossing portal and improve Columbia Shores/Columbia Way intersection to address service levels and increase pedestrian and mobility access. Total scope of project is undefined. Identified by staff and through the development review process. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $30,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

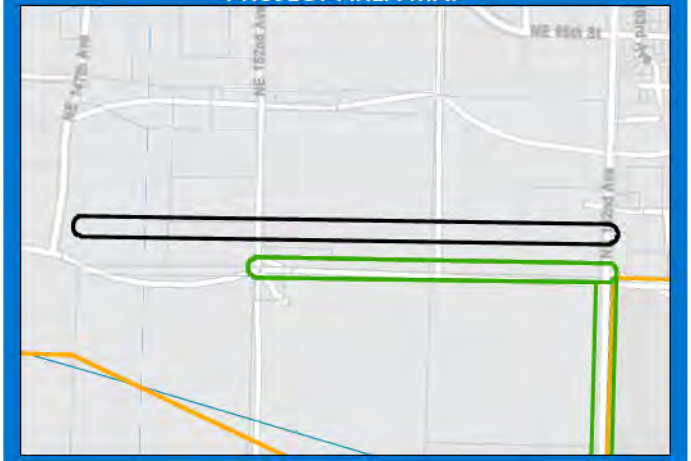
PROJECT ID: TRANS-712

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 59th St. - NE 147th Ave. to NE 162nd Ave.

Project Extent: NE 147th Ave. **To:** NE 162nd Ave.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
New minor arterial street (1 lane each direction plus turn lane) with sidewalks, ADA ramps, mobility lanes, streetlights and surface water treatment. Project will address circulation needs, improve safety, mobility, accessiblity and stormwater management. Project identifed as part of the Bircher area redevelopment. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $9,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-716

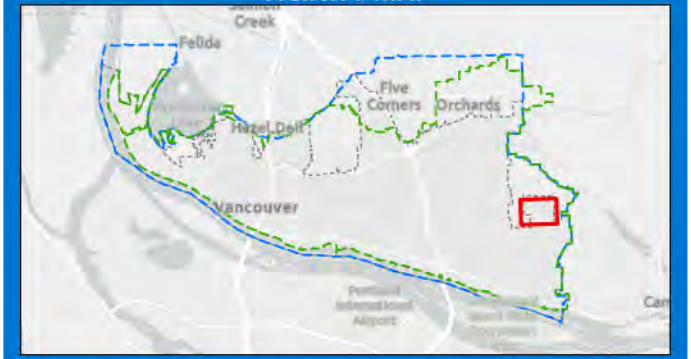
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 9th St. - NE 172nd Ave. to NE 192nd Ave.

Project Extent: NE 172nd Ave. **To:** NE 192nd Ave.

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
New urban collector street (1 lane each direction plus turn lane), including sidewalks, ADA ramps, mobility lanes, and streetlights. This priority east-west circulation route is part of Section 30 Subarea Plan (2009) and also where this project originated. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $12,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 182nd Ave. - SE 4th St. to NE 18th St.

Project Extent: SE 4th St. **To:** NE 18th St.

PROJECT AREA MAP

VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
New urban collector street (1 lane each direction plus turn lane), including sidewalks, ADA ramps, mobility lanes and streetlights. Developer will construct the section from SE 1st St. to 4th St. This priority north to south circulation route is part of Section 30 Subarea Plan (2009) and also where this project originated. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $14,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

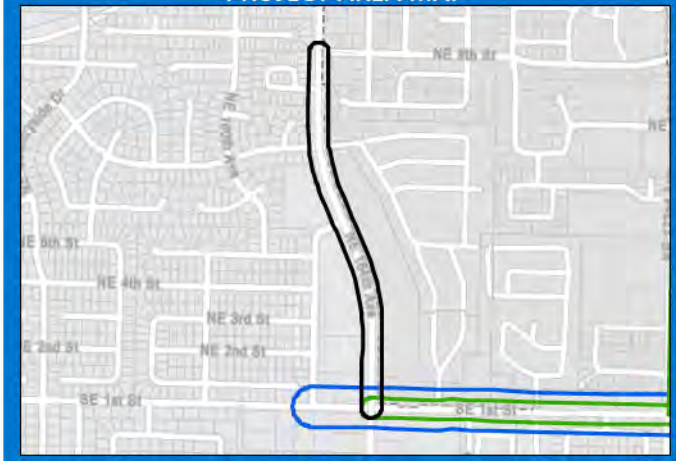
PROJECT ID: TRANS-718

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 162nd Ave. - SE 1st St. to NE 9th St.

Project Extent: SE 1st St. **To:** NE 9th St.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Upgrade of 5-lane road to 7-lane principal arterial street (3 lanes each direction plus turn lane), including sidewalks, ADA ramps, mobility lanes and streetlights. Roadway cross section will match NE 162nd Avenue to the north and south. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $13,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

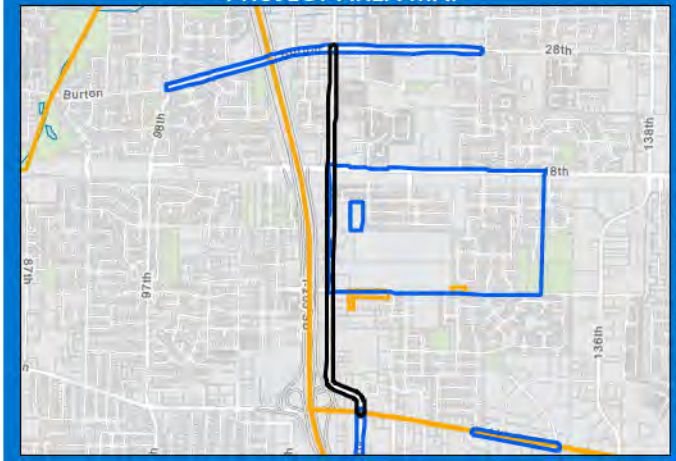
PROJECT ID: TRANS-719

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 112th Ave. - E. Mill Plain Blvd. to NE 28th St.

Project Extent: E Mill Plain Blvd. **To:** NE 28th St.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Corridor improvements to bring NE 112th Ave. up to urban arterial standards, and address safety and accessibility issues for all modes of travel. Originated from 112th Corridor Subarea Plan (2011) and the NE 112th Safety and Mobility Project (2024). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $3,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-722

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

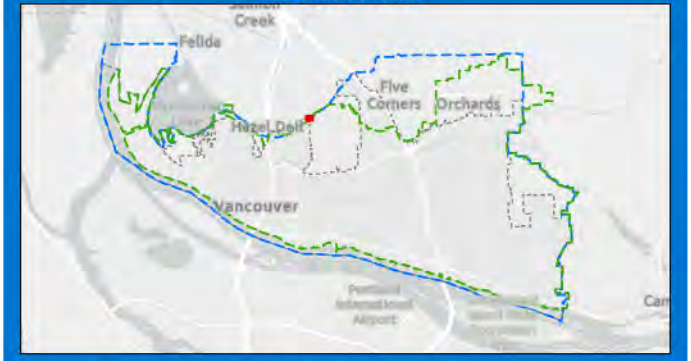
Project: NE St. Johns Blvd. and NE 68th St.

Project Extent:

To:

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Modify existing intersection to improve traffic safety and level of service. Identified through the development review process. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ071310

Grant Funded:

Total Project Cost: $1,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-723

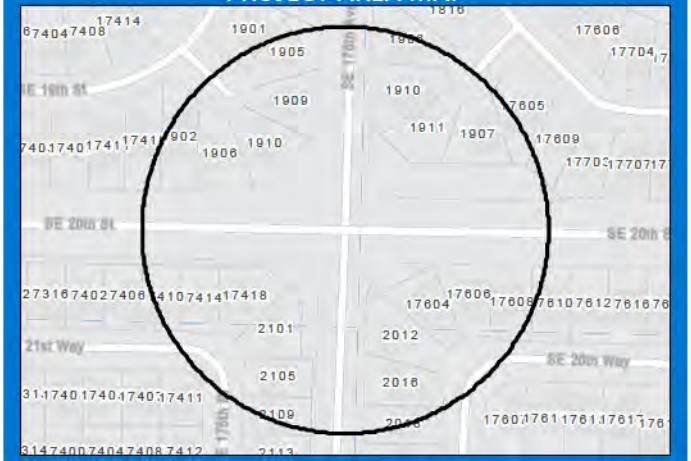
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 20th St. and SE 176th Ave.

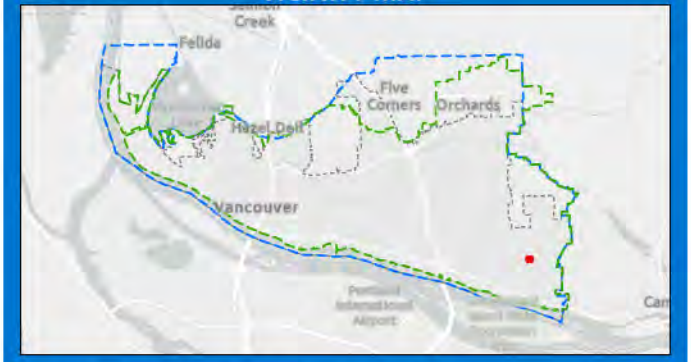
Project Extent:

To:

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Modify existing intersection to improve traffic safety, operations and level of service. Identified through the development review process.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $100,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

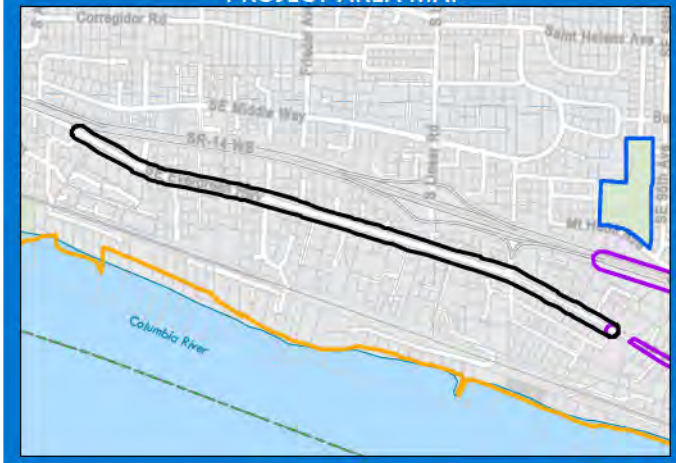
PROJECT ID: TRANS-740

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

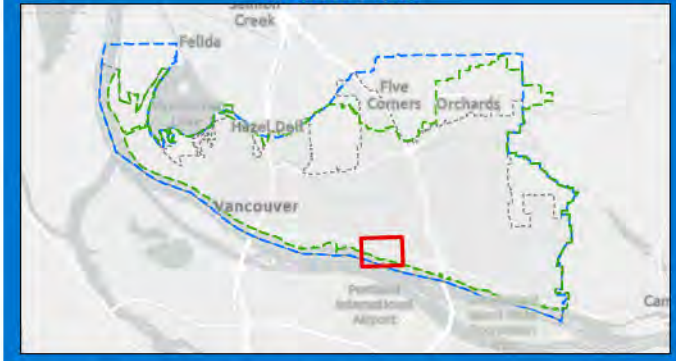
Project: Evergreen Hwy. Pathway - SE Chelsea Ave. to SE Image Rd.

Project Extent: SE Chelsea Ave. **To:** SE Image Rd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Upgrade roadway with 6 to 10 foot pedestrian pathway on south side, a priority east-west pedestrian and mobility lane corridor. Originated from Clark County Parks and Recreation Scenic Evergreen Trail Plan (1994). Evergreen Highway Trail Project Scoping Report (2009), and Evergreen Corridor Management Strategy (2016). Construction to begin in 2025.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRJ071455

Grant Funded: Yes

Total Project Cost: $1,600,000

Start of Const. (year): 2025

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

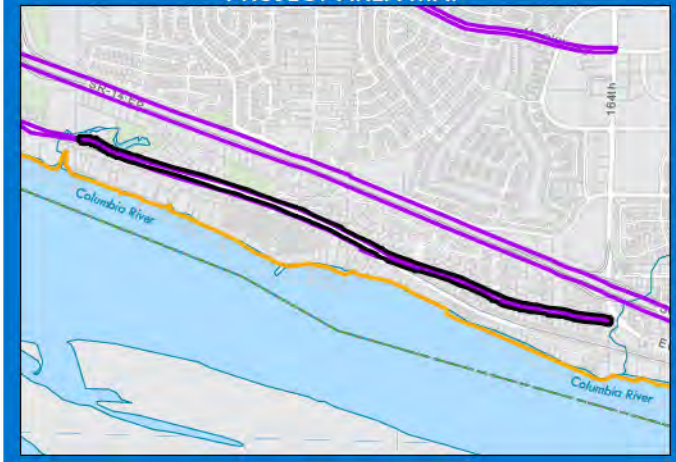
PROJECT ID: TRANS-741

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

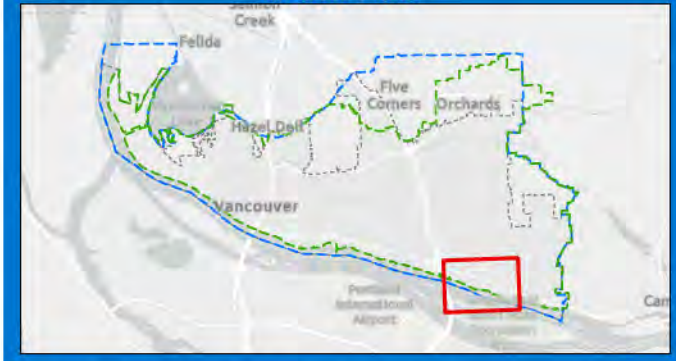
Project: Evergreen Hwy. Pathway - Columbia Springs to SE 164th Ave.

Project Extent: SE Silver Springs Dr. **To:** SE 164th Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Upgrade roadway with 6 to 10 foot pedestrian pathway, a priority east-west pedestrian and mobility lane corridor. Originated from Clark County Parks and Recreation Scenic Evergreen Trail Plan (1994), Evergreen Highway Trail Project Scoping Report (2009), and Evergreen Corridor Management Strategy (2016). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $7,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-742

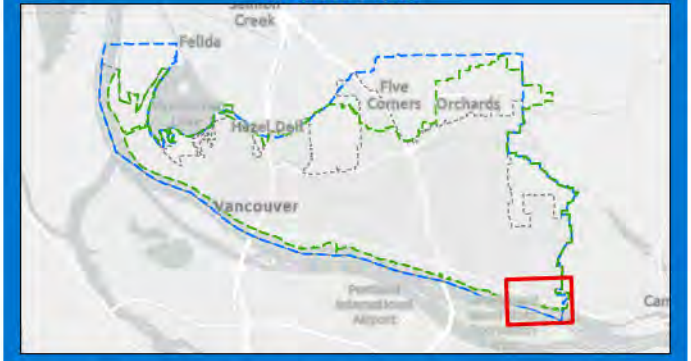
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Evergreen Hwy. Pathway - SE 164th Ave. to east City Limits

Project Extent: SE 164th Ave. **To:** East City Limits

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Upgrade roadway with 6 to 10 foot pedestrian pathway on south side, a priority east-west pedestrian and mobility lane corridor. Originated from Clark County Parks and Recreation Scenic Evergreen Trail Plan (1994), Evergreen Highway Trail Project Scoping Report (2009), and Evergreen Corridor Management Strategy (2016). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $7,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-746

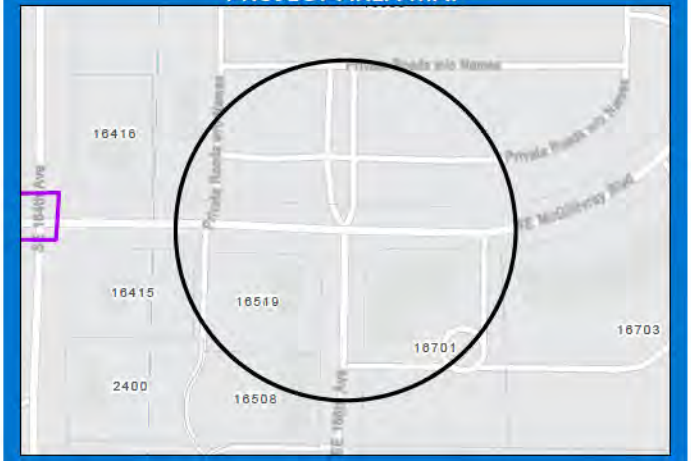
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE McGillivray Blvd. and SE 166th Ave.

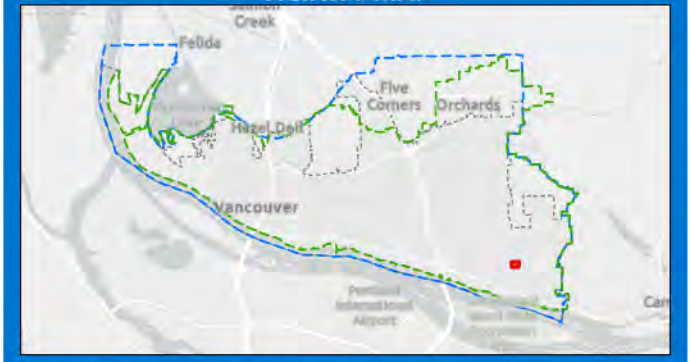
Project Extent:

To:

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Improve intersection with urban roundabout, including upgrades to ADA ramps and streetlights. Identified through the development review process. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRJ071251

Grant Funded:

Total Project Cost: $100,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

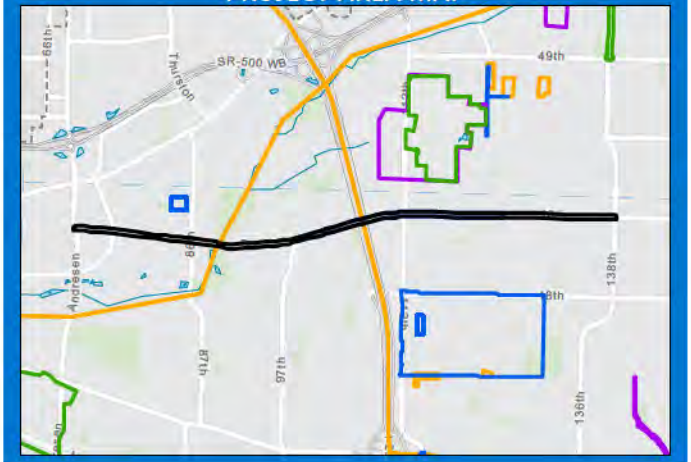
PROJECT ID: TRANS-818

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE Burton/28th Street - NE Andresen Rd. to NE 138th Ave.

Project Extent: NE Andresen Rd. **To:** NE 138th Ave.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Installation of fiber and connections between fiber optic cables to traffic signal controllers to improve signal operations along the corridor. Identified by regional arterial improvement plan. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $2,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

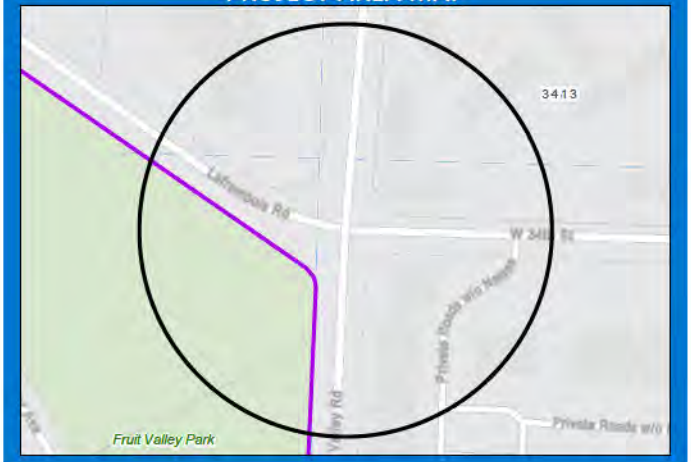
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NW Fruit Valley Rd. at La Frambois Rd.

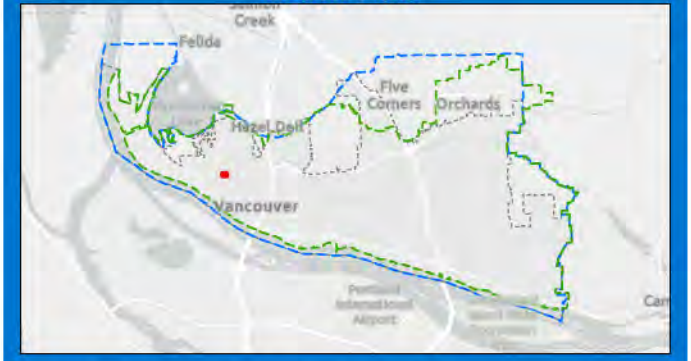
Project Extent:

To:

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Upgrade existing signal to current standards. Identifed by staff and through the development review process. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $1,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

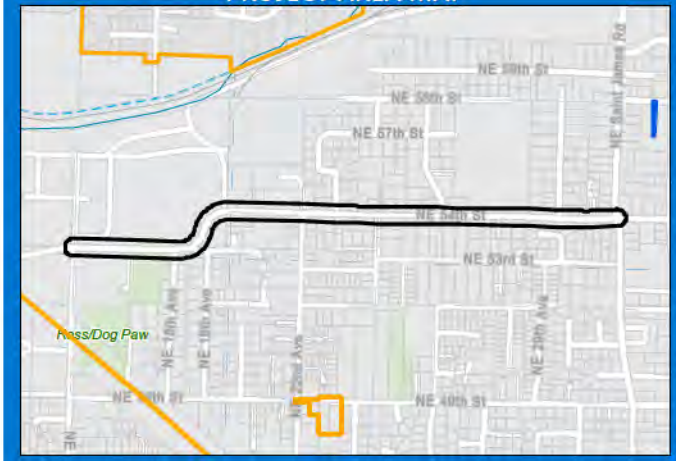
PROJECT ID: TRANS-825

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

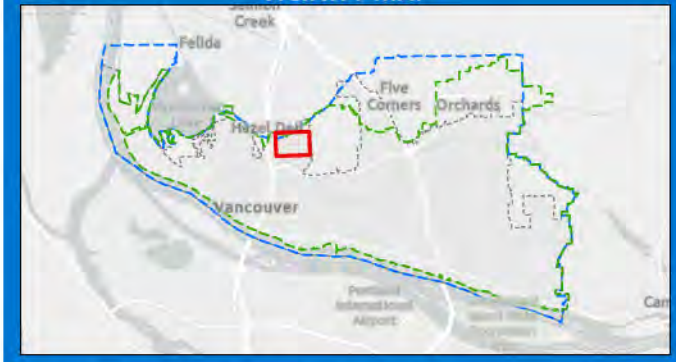
Project: NE 54th Street - NE 15th Ave. to NE Saint James Rd.

Project Extent: NE 15th Ave. **To:** NE Saint James Rd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Upgrade of existing 2-lane road to an urban arterial (1 lane each direction plus turn lane), including sidewalks, ADA ramps, mobility lanes and streetlights to improve safety, mobility, accessibility, and level of service. New signal to be added at NE 54th St. and St John's Blvd. Identified through the development review process. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $14,000,000

Start of Const. (year): Unknown

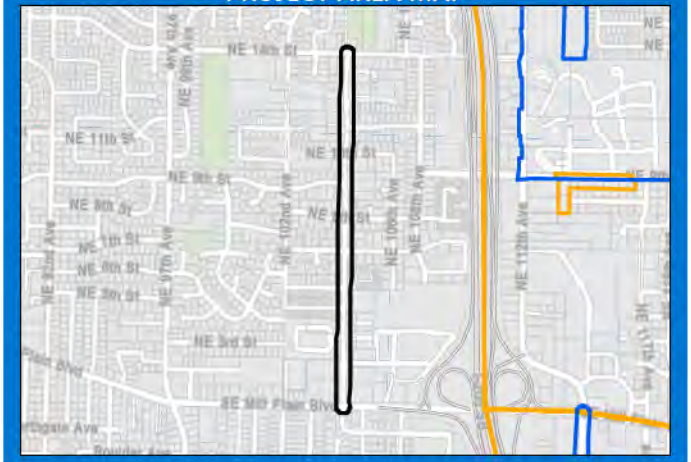
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 104th Avenue - SE Mill Plain Blvd to NE 14th Street

Project Extent: SE Mill Plain Blvd. **To:** NE 14th St.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Upgrade of existing 2-lane road to an urban arterial (1 lane each direction plus turn lane), including sidewalks, ADA ramps, mobility lanes and streetlights. Identified through the development review process. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $12,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-827

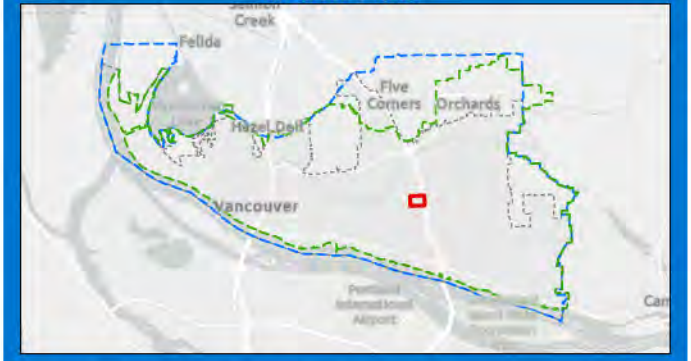
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 104th Avenue - NE 14th Street to NE 18th Street

Project Extent: NE 14th St. **To:** NE 18th St.

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
New arterial street (1 lane each direction plus turn lane), with sidewalks, ADA ramps, mobility lanes and streetlights, to increase safety, mobility, accessiblity and level of service. Identified through the development review process. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $12,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-836

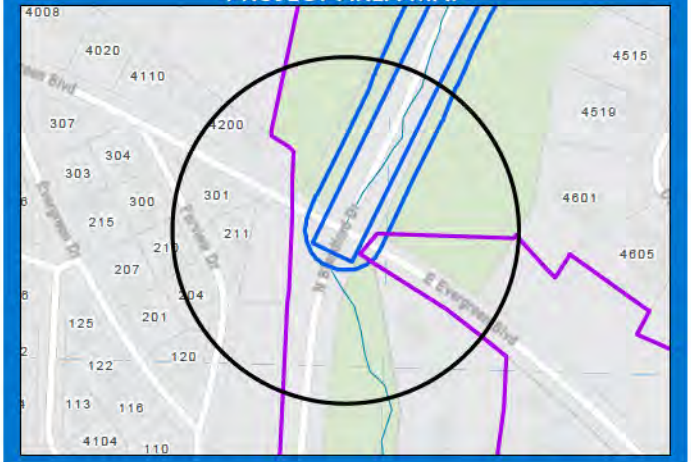
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: E. Evergreen Blvd. Bridge over S. Blandford Dr.

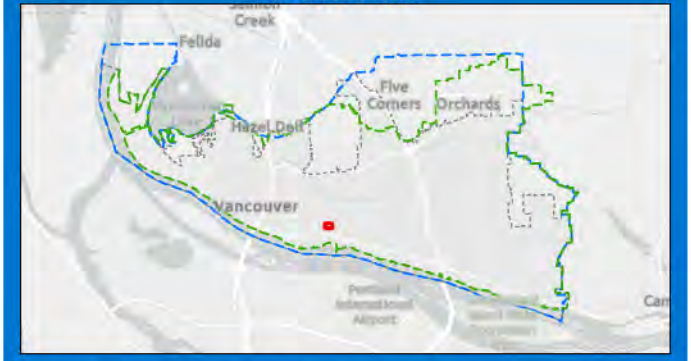
Project Extent:

To:

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Replace existing bridge along Evergreen Blvd. at Blandford with new structure. Project will address safety and accessibility for all modes of travel. Identified through the City's Bridge Inspection Program. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $15,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-839

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

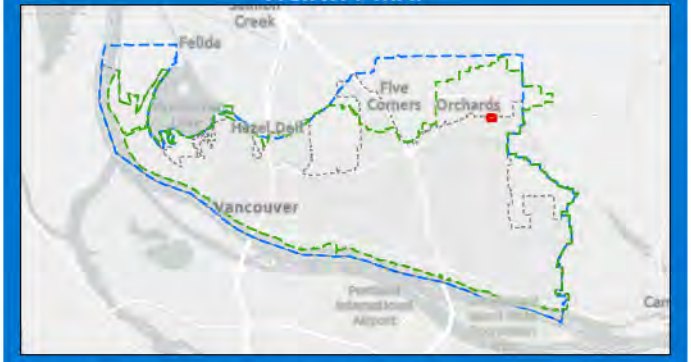
Project: NE 152nd Ave. and NE Fourth Plain Blvd. Signal

Project Extent:

To:

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Install new signal to accommodate future growth. Originated with Bircher area redevelopment.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100351

Grant Funded:

Total Project Cost: $530,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

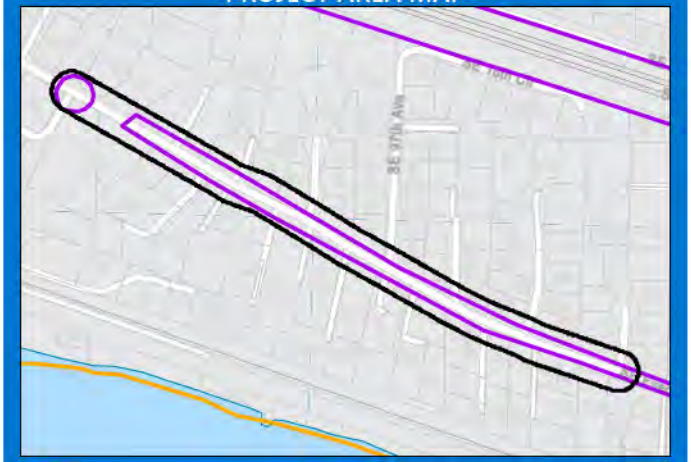
PROJECT ID: TRANS-843

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

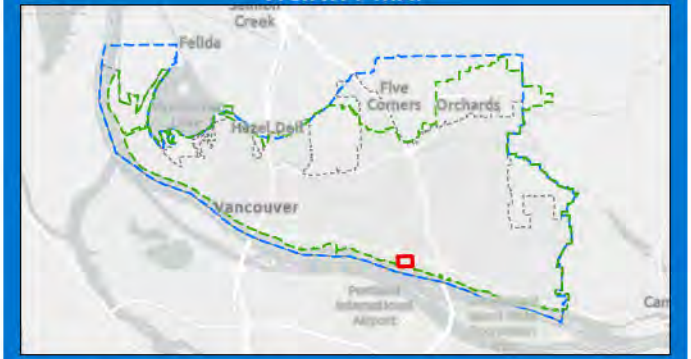
Project: SE Evergreen Hwy Pathway - Weber Arboretum to SE 100th Ct.

Project Extent: Weber Arboretum **To:** SE 100th Ct.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Upgrade street with 6 to 10 foot pedestrian pathway on south side of roadway, a priority east/west pedestrian and mobility lane corridor. Design and ROW funded. No funding for construction. Originated from Clark County Parks and Recreation Scenic Evergreen Trail Plan (1994), Evergreen Highway Trail Project Scoping Report (2009), and Evergreen Corridor Management Strategy (2016).

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRJ071448

Grant Funded:

Total Project Cost: $400,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-844

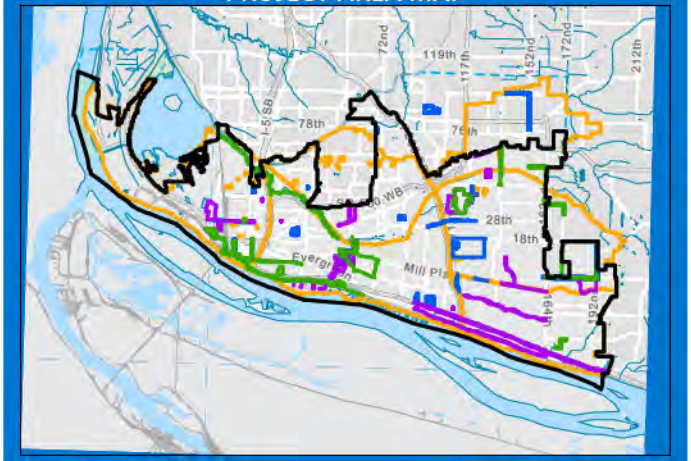
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Complete Streets/Multimodal Safety and Accessibility

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Ongoing program budgeted at $1.5M/yr., to address safety and accessibility for people walking, biking, and rolling. Projects include: TRANS-258 - 4th Plain Safety Improvements - Ft. Vancouver Way to 62nd Ave, TRANS-740 - Evergreen Hwy Pathway, TRANS-889 - 18th and Devine ADA Improvements, TRANS-899 - 4th Plain Blvd. Pedestrian Crossing, TRANS-910 - Hazel Dell/BBC Crossing, TRANS-917 - MacArthur/Mill Plain Complete Street, TRANS-919 - 34th St. Complete Street, TRANS-920 - McGillivray Complete Street, TRANS-921 - 112th Ave Complete Street, and TRANS-943 - Garrison Sidewalk Improvements.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ072459

Grant Funded:

Total Project Cost: $

Start of Const. (year): Ongoing

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

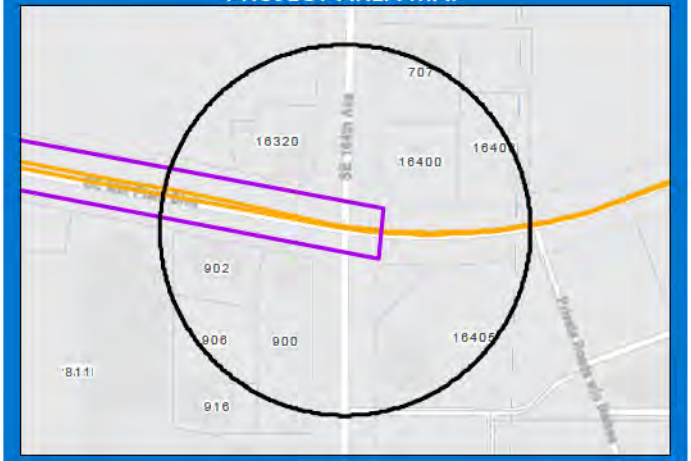
PROJECT ID: TRANS-847

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

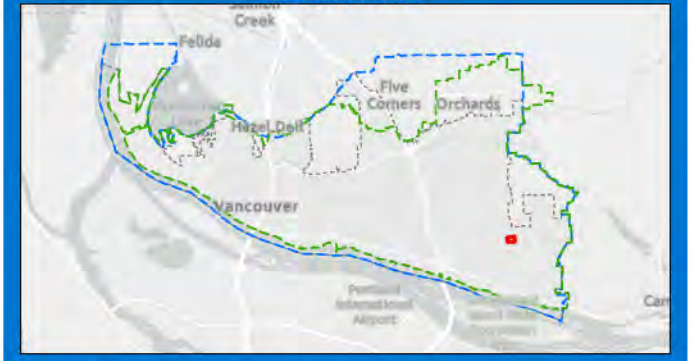
Project: SE 164th Ave. and SE Mill Plain Blvd. Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Increase left-turn movement capacity at intersection of 164th Ave/Mill Plain Blvd to improve overall Level of Service. Identified by staff.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $5,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

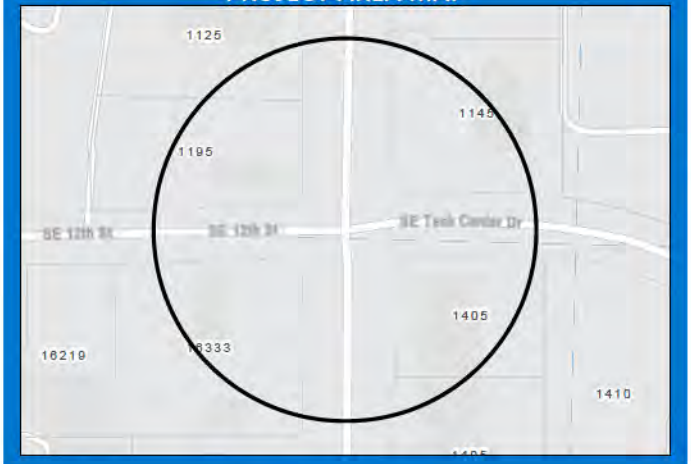
PROJECT ID: TRANS-848

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

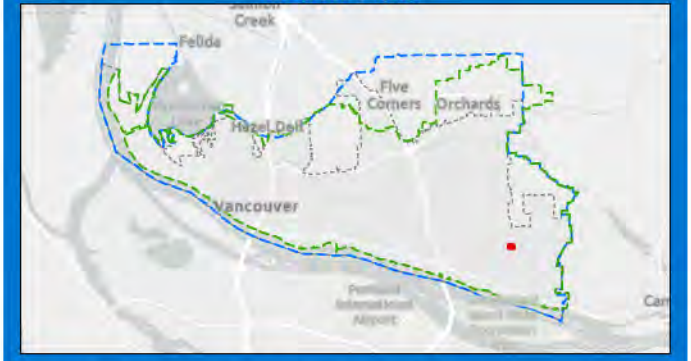
Project: SE 164th Avenue and SE 12th Street Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Increase left-turn movement capacity at intersection of SE 164th Ave. and SE 12th St. to improve overall Level of Service. Identified by staff. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $1,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

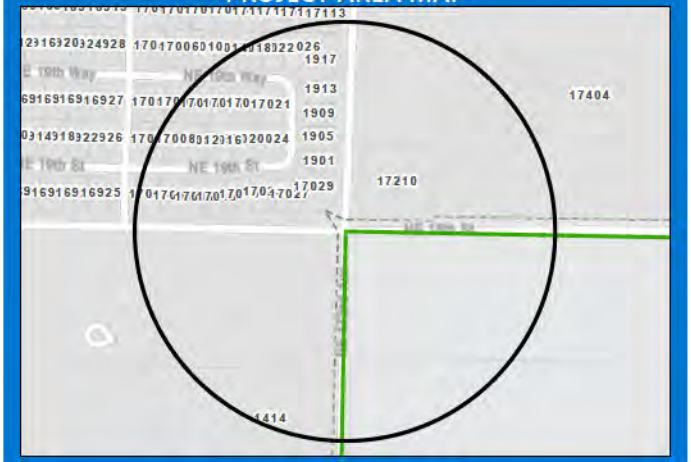
PROJECT ID: TRANS-856

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 18th St. and NE 172nd Ave. Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Install additional turn lanes and other signal improvements at the intersection of NE 18th Street and NE 172nd Avenue. Identified through the development review process. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

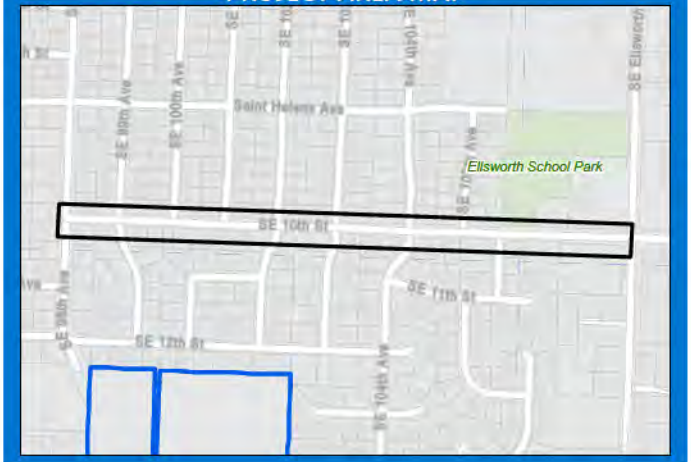
PROJECT ID: TRANS-857

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

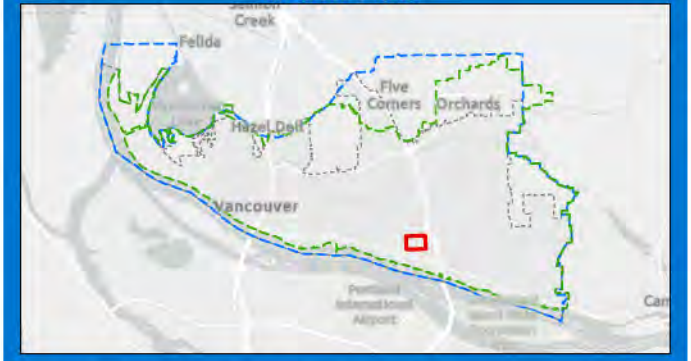
Project: SE 10th Street Sidewalks - SE 98th Avenue to SE Ellsworth Rd.

Project Extent: SE 98th Ave. **To:** SE Ellsworth Rd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Install sidewalks and ADA ramps along SE 10th Street from SE 98th Avenue to Ellsworth Road, including on the north side between Ellsworth Rd. and I-205. Identified by staff and public. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $2,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-858

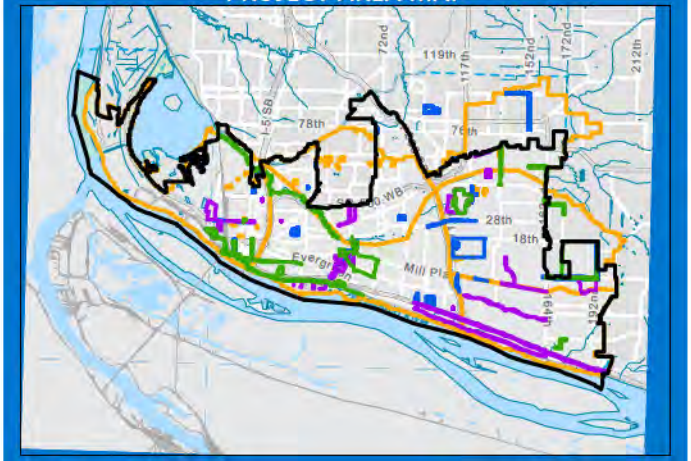
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Citywide Transportation Demand Management Program

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Citywide program that encourages modes of travel other than single occupant vehicles. This includes: mobility lanes, pedestrian, transit, carpool, rideshare, etc. This have been exclusively funded through grants previously, which is no longer sustainable. Program budget to be determined.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRG0234

Grant Funded:

Total Project Cost: $

Start of Const. (year): ongoing

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-859

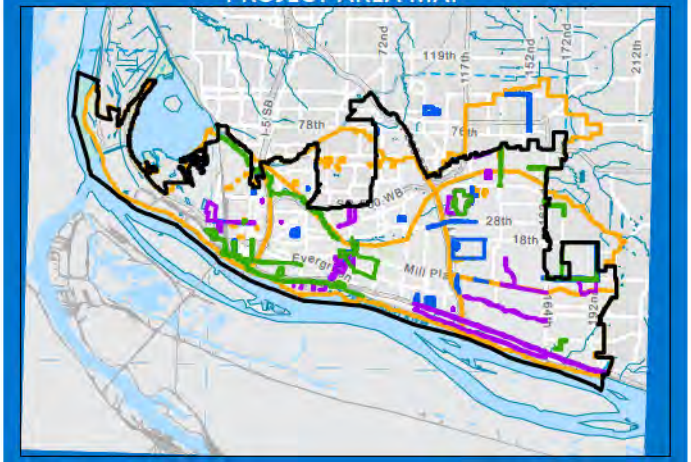
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Sidewalk Management Program

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Program manages all sidewalks/ADA curb ramps within the City limits. Includes notification and assistance to land owners to correct sidewalk/ADA curb ramp deficiencies along their property frontage. Program is budgeted for $500,000/yr.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRG0138

Grant Funded:

Total Project Cost: $

Start of Const. (year): Ongoing

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-861

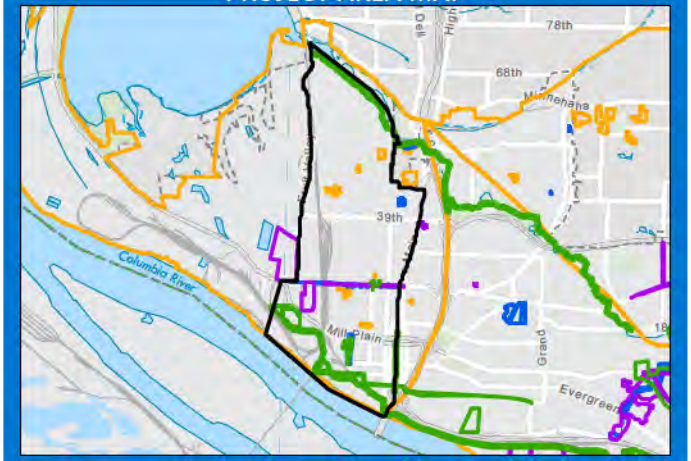
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Westside Bike Mobility

Project Extent: Downtown

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
First phase of implementation was focused on the Columbia corridor, completed in 2022. Project included traffic calming, mobility lanes and pedestrian improvements throughout the westside of downtown Vancouver. Implementation of other routes will occur later. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ072670

Grant Funded:

Total Project Cost: $800,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

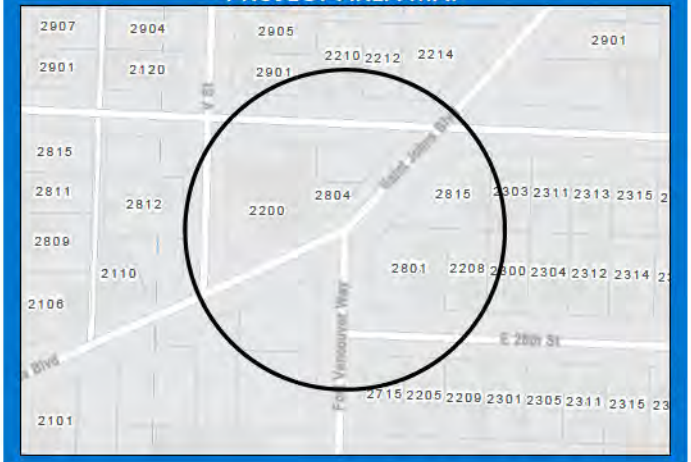
PROJECT ID: TRANS-868

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

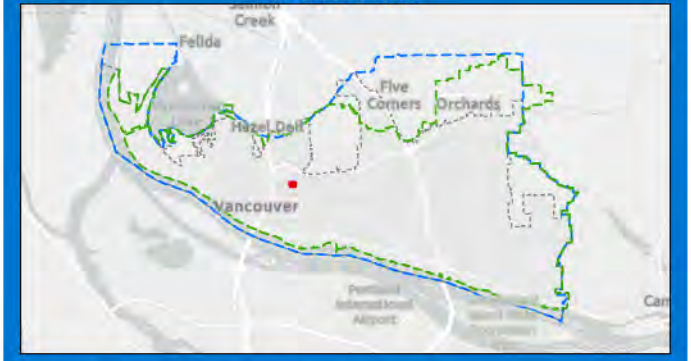
Project: St. Johns Blvd. and Fort Vancouver Way Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Install a signal at St. Johns Boulevard and Fort Vancouver Way as well as associated civil roadway improvements. Identified through the development review process. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

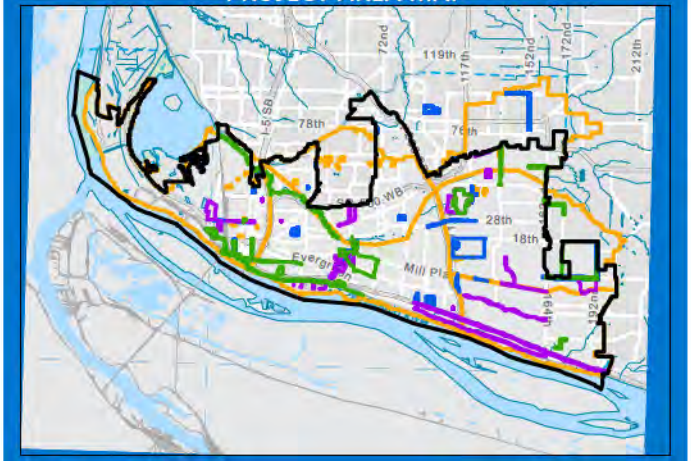
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Arterial Street Light Program

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Program to install new street lights, including all fixtures and power, and replace old street lights citywide. This program is different than TRANS-853 which is intended to upgrade bulbs only.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100786

Grant Funded:

Total Project Cost: $

Start of Const. (year): Ongoing

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

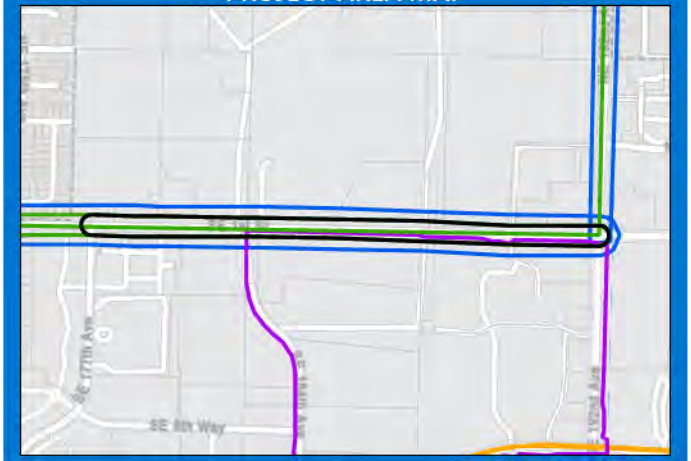
PROJECT ID: TRANS-870

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

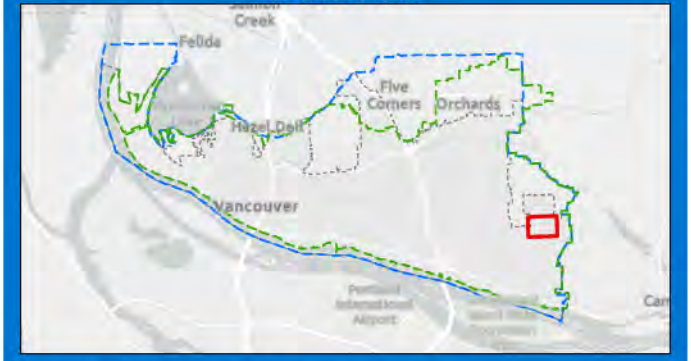
Project: SE 1st St. - SE 177th Ave. to SE 192nd Ave.

Project Extent: SE 177th Ave. **To:** SE 192nd Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Urban arterial upgrade of existing 2-lane rural road to increase safety, mobility, and livability, and meet future subarea needs. Roadway cross section includes roundabouts and transition to a 5-lane section. Improvements include sidewalks, ADA ramps, mobility lanes, stormwater, and streetlights. Cost estimates shown here are only for this east section of SE 1st St. For details on the west section (SE 1st St. - SE 164th Ave. to SE 177th Ave.), see TRANS-268. Identified by regional arterial improvement plan and Section 30 Subarea Plan.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ072617

Grant Funded: Yes

Total Project Cost: $17,300,000

Start of Const. (year): 2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

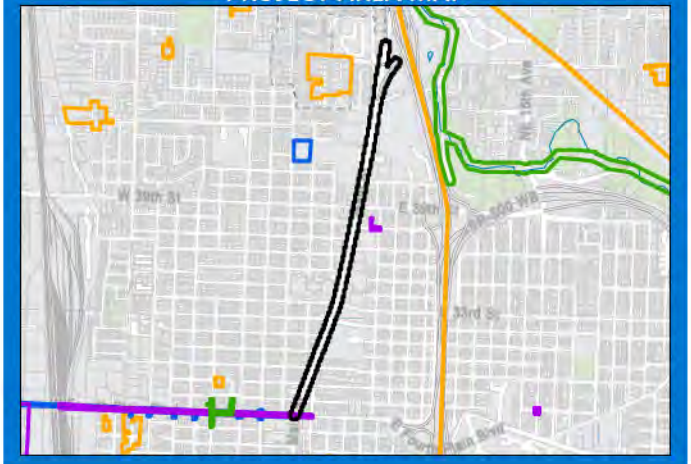
PROJECT ID: TRANS-873

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Main Street Safety/Mobility Project - 4th Plain Blvd. to City Limits

Project Extent: 4th Plain Blvd. **To:** City Limits

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Traffic analysis and public outreach process to identify potential safety and mobility improvements. The project will identify safety improvements along upper Main Street in preparation for the Highway 99 BRT project. Identifed by staff and C-Tran BRT project.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $700,000

Start of Const. (year): 2022

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-879

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

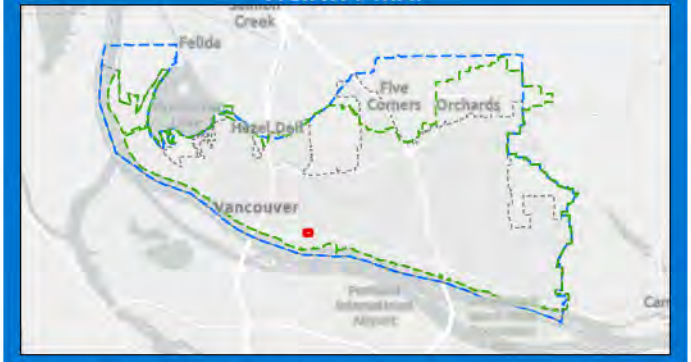
Project: Columbia House Blvd. and Grove St. Signal Upgrade

Project Extent:

To:

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
This project will add a dedicated northbound right-turn lane on the westbound off-ramp; and add a second westbound through lane. Reconstruct ADA ramps and move signal poles as necessary. Striping and signalization changes as necessary. Funded by proportionate share program. Identified through the development review process.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100352

Grant Funded:

Total Project Cost: $70,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-880

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

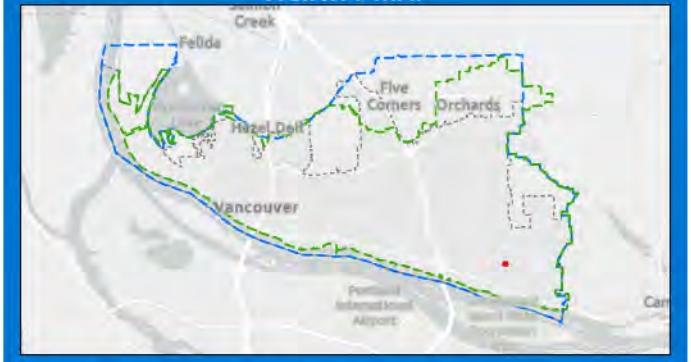
Project: McGillivray and Village Loop Drive New Signal

Project Extent:

To:

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
New signal at current four way stop controlled intersection. The project includes removal of the stop signs and center concrete medians and installation of a traffic signal with left turn lanes. Identified through the development review process and recommended as part of the McGillivray Blvd. Safety and Mobility Project (2024).

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-883

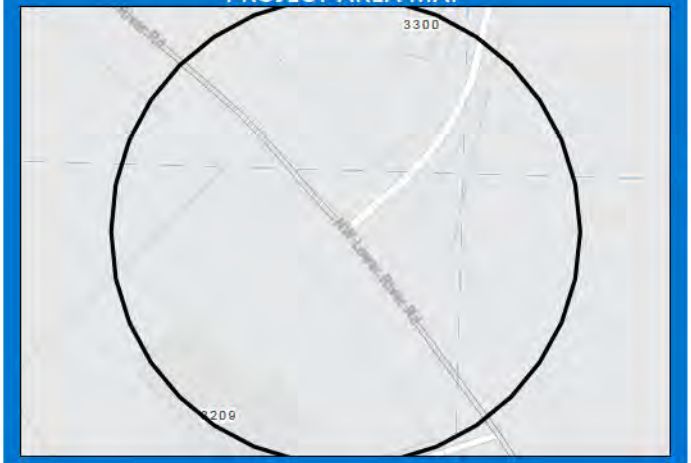
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NW 32nd Ave./Lower River Rd. Roundabout

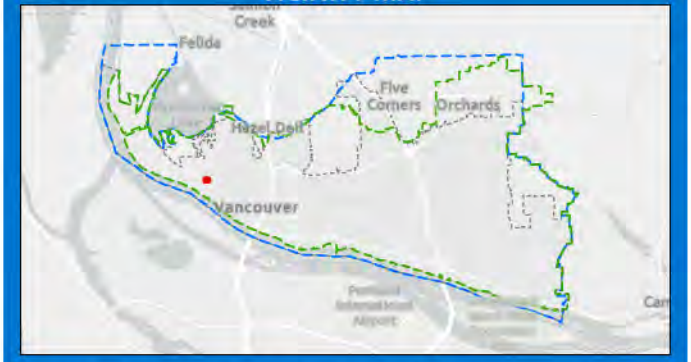
Project Extent:

To:

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Phase 2 of the NW 32nd Ave. Freight Access project proposes a roundabout at the intersection of SR 501 and NW 32nd Ave. to improve traffic operations. Originated from Westside Mobility Strategy (2016). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $2,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

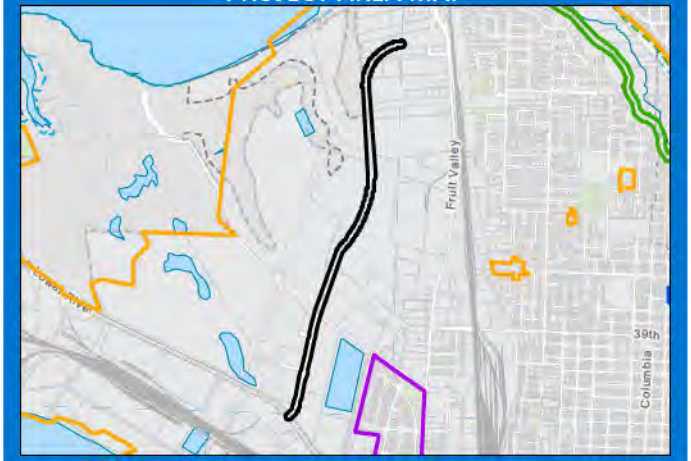
PROJECT ID: TRANS-884

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

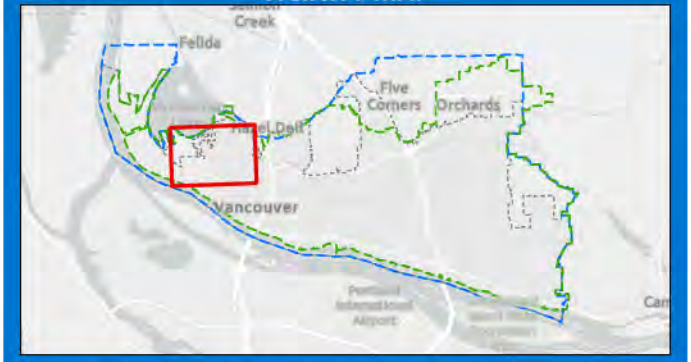
Project: NW 32nd Ave. Freight and Mobility - Lower River Rd. to NW 61st St.

Project Extent: SR501 **To:** NW 61st St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Phase 5 of the NW 32nd Ave. Freight Access project proposes a new segment that will consist of three travel lanes, mobility lanes, planter strips and ADA accessible sidewalks. The sidewalk along the west side of the roadway is 10 feet wide to accommodate a multi-use path facility. Originated from Westside Mobility Strategy (2016). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $64,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

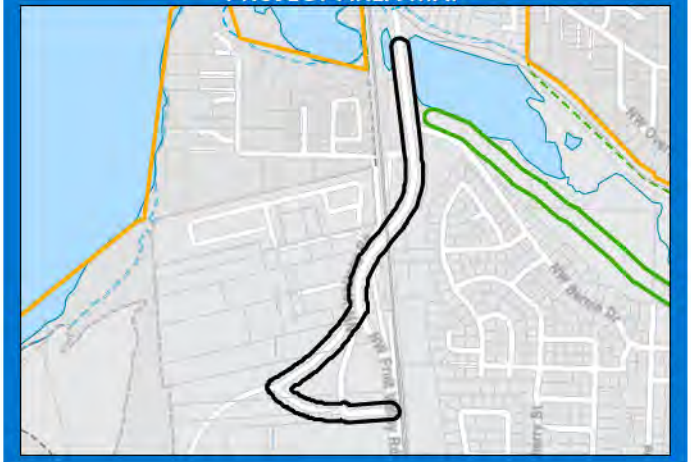
PROJECT ID: TRANS-885

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

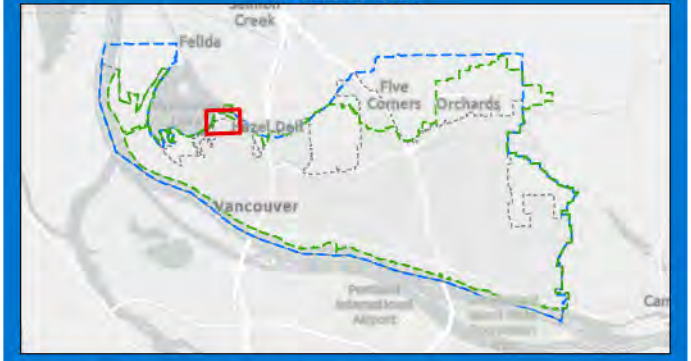
Project: NW 32nd Ave. Freight and Mobility - NW 61st St. to Burnt Bridge Creek

Project Extent: NW 61st St. **To:** Burnt Bridge Creek

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Phase 4 of the NW 32nd Ave. Freight Access project proposes rebuilding Lakeshore Ave./Fruit Valley Rd. and the existing bridge over the BNSF right-of-way. The cross section will consist of three travel lanes, mobility lanes, planter strips and ADA accessible sidewalks. The sidewalk along the west side of the roadway is 10 feet wide to accommodate a multi-use path facility. Originated from Westside Mobility Strategy (2016). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $49,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

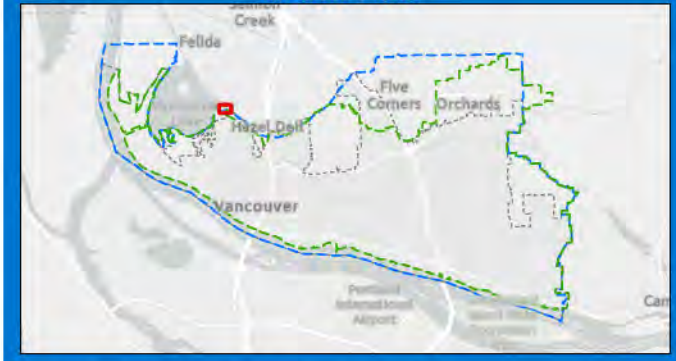
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NW 32nd Ave. Freight and Mobility - Burnt Bridge Creek to NW 78th St.

Project Extent: Burnt Bridge Creek **To:** NW 78th St.

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Phase 3 of the NW 32nd Ave. Freight Access project proposes rebuilding Lakeshore Ave./Fruit Valley Rd. to a cross section consisting of three travel lanes, mobility lanes, planter strips and ADA accessible sidewalks. The sidewalk along the west side of the roadway is 10 feet wide to accommodate a multi-use path facility. Originated from Westside Mobility Strategy (2016). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100665

Grant Funded:

Total Project Cost: $10,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-887

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NW 78th St./Fruit Valley Rd./NW Lakeshore Ave. Roundabout

Project Extent: **To:**

PROJECT AREA MAP

VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Phase 1 of the NW 32nd Ave. Freight Access project proposes a new roundabout to improve traffic operations at the intersection of NW Lakeshore Ave., NW 78th St., and Fruit Valley Rd. Originated from Westside Mobility Strategy (2016).

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $2,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-888

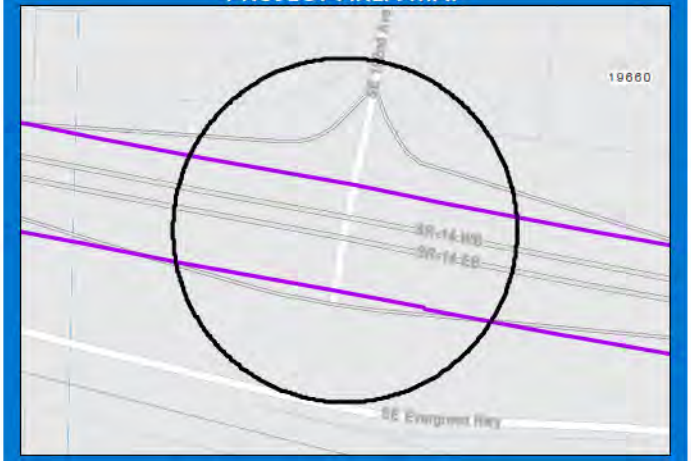
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 192nd Ave. and SR 14 Interchange Improvements

Project Extent:

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Install a new traffic signal, on the westbound on-ramp from SE 192nd Avenue to SR 14. This signal is needed to improve safety and Level of Service. Improvements triggered by proposed development in the area including the Columbia Palisades development. Partially funded by Proportionate Share money.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRJ100443

Grant Funded:

Total Project Cost: $45,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-889

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 18th St. and N. Devine Rd. ADA Improvements

Project Extent:

To:

PROJECT AREA MAP

VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Project improvements for improved ADA access at the intersection of NE 18th St and Devine. Funded through TRANS-844 - Multimodal Safety and Accessibility. Originated from Fourth Plain Corridor Subarea Plan (2007).

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100592

Grant Funded: Yes

Total Project Cost: $1,200,000

Start of Const. (year): 2026

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

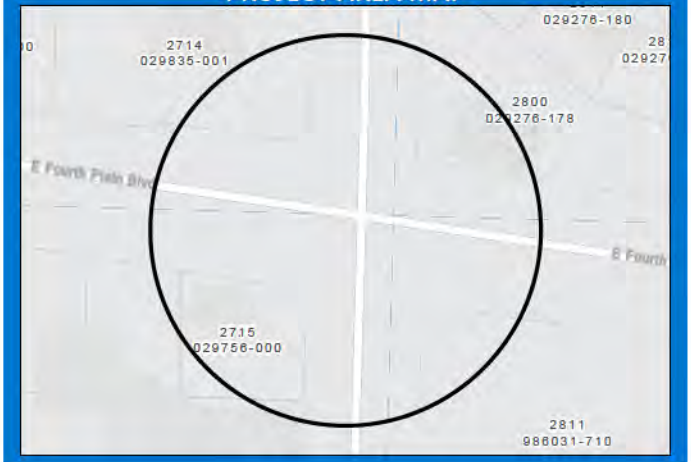
PROJECT ID: TRANS-890

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

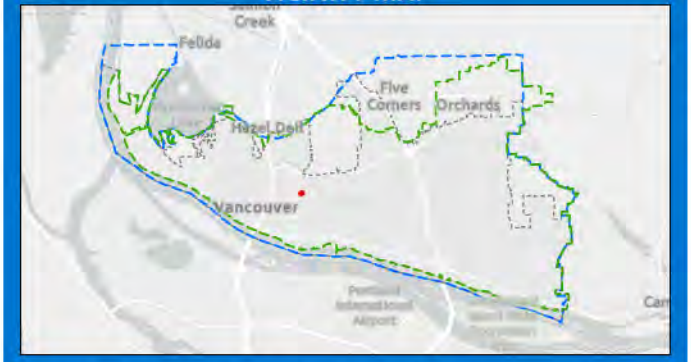
Project: NE Fourth Plain Blvd. and Grand Blvd. - Pedestrian Improvement SW Corner

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Increase radius of southwest corner to improve pedestrian safety and ADA access, and accommodate truck turns. Project requested by City of Vancouver Traffic Engineering. Originated from Fourth Plain Corridor Subarea Plan (2007) and Fourth Plain Forward Action Plan (2015). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $700,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

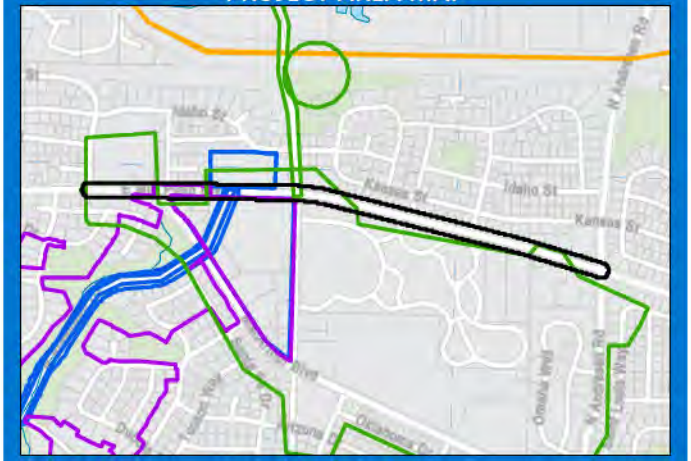
PROJECT ID: TRANS-891

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

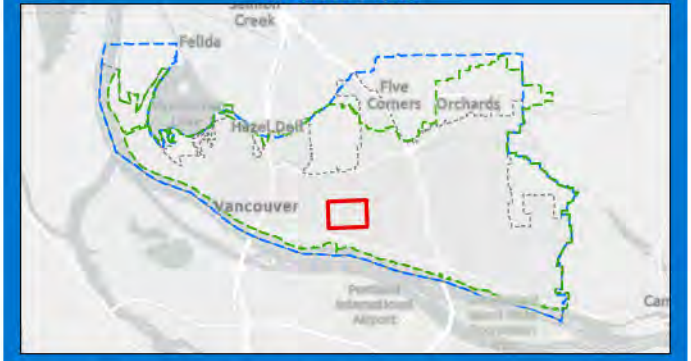
Project: E. Mill Plain Boulevard - Boise Ave. to N. Andresen Rd.

Project Extent: Boise Ave. **To:** N. Andresen Rd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Heights District Plan recommended roadway changes to improve safety, support multimodal mobility and accommodate future Bus Rapid Transit line. Includes reducing lane widths, adding protected mobility lanes, improving sidewalks, adding planter strips, and adding and/or improving ADA access and pedestrian crossings at Ogden, Missoula and Helena. Originated from Heights District Plan (2020).

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $10,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

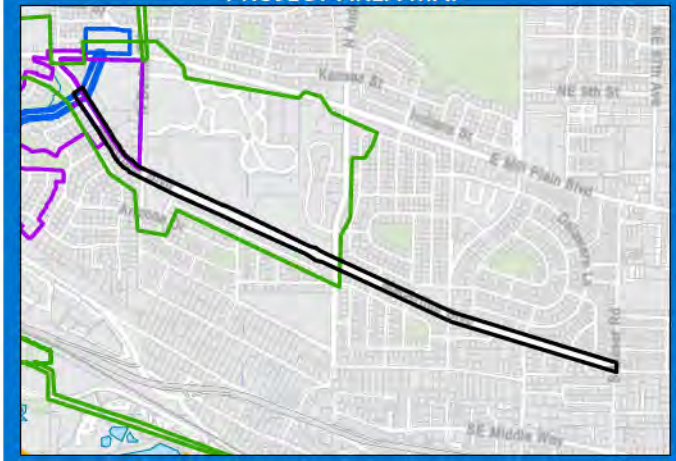
PROJECT ID: TRANS-892

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: MacArthur Blvd. - Blandford Dr. to Lieser Rd.

Project Extent: Blandford Dr. **To:** Lieser Rd.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Heights District Plan recommended roadway changes to improve safety, support multi-modal mobility, and add a linear greenbelt. Includes moving vehicle travel to the east side of the median and converting the west side to separated mobility lanes and pedestrian facilities, and open space. Will include improved ADA access and pedestrian crossings at Blanford, Phoenix, Texas and Burdick. Originated from Heights District Plan (2020). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $15,000,000

Start of Const. (year): Unknown

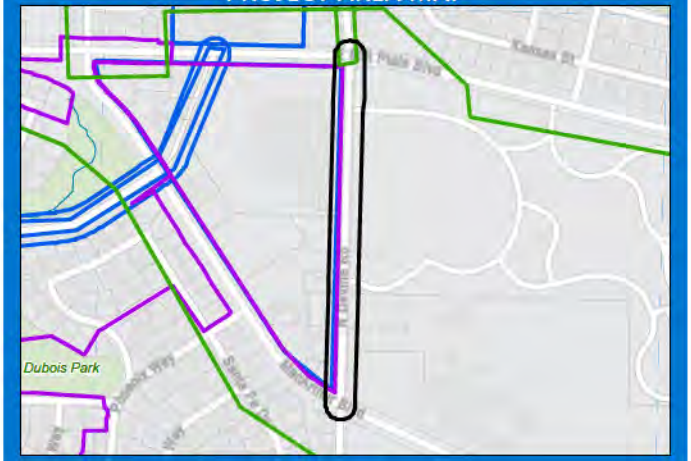
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

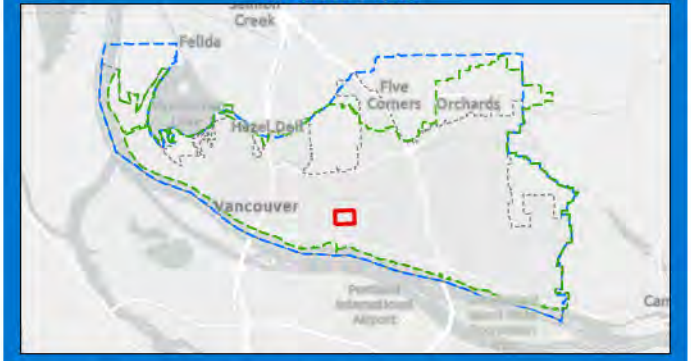
Project: N. Devine Rd. - E. Mill Plain Blvd. to MacArthur Blvd.

Project Extent: E. Mill Plain Blvd. **To:** MacArthur Blvd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Heights District Plan recommended roadway changes to improve safety and support multi-modal mobility, including a two-way protected mobility lane on the west side of the street, improved ADA access and sidewalks, larger planter strips, and enhanced crossings. Sidewalk improvements along Devine being constructed as part of TRANS-871. Originated from Heights District Plan (2020). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $4,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

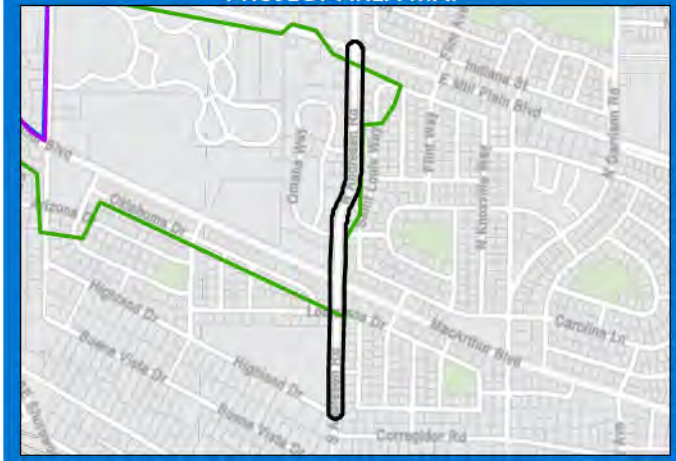
PROJECT ID: TRANS-894

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

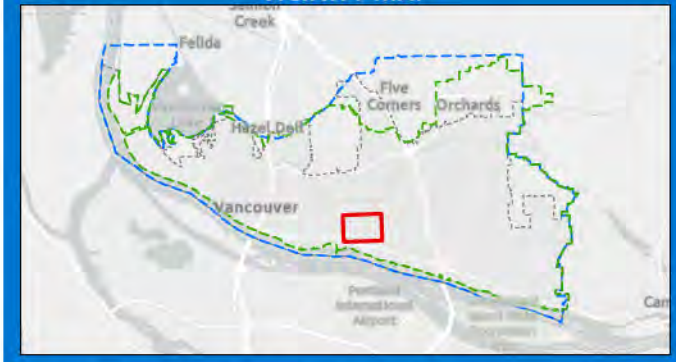
Project: Andresen Rd. - E. Mill Plain Blvd. to Highland Dr.

Project Extent: E. Mill Plain Blvd **To:** Highland Dr.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Roadway changes to improve safety and support multi-modal mobility. Includes reducing the travel lanes from four to two just south of Mill Plain, adding protected mobility lanes, widening sidewalks and adding planter strips, improving ADA access pedestrian crossings at Wichita, Missouri and Louisiana. Originated from Heights District Plan (2020). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $10,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-895

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

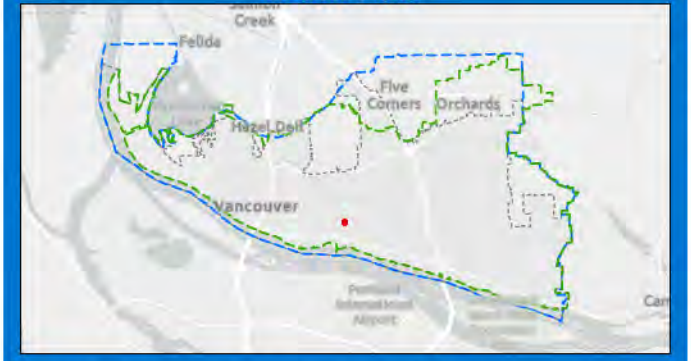
Project: MacArthur Blvd. at N. Devine Rd. Roundabout

Project Extent:

To:

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Heights District Plan recommended roadway changes - Construct roundabout to optimize multimodal traffic safety and operations with additional trips generated by redevelopment in the Heights District. Originated from Heights District Plan (2020). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $1,500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-896

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

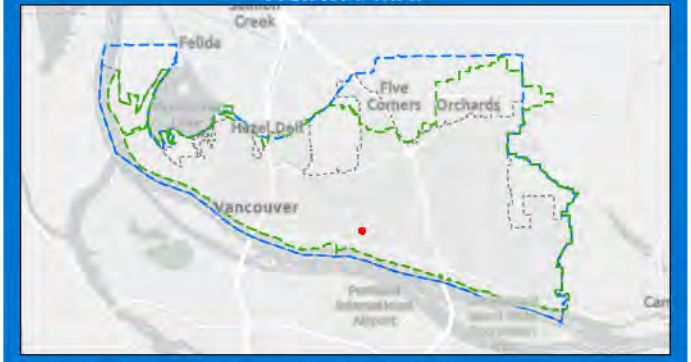
Project: MacArthur Blvd. at N. Andresen Rd. Roundabout

Project Extent:

To:

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Heights District Plan recommended roadway changes -Construct roundabout to optimize multimodal traffic safety and operations with additional trips generated by redevelopment in the Heights District. Originated from Heights District Plan (2020). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $1,500,000

Start of Const. (year): Unknown

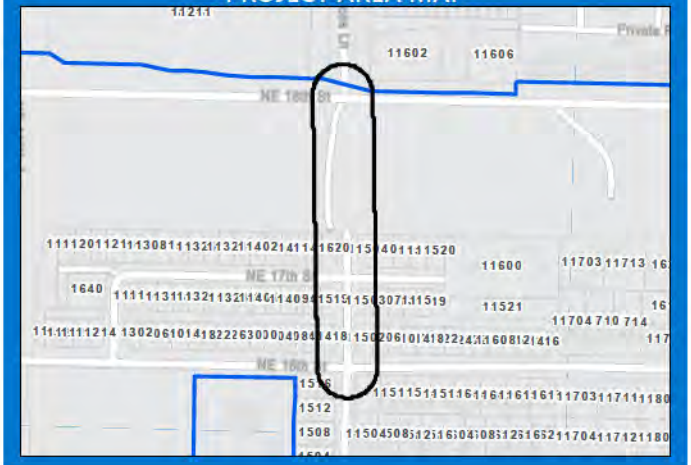
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

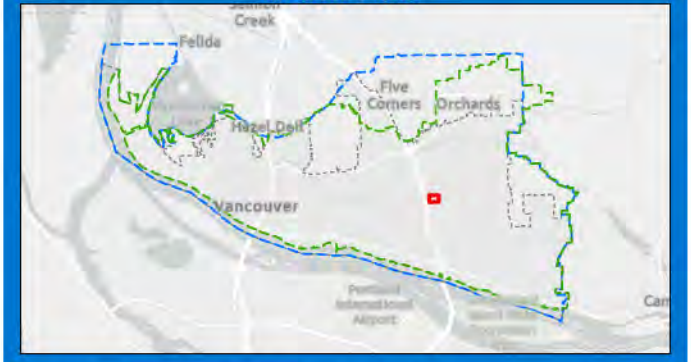
Project: NE 115th Ave. – NE 16th St. to NE 18th St.

Project Extent: NE 16th St. **To:** NE 18th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
This project proposes a new road connecting NE 16th Street and NE 18th Street in the vicinity of Four Seasons Lane and Joe's Place farm. This is partially funded through $250K developer contribution and will require ROW from Joe's Place Farms and Bonneville Power Administration. Identified through the development review process.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100386

Grant Funded:

Total Project Cost: $350,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

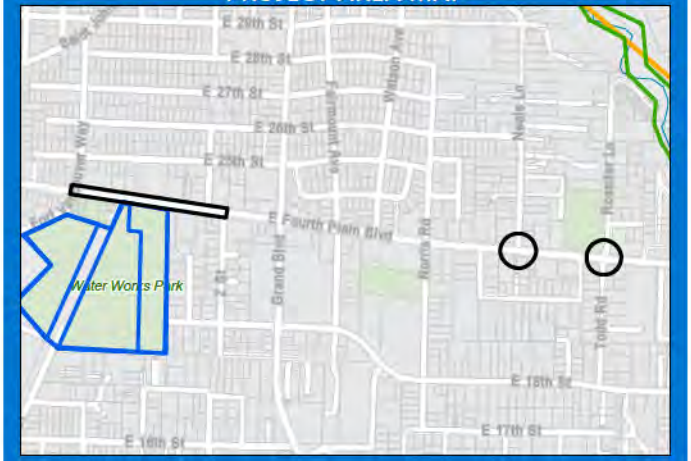
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE Fourth Plain Blvd Enhanced Pedestrian Crossings

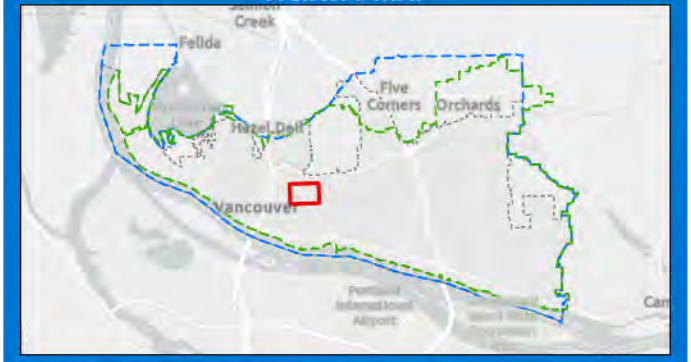
Project Extent:

To:

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Pedestrian and ADA accessible improvements on E Fourth Plain Blvd. east of Fort Vancouver Way. Improvements include a HAWK beacon and pedestrian refuges on Fourth Plain between Fort Vancouver Wy. and Z St., at Neals Lane, and at Todd Rd./Rossiter Ln. Funded through TRANS-844 - Multimodal Safety and Accessibility. Originated from Fourth Plain Corridor Subarea Plan (2007), Fourth Plain Forward Action Plan (2015), Fourth Plain Pedestrian Safety and Access Implementation Strategy (2017).

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRJ100672

Grant Funded:

Total Project Cost: $1,200,000

Start of Const. (year): 2025

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

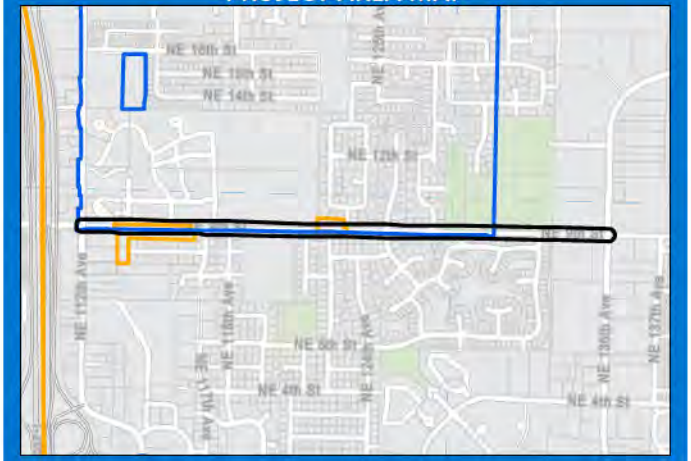
PROJECT ID: TRANS-903

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

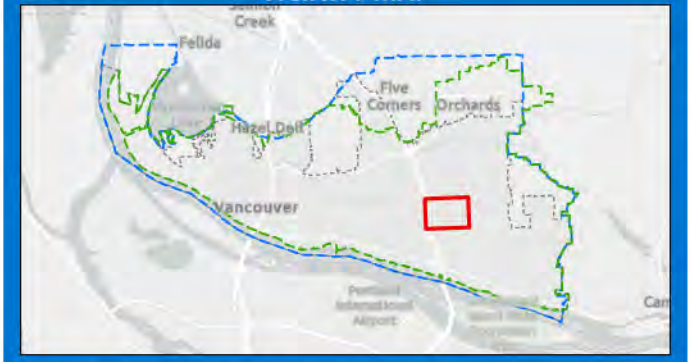
Project: NE 9th St. Infill Sidewalk - NE 112th Ave. to NE 136th Ave.

Project Extent: NE 112th Ave. **To:** NE 136th Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
This project will add new sections of sidewalk infill along NE 9th St., between NE 112th Ave. and NE 136th Ave. Identified through the City's Sidewalk Management Program. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

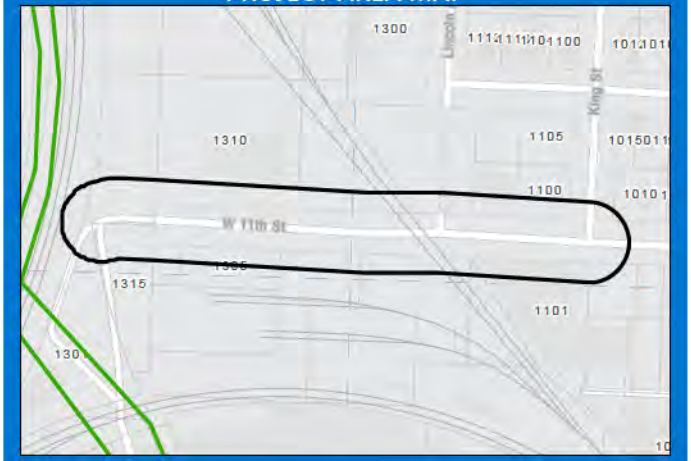
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

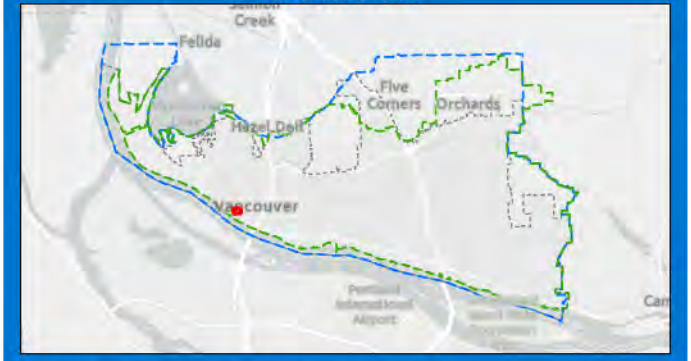
Project: Amtrak Multimodal Access - W 11th St

Project Extent: Hill St. (Amtrak Station) **To:** King St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Multimodal mobility lanes and pedestrian access on W. 11th St., from King St. to the Amtrak Station. Originated from Vancouver City Center Vision Plan (2007). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $10,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

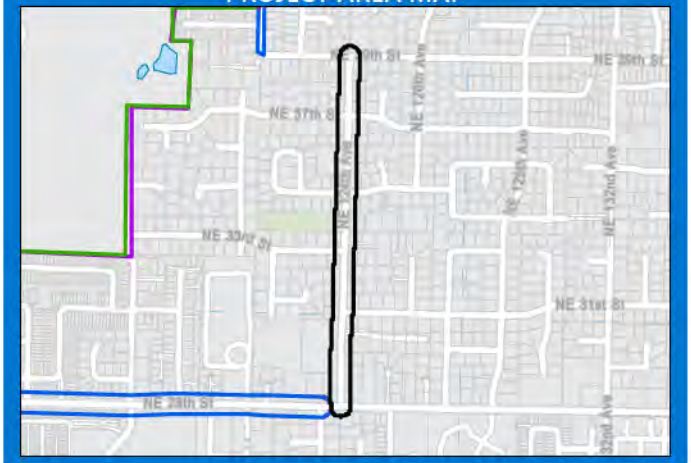
PROJECT ID: TRANS-907

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

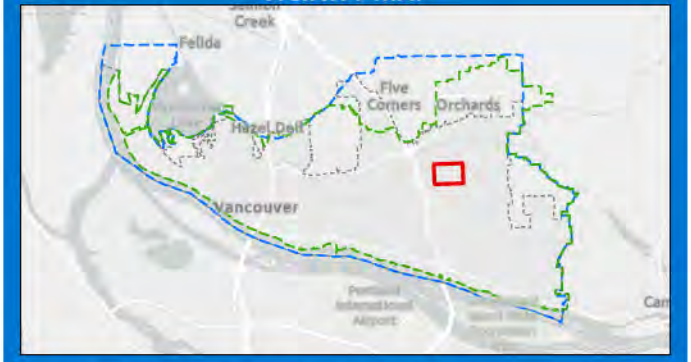
Project: NE 124th Ave. - NE 28th St. to NE 39th St.

Project Extent: NE 28th St. **To:** NE 39th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Reconstruction/Upgrade existing two lane Collector Arterial to current standards, to include sidewalks, ADA ramps, mobility lanes and streetlights. Identified through the development review process.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $10,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

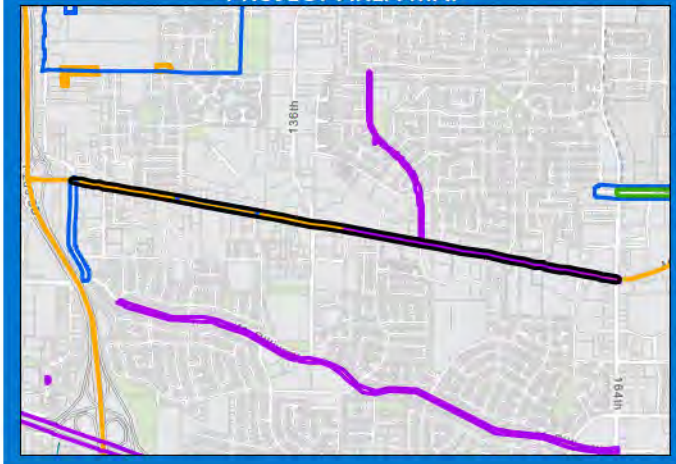
PROJECT ID: TRANS-908

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

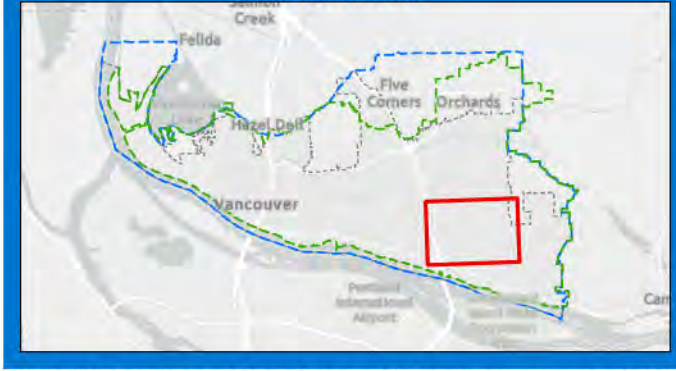
Project: SE Mill Plain Aerial Fiber Removal

Project Extent: NE Chkalov Dr. **To:** SE 164th Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Remove aerial fiber along Mill Plain, for the new C-Tran BRT project, from Chaklov to SE 164th Ave. Approximately 100,000 lineal feet of aerial fiber to be removed and re-located underground. Identified by staff and C-Tran Mill Plain BRT project.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100662

Grant Funded:

Total Project Cost: $110,000

Start of Const. (year): 2024

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 29th St. - SE 176th Ave. to SE 192nd Ave.

Project Extent: **To:**

PROJECT AREA MAP

VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
New 3-lane road built to principal arterial standards, to improve capacity, service and safety. Improvements include 3-lane principal arterial (1 lane each direction plus turn lane) with bike facilities, streetlights, sound walls (where required), sidewalk and ADA ramps, and shared use pathway on south side of street. Developer built through developer contributions for the Vancouver Innovation Center project. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $10,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

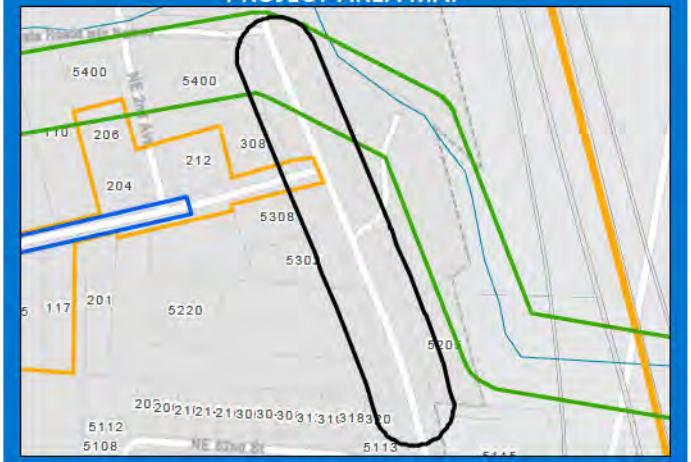
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE Hazel Dell Ave./BBC Trail Crossing

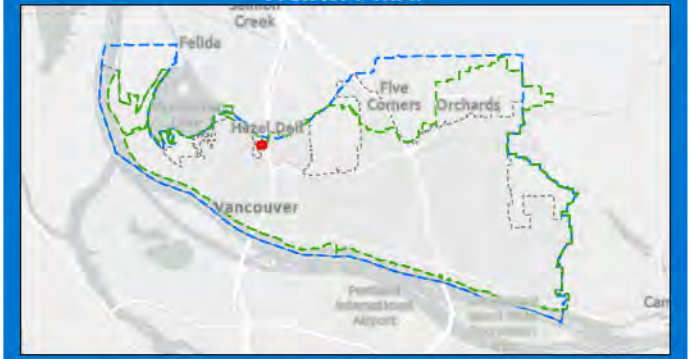
Project Extent:

To:

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
The Burnt Bridge Creek Trail Crossing at Hazel Dell Ave does not have mobility crossings between the BBC trail in the City on the east side of Hazel Dell Ave and the BBC trail in the County on the west side of Hazel Dell Ave. Safety is a major concern for users of the facility as there are not designated crossings and the curvature of the road at this location and operating speed of vehicles is dangerous for non-driving, vulnerable road users. Identified by staff.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100914

Grant Funded:

Total Project Cost: $940,000

Start of Const. (year): 2025

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

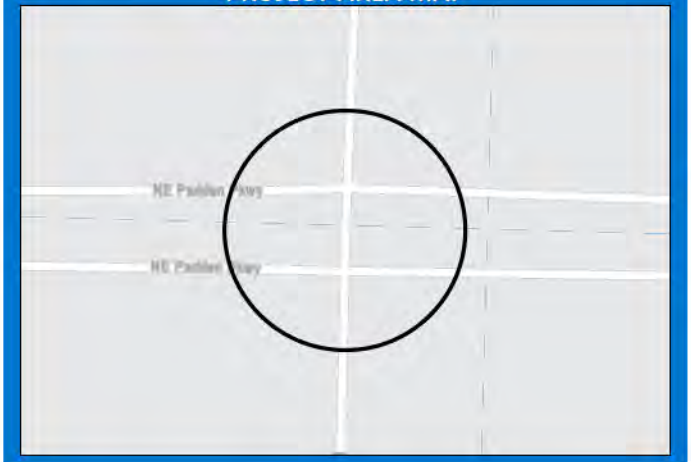
PROJECT ID: TRANS-911

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

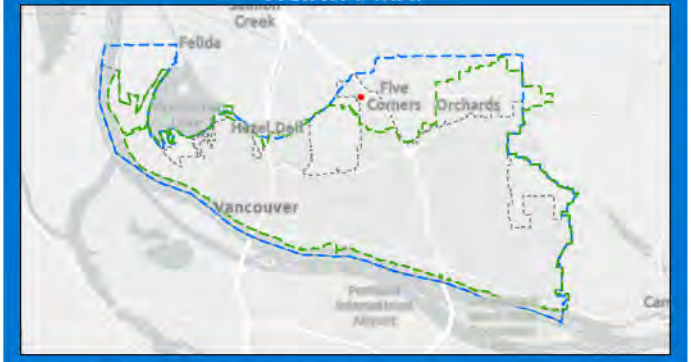
Project: NE Padden Expressway and NE Andresen Rd. Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Intersection improvements for capacity, pedestrian safety and traffic standards. Intial planning phase to include congestion and collision study, to propose traffic improvements and alternatives to improve safety and reduce collisions. Identified by staff. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $10,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

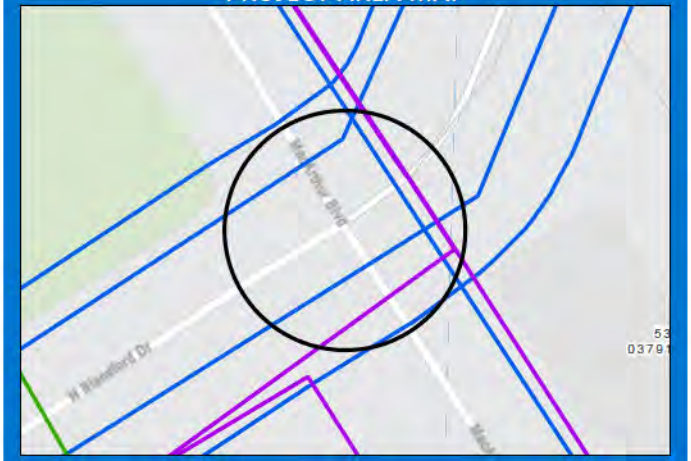
PROJECT ID: TRANS-913

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: MacArthur Blvd. and S. Blandford Dr. Pedestrian Crossing

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Install enhanced pedestrian crossing to improve pedestrian safety and accesssibility in the area. Originated from Heights District Plan (2020). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $1,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: 39th St and Daniels St. Pedestrian Crossing (Lincoln Elementary)

Project Extent: **To:**

PROJECT AREA MAP

VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Install enhanced pedestrian crossing to improve pedestrian safety and accesssibility in the area. Identified by staff. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded: Yes

Total Project Cost: $300,000

Start of Const. (year): 2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-915

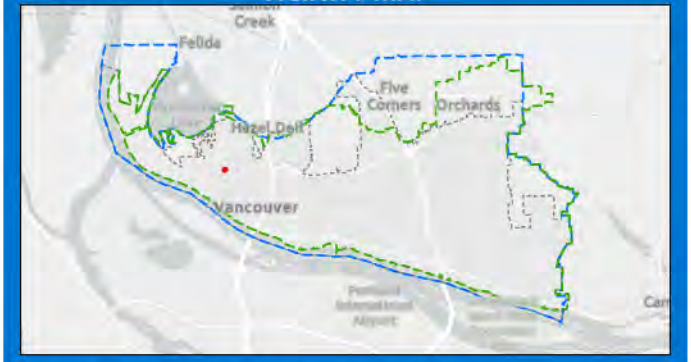
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Fruit Valley Rd. and Firestone Lane Pedestrian Crossing

Project Extent: **To:**

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Install enhanced pedestrian crossing to improve pedestrian safety and accesssibility in the area. Originated from Fruit Valley Subarea Plan (2010). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $1,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

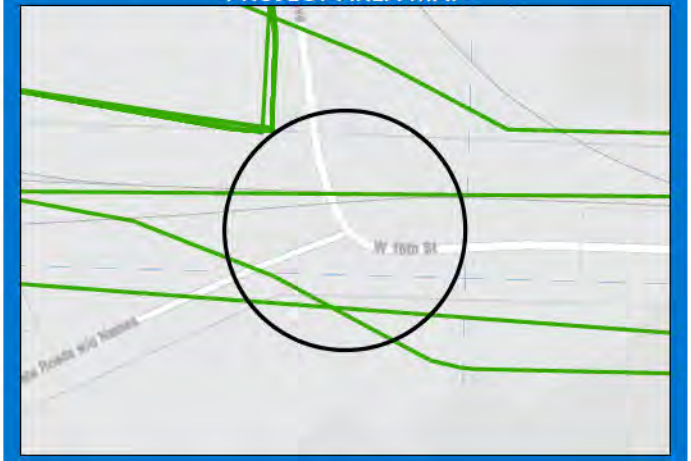
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: W. 16th St. at NW Packing Pedestrian Crossing

Project Extent:

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Install enhanced pedestrian crossing to improve pedestrian safety and accesssibility in the area. Originated from Fruit Valley Subarea Plan (2010). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $1,000,000

Start of Const. (year): 2023

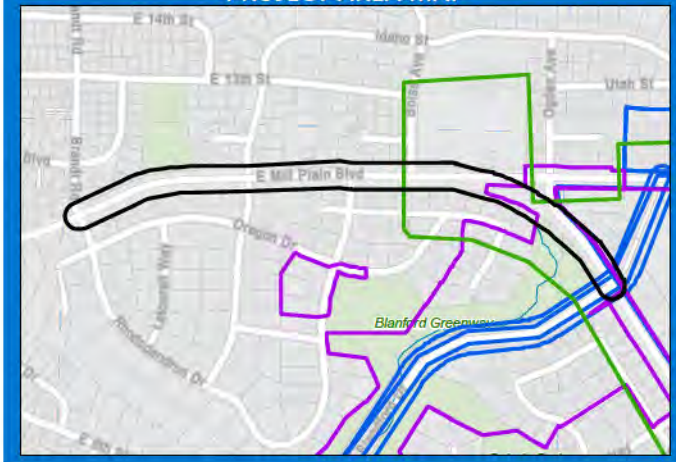
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

CITY OF Vancouver WASHINGTON 2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

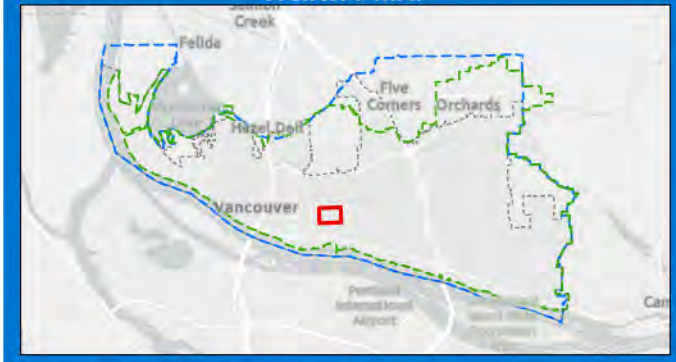
Project: MacArthur/Mill Plain Complete Street Project - Brandt Rd to Blandford Dr

Project Extent: Brandt Rd **To:** Blandford Dr

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Installs enhanced mobility lanes and pedestrian crossing improvements along Mill Plain Blvd between Brandt and MacArthur and along MacArthur Blvd between Mill Plain and Blandford. Project includes reconfiguration of Mill Plain/MacArthur intersection and construction of dedicated bike and pedestrian facilities along the south side of MacArthur. Project originated from the East McLoughlin Area Safety Improvement Project (2019) and the Heights District Master Plan (2020).

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100336

Grant Funded: Yes

Total Project Cost: $610,000

Start of Const. (year): 2024

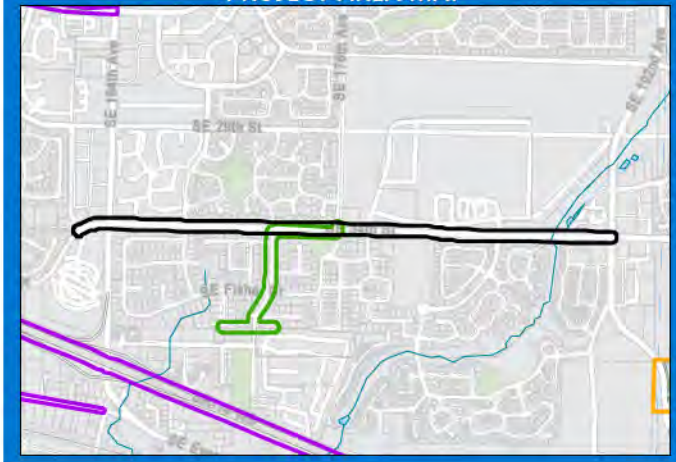
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

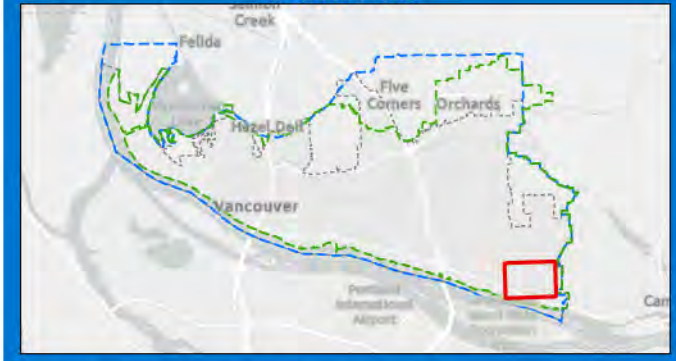
Project: SE 34th Street Complete Street Project - 162nd Ave. to 192nd Ave.

Project Extent: 162nd Ave. **To:** 192nd Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
The SE 34th Street Complete Street Project is an opportunity to help all community members get around safely between SE 164th and SE 192nd Avenues. The Project will repurpose a travel lane and add mobility lanes and/or shared facilities for people use. Safety improvements at intersections and crossings to better accommodate people using a mobility device, walking, and biking. Traffic calming design features to reduce speeding. Identified by staff.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRJ100889

Grant Funded: Yes

Total Project Cost: $1,800,000

Start of Const. (year): 2024

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

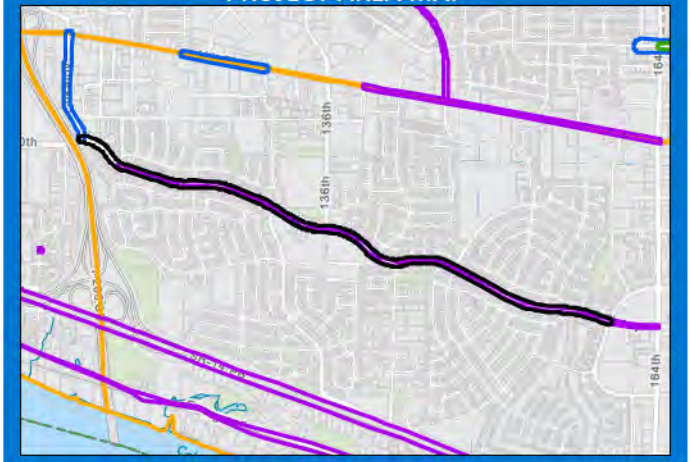
PROJECT ID: TRANS-920

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: McGillivray Complete Street Project - Chkalov Dr. to Village Loop

Project Extent: Chkalov Dr. **To:** Village Loop

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
The McGillivray Boulevard Complete Street Project is exploring ways to make McGillivray Boulevard safer and more comfortable for everyone to travel between SE Chkalov Drive and SE 164th Avenue. The Project will evaluate how McGillivray Boulevard can better meet the needs of people walking, biking, using a mobility device, and driving. The Project will explore opportunities and examine tradeoffs to improve safety on the corridor ahead of the pavement project planned to occur in 2025. Identified by staff.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100802

Grant Funded: Yes

Total Project Cost: $1,500,000

Start of Const. (year): 2025

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

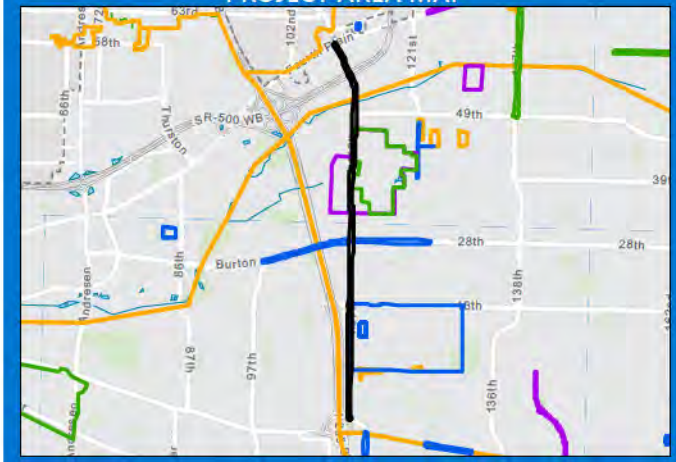
PROJECT ID: TRANS-921

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 112th Avenue Complete Street Project - Chkalov Dr. to Fourth Plain Blvd.

Project Extent: Chkalov Dr. **To:** Fourth Plain Blvd.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
The NE 112th Avenue Complete Street Project will explore a major street retrofit on 112th Ave between Chkalov Drive and Fourth Plain Boulevard, a street with well documented safety issues and vulnerable street users. Identified by 112nd Avenue Subarea Plan.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100923

Grant Funded:

Total Project Cost: $530,000

Start of Const. (year): 2025

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

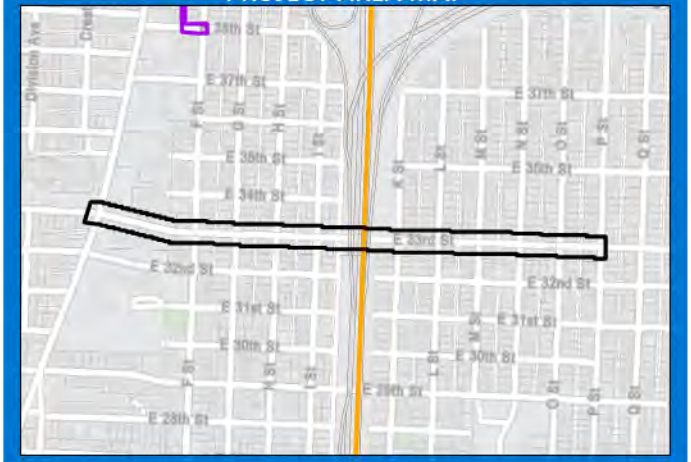
PROJECT ID: TRANS-922

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

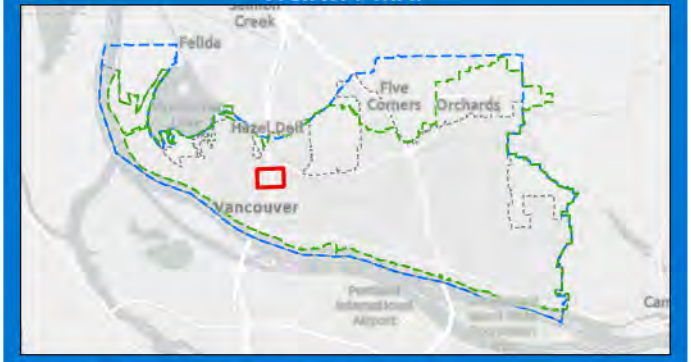
Project: E 33rd Street Complete Street Project - Main Street to P Street

Project Extent: Main Street **To:** P Street

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
The E 33rd Complete Street Project will explore major mobility improvements on E 33rd St (Main Street to P Street) and complete streets retrofits as there are well documented safety issues and vulnerable street users. This will be a combined efforts with E 29th Street Complete Street Project. Identified by staff.

Project Priority Score:
MEDIUM

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRJ100803

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): 2024

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

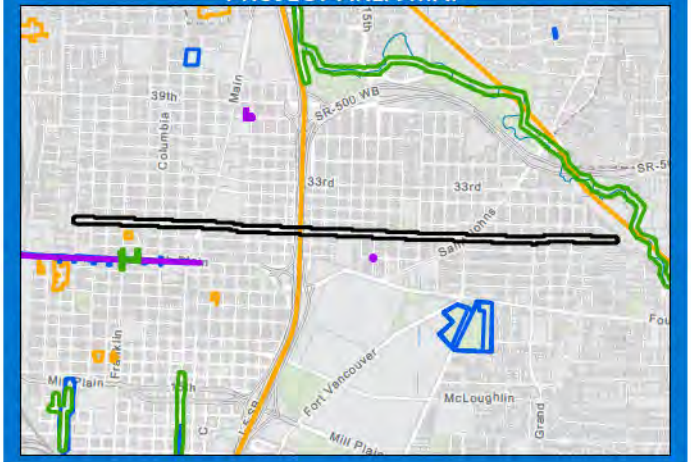
PROJECT ID: TRANS-923

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: E 29th Street Complete Street Project - Kauffman Ave. to Neals Ln.

Project Extent: Kauffman Ave. **To:** Neals Ln.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
The E 29th Complete Street Project will explore major mobility improvements on E 29th St Bikeway (Kauffman Ave to Neals Ln.) and complete streets retrofits as there are well documented safety issues and vulnerable street users. This will be a combined efforts with E 33rd Street Complete Street Project. Identified by staff.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRJ100804

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): 2024

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

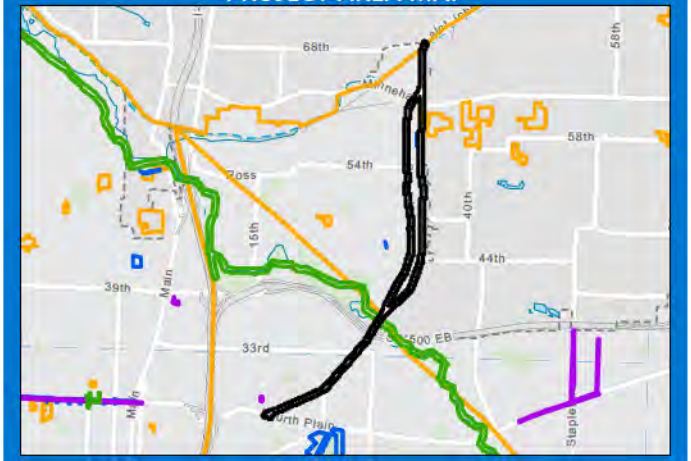
PROJECT ID: TRANS-924

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: St. Johns/St. James Complete Street Project - Fourth Plain to City Limits

Project Extent: Fourth Plain **To:** City Limits

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
The St. Johns/St. James Complete Street Project will explore a major street retrofit on NE St James Rd and NE St Johns Rd as well and a land use and built form strategy for the commercial corridor portion of the couplet. These streets have documented safety issues and vulnerable street users and connect to existing project that will improve Ft. Vancouver Way. This was also identified as a key neighborhood serving business district through the City's initial commercial corridor analysis as an area that need regulatory and other updates and that is ripe for investment. Identified by staff.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100805

Grant Funded:

Total Project Cost: $575,000

Start of Const. (year): 2029

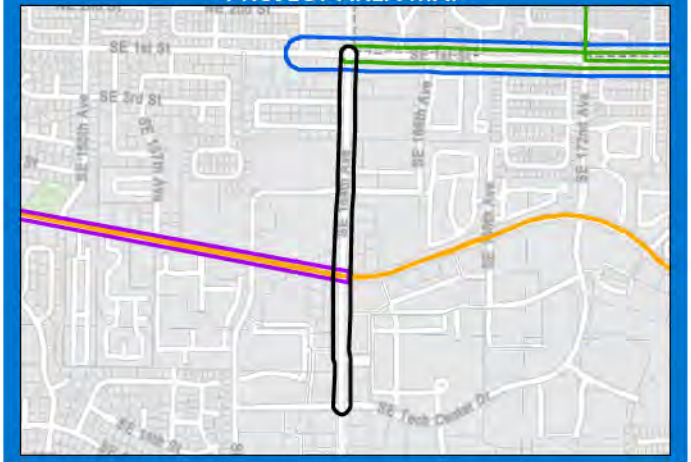
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

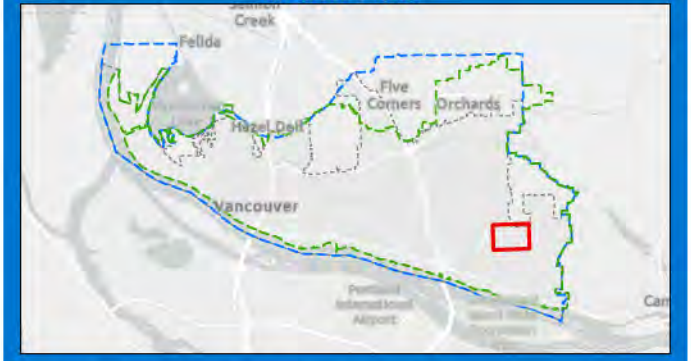
Project: SE 164th Ave. Safety/Mobility Improvements - Tech Center Dr. to SE 1st St.

Project Extent: Tech Center Dr. **To:** 1st St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
SE 164th Avenue is the site of two top priority crash locations, the segment between SE 1st Street and Mill Plain Boulevard and the intersection with SE Tech Center Drive/12th Street. There have been three fatalities and two severe injuries on the segment and at the intersection, and four additional pedestrian injuries at the intersection. The project will include elements to address crash factors, such as treatments related to signal phases, intersection configurations, pavement markings, installation of refuge islands or raised crossings, and other measures. Identified from the Transportation System Safety Analysis (2018) and Local Road Safety Plan (2022). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $2,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

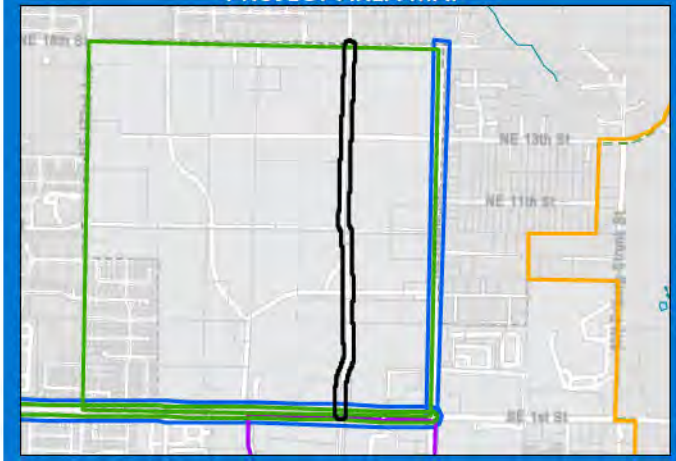
PROJECT ID: TRANS-927

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 187th Ave. - SE 1st St. to NE 18th St.

Project Extent: SE 1st St. **To:** NE 18th St.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
New 3-lane collector/minor arterial (1 lane each direction plus center turn lane) with sidewalks, mobility lanes, streetlights, signals, school crossings, stormwater and sound walls where required. Identified by Section 30 Subarea Plan.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $13,000,000

Start of Const. (year): Unknown

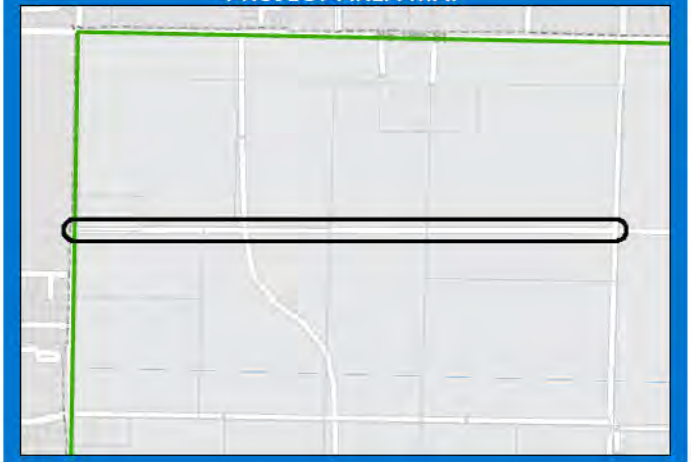
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 13th St. - NE 172nd Ave. to NE 187th Ave.

Project Extent: NE 172nd Ave. **To:** NE 187th Ave.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
New 3-lane collector/minor arterial (1 lane each direction plus center turn lane) with sidewalks, mobility lanes, streetlights, signals, school crossings, stormwater and sound walls where required. Identified by Section 30 Subarea Plan.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $18,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-929

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 18th Street and NE 187th Avenue Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP

VICINITY MAP

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
The NE 18th Street and NE 187th Avenue Intersection Improvements will include a signalized intersection and an all legs expansion to provide left-turn lanes. This project is taking on the recommendations from the Section 30 Traffic Study.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

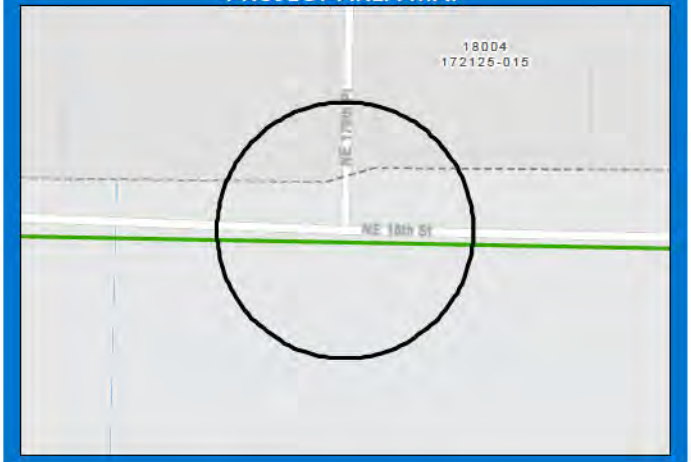
PROJECT ID: TRANS-930

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

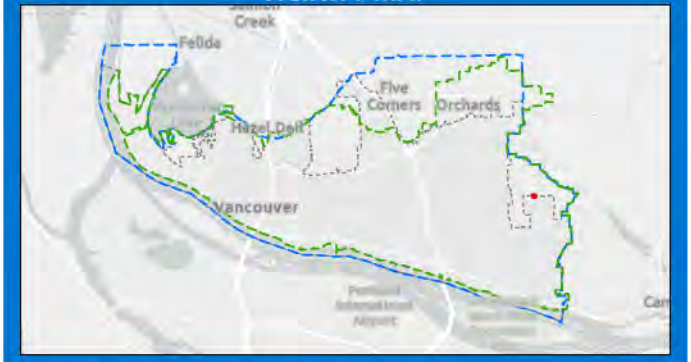
Project: NE 18th Street and NE 179th Avenue Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
The NE 18th Street and NE 179th Avenue Intersection Improvements will include a signalized intersection and an all legs expansion to provide left-turn lanes. This project is taking on the recommendations from the Section 30 Traffic Study.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

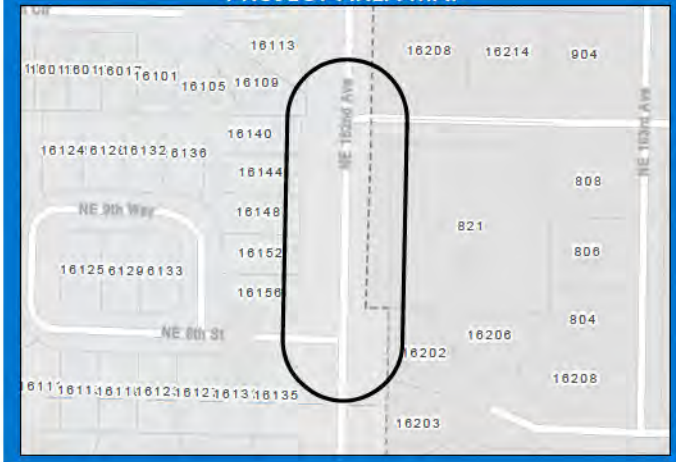
PROJECT ID: TRANS-931

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

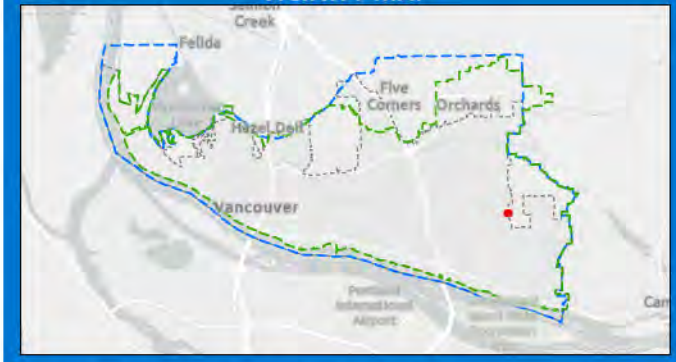
Project: NE 162nd Avenue and NE 9th Street Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
The NE 162nd Avenue and NE 9th Street Intersection Improvements will include a signalized intersection and the east leg of the intersection will be striped to provide a westbound left-turn lane. This project is taking on the recommendations from the Section 30 Traffic Study. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

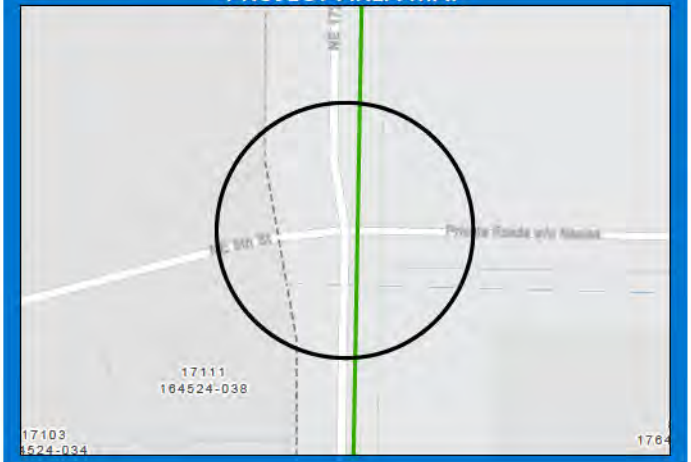
PROJECT ID: TRANS-932

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

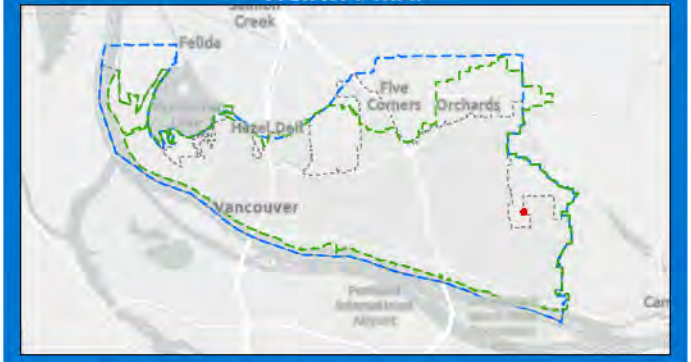
Project: NE 172nd Avenue and NE 9th Street Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
The NE 172nd Avenue and NE 9th Intersection Improvements will include a signalized intersection or a single lane roundabout. This project is taking on the recommendations from the Section 30 Traffic Study. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-934

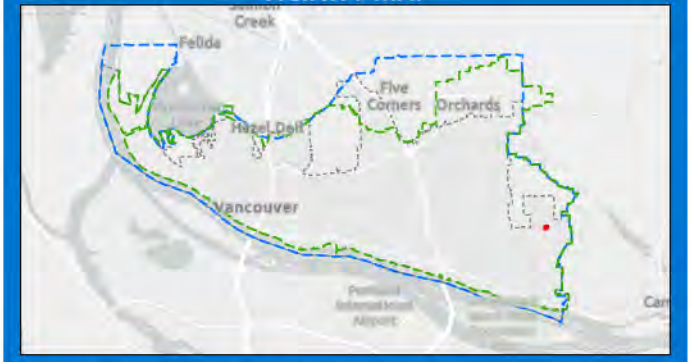
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 1st Street and SE 187th Avenue Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
The SE 1st Street and SE 187th Avenue Improvements will include a signalized intersection or a single lane roundabout. This project is taking on the recommendations from the Section 30 Traffic Study.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

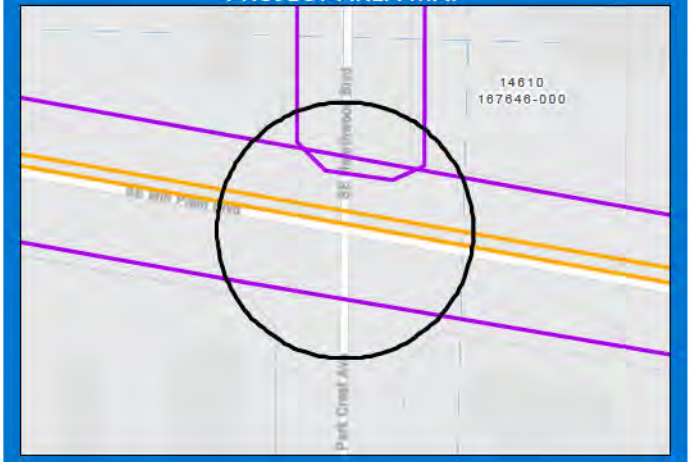
PROJECT ID: TRANS-936

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Mill Plain Blvd. and Hearthwood Blvd. Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Mill Plain Boulevard and Hearthwood Boulevard are each wide arterials whose intersection had seen crashes that resulted in in severe and fatal injuries. The confluence of transit, heavy vehicle traffic on Mill Plain Boulevard, and permissive left turns across the path of pedestrians and mobility users have led to crashes that resulted in in severe and fatal injuries. The project will include elements to address crash factors, such as treatments related to signal phases, intersection configurations, pavement markings, and other measures. Identified from the Transportation System Safety Analysis (2018) and Local Road Safety Plan (2022).

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

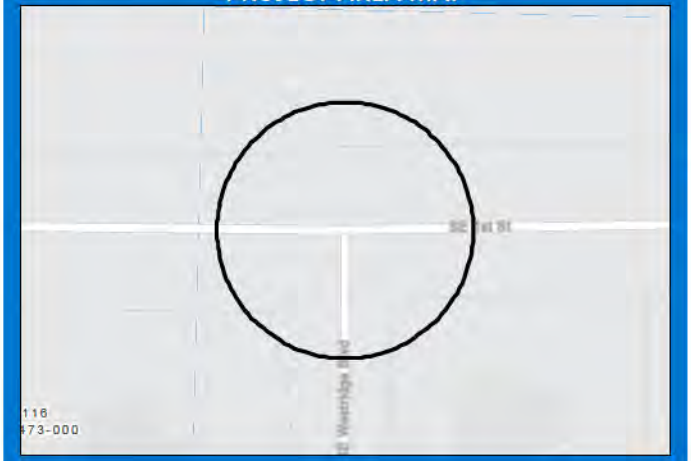
PROJECT ID: TRANS-937

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

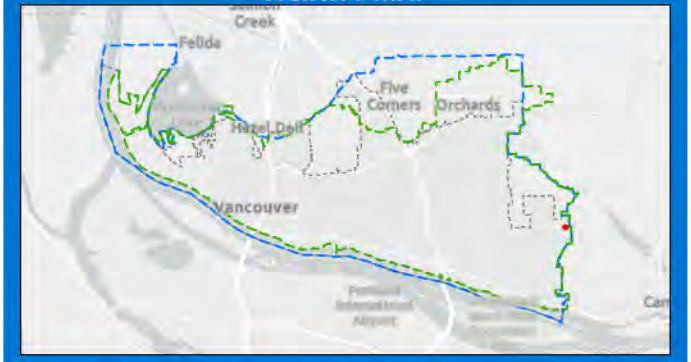
Project: SE Westridge Blvd. and SE 1st Street Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
The SE Westridge Blvd. and SE 1st Street intersection improvements will include a signalized intersection. Identified through the development review process.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

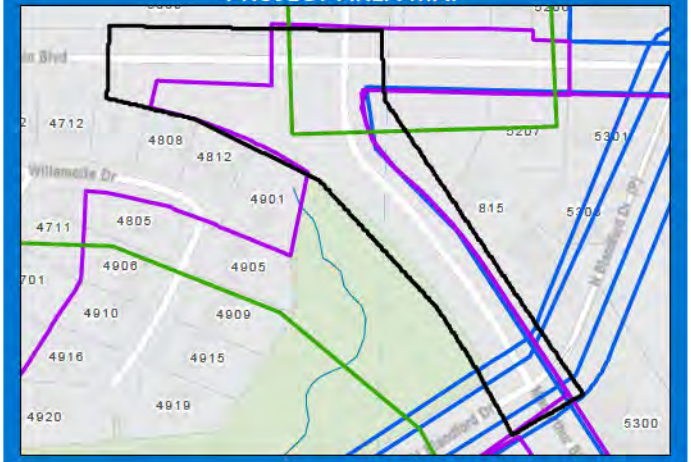
PROJECT ID: TRANS-938

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

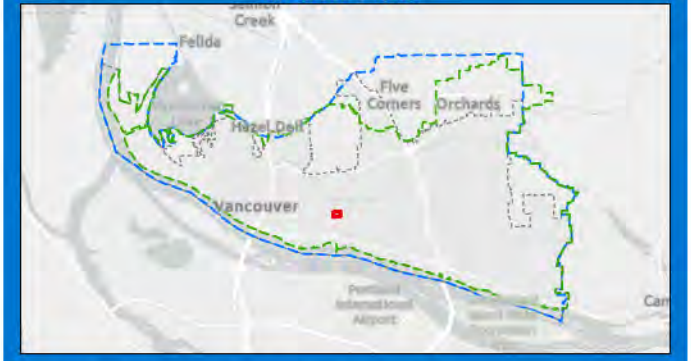
Project: MacArthur Blvd. - Mill Plain to Blandford Dr.

Project Extent: E Mill Plan Blvd. **To:** Blandford Dr.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Heights District Plan recommended roadway changes to improve safety, support multi-modal mobility, and add a linear greenbelt. Includes moving vehicle travel to the east side of the median and converting the west side to separated mobility lanes and pedestrian facilities, and open space. Will include improved ADA access and pedestrian crossings at Blanford, Phoenix, Texas and Burdick. Originated from Heights District Plan (2020).

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $2,000,000

Start of Const. (year): 2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

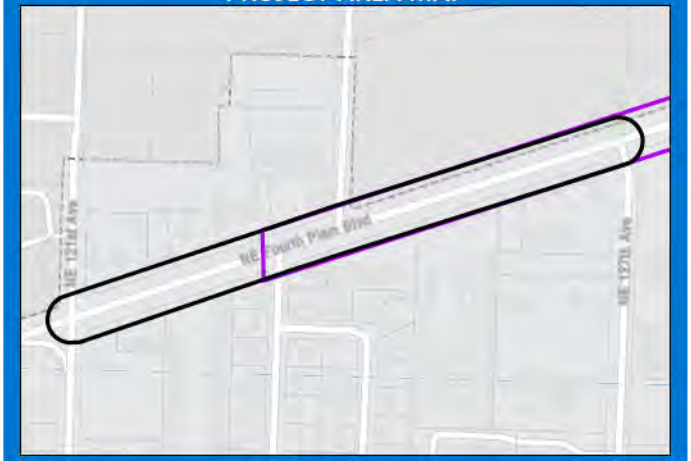
PROJECT ID: TRANS-941

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

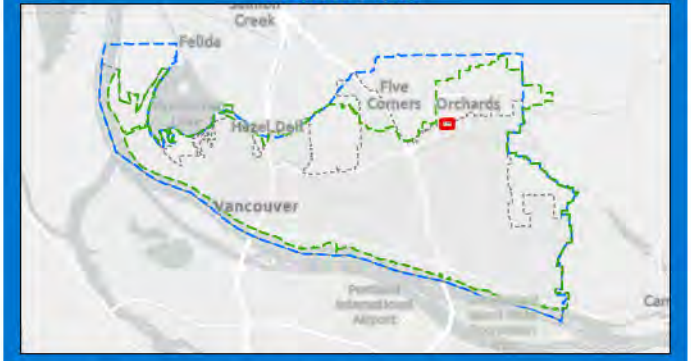
Project: Fourth Plain Boulevard Safety and Mobility - 121st Ave. to 127th Ave.

Project Extent: 121st Ave **To:** 127th Ave

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Fourth Plain Blvd. is one of the most dangerous roadways in the City, with high frequency and severity of crashes at several segments and intersections. The multimodal roadway sees people traveling in all modes, including vis bus rapid transit service. This project was identified in the Local Roads Safety Plan (2022) and Transportation System Safety Analysis (2018). While the Fourth Plain Safety and Mobility Project will address several dangerous segments and intersections, the remaining intersection and segment are identified for safety improvements that could include roadway reconfigurations, changing signal phasing, installing lighting, and reducing crash exposure for vulnerable users. (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $1,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-942

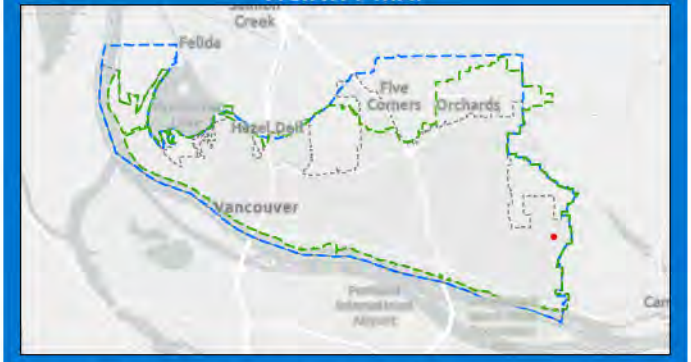
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 192nd Ave and Mill Plain Blvd. Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Project elements will look at crash countermeasures related to high traffic volumes, number of commercial driveways, roadway configurations and insufficient infrastructure for pedestrians or mobility users. Originated from Transportation System Safety Analysis (2018) and Local Road Safety Plan (2022). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

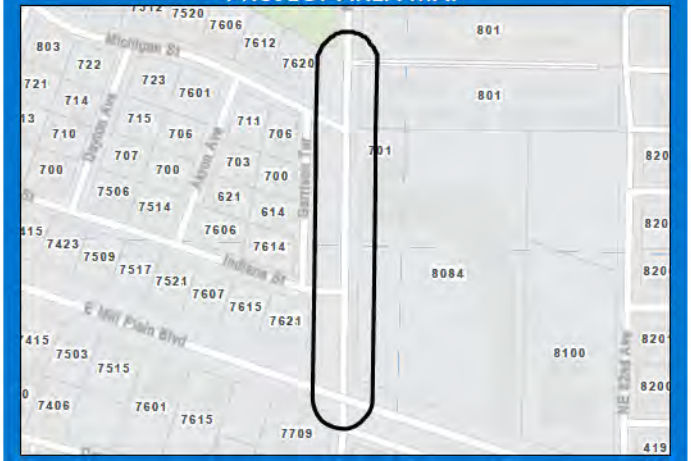
PROJECT ID: TRANS-943

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

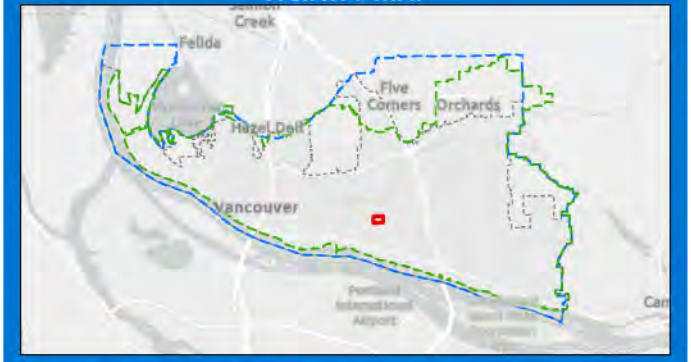
Project: Garrison Rd. Sidewalk Improvements - Mill Plain Blvd. to David Douglas Park

Project Extent: Mill Plain Blvd. **To:** David Douglas Park

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Install sidewalks and ADA ramps along Garrison Rd. from Mill Plain to David Douglas Park. Identified by staff and public.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100922

Grant Funded: Yes

Total Project Cost: $910,000

Start of Const. (year): 2025

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-944

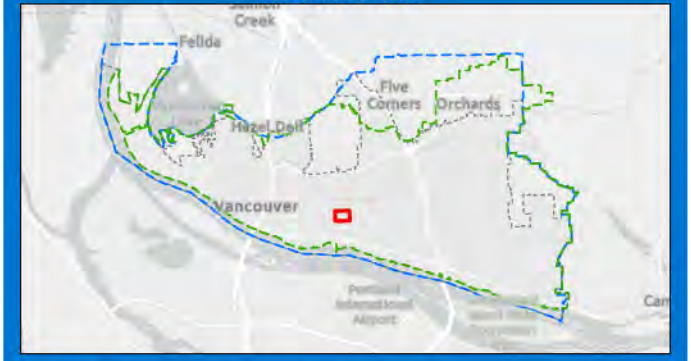
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Heights Grand Loop - Devine Rd. to MacArthur Blvd.

Project Extent: Devine Rd. **To:** MacArthur Blvd.

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Pursuant to the Heights District Master Plan, construct a network of street, pedestrian and mobility improvements that form a loop around the central core of the Tower Mall Redevelopment Area, providing connections between MacArthur Blvd, Devine Road and Mill Plain Blvd. Project originated from the Heights District Master Plan (2020).

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $24,600,000

Start of Const. (year): 2025

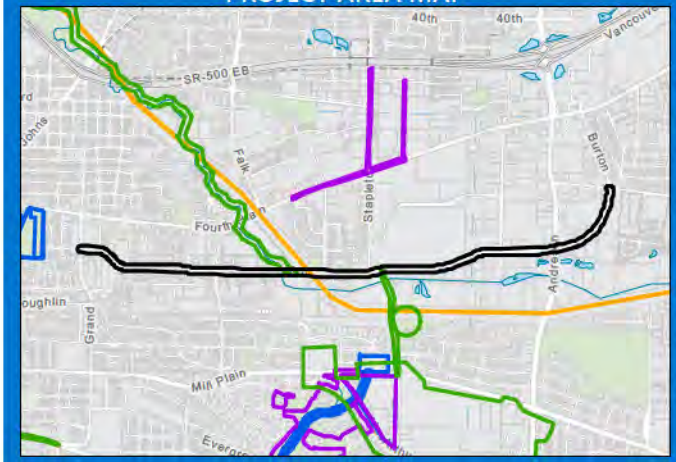
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: E 18th Street Mobility Lane Improvements and Traffic Calming - Grand Blvd. to NE Burton Rd.

Project Extent: Grand Blvd. **To:** NE Burton Rd.

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Improve safety and comfort of mobility lanes on E 18th Street between Grand Blvd. and NE Burton Rd. through the addition of a buffer zone and vertical elements where feasible. Explore narrowing existing travel lanes to slow vehicle traffic and create space for buffer, as well as other traffic calming treatments. This project originated in the Fourth Plain and Fort Vancouver Way Safety and Mobility Project (2023). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $2,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-946

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Fourth Plain Blvd. Multiuse Path - E 62nd Ave. to Andresen Rd.

Project Extent: E 62nd Ave **To:** Andresen Rd.

PROJECT AREA MAP

VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Build an off-street multiuse facility between NE 62nd Avenue and NE Andresen Road to serve mobility users traveling along the corridor. Expand existing sidewalk on either north or south side of the road at the back of sidewalk to create additional space to be share with other mobility users. Use emblems or materials to differentiate between pedestrian and mobility user zones. This project originated in the Fourth Plain and Fort Vancouver Way Safety and Mobility Project (2023).

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number: PRJ100959

Grant Funded:

Total Project Cost: $640,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

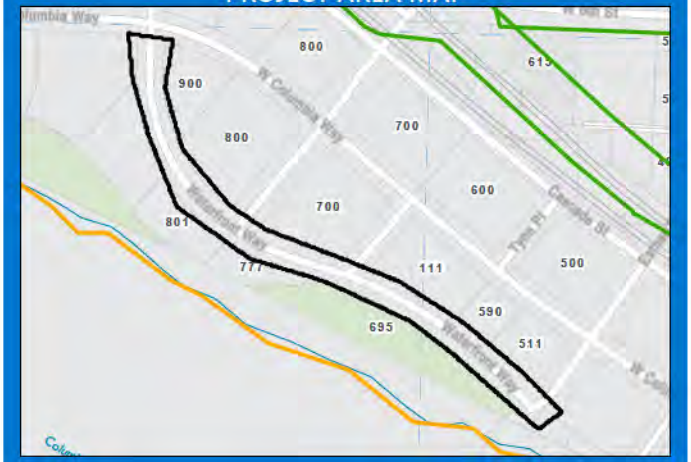
PROJECT ID: TRANS-1113

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

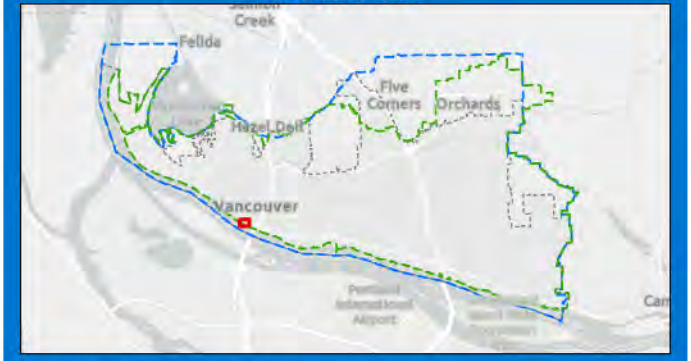
Project: Waterfront Way Traffic Calming

Project Extent: Columbia Way **To:** Esther St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Install traffic calming treatments along Waterfront Way with developer funds. Identified by staff.

Project Priority Score:
MEDIUM

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRJ100852

Grant Funded:

Total Project Cost: $120,000

Start of Const. (year): 2025

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-1114

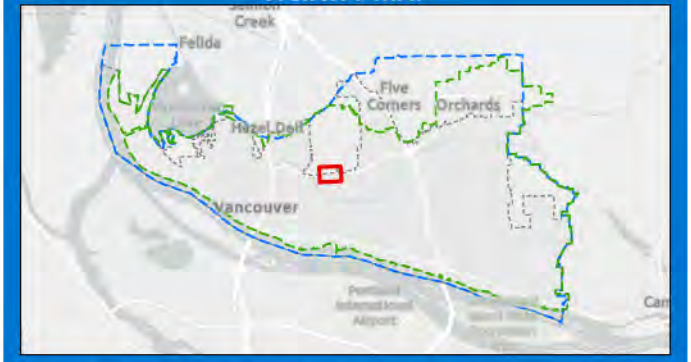
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: State Route 500 - 54th and 42nd Intersection Improvements

Project Extent: **To:**

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
WSDOT is building/funding the pedestrian overpass at the intersections of 54th and 42nd along SR-500. The City is improving the pedestrian access that leads up to these two intersections (Falk Rd. and Stapleton Rd.). Identified by WSDOT.

Project Priority Score:
MEDIUM

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number: PRJ100913

Grant Funded:

Total Project Cost: $40,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

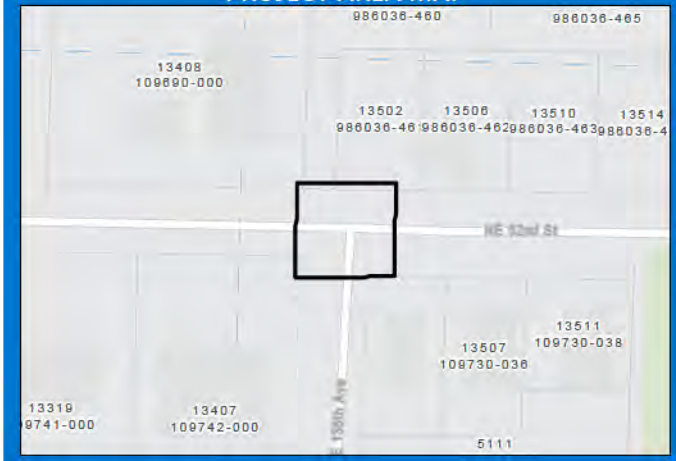
PROJECT ID: TRANS-1115

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

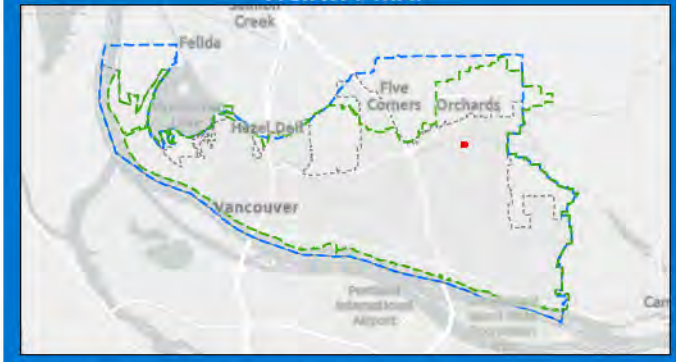
Project: NE 52nd St. and NE 135th Ave Pedestrian Crossing (Image Elementary)

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Install enhanced pedestrian crossing to improve pedestrian safety and accessiblity in the area. Identified by staff.

Project Priority Score:
MEDIUM

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $100,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

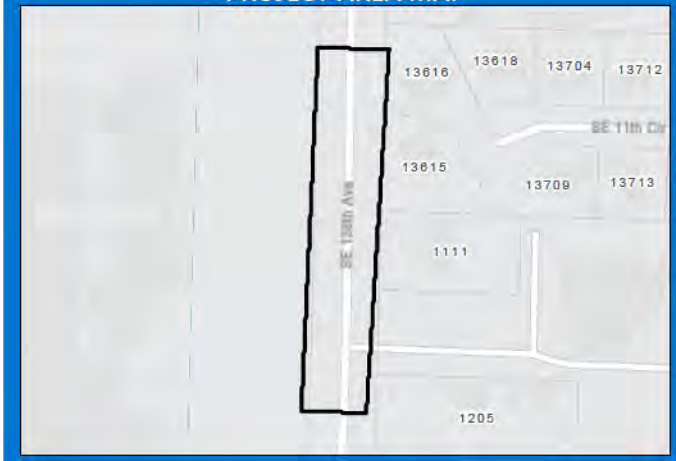
PROJECT ID: TRANS-1116

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: 136th Ave and Wy'east Middle School Pedestrian Crossing

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Install enhanced pedestrian crossing to improve pedestrian safety and accessiblity. Identified by staff.

Project Priority Score:
MEDIUM

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-1117

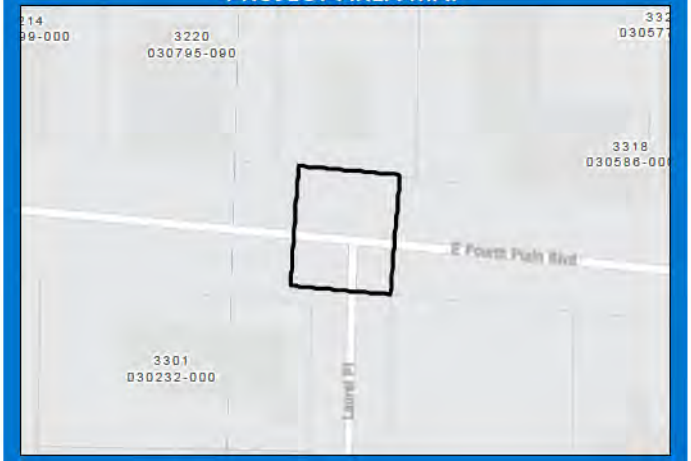
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Fourth Plain Blvd. and Laurel Pl. Pedestrian Crossing

Project Extent:

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Install enhanced pedestrian crossing to improve pedestrian safety and accessiblity. Identified by staff.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded: Yes

Total Project Cost: $500,000

Start of Const. (year): 2026

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-1118

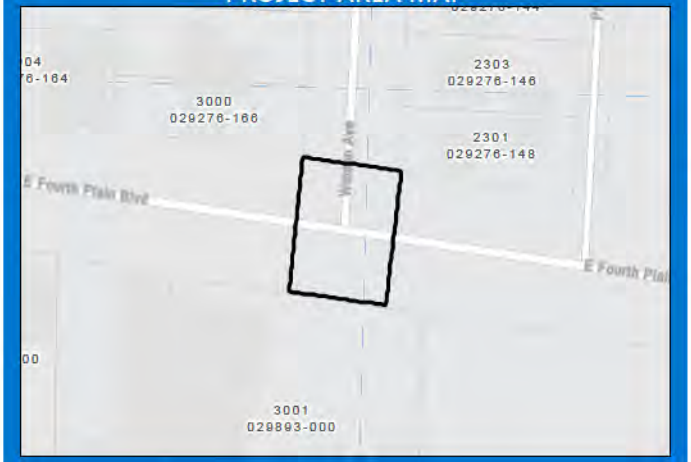
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Fourth Plain Blvd. and Watson Ave. Pedestrian Crossing

Project Extent:

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Install enhanced pedestrian crossing to improve pedestrian safety and accessiblity. Identified by staff.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded: Yes

Total Project Cost: $500,000

Start of Const. (year): 2026

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

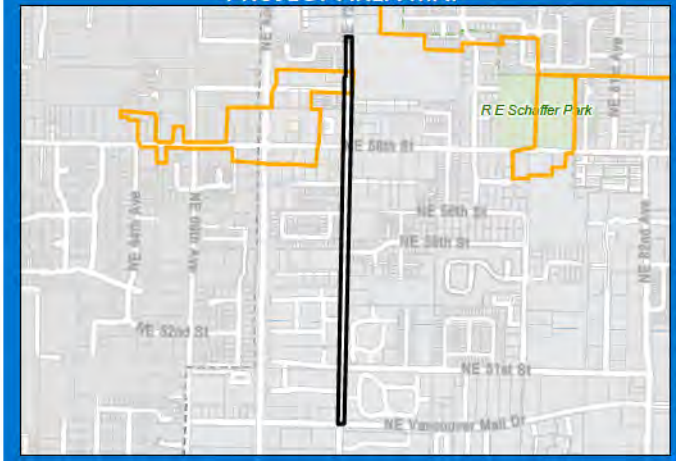
PROJECT ID: TRANS-1119

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

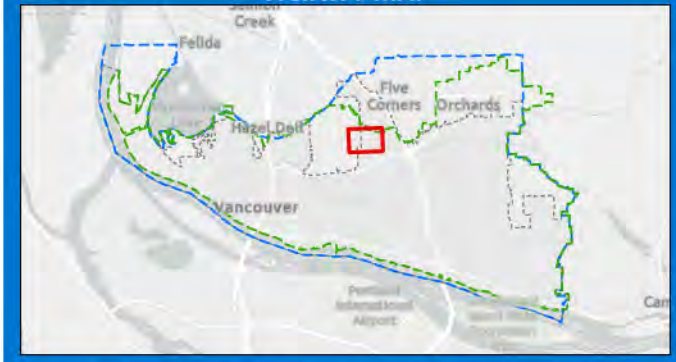
Project: NE 72nd Ave - Sidewalk Infill (Walnut Grove Elementary)

Project Extent: Van Mall Dr. **To:** Walnut Grove Elementary

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
This project will add new sections of sidewalk infill along NE 72nd Ave at Walnut Grove Elementary. Identified by staff.

Project Priority Score:
LOWEST

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $500,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

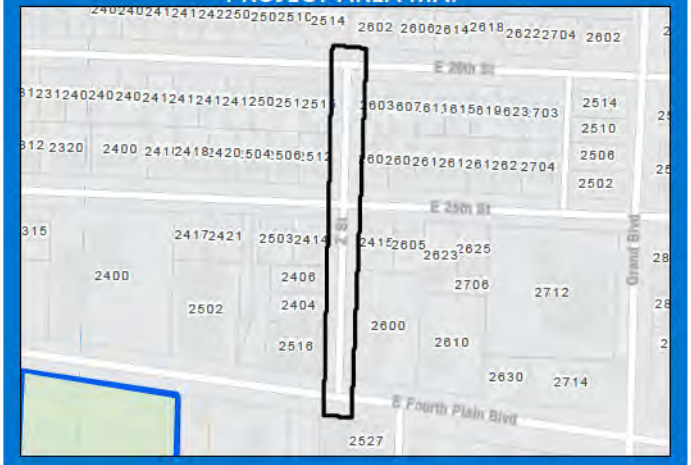
PROJECT ID: TRANS-1120

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

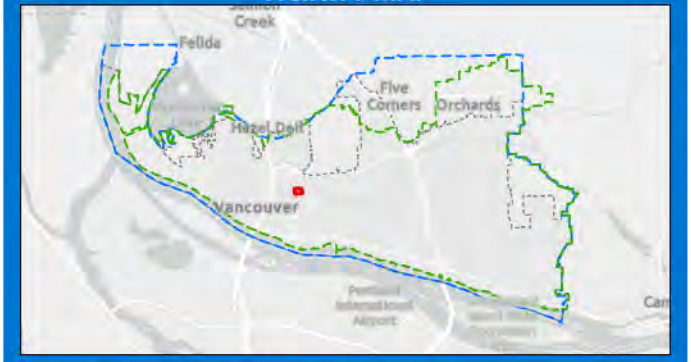
Project: Z St. Sidewalk Improvements - Fourth Plain Blvd. to NE 26th St.

Project Extent: Fourth Plain Blvd. **To:** NE 26th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
This project will add new sections of sidewalk infill along Z St. from Fourth Plain Blvd. to NE 26th St. Originated from the Fourth Plain Forward Pedestrian Safety and Access Implementation Strategy Final Report (2017).

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded: Yes

Total Project Cost: $650,000

Start of Const. (year): 2026

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

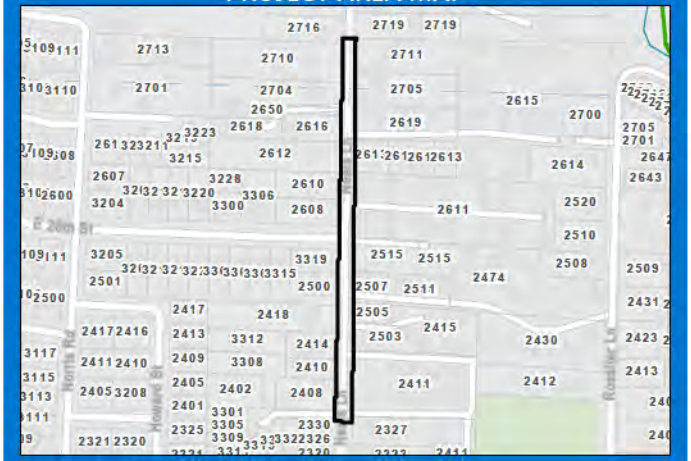
PROJECT ID: TRANS-1121

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

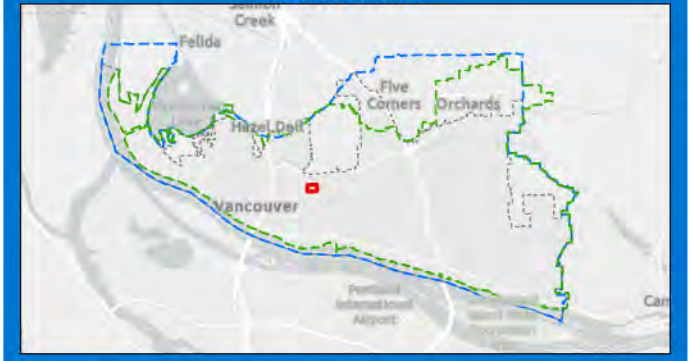
Project: Neals Ln. Sidewalk Extension - E 24th St. to E 28th St.

Project Extent: E 24th St. **To:** E 28th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
This project extends the sidewalk along Neals Ln from E 24th St. to E 28th St. Originated from the Fourth Plain Forward Pedestrian Safety and Access Implementation Strategy Final Report (2017).

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded: Yes

Total Project Cost: $835,000

Start of Const. (year): 2026

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-1122

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

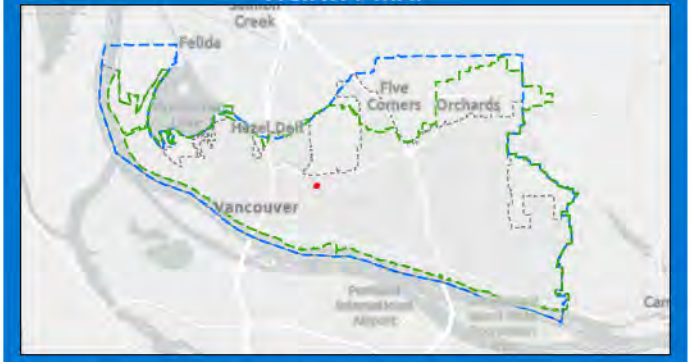
Project: Rossiter Ln. to BBC Pedestrian Connector

Project Extent:

To:

PROJECT AREA MAP

VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
This project will add a pedestrian bridge crossing over BBC. Originated from the Fourth Plain Forward Pedestrian Safety and Access Implementation Strategy Final Report (2017).

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded: Yes

Total Project Cost: $1,460,000

Start of Const. (year): 2026

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

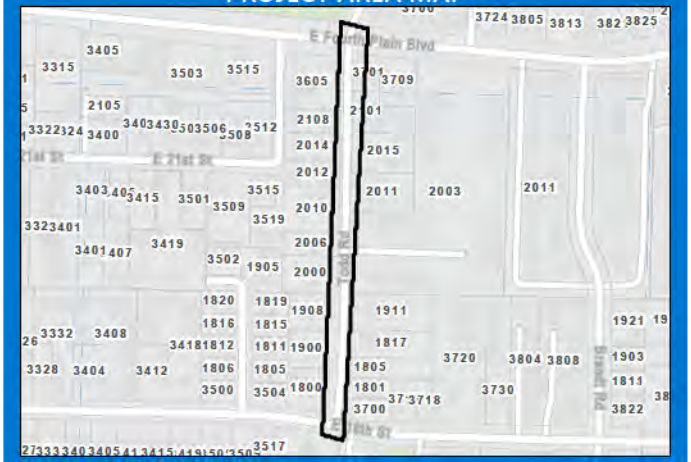
PROJECT ID: TRANS-1123

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

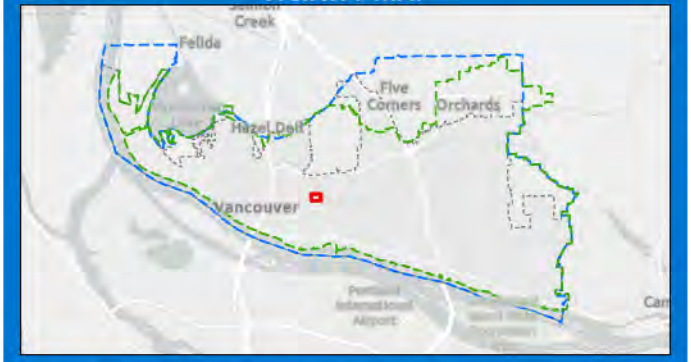
Project: Todd Rd. Sidewalk Infill - Fourth Plain Blvd. to 18th St.

Project Extent: Fourth Plain Blvd. **To:** 18th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
This project will add new sections of sidewalk infill along Todd Rd. from Fourth Plain Blvd. to 18th St. Originated from the Fourth Plain Forward Pedestrian Safety and Access Implementation Strategy Final Report (2017).

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded: Yes

Total Project Cost: $835,000

Start of Const. (year): 2026

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

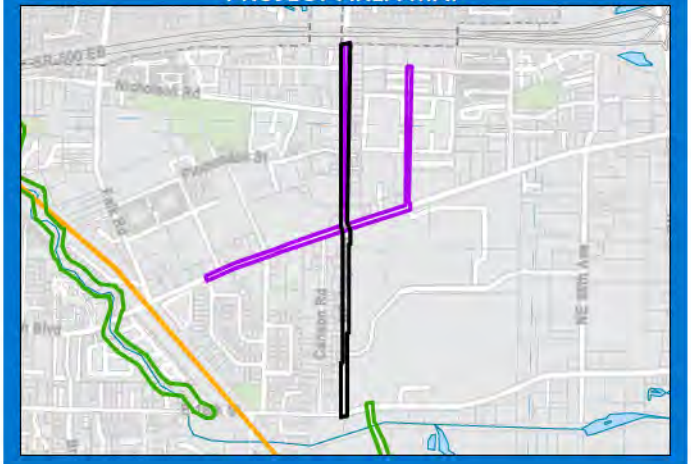
PROJECT ID: TRANS-1124

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

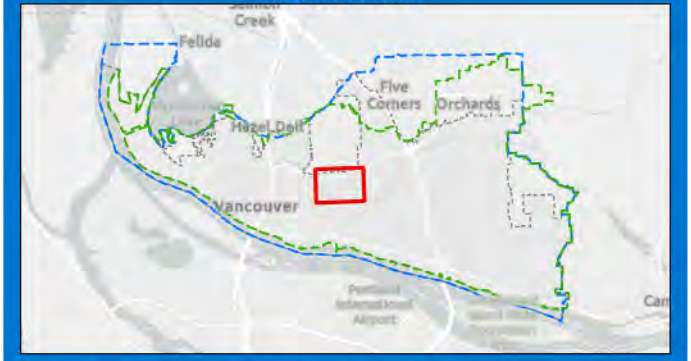
Project: Stapleton Rd. Mobility Improvements - SR 500 to 18th St.

Project Extent: Fourth Plain Blvd. **To:** 18th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Restripe Stapleton Rd. from SR 500 to 18th St. to create a buffered mobility lanes in both north and sourthbound directions by eliminating existing vehicle center turn lane. Originated from the Fourth Plain Forward Pedestrian Safety and Access Implementation Strategy Final Report (2017).

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded: Yes

Total Project Cost: $1,200,000

Start of Const. (year): 2026

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

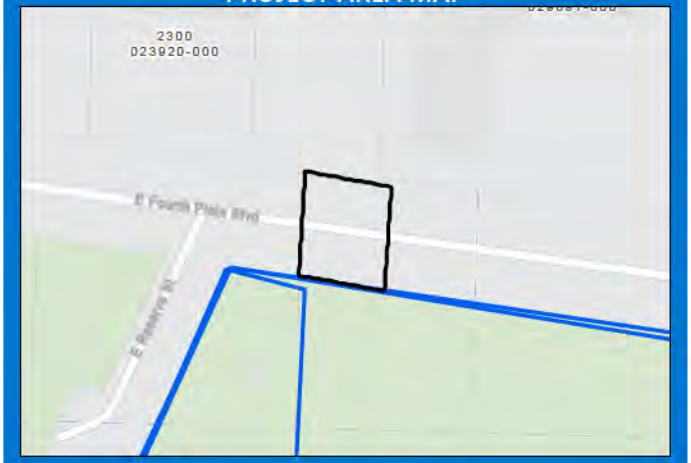
PROJECT ID: TRANS-1125

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

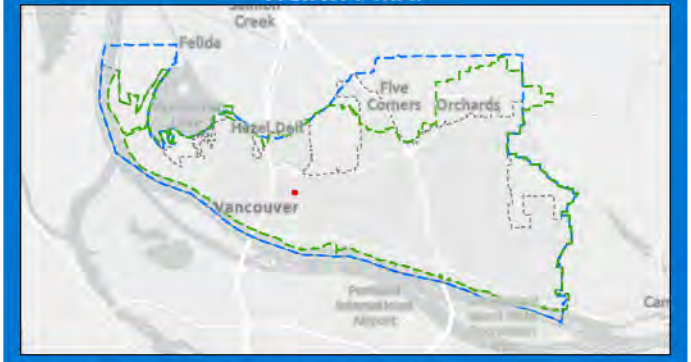
Project: Fourth Plain Blvd. and E Reserve St. Enhanced Pedestrian Crossing

Project Extent: **To:**

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Install enhanced pedestrian crossing near Reserve St. to improve pedestrian safety and accessiblity in the area. Originated from the Fourth Plain Forward Pedestrian Safety and Access Implementation Strategy Final Report (2017).

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded: Yes

Total Project Cost: $770,000

Start of Const. (year): 2026

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

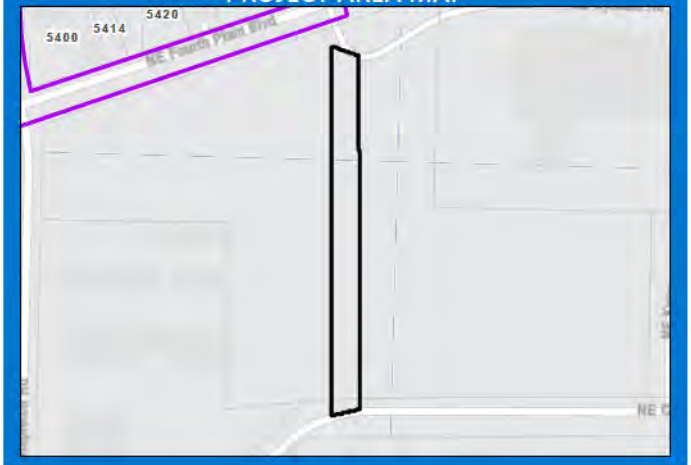
PROJECT ID: TRANS-1126

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

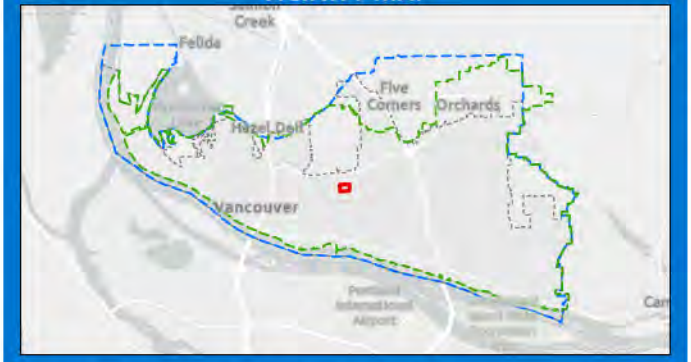
Project: Ft. Vancouver High School Pedestrian Connection between Fourth Plain Blvd. and NE Campus Dr.

Project Extent: Fourth Plain Blvd. **To:** NE Campus Dr.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
New pedestrian connection between Fourth Plain Blvd. and NE Campus Dr. Originated from the Fourth Plain Forward Pedestrian Safety and Access Implementation Strategy Final Report (2017).

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded: Yes

Total Project Cost: $600,000

Start of Const. (year): 2026

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

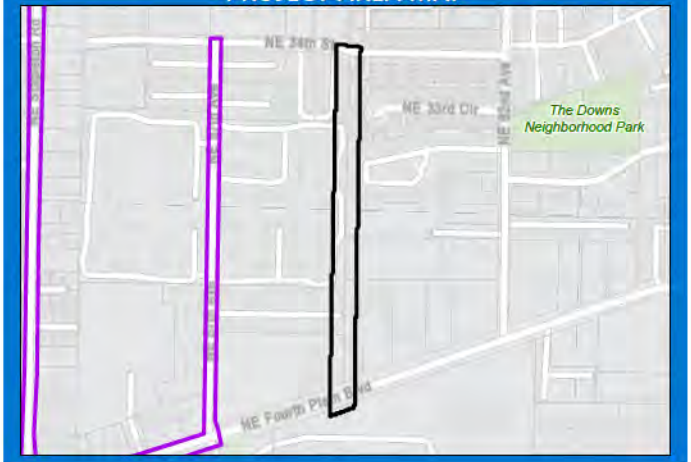
PROJECT ID: TRANS-1127

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

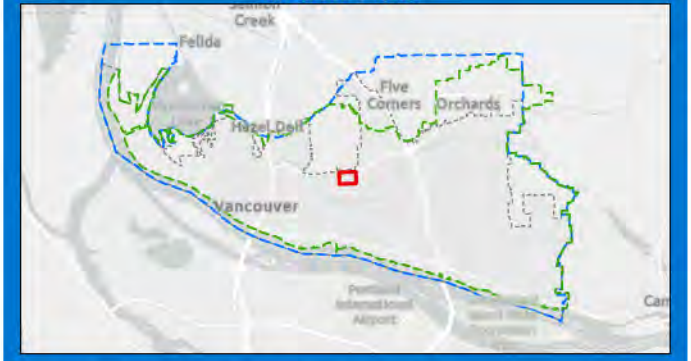
Project: North-South Pedestrian Access between Fourth Plain Blvd. and NE 34th St.

Project Extent: Fourth Plain Blvd. **To:** NE 34th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
New north-south pedestrian access between Fourth Plain Blvd. and NE 34th St. (within NE 57th Ave and NE 62nd Ave). Exact location have not yet been determined. Originated from the Fourth Plain Forward Pedestrian Safety and Access Implementation Strategy Final Report (2017).

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded: Yes

Total Project Cost: $635,000

Start of Const. (year): 2026

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

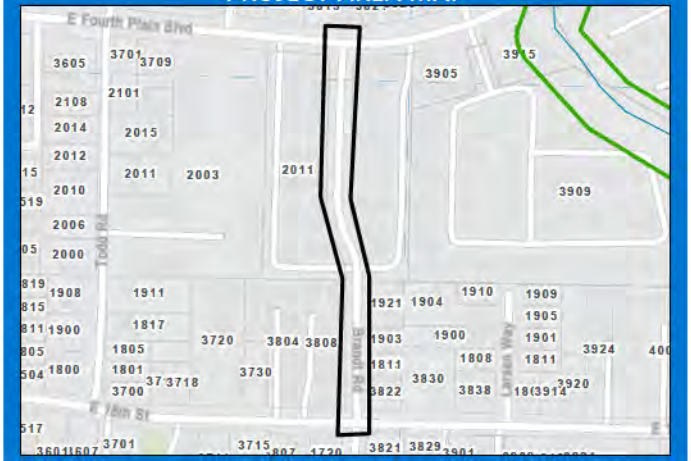
PROJECT ID: TRANS-1128

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

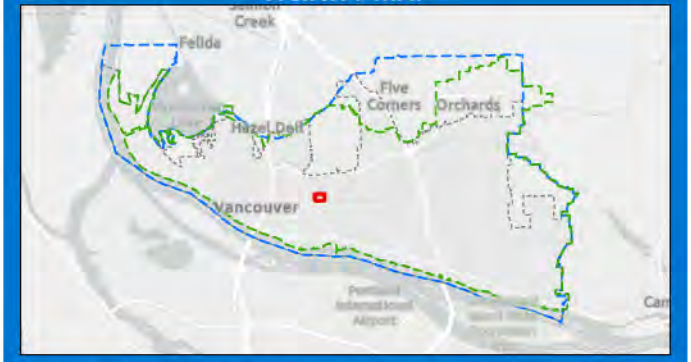
Project: Brandt Rd. Traffic Calming - Fourth Plain Blvd. to E 18th St.

Project Extent: Fourth Plain Blvd. **To:** E 18th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Install traffic calming treatments on Brandt Rd. to improve safety for users. Improve safety and visibility of mobility lanes by restriping where needed and refreshing bicycle road markings. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $100,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

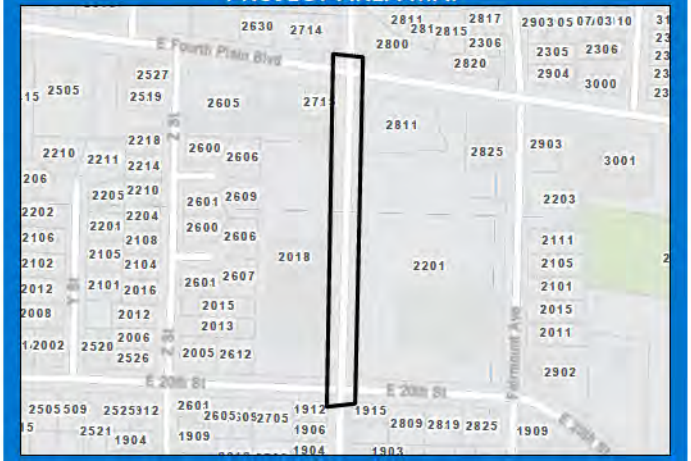
PROJECT ID: TRANS-1129

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

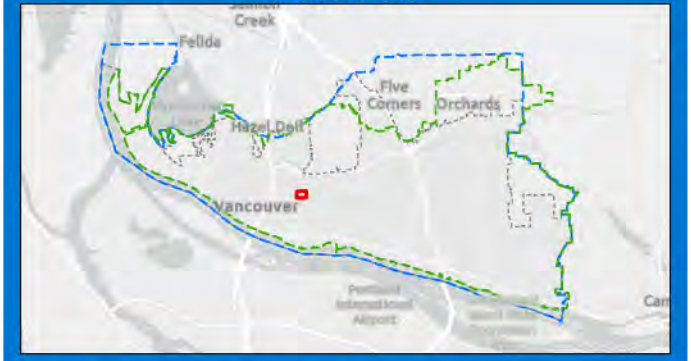
Project: N Grand Blvd. Traffic Calming - Fourth Plain Blvd. to E 18th St.

Project Extent: Fourth Plain Blvd. **To:** E 18th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Install traffic calming treatments on Grand Blvd. to improve safety for users. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $100,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-1130

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Fourth Plain Blvd. and BBC Trail Crossing Intersection Mural

Project Extent: **To:**

PROJECT AREA MAP

VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
Install a community-led mural at the intersection of Fourth Plain Blvd. and Falk Rd. where the BBC Trail crosses the roadway. The mural is intended to celebrate the Fourth Plain International District through placemaking, while also acting as a traffic calming measure. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023). (Outside 6-year horizon)

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $100,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-1131

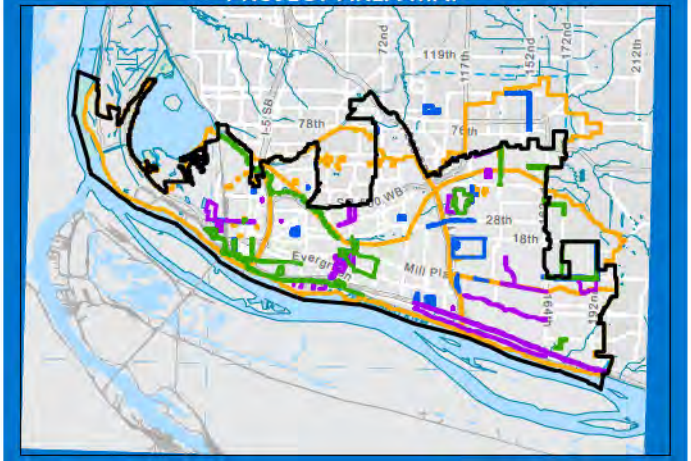
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Safe Routes to Schools Program/Pedestrian Program

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
New program to be implemented Citywide in 2026. Work with schools to analyze school walking routes, gaps and safety issues to develop safe route projects. In addition, develop safety and education programs in partnership with schools, neighbors, community organizations and agencies to increase safety and improve health for students and their families. Program budget to be determined.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $

Start of Const. (year):

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

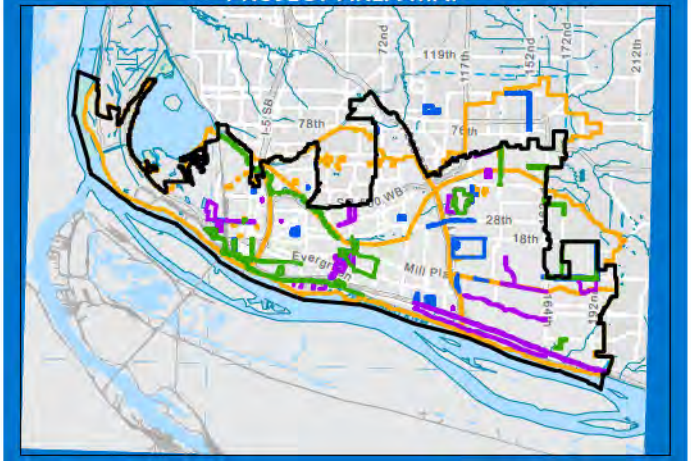
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: City Safety Program

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
New program to be implemented Citywide in 2026. Provide resources to develop a comprehensive City safety program, which would include: management of the citywide collision dashboard, regular review of safety data and design of rapid response projects, response to collision hotspots identified through the Local Road Safety Plan, and high collision corridor. Program budget to be determined.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $

Start of Const. (year):

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-1133

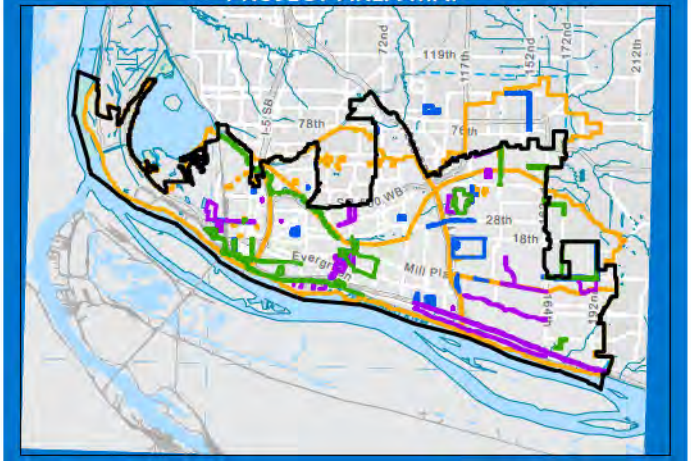
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Lighting for Pedestrian Safety Program

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
New program to be implemented Citywide in 2026. Create GIS inventory of high-need locations based on pedestrian activity, locations of mid-block enhanced pedestrian crossings, locations that need additional crossings/lighting, high ridership bus stops, roadway characteristics, and crash data. Develop policy to prioritize installation and incorporate into development review. Program budget to be determined.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $

Start of Const. (year):

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-1134

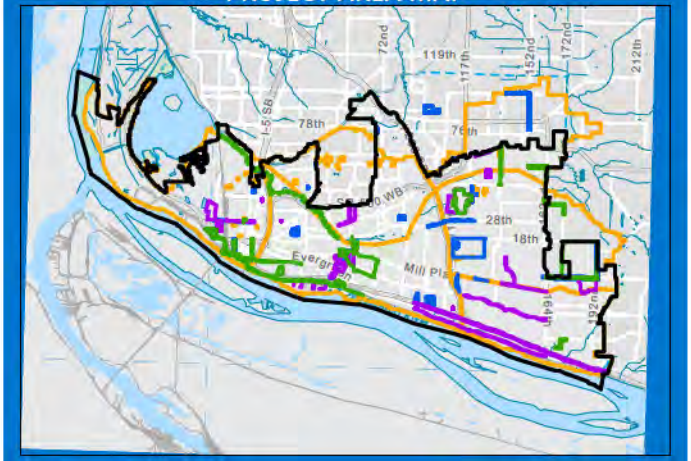
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Automated Enforcement Program

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
New program to be implemented Citywide in 2026. Develop program, community outreach, pilot testing, coordinate with Vancouver Police Department, and address equity considerations. Included in TSP and now enabled for expanded use at state level. Program budget to be determined.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $

Start of Const. (year):

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-1135

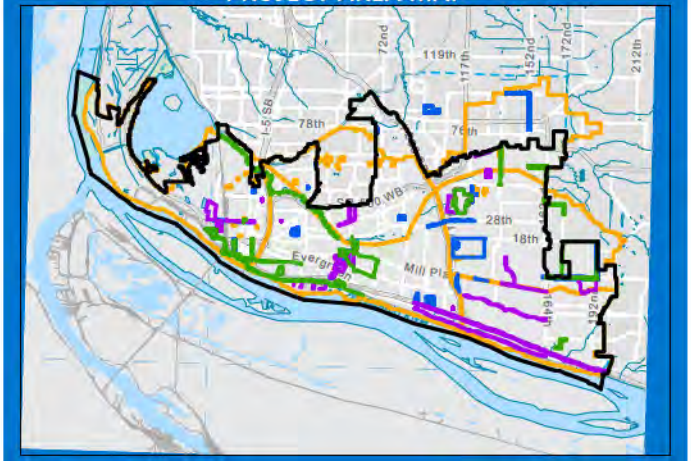
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Ped/Bike/Small Mobility Wayfinding Program

Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
New program to be implemented Citywide in 2026. This program will help build out more trails/ networks as a supplement to the intial TSP project. Program budget to be determined.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $

Start of Const. (year):

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

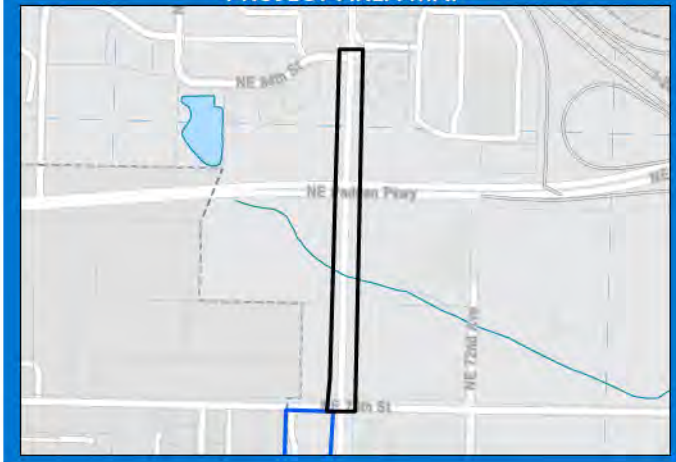
PROJECT ID: TRANS-1143

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

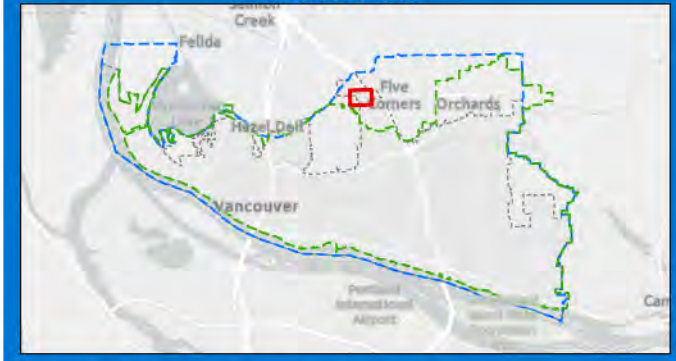
Project: NE Andresen Rd. Sidewalk - NE 78th St. to NE 84th St.

Project Extent: NE 78th St. **To:** NE 84th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:
This project includes new sidewalk and mobility improvements along NE Andresen Rd from NE 78th St. to NE 84th St. (Outside 6-year horizon). Identified by staff and public.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- Project Area
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost: $1,000,000

Start of Const. (year): Unknown

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

PROJECT ID: TRANS-1144

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Van Plaza Drive Enhanced Pedestrian Crossing

Project Extent:

To:

PROJECT AREA MAP

VICINITY MAP

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
This project will add a pedestrian crossing at NE Vancouver Plaza Dr. and Van Plaza. This crossing will connect to an existing WSDOT shared-use path between NE Andresen Rd and NE Thurston Wy, within the SR 500 right-of-way. The project will include ADA upgrades and improving connections to the mobility network within the City of Vancouver. Funded by WSDOT. Identifed by staff.

Project Priority Score:
Funded, unfunded projects outside the 6-year horizon, and programs were not scored.

LEGEND

- Sanitary Sewer Projects
- Surface Water Projects
- Transportation Project
- Water Projects
- SCIP Projects
- Sewer Utility Service Boundary
- Water Utility Service Boundary
- City Limits
- Project Area

FUNDING & SCHEDULE

Project Number:

Grant Funded: Yes

Total Project Cost: $625,000

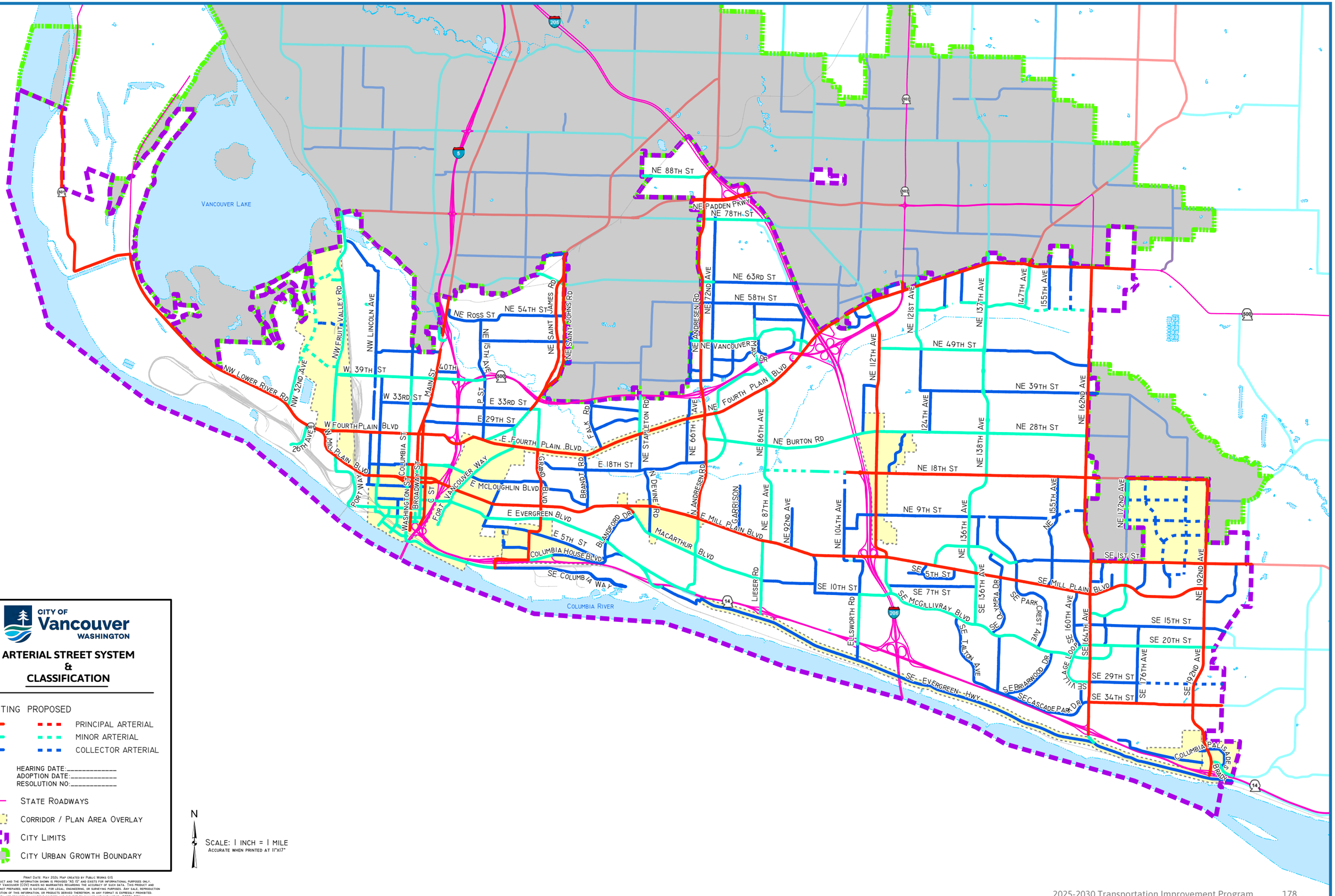
Start of Const. (year): 2025

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water, and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

Arterial Map Update

2025-2030 Transportation Improvement Program
Arterial Map Update

STREETS - ARTERIAL CLASSIFICATION CHANGES	
New Designation:	**Recommendation**
None at this time	
Redesignation:	
None at this time	
Other:	
None at this time	



CITY OF Vancouver WASHINGTON

ARTERIAL STREET SYSTEM & CLASSIFICATION

EXISITING	PROPOSED	
━━	- - -	PRINCIPAL ARTERIAL
━━	- - -	MINOR ARTERIAL
━━	- - -	COLLECTOR ARTERIAL

HEARING DATE:_____
ADOPTION DATE:_____
RESOLUTION NO:_____

- STATE ROADWAYS
- CORRIDOR / PLAN AREA OVERLAY
- CITY LIMITS
- CITY URBAN GROWTH BOUNDARY

N

SCALE: 1 INCH = 1 MILE
ACCURATE WHEN PRINTED AT 11"X17"

PRINT DATE: MAY 2024 MAP CREATED BY PUBLIC WORKS GIS
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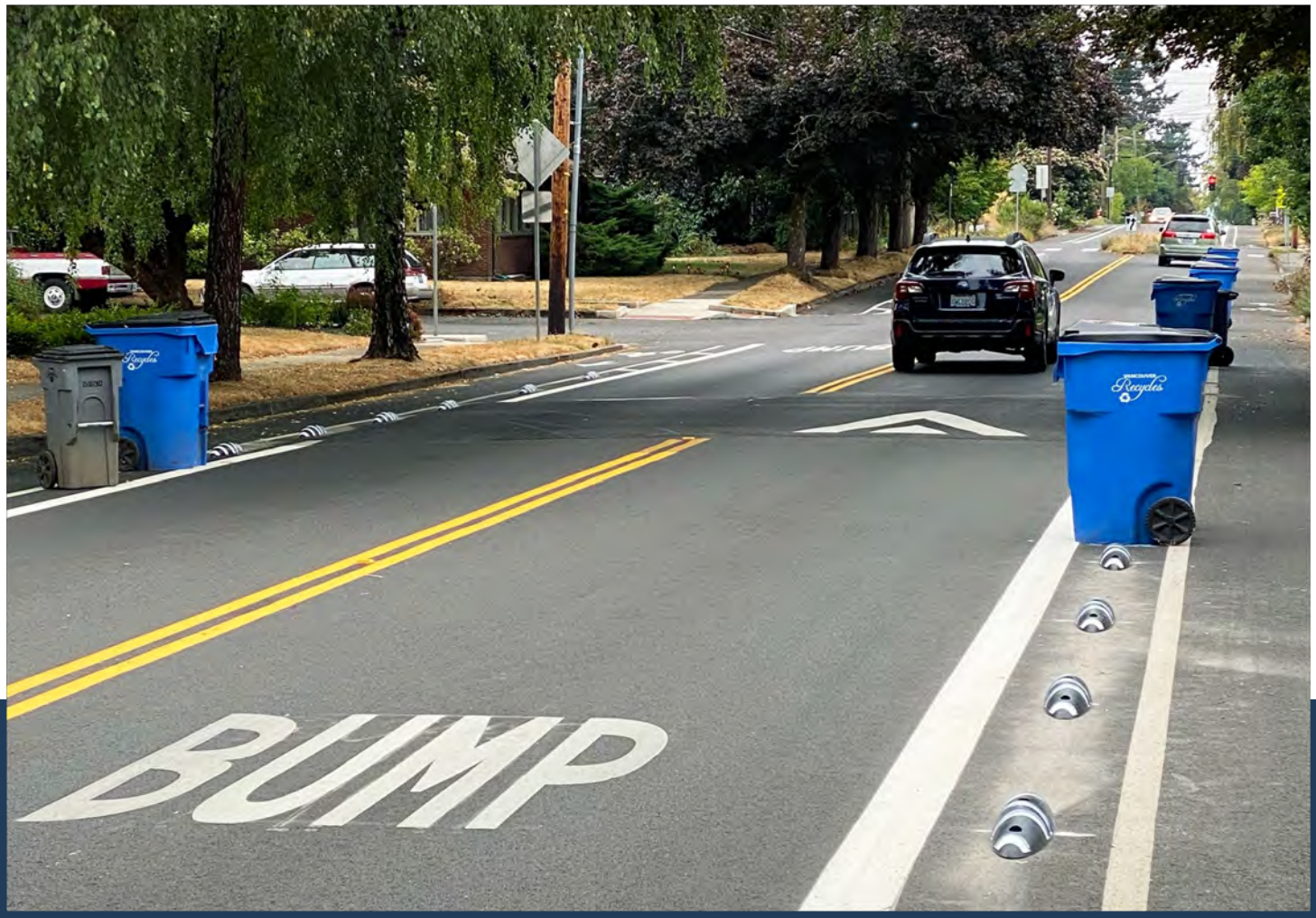
Glossary



Glossary

FREQUENTLY USED TERMS AND ACRONYMS

ACP

Annual Construction Program or Asphalt Concrete Pavement

Access

Access is a means of approach to provide vehicular or pedestrian entrance or exit to a property. This may not necessarily include all movements.

Access Management

Access management is the process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity and speed.

ADA

Americans with Disabilities Act

ADT

Average Daily Traffic

AIP

Arterial Improvement Program (TIB funding Program)

A.M. Peak Hour

Identified by a one-hour period in the morning when traffic flow increases. The A.M. peak hour typically occurs between 6:30 a.m. and 9 a.m. Traffic volumes occurring during the A.M. peak hour are used to calculate the overall operation of a roadway or intersection.

ARRA

American Recovery and Reinvestment Act. Also referred to as an economic stimulus package, ARRA was enacted by Congress in February 2009. The act provides $28.35 billion for improving and maintaining transportation infrastructure throughout the United States.

Arterial

An arterial is a major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing and street intersection spacing. Further details can be found in the Vancouver Municipal Code (11.80.040).

BBC

Burnt Bridge Creek

Biological Assessment

A biological assessment is an environmental document required for compliance with the Endangered Species Act for projects with federal funding or permits.

Capacity

The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour. In the project list spreadsheets *Capacity* is a term used to describe a subset of projects that upgrade existing substandard streets to urban arterial standards. This subset of projects typically improves more than just vehicle capacity. They also improve the pavement section, street lighting, bicycle, pedestrian and ADA facilities.

CAT

Citizen Advisory Team

CCRP

Corridor Congestion Relief Program (State funding source)

CDBG

Community Development Block Grant. Block grants are targeted for low and moderate-income areas. Improvements typically consist of sidewalk and capital improvement programs.

CIP

Capital Improvement Program

CMAQ

Congestion Mitigation and Air Quality Improvement (Federal funding source). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS).

CN

Construction

Collector Streets – Urban Collector

Collectors – Urban Collector. *Urban collector* provides for land access and traffic circulation within and between residential neighborhoods, and commercial and industrial areas. Direct access to adjacent land uses, however, is still subordinate to traffic movement. Access to abutting properties is controlled through the use of raised channelization, driveway spacing and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a connected network by themselves.

Comprehensive Plan

Long-range plan, typically looking 20 to 50 years into the future, which is intended to guide growth and development of a community. Comprehensive Plans are required by the Washington State Growth Management Act for specific counties and cities in Washington State. The Plans establish goals and policies for managing population growth and land development while ensuring that the growth is adequately served by public facilities.

Concurrency

The Concurrency ordinance (VMC 11.95) was adopted in response to the Washington State Growth Management Act, which required local jurisdictions to adopt level-of-service (LOS) standards for the arterial road system and to ensure maintaining those standards when considering new development. This process is called *Concurrency*. Concurrency applies to any development, land division, site plan and conditional use permit approvals.

CTL

Center-Turn Lane

C-TRAN

Clark County Public Transportation Benefit Area Authority, the transit agency for Clark County, Washington.

CWP

Clean Water Program

EA

Environmental Assessment

Environmental Review

The consideration of environmental factors as required by the Washington State Environmental Policy Act (SEPA). The environmental review process is the procedure used by agencies and others under SEPA for giving appropriate consideration to the environment in agency decision-making. (WAC 197-11-746).

Enhancement

In the project list spreadsheets *Capacity* is a term used to describe a subset of projects that upgrade pedestrian or bicycle facilities, or otherwise enhance the livability of the community through upgrades to the street system.

ESA

The Endangered Species Act was established in 1973 to preserve ecosystems of endangered and threatened species. The Act was recently amended to include various species of fish, wildlife, and plants throughout the United States.

FAST Act

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

Growth Management

A group of strategies used by a government to direct the timing, location and type of development in a community

Growth Management Act (GMA)

The State of Washington's Growth Management Act was adopted in 1990 to address the negative consequences of unprecedented population growth and suburban sprawl in the State. The GMA requires all cities and counties in the State to plan for future growth, with more extensive requirements for the largest and fastest-growing counties and cities in the State. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

HAWK beacon

High intensity activated sidewalk (HAWK) beacon is a traffic control device used to stop traffic and allow pedestrians to cross safely.

HES

Hazard Elimination System/Safety (Federal Funding Source). The objective of this fund is to improve specific locations which constituted a danger to vehicles or pedestrians as shown by frequency of accidents.

HIS-HRRP

In 2008, a portion of the funding provided through Federal Transportation Act SAFETEA-LU was made available for safety grants. Funds were provided through the Highway Safety Improvement Program (HSIP) and the High Risk Rural Roads Program (HRRRP).

HOV

High-Occupancy Vehicle

Impacts

Impacts are the effects or consequences of actions. Environmental impacts are effects upon the elements of the environment.

Interchange

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels

Intersection

The general area where two or more roadways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area.

ITS

Intelligent Transportation System

Land Use

The type of activity associated with a specific geographic area. Land-use categories can be broad (e.g., residential, retail, office, industrial, and recreational), or they can be very specific (e.g., single-family residential, convenience market, or elementary school). In order to estimate trip generation characteristics for a specific geographic area, it is necessary to know both the type and intensity of land use (e.g., single-family residential land use at a development intensity of eight units per acre).

Level of Service (LOS)

The Level of Service is a grading system developed by the transportation profession to quantify the degree of comfort (including such elements as speed, travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. LOS is expressed as a letter grade that ranges from “A”, indicating that drivers will experience little, if any delay, to “F”, indicating significant traffic congestion and driver delay will occur.

Mitigation

(1) Avoiding impacts altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying impacts by repairing, rehabilitating, or restoring the affected environment; (4) reducing or eliminating impacts over time by preservation and maintenance operations during the life of the action; (5) compensating for impacts by replacing, enhancing or providing substitute resources or environments; and/or, (6) monitoring impacts and taking appropriate corrective measures (WAC 197-11-768).

Mode

The means by which travel is accomplished. Alternative modes of travel include walking, bicycling, auto, bus, light rail, airplane, ferry, etc.

MVFT

Motor Vehicle Fuel Tax

NAAQS

The National Ambient Air Quality Standards were set up by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. EPA established NAAQS measure for six pollutants that include carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

Non-attainment Area

Geographic area in which air pollution levels exceed the NAAQS. (See above.)

PCI

Pavement Condition Index (PCI) provides a snapshot of the pavement health of a road. It is measured on a scale of 0 to 100 (where 100 means a newly paved road).

Peak Hour

A period of 60 consecutive minutes during which an intersection or roadway system experiences the greatest amount of traffic volume

PE

Preliminary Engineering

P.M. Peak Hour

A one-hour period in the afternoon or evening when traffic flow increases. The P.M. peak hour typically occurs between 4 and 6 p.m. Traffic volumes occurring during the P.M. peak hour are used to calculate the overall operation of a roadway or intersection.

PSE

Plans, Specifications and Estimates

PSMP

Pedestrian Safety and Mobility Program

PWB

Public Works Board. The Public Works Board was created by the 1985 State Legislature. The Board is composed of local government officials, special purpose district representatives and private sector members. The mission of the Washington State Public Works Board is “to assist Washington’s local governments and private water systems in meeting their public works needs to sustain livable communities.” The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities and bridges.

PWTF

Public Works Trust Fund. This trust fund is administered by the Public Works Board. The PWTF Construction and Pre-construction Loan Programs provide funds to design, repair, replace or create a facility. These loans have a 5- to 20-year term with an interest rate of one-half percent. Maximum for any agency is $10 million per biennium.

RCW

Revised Code of Washington. Contains all laws of the state of general and permanent nature.

REET

Real-estate Excise Tax

RRFB

Rectangular Rapid Flashing Beacons

RTC

Southwest Washington Regional Transportation Council. RTC is the regional transportation planning agency for Clark, Klickitat and Skamania counties.

Right-of-Way/ROW

Right-of-way is property held by the City for existing or future public roads or other public improvements.

Roadway

A roadway is the improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches. Road, roadway and street are used as interchangeable terms.

Roadway Conditions

The geometric characteristics of the street or highway, including the type of facility and its development environment, the number of lanes (by direction), lane and shoulder widths, lateral clearances, design speed, and horizontal and vertical alignments.

Roadway Section

A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks and medians with their respective dimensions. Each classification of roadway has a corresponding roadway section.

SAFETEA-LU

Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU. The Act was signed into law by the President on August 10, 2005.). With guaranteed funding for highways, highway safety and public transportation totaling $244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our nation's history. The two landmark bills – the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) – shaped the highway program to meet the nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SEPA

State Environmental Policy Act. SEPA is a state law requiring agencies to consider the environmental consequences of their decisions. (WAC 197-11-790).

SFS

Street Funding Strategy (SFS). Refers to any revenue sources approved in 2015. Including Utility tax increase of 1.5%, Business License Surcharge increase, Transportation Benefit District (TBD) licensing fee revenues, and/or retired debt service being redirected to transportation improvements.

Signal Warrant

A criterion that must be met before the installation of a traffic signal can be considered.

Significant/Significance

1) *Significant* as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environment quality.

2) *Significance* involves context and intensity and does not lend itself to a formula or quantifiable test. Context may vary with the physical setting. Intensity depends on magnitude and duration of an impact. Severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be *significant* if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred. (WAC 197-11-794).

STP

Surface Transportation Program (Federal funding source). The objective of the STP is to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads functionally classified as arterials.

STP-C

Surface Transportation Program – Competitive Grant

STP-E

Surface Transportation Program – Enhancement Grant

STP-TMA

Surface Transportation Program – Transportation Management Area Grant

SWCAA

Southwest Washington Clean Air Agency. A government agency responsible for air pollution control and planning in Clark, Cowlitz, Lewis, Skamania and Wahkiakum Counties.

SYS

Traffic Signal System Improvement

TBD

Transportation Benefit District (TBD). In the state of Washington, a Transportation Benefit District is a quasi-municipal corporation and independent taxing district that can raise revenue for specific transportation projects, usually through vehicle license fees or sales taxes. RCW 36.73 authorizes cities (see also RCW 35.21.225) and counties to form TBDs. In other uses, TBD is a common term meaning "to be determined."

TDM

Transportation Demand Management. A demand-based technique for reducing traffic congestion, such as ride-sharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

TEA-21

The Transportation Equity Act for the 21st Century was signed on June 9, 1998, superseding the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This bill provides Federal transportation dollars for Federal, State and Local agencies. The majority of benefits associated with ISTEA are continued or expanded upon through TEA-21. Also, see SAFETEA-LU.

TIB

Transportation Improvement Board. A state funding agency that administers several state funding programs. The mission of the TIB is to assist local agencies to preserve and improve transportation systems by providing financial assistance, supporting economic development, promoting multi-jurisdictional and multi-modal coordination and to promote public/private cooperation.

TIF

Transportation Impact Fee. TIF is the traffic impact component of a development impact fee. An impact fee is a fee levied on a developer by the county as compensation for expected effects of the development.

TIMACS

Transportation Information Management and Control System

TIP

Six-Year Transportation Improvement Program

TPP

Transportation Partnership Program (TIB Funding Program)

TS

Traffic Signal Project

TSNS

Traffic Safety Near Schools

TSO

Traffic Signal Optimization

TSP

Transportation System Plan

UAP

Urban Arterial Program (State funding source), formally known as the Arterial Improvement Program. This program was established by the State in 1967 as the Urban Arterial Trust Account (UATA) and designated as the AIP in July 1999. The purpose of this program is to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics and structural concerns.

UCP

Urban Corridor Program (State funding source), formally known as the Transportation Partnership Program. This program was established by the State in 1988 as the Transportation Improvement Account (TIA) and designated as the TPP in July 1999. The purpose of the program is to fund projects on the regional transportation plan that are necessitated by existing or future congestion due to economic growth.

UR-SP

Urban Sidewalk Program (State funding source), formally known as the Pedestrian Safety and Mobility Program. This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and designated as the PSMP in July 1999. The program goal is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities.

V/C Ratio

Ratio of volume to capacity for a traffic facility

Volume

Number of vehicles passing a point on a lane or roadway during some time interval, often taken to be one hour, but may also be expressed in terms such as sub-hourly, daily or annually.

WAC

Washington Administrative Code. The WAC is laws adopted by state agencies to implement state legislation.

WSDOT

Washington State Department of Transportation. WSDOT is a department of the State of Washington responsible for transportation-related planning, management and coordination.

WW&RP

Washington Wildlife and Recreation Program

Zoning

A map and ordinance text which divides a city or county into land use “zones” and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.

For additional information, please visit the following webpages:

- www.cityofvancouver.us/TIP
- www.cityofvancouver.us/betterstreets

Este informe contiene información importante. Pídale a alguien que se lo traduzca o llame Ciudad de Vancouver, 360-487-7130.

В данном отчете содержится важная информация. Попросите кого-нибудь перевести ее для вас или звоните City of Vancouver, 360-487-7130.

Báo cáo này có thông tin bổ sung về dự án. Hãy nhờ người khác giải thích cho quý vị hoặc gọi cho City of Vancouver, 360-487-7130.

To request other formats, please contact:
Vancouver Public Works
360-487-7130 | TTY: 360-487-8602
betterstreets@cityofvancouver.us

CITY OF Vancouver WASHINGTON

Transportation Demand Management Programs Update

Olivia Kahn (she/her)
Travel Options Coordinator
Community Development
June 3, 2024

Agenda

- Program Strategy
- Regional Program
- Employer Program
- Residential Program
- Next Steps

Travel Options Program Strategy

Regional

Cultivate bi-state and regional commuter connections

Employer

Meet people where they work and collaborate with employers

Residential

Meet people where they live and when they move

Policy & Plans

Advance climate, safety and equity goals through policy and plans

Get There

Regional Program

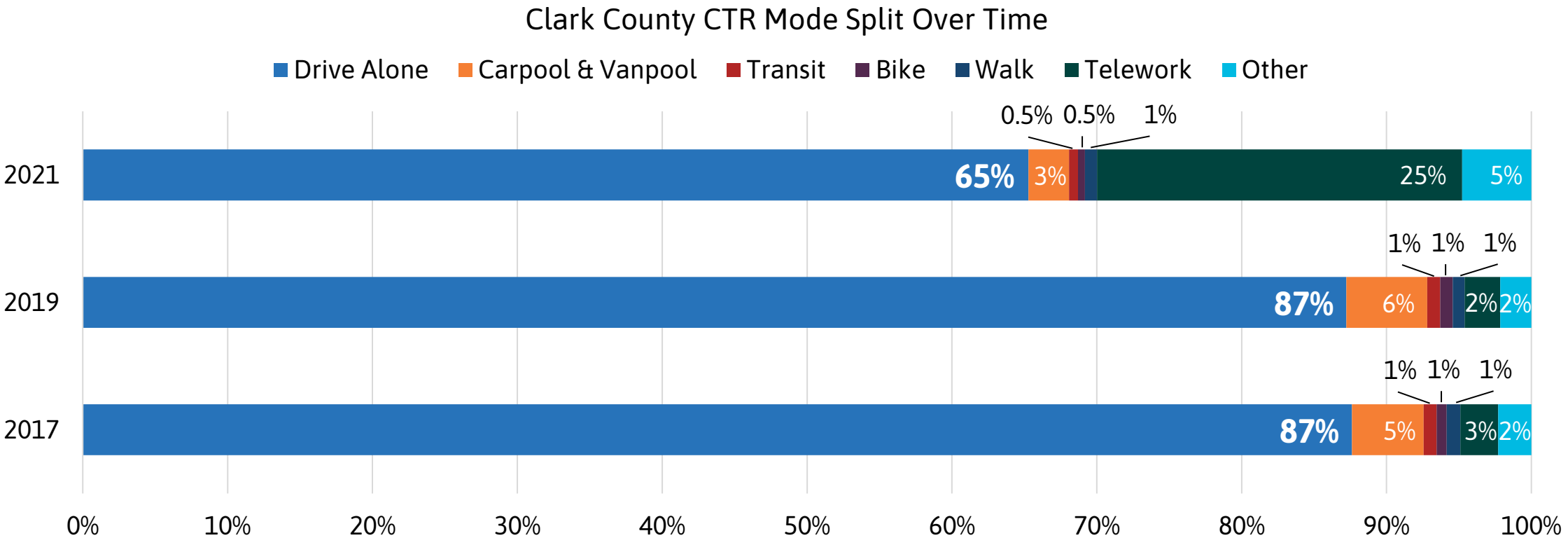
- Program began in 2019 in partnership with ODOT and the Clark County Commute Trip Reduction Program
- One-stop-shop for trip planning, carpool matching and earning rewards
- Together, nearly 1,100 users from Clark, Skamania, and Klickitat counties reduced 500 tons of carbon dioxide

Commute Trip Reduction

Employer Program

- State law requires cities and counties to have an ordinance and plan for employers with 100+ employees
- Implemented since 2007, including on behalf of the Cities of Camas and Washougal, and Clark County
- 56 worksites countywide: Vancouver (43), Camas (5), Washougal (2), and unincorporated Clark County (6)
- Program Goal is 60% drive-alone rate by 2029

Clark County CTR Mode Split Over Time



The graph shows the commute mode share over time for employees in the Clark County CTR program. The drive-alone rate decreased from 87% in 2017 to 65% in 2021. The primary contributor is teleworking.

Vancouver New Movers

Residential Program

- Program began in 2024 in two pilot areas and will run from July 2024 to February 2025
- Provide people who recently moved with resources and support to encourage them to bike, walk, carpool, and take the bus more often
- Evaluation process: Pre- and post- survey data collection using a trip diary
- Key partners are C-TRAN, Fourth Plain Commons and other multi-family housing, neighborhood associations, and other community-based organizations

Vancouver New Movers Pilot Program Timeline

Jan to Jun 2024	Jul to Sept 2024	Oct 2024 to Feb 2025	Mar to Jun 2025
• Kickoff • Market strategy • Design & approach • Methodology	• Stakeholder engagement • Household mailers • Outreach & events • Program survey	• Partnership development • Outreach & events • Program survey	• Partnership development • Evaluation • Program iteration

The table shows the timeline for the pilot program. The pilot will be live to program participants from July 2024 to February 2025. After February, the program will be evaluated for future iteration.

Next Steps

Update policy and plans to meet goals

- Continue to seek grant funding to fund programs
- Update Commute Trip Reduction Plan by June 30, 2025
- Update CTR Ordinance in accordance with CTR Plan
- Explore future policies like a Commuter Benefits Ordinance to reach small businesses and more employees

Questions?

Thank You

CITY OF Vancouver WASHINGTON

MEMORANDUM

DATE: June 3, 2024

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

RE: **Transportation Demand Management Programs Update**

CC: Rebecca Kennedy, Kate Drennan, and Olivia Kahn

The City of Vancouver has local and state mandates to implement transportation demand management (TDM) strategies. Locally, the 2023-2029 Strategic Plan, the 2024-2044 Transportation System Plan, and Climate Action Framework call for a shift from driving to walking, biking, transit, or other active modes. Additionally, the Washington State Legislature requires the City of Vancouver to implement a Commute Trip Reduction (CTR) program for large employers and adopt a local CTR Plan outlining how the City and employers will meet the statewide goal of a sixty percent (60%) drive-alone rate.

Vancouver is growing, and by 2045 expects to be home to 281,000 people with an additional 44,600 jobs. As more people live and work in our community, TDM strategies enable more travel options beyond driving alone. Likewise, the City's employer program is well-poised to connect the expected new 44,600 jobs and employers with new cleaner commute options. Travel and commute options programs provide information to help community members or employees bike, walk, roll, carpool, and take the bus more often.

The City of Vancouver's travel options program has four core strategies:

1. Cultivate bi-state and regional commuter connections.
2. Meet people where they work and collaborate with employers.
3. Meet people where they live and leverage new behaviors when they move.
4. Advance climate, safety and equity goals through policy and plans.

Together, these strategies work to reduce drive-alone trips and traffic congestion, improve air quality and decrease carbon emissions, increase access to affordable and sustainable transportation, and to build connected communities.

Regional program

About half of people living in Vancouver and Clark County also work within the County, while the other half commute to Oregon for work. Cultivating bi-state and regional

commuter connections is key to the City's travel options program. In 2019, the City of Vancouver partnered with the Oregon Department of Transportation (ODOT) on Get There, a web platform that offers trip planning, carpool matching and earning rewards. The City of Vancouver leveraged the Clark County CTR Program to create Get There Southwest Washington, a website and platform to centralize travel options resources, trip planning information, and carpool matching for southwest Washington residents. Get There provides a bi-state commuter connection for people who live in Washington and work in Oregon and vice versa.

Since its launch, GetThereSWWashignton.org has nearly 1,100 users from Clark, Skamania, and Klickitat counties and together participants reduced 500 tons of carbon dioxide and logged over 1 million miles of non-drive alone trips. The program is well-poised to host campaigns for construction projects, like the Interstate Bridge Replacement Program, expand outreach to more employers, and act as the region's one-stop-shop for all travel options programs. Additionally, the City uses Get There to manage internal employee commute programs and is a regional leader in offering employee commute benefits.

Employer program

Since 2006, the City of Vancouver has implemented the Clark County CTR program on behalf of Clark County and the Cities of Camas, Washougal, and Vancouver. The State requires that employers with 100 or more full-time employees that report to work two or more workdays a week between the hours of 6:00 a.m. and 9:00 a.m. participate in the CTR program as an "affected worksite". There are 56 worksites countywide: Vancouver (43), Camas (5), Washougal (2), and unincorporated Clark County (6). Together, the 56 worksites reach about 11,000 employees. The program requires employers to work with employees to reduce the number and length of drive alone commute trips. Worksites affected by CTR in Clark County must conduct a biennial employee commute survey, report on commuter benefits and facilities, and offer emergency rides home among other responsibilities.

In the 2021 to 2023 biennium, the Clark County CTR Program administered employee commute surveys from March to June 2023. This was the first employee commute survey since the pandemic altered work and travel patterns. Together, jurisdictions in the Clark County CTR Program saw the greatest drive-alone rate reduction since program inception. The primary contributor to this reduction is teleworking.

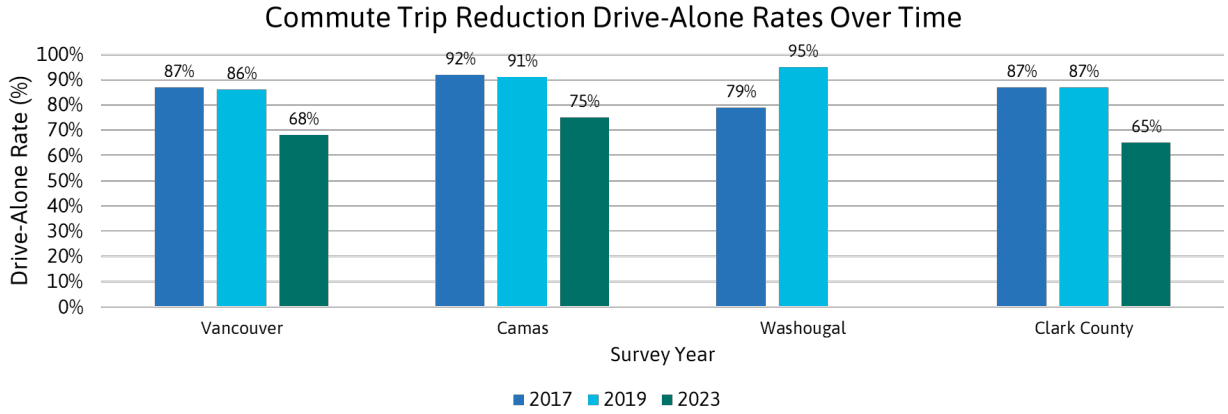


Figure 1: Employer Drive-Alone Rates Over Time, data from the Commute Trip Reduction Survey.

Figure 1 describes the employer drive-alone rate over time by each jurisdiction in the Clark County CTR Program. Employers in the City of Vancouver saw a nearly 28% decrease in drive alone trip rates from 2017 to 2023. Camas demonstrated an 18.5% decrease, and Clark County saw a 25% decrease over the same time span. Washougal employers did not complete employee commuter surveys in 2023 and therefore do not have any data to report.

According to American Community Survey (2020-2021), 69% percent of all employees in Clark County drive-alone to work, however employees at Clark County CTR-affected worksite drive-alone at a rate of 5% less than the census average. Employees that have regular access to information about travel options and receive an employer commuter benefit are more likely to telework, bike, walk, carpool, and ride the bus to work.

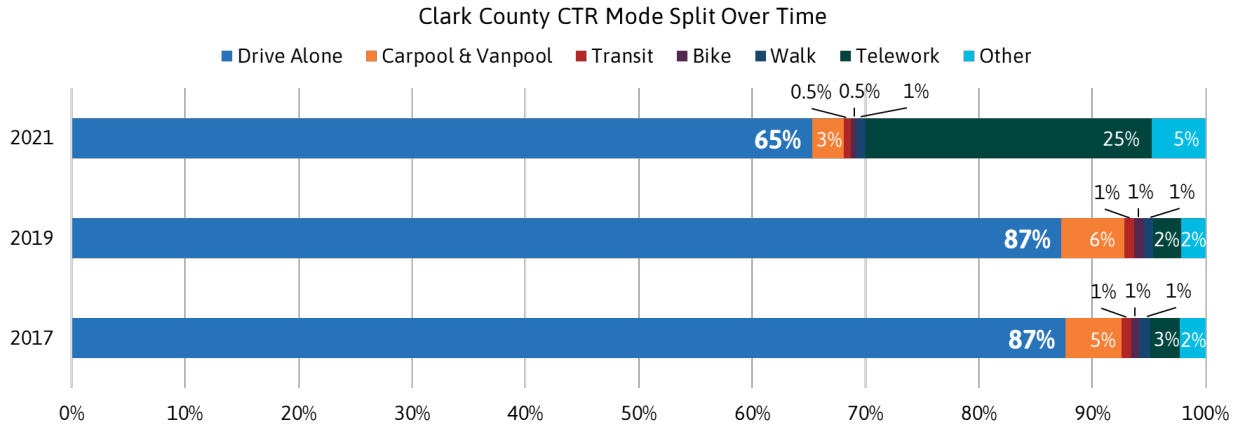


Figure 2 Clark County CTR Mode Split Over Time, data from the Commute Trip Reduction Survey.

While telework has positively impacted the program's performance forever, without it, people are mostly driving alone to work. The share of people carpooling, riding the bus or their bike to work decreased slightly since 2017. We expect some carpoolers, and bike and transit riders to have transitioned to telework. Figure 2 demonstrates most of the drive-alone rate reduction is attributed to teleworking. The next employee commute survey will inform telework rates moving forward and how the mode share may have changed since the spring of 2023.

Residential program

An estimated 95% of businesses in Vancouver are considered small. Businesses with less than 100 full-time employees are not affected by the Commute Trip Reduction Law and not required to communicate to employees about commute options or provide a commuter benefit. Since the CTR Program is intended for large businesses, the City's travel options program must find other ways to reach people with information about travel options.

In 2021, the City applied for a WSDOT Regional Mobility Grant (RMG) to expand current programs to reach more people where they live, particularly people who recently moved. Research shows that people are more likely to try something new when they are in a moment of life change, and moving home or work locations naturally creates new travel

patterns. The City of Vancouver received $421,000 in grant funds to pilot a residential program in two program areas: Fourth Plain and East Vancouver/Mill Plain.

The City of Vancouver residential TDM pilot program, called "Get There Vancouver", will provide people who recently moved with travel options resources and support. The Get There Vancouver pilot will operate from July 2024 to February 2025 in the program areas, and then be evaluated for future program establishment and funding recommendations.

Get There Vancouver is intended for people who live within a half mile of The Vine transit service on Fourth Plain and Mill Plain, west of Interstate 5 and east of Interstate 205, and neighborhoods near Fisher's Landing Transit Center in southeast Vancouver.

The pilot program areas were chosen because of the robust, high quality travel options including high-frequency and capacity transit, protected bicycle and small mobility infrastructure, and other new capital investment. Likewise, the pilot program areas are areas with density, mixed-used housing, and new housing development. These pilot program areas were informed by the City's Equity Index, C-TRAN's likelihood to ride transit analysis, and other transportation and land use indicators.

The pilot program will specifically engage people who recently moved and all households within the two program areas. Based on American Community Survey (ACS) for languages spoken at home, Get There Vancouver will be available in English, Spanish, and Russian. The program is built from an outcome-based engagement framework focused on three actions: feel, think, and do.

Get There Vancouver will help people feel:

- Excited about using travel options instead of driving.
- Confident that transit offers personal and communal benefits.
- Empowered to use travel options.

Get There Vancouver will help people think:

- There are other reliable, convenient modes to travel besides driving.
- Using travel options like transit can be beneficial.

Finally, Get There Vancouver will help people:

- Sign up for the program and try using transit at least once.
- Use travel options more regularly to build habits and overcome barriers.

Primary engagement strategies will include household mailers, social media ads, yard signs, flyers, and print materials, e-newsletters, and working with community partners to share information about the program. Participants will be connected to Get There Vancouver and the first 1,000 participants to sign up will receive a physical Hop Card loaded with $5 to use on C-TRAN. The pilot program will offer community events like bike rides, travel training, block parties, transit ride-a-longs and more to engage and educate participants. Ongoing communications will highlight upcoming events, offer trip suggestions, provide resources and tips, showcase stories and testimonials, and give people rewards and discounts. Rewards and discounts include monthly drawing for gift cards to local Vancouver businesses and "swag packs" with reflective and safety gear, maps, and more. Participants will report on how they get around and by what mode by

filling out a survey and brief travel diary at the beginning and end of the program to track change.

Developing program partnerships to build trust within the community and spread the word about Get There Vancouver is key to success. Key partners identified thus far include C-TRAN, Fourth Plain Commons, neighborhood associations, multi-family housing and apartment complexes, and other community-based organizations. Partner coordination may take the form of sharing the program through existing channels, offering Get There Vancouver to table at an existing event, or collaborating with program staff to host your own event. Offering community partners compensation and multiple ways to engage allows them to choose their own engagement level given their capacity and time.

Program evaluation will fulfill grant requirements while also providing an opportunity to reflect on program successes and challenges and determine feasibility for a citywide travel options program.

Policy and plans

In addition to offering programs to educate and encourage the use of clean and active travel options, the City should continue to advance policy and plans to meet climate, equity, and safety goals. While grants currently fund the travel options program, diversifying funding sources could allow for a more comprehensive and consistent program.

Over the next year the City of Vancouver, in coordination with Camas, Washougal and Clark County, will embark on a planning process to update local CTR plans. The regular update is required by state law every four years in service of meeting the statewide drive alone rate goal of 60%. Since most of the businesses in our region are small businesses and not affected by the CTR Law, an outcome of the planning process may call for new policy like a pre-tax commuter benefits ordinance, to reach more businesses and more employees.

As the City of Vancouver continues to advance safety, equity, and climate work in the face of rapid growth, transportation choices become a critical tool in achieving our goals. Travel options programs and TDM strategies work to give people travel choices to make the most efficient and sustainable use of the existing transportation system. Robust programs and policy with dedicated funding sources has been shown to reduce drive-alone trips, offer travelers more mobility choices, and incentivize behavior change to more walking and rolling, biking, carpooling, and transit trips.

Staff Report: 101-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 6/3/2024

SUBJECT Piggyback Contract - Northwest Playground Equipment Inc Extension

Key Points

- The City utilizes piggyback cooperative purchasing agreements through King County Director's Association (KCDA) Contract #22-315 for the purchase and installation of play equipment, matting & surfacing, and site amenities.
- Purchases from this contract will exceed the City's $300,000 purchasing threshold.
- The contract is on extension 2 and valid until April 30, 2025. There are provisions for the contract to be extended one additional year.
- The original Request for Proposal was issued under KCDA Invitation for Bid #22-315 and awarded to Northwest Playground Equipment Inc. on April 21, 2022.
- The City has and will continue to purchase playground equipment from many different manufacturers. Northwest Playground Equipment Inc. is just one vendor.

Strategic Plan Alignment

Vibrant and Distinct Neighborhoods – a variety of accessible places and spaces.

Safe and Prepared Community – a safe place to live, work, learn, and play.

Present Situation

KCDA is a cooperative purchasing program for public agencies in Washington. The City has established a contract through this program and used it to purchase play equipment for parks including Nikkei, Esther Short, Marshall, and VanVleet. The current contract spending threshold of $300,000 will be exceeded on the next project. We are asking that this contract be amended for purchases and installation to be made according to the department's current authorized budget in place of setting a new spending threshold. In keeping with Parks' effort to streamline purchases, staff is requesting the ability to purchase from this contract and take advantage of the contract pricing.

Advantage(s)

1. The vendor covered under this contract has continuously provided high-quality, dependable equipment, and service that help maintain uniformity in replacement parts, and products are of high quality and compositely priced.
2. This approach allows the City to work with the vendor early in the design process to select appropriate products that meet the community vision and to be able to order in a timely manner to have it available at the time of installation.

Disadvantage(s)

None

Budget Impact

None. The City will utilize the contract for purchase and installation of products through the duration of the KCDA contract and funded by each park project.

Prior Council Review

None

Action Requested

Authorize the City Manager, or their designee, to approve purchases under KCDA Contract #22-315 for purchase and installation of play equipment, matting & surfacing, and site amenities for the life of the contract up to the current authorized budget.

Dave Perlick, Parks and Recreation Director, 360-487-8314

ATTACHMENTS:

- Northwest Playground Draft PO
- Cooperative Agreement Invitation to Bid
- Northwest Playground Equipment Inc Award Letter
- Northwest Playground Extension Letter 2023
- Northwest Playground Extension Letter 2024

CITY OF VANCOUVER
Procurement Services
(360) 487-8430
procurement.services@cityofvancouver.us
www.cityofvancouver.us
Federal Tax ID No. 91-6001288

Purchase Order #:	PO-64782
Revision #:	0
Effective Date:	9/19/23
Contract #:	C-101432

This Purchase Order number must appear on all invoices, packing lists, and correspondence related to this order.

KCDA Purchasing Cooperative
18639 80th Ave South
Kent, WA 98032

Submit Invoice To:

City of Vancouver
Terry Snyder
PO Box 1995
Vancouver, WA 98668
Terry.Snyder@cityofvancouver.us
accpay@cityofvancouver.us

Ship To:

City of Vancouver
Terry Snyder
City Hall - 3rd Floor
415 W 6th Street
Vancouver, WA 98660

If you have any questions regarding this order, please contact:

Terry Snyder / (360) 487-8317 Terry.Snyder@cityofvancouver.us

Line #	Line Description	Qty	UOM	Unit Price	Tax	Amount
1	Playworld Cozy Cocoon - Spinning from Northwest Playground Equipment Inc.: KCDA Cooperative Purchasing Bid#22-315	1	Lump Sum	4,536.50	394.68	4,536.50
				Subtotal:		$4,536.50
				Tax:		$394.68
				Total:		$4,931.18

Note to Supplier

Acceptance of this purchase order shall bind the Contractor to the City's terms and conditions, which can be reviewed at https://www.cityofvancouver.us/business/procurement-services/. No other agreement shall modify said terms and conditions, unless a Contract Number is listed on the first page of the purchase order, in which case, the Supplier Contract terms shall govern in the event of any conflict with the City's terms and conditions.

This City is authorized to enter the ITB No. 22-315 with Northwest Playground under RCW 39.34. The ITB No. 22-315 is incorporated by reference into this purchase order. The City is KCDA under the ITB No 22-315. Northwest Playground agrees to be bound to the ITB No. 22-315 with City as KCDA in providing goods/services under the ITB No. 22-315.

Authorized Signature

KCDA PURCHASING COOPERATIVE
18639- 80TH Ave S. ◆ P.O. Box 5550 ◆ Kent, WA 98064-5550 ◆ Phone 425-251-8115 ◆ Fax 253-395-5402 ◆ www.kcda.org

INVITATION FOR BID
Playground Equipment, Surfacing, & Site Amenities - Bid #22-315

Bid Due Date: No later than March 3, 2022 at 2:00 pm PST

King County Directors' Association (KCDA) is a purchasing cooperative owned by the school districts of Washington State and is located in Kent, Washington. KCDA's membership is made up of, but not restricted to, public school districts, private schools, municipalities, political subdivisions and other public agencies primarily located in Washington, Oregon, Idaho, Alaska, and Montana.

The KCDA Purchasing Cooperation (hereinafter "KCDA") requests bids from manufacturers and/or dealers who can offer Playground Equipment, Surfacing, & Site Amenities to its member agencies.

Total estimated value of this contract is approximately $13,000,000 to $14,000,000 annually.

Each response is to be filed in a separate envelope and marked with the appropriate IFB name, number, day and time of opening. All bids must be at KCDA's office on or before the time shown above or they will not be accepted nor considered. Responses sent via email, faxed, or "postage due" will not be accepted. Responses sent via Federal Express, Express Mail or other overnight delivery services must be sent to: KCDA, 18639 80th Ave S, Kent WA 98032 and clearly marked with the IFB number and description, Attn: Purchasing Department.

ATTN: Purchasing Dept
Playground Equip, Surfacing, & Site Amenities IFB# 22-315
KCDA
18639 – 80th Ave S
Kent, WA 98032

The vendor has full responsibility to ensure the proposal arrives to the Purchasing Office by the due date and time. KCDA assumes no responsibility for delays caused by the U.S. Post Office or any other delivery service. Postmarking by the due date will not substitute for actual receipt of response by the date due. Proposals arriving after the deadline may be returned unopened to the vendor, or may simply be declared non-responsive and not subject to evaluation, at the sole determination of KCDA. All questions pertaining to this bid shall be entered in the "Questions" section of Public Purchase. No emails or phone inquiries will be accepted.

Electronic copies of this IFB are available via KCDA's website at www.kdca.org. Click on Contracts & Bids / Vendor Bids, materials can also be downloaded online via Public Purchase www.publicpurchase.com. If you have trouble opening the document, send email to kwyman@kcda.org.

Karri Wyman, Contract & Procurement Specialist
(425)251-8115 X 133

Published in the Daily Journal of Commerce-Seattle
and the Daily Journal of Commerce-Oregon
January 19, 2022 and January 26, 2022

KING COUNTY DIRECTORS ASSOCIATION
INVITATION FOR BIDS

NOTE: THERE ARE NO FEES ASSOCIATED WITH KCDA BIDS WHEN USING PUBLIC PURCHASE

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- F. Bidder Financial Responsibility
- G. Minority and Women Owned Businesses

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ATTACHMENT A - Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion
ATTACHMENT B – Terms by Manufacturer
ATTACHMENT C - Special Provisions

I. INTRODUCTION

A. KCDA MEMBERSHIP

KCDA is a purchasing cooperative owned by 294 public school districts in the state of Washington and is located in Kent, Washington. KCDA's membership is made up of, but not restricted to public school districts, private schools, municipalities, political subdivisions and other public agencies located in but not limited to Washington, Oregon, Idaho, Alaska, and Montana. Representing over 1 million students and over 5,000 ship to locations, KCDA purchases approximately $100 million worth of products, equipment and services on behalf of the membership.

A complete list of all school districts and other public agencies that are members of the KCDA Purchasing Cooperative is available on our web site www.kcda.org.

Restrictions of merchandise or services to any locale of KCDA membership must be clearly noted in a bid response.

B. INTERPRETATION OF BID DOCUMENTS

Any person contemplating submitting a bid for the proposed contract that is in doubt as to the true meaning of any part of the bid documents, or finds discrepancies in or omissions from the bid documents, shall submit to KCDA a written request for an interpretation or correction thereof. Such request shall be submitted and received not later than 10 days prior to the date specified for receipt of bid responses. Any interpretation or correction of the bid documents will be made in writing by

addendum duly issued to all bidders. KCDA will not be responsible for any other explanation or interpretation of the bid documents.

C. EXCEPTIONS
Any exceptions to the terms and provisions of this invitation for bids shall be made by signed and dated attachment to the bid response. Do not add to, delete from, or amend in any manner the bid form. Exceptions pertaining to payment or delivery terms must be noted within Attachment B. All noted exceptions are subject to approval and acceptance by KCDA.

D. CONTRACT DEFAULT
Your bid is subject to all terms and conditions as herein established in this bid request form and include price, quality and delivery. Subsequent failure to provide items bid in accordance to the purchase order and bid delivery schedule will constitute contract default, and, after due written notification, allows the Purchasing Department to declare the contract void and to purchase the merchandise on the open market. Any additional costs to procure and distribute replacement product will be charged to the bidder.

E. BIDDER RESPONSIBILITY
All bidders shall thoroughly examine and be familiar with the bid documents including all exhibits and attachments. The failure or omission of a bidder to receive or examine any form, instruments, addendum, or other document shall in no way relieve any bidder from obligations with respect to your bid or to the contract. The submission of a bid shall be taken as prima facie evidence of compliance with this section.

F. BIDDER FINANCIAL RESPONSIBILITY
KCDA has the right to request financial information from any bidder to evaluate the bidder's ability to meet the terms and conditions of any and all contracts that may be established by acceptance of the offer contained in the bid. Additional confirmation from the bidder's supplier(s) that the delivery terms of the contract will be met may be required. KCDA reserves the right to reject any or all bids and/or bidders unable to prove they are financially able to provide the quantity of merchandise they have offered in response to this bid invitation.

G. MINORITY AND WOMEN OWNED BUSINESSES
KCDA encourages all minority and women owned businesses to participate in the bid process. Washington State law does not allow KCDA to provide any financial advantage for minority and women owned businesses who participate, however, KCDA believes that a diverse range of suppliers benefits all.

II. GENERAL PROVISIONS

A. BID OPENING
All bids submitted for supplies and/or services will be opened in public at the time, date and place, and in the manner herein specified, and all bidders are invited to be present at the opening of such bids. A final recap will be available from KCDA after bid awards are made. Under no circumstances will a bid be considered if filed after the hour specified in the invitation for bids. To be considered for award, a bid response must be submitted according to the instructions and prior to the date and time indicated within. The times listed in any referenced schedule are Pacific Standard Time.

KCDA will not accept bids that are sent via fax or email.

The KCDA address is:

King County Director's Association
Purchasing Department
18639 80th Ave S
Kent, WA 98032

B. MODIFICATIONS/WITHDRAWL OF BID

Bids may be modified or withdrawn by written notice received prior to the exact hour and date specified for receipt of bids. Bids may also be modified or withdrawn in person by an authorized representative, who must sign a receipt for this action. Returned and/or unsubmitted bids shall become the responsibility of the bidder. Bids that are not resubmitted on or before the exact time of the opening may not be considered for award.

C. QUALITY STANDARDS

Whenever an item in this invitation for bid is described using a manufacturer's name, brand or catalog number, it shall be construed solely for the purpose of indicating the standards of quality. Brands of equal quality shall be considered, except where otherwise stated, provided the bidder specifies the brand, model and number on which their bid is submitted and submits samples, specifications and other information necessary to properly evaluate the bid. Any bid containing a brand which is not of equal quality at the sole discretion of KCDA, shall not be considered. KCDA will accept bids on new product only. Merchandise that has been refurbished or has been in storage for a long period of time is unacceptable.

D. REJECTION OF ANY OR ALL RESPONSES

KCDA reserves the right to accept or reject any or all bids and to waive informalities or irregularities in any bid or in the bidding process.

E. BINDING CONTRACT

It is understood that the offer represented by a bidder and an award made by the KCDA Board of Directors to the successful bidder, forms a binding contract. KCDA, under certain circumstances, will allow the assignment of contracts; however, no assignment can occur to another entity without written agreement from KCDA.

F. ESTIMATED QUANTITIES

Quantities, if shown on the bid forms, are estimated requirements of the members for whom KCDA acts as purchasing department based on historical ordering information. Such quantities represent the total quantity the cooperative anticipates purchasing over the life of the contract period. KCDA reserves the right to order more or less than the quantities stated in the bid. Any minimum order requirements or ordering restrictions should be so indicated as part of the bid response and will be subject to bid evaluation. Quantities ordered are based on actual requirements and the successful bidder will fulfill that requirement regardless of the manufacturer's policies regarding order completion.

G. CONTRACT PERIOD

Following an award, a contract would be issued as an annual contract from the date of KCDA Board acceptance, or as noted under Special Provisions. After the initial period, there is a possibility of three (3) renewals for the duration of one (1) year each. Pricing is firm for the first/initial period.

H. ORDERING SCHEDULE

Based upon accepted minimum order requirements set by the successful bidder, KCDA or KCDA members may submit orders once a contract has been established by the KCDA Board of Directors. KCDA reserves the right to place orders anytime, for any amount, during the contract period based upon any accepted minimum quantities and time restrictions set forth by the successful bidder attached to their bid response. Quantities and delivery dates listed in this bid are presented as a guide to the bidder, but will not be binding or limiting to the KCDA and its members.

I. EXTENDED CONTRACT PERIOD

By mutual written agreement of KCDA Board of Directors and the successful bidder, the initial contract period may be extended for additional periods, not to exceed extensions of 3 years total beyond the initial contract. Such extensions shall be at the awarded price in effect at the time and under the same terms and conditions as the original contract unless otherwise allowed under terms of the contract. Requests for extension shall be submitted to KCDA a minimum of 30 days prior to expiration of the existing contract term.

J. REQUESTED SAMPLES

It is the bidder's responsibility to provide samples, **if requested by KCDA**, for a bid response to be considered. Submit the samples to King County Directors' Association, 18639 80th Ave. S., Kent, Washington, 98032 **when requested**. All requested samples must be labeled with the bid number, KCDA's item number (as applicable) and bidder's name, and be submitted no later than seven (7) working days after request.

DO NOT ENCLOSE YOUR BID WITH THE SAMPLES.

K. DISPOSAL OF SAMPLES

Bid samples not picked up within 30 days after the bid award date shall become the property of the King County Directors' Association and shall be disposed of by distribution to the member school districts or by donation as deemed appropriate by KCDA.

L. KCDA NON DISCRIMINATION STATEMENT

Bidders who desire to provide KCDA with equipment, supplies and/or professional services must comply with the following Non Discrimination requirements. During the performance of this contract, the Bidder agrees as follows:

Bidder will comply with all Local, State and Federal Laws prohibiting discrimination with regard to race, creed, color, national origin, sex, marital status, age or the presence of any sensory, mental or physical handicap.

The Bidder will not discriminate against any employees or applicant for employment because of race, creed, color, national origin, sex, marital status, age or the presence of any sensory, mental or physical handicap.

The Bidder will, in all solicitations or advertisements for employees placed by or on behalf of the Bidder, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, national origin, sex, marital status, age or the presence of any sensory, mental or physical handicap.

Any Bidder who is in violation of these requirements, or an applicable nondiscrimination program shall be barred forthwith from receiving bid awards or any purchase orders from KCDA.

M. INDEMNIFICATION

The Vendor agrees to defend, indemnify and hold harmless KCDA and the member agency, and their respective officers, officials, employees and volunteers from any and all claims, injuries, damages, losses or suits including attorney fees arising out of or resulting from the acts, errors or omissions in performance of this Agreement, except for injuries and damages caused by the sole negligence of KCDA or the member agency. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Vendor, KCDA or the member agency and their respective officers, officials, employees, and volunteers, the Vendor's liability , including the duty and cost to defend, hereunder shall be only to the extent of the Vendor's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Vendor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purpose of this indemnification. Use of this contract certifies that the waiver of immunity specified by this provision was mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of the Agreement.

N. PATENT INDEMNIFICATION

By accepting this order, Bidder agrees to save and hold harmless KCDA, its successors, assigns, customers and the users of its products from any liability, loss, damage, judgments, or awards, including costs and expenses arising out of any actions, claims, or proceedings for infringement of (a) any United States Letters Patent purporting to cover the material to be delivered to Buyer under this order, or its normal intended use and (b) any trademarks appearing with the material on delivery to KCDA; and further, Bidder agrees to defend KCDA, its successors, assigns, customers and the users of its products at Bidder's expense in all such actions, claims, or proceedings, provided that KCDA shall give Bidder prompt notice in writing of all such actions, claims, and proceedings, as well as notice of infringement and threats of suit for infringement.

O. SAFETY REQUIREMENTS

All items furnished under this bid, where applicable, must comply with all OSHA, WISHA, UL Approval, including but not limited to chapter 296-46B of the Washington Administrative Code and any other safety requirements imposed by KCDA, State or Federal agencies. Bidder further agrees to indemnify and hold KCDA harmless from all damages assessed against KCDA as a result of Bidder's failure to comply with the acts and the standards issued thereunder and for the failure of the items furnished under this order to so comply.

P. RISK OF LOSS

Regardless of F.O.B. point, Bidder agrees to handle all claims and bear all risk of loss, injury, or destruction of goods and materials ordered herein which occur prior to delivery, and such loss, injury, or destruction shall not release Bidder from any obligation hereunder.

Q. REJECTION

All goods or materials purchased herein are subject to approval by KCDA or the KCDA member. Any rejection of goods or materials resulting from non-conformity to the terms, conditions and specifications of an order, whether held by KCDA, KCDA member, or returned will be at Bidder's risk and expense.

R. SHIPMENT IDENTIFICATION
All invoices, packing lists, packages, shipping notices, instructions, correspondence and all other written documents affecting any KCDA order shall contain the applicable purchase order number. A packing list must be provided with every shipment being made to KCDA indicating all the products shipped and back ordered; also, every carton shipped pursuant to this order must be marked with the contents therein.

S. NO BID RESPONSE
If no offer is to be submitted at this time, do not return this bid. A letter should be forwarded to KCDA advising whether future bids of this type are desired. Failure of the recipient to notify KCDA of your intentions may result in removal of your name from the bidder's list.

T. BID AWARDS
Following evaluation, bids recommended for award will be awarded by the KCDA Board of Directors to the lowest responsible bidder meeting specifications. KCDA reserves the right to award items in groups for ordering efficiencies, to meet minimum requirements (if accepted), to make multiple awards, or to reject any and all bids or portions thereof, to waive any minor irregularities in the bid process, or to make no awards, if in its sole judgment the best interests of KCDA and its members will not be served.

U. TERMINATION
Termination for Convenience: KCDA may terminate this contract, in whole or in part, at any time and for any reason by giving thirty (30) calendar days written termination notice to Vendor. Termination charges shall not apply unless both parties subsequently agree upon them. Where termination charges are applicable, both parties agree to negotiate in good faith and to limit the extent of negotiations to valid documented expenses incurred by Vendor prior to date of termination. KCDA will not be responsible for stock that the Vendor has on hand that has not been requested via a purchase order. Should the parties not agree to a satisfactory settlement, the matter may be subjected to mediation and/or legal proceedings.

V. RECIPROCITY
Where allowed by law, KCDA may review responses from bidders outside the State of Washington to see if those bidders are from states that use restrictions against companies from the State of Washington when they respond to public bids. KCDA may use this information in making bid awards when multiple bidders appear to have submitted the same pricing, terms and conditions on a particular bid item or items.

W. FORCE MAJUERE
Except for payments of sums due, neither party shall be liable to the other, nor be deemed in default under this contract, if and to the extent that such party’s performance of this contract is prevented by reason of force majeure. The term “force majeure” means an occurrence that is beyond the control or responsibility of the party affected and occurs without its fault or negligence, including, but not limited to the following: acts of God; acts of the public enemy; war; riots; strikes; industry-wide labor disputes; civil disorders; fire; flood; snow; earthquakes; tornadoes or violent winds; hail storms; lockouts; injunctions-intervention-acts, or failures or refusals to act by government authority; and other similar occurrences beyond the control or responsibility of the party declaring force majeure, which such party is unable to prevent by exercising reasonable diligence. The force majeure shall be deemed to commence when the party declaring it notifies the other party of the existence of the force majeure, and shall be deemed to continue as long as the results or effects of the force majeure prevent the party from resuming performance in accordance with the contract. The party receiving the notice of force

majeure may contest the declaration of a force majeure. Force majeure shall not include late deliveries of equipment or materials caused by congestion at a manufacturer's plant or elsewhere, an oversold condition of the market, inefficiencies, internal labor disputes, or similar occurrences. If either party is delayed at any time by force majeure, the delayed party shall notify the other party in writing of such delay within forty-eight (48) hours.

III. PREPARATION OF BID

A. SUBMITTAL OF BID RESPONSE
Submission of a response as designated in the bid instructions signifies that bidder will be bound to the terms and conditions of this bid unless an exception is made part of the submission and accepted by KCDA.

Bidder must submit the Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion form, included as Attachment A. Bids received without this form may be considered non-responsive.

B. SIGNATURE
Bid responses are required to include the firm name, address, telephone number, contact name and authorized signature, signed in longhand by the person duly authorized to sign bid documents identified in the solicitation. Every attempt will be made to answer all questions. Where a response or addendum cannot be obtained prior to the bid opening, it is understood that the Bidder will assume the more stringent of requirements.

C. QUESTIONS/ADDENDUMS
All questions must be submitted in writing to the KCDA Purchasing Agent.

D. F.O.B. SHIPMENTS
Prices must be quoted in the UNIT SPECIFIED, PACKAGING INCLUDED and except for cash discount percentages, quoted NET, F.O.B. THE DELIVERY POINT specified in this bid, including the unloading of the merchandise. KCDA typically redistributes products to its members unless designated or requested as a direct ship method. All merchandise shipped to KCDA must be in packaging that can be reshipped, via common carrier, without damage. Any damage incurred due to insufficient packaging will be the responsibility of the supplier.
No charges will be allowed for special handling, packing, wrapping, bags, containers, reels, etc.

E. PRODUCT IDENTIFICATION
All bid responses must confirm the manufacturer number, brand name or grade specified in the bid invitation and such identification shall be binding on the bidder. Bidders must insert the manufacturer number, brand name, grade and any other information necessary to clearly and properly describe and identify the articles they propose to furnish. If necessary attach additional documentation for this purpose. Alternates should be noted as an "alternate item" and properly identified with brand, manufacturer number, etc. The bidder is not to alter the grade, brand, manufacturer number or description as given in the bid invitation. Questions on how to properly submit an alternate item must be directed to the named Purchasing Agent responsible for this bid.

F. QUANTITY PER UNIT OF MEASURE

Where applicable, if the quantity or volume per unit differs from that specified in the bid invitation for any particular item, it is mandatory to note such difference in the bid response. Any bid submitted not showing the quantity per unit of measure will be construed to mean the bidder will furnish the unit of measure as specified in the bid invitation and such interpretation shall be binding on the bidder. If the bidder provides a unit of measure different from the KCDA requirement, it will be construed as an alternate item. Any merchandise subsequently received in other than KCDA units must be repackaged to correct units. Repackaging is the responsibility of the bidder who has entered into the contract. Payment will not be tendered until the merchandise has been packaged to KCDA units. If necessary, KCDA reserves the right to repackage merchandise to KCDA units and charge the bidder for all fair and reasonable associated costs. KCDA requires that upon award, the successful bidder establish a factory pack unit and ship in that unit for the duration of the contract.

G. ALTERNATE SPECFICATIONS

An alternate specification is where the bidder is offering a product or service significantly different than outlined in the bid request, and typically applies to items listed as “No Substitute”.

For alternate specifications to be considered, a request must be submitted to KCDA 15 working days prior to the bid opening. If accepted by KCDA, a clarification will be issued to all bidders on a bid addendum. Alternate specifications may be accepted if they meet the conditions above and they are deemed to be in the best interest of KCDA and the member agencies.

H. ERRORS/CORRECTIONS

Any erasures, interlineations or other correction in the bid must be initialed by the person(s) signing the bid. Corrections must be provided within the terms of the vendor response and accepted by KCDA.

I. INVOICING

It is understood that invoices issued by the manufacturer/dealer will reflect the shipping date of materials. It is also understood that actual delivery and install or training at the end user location may be delayed from the date of shipment. Subsequently, payment will be made after satisfactory delivery and acceptance by the end user of any quantity of merchandise shipped and/or installed. Advance discussion regarding payment terms on specific projects are recommended where this may occur. Where KCDA participates in the invoicing process, KCDA reserves the right to withhold payment to a vendor on a project until such time payment from the customer has been received.

Invoices enclosed with merchandise will not be accepted. Invoices shall contain the following information: purchase order number, item number, quantity ordered, quantity shipped, unit price, extension, terms and sales tax. Payments will be made on original invoicing only.

J. CASH DISCOUNTS/INVOICE PAYMENTS

Cash discounts are encouraged and cash discount percent and terms may be entered on Attachment B. KCDA will subtract cash discount percentages when comparing bids in all cases where it is deemed probable that KCDA will be able to take advantage of the offered discounts. KCDA will accept terms for as few as 15 days. If the terms portion of the bid is left blank then terms will be assumed to be Net-30 days. Please do not enter terms as 100% as this means the merchandise bid is free.

KCDA is required, by law, to process invoice payments through the King County Treasurer. Payment warrants can be issued weekly. The first day for start of terms shall begin with acceptance of delivery or installation by the end user or receipt of invoice, whichever is later. Invoices with discounts between 15

and 30 days will be paid within terms and net 30-day invoices will be paid on the first pay date after 30 days.

K. WASHINGTON STATE SALES TAX
Washington State sales taxes are not to be included in any items as part of the bid response, but will be added at the time of invoicing. All other taxes, including but not limited to any excise or business and occupation tax must be included in your bid price. The only taxes KCDA will pay upon invoice are the Washington State Sales tax.

IV. PRODUCT ACCEPTANCE

A. GENERAL POLICY
The Purchasing Department shall have the right to reject any and all articles that are not in strict conformity with requirements and specifications of the bid and the approved samples submitted by the bidder. The bidder must replace all rejected articles promptly with articles of quality equal to the specifications or samples submitted and remove rejected articles at his own expense. In the event of failure on the part of the bidder to promptly replace rejected articles, the Purchasing Department reserves the right to purchase same on the open market or of declaring the contract void. Any additional costs incurred to procure and distribute replacement product will be charged to the bidder.

V. BID PROTESTS

A. Who may protest
Only actual or potential bidders with a direct economic interest in the outcome may file a bid protest.

B. What can be protested
Acceptance or rejection of a bid proposal, award or proposed award of a bid, allegedly restrictive specifications, omission of a required provision, ambiguous or indefinite evaluation factors are all factors that can be protested.

C. How to file a protest
Protests may be filed with either the KCDA purchasing agent who issued the bid or with the KCDA purchasing manager.
Protests should include the following information:
1) Include the name, street address, email address, telephone and fax numbers of the protestor or their representative.
2) Be signed by the protestor or its representative.
3) Identify the solicitation or bid contract number.
4) Set forth a detailed statement of the legal and factual grounds of protest, including copies of relevant documents.
5) Set forth all information establishing that the protester is an interested party for the purpose of filing a protest.
6) Set forth all information establishing the timeliness of the protest.
7) Specifically request a ruling by the KCDA purchasing manager.
8) State the form of relief requested.
Appeals of protest ruling must be made in the following order: 1) KCDA Purchasing Manager, 2) KCDA Executive Director 3) KCDA Board of Directors.

D. When to protest

Protests alleging improprieties in a solicitation must be filed before the bid opening time and date if the improprieties were apparent prior to that time. A solicitation defect that was not apparent before that time must be protested not later than 2 business days after the defect became apparent.

E. Where to file a protest

Protests must be sent to:
KCDA Purchasing Cooperative
PO Box 5550
Kent, WA 98064-5550

F. After a protest is filed

Upon receipt of a protest, KCDA will acknowledge receipt of the protest in writing either by mail, fax or email. The only time an acknowledgement is not sent will be if the protest is summarily dismissed. Protestors may be contacted for a meeting to review the protest. Within 10 days KCDA will make a decision as to the merits of the protest and notify the protestor of the decision and any remedies in the matter.

VI. PRODUCT TOXICITY REPORTS

A. HAZARDOUS CHEMICAL COMMUNICATION

In order to comply with WAC 296 62 054, Hazard Communication, all bidders offering products on this bid that contain any toxic chemicals that may be harmful to the end user, must submit a Material Safety Data Sheet (MSDS) on the State of Washington form as provided by law with the bid. Please list any web site address where an MSDS can be obtained.

Any hazardous material tax must be included in the price of the product bid. KCDA will not be held responsible for any additional taxes (other than Washington State Sales Tax) and will not pay them if noted as a separate line item on invoices.

VII. SPECIAL NOTATIONS

ATTACHMENT A - Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion
ATTACHMENT B – Terms by Manufacturer
ATTACHMENT C - Special Provisions

INVITATION FOR BID
Playground Equipment, Surfacing, & Site Amenities
Bid #22-315

ATTACHMENT A
Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion

In submitting the proposal to provide products and/or services as outlined in the bid specifications, we hereby certify that we have not been suspended or in any way excluded from Federal procurement actions by any Federal agency. We fully understand that, if information contrary to this certification subsequently becomes available, such evidence may be grounds for non-award or nullification of a bid contract.

This certification is required by the regulations implementing Executive Order 12549, Debarment and Suspension, Participant's Responsibilities.

Signed: _____

Title: _____

Firm: _____

Address: _____

City, State, Zip: _____

Date: _____

Email: _____

Note: Electronic acceptance of these terms and conditions signifies compliance with above statement. (Line item Whse bids)

KCDA PURCHASING COOPERATIVE
18639- 80TH Ave S. ◆ P.O. Box 5550 ◆ Kent, WA 98064-5550 ◆ Phone 425-251-8115 ◆ Fax 253-395-5402 ◆ www.kcda.org

ATTACHMENT B
Terms by Manufacturer
Playground Equip, Surfacing, & Site Amenities #22-315
Bid Due Date: March 3, 2022
at or before 2:00 pm, PST

Bidder Name:		Address:
Phone:	Fax:	City, State, Zip:
STANDARD BIDDER LEAD TIME FOB DESTINATION:		

TERMS BY MANUFACTURER: Please provide the minimum order required per manufacturer and lead times.

SPECIFIC DISCOUNTS: Please provide quoted discounts from the manufacturer's current list prices. It is the bidders responsibility to submit updated price lists during the contract year, when the contract allows, otherwise discounts will be taken from the most current on file. The manufacturer must already be present in this bid to be considered. Discounts must include shipping/ freight charges. A current price list and catalog must be provided at the time of bidding. NOTE: DISCOUNTS MAY BE USED IN DETERMINING AWARDS.

Manufacturer	Minimum Order	Lead Time	Discount Amount	Discount Detail	FOB - Freight FACTORY - Cost will be extra DESTINATION - Cost is included in discount
Ex: ABC Company Inc	$1,000	4-6 Weeks	25%	2016 List Price Sheet	Destination

Authorized Agents Signature _____ Date _____ 22-315 Bid Number _____ Name of Firm _____

KCDA PURCHASING COOPERATIVE
18639 – 80th Ave. S. ◆ P.O. Box 5550 ◆ Kent, WA 98064-5550 ◆ Phone 425-251-8115 ◆ Fax 253-395-5402 ◆ www.kcda.org

INVITATION FOR BID

Playground Equipment, Surfacing, & Site Amenities
Bid #22-315

ATTACHMENT C – Special Provisions

THESE INSTRUCTIONS SUPERCEDE AND TAKE PRECEDENCE OVER ANY OPPOSING LANGUAGE IN THE STANDARD TERMS AND CONDITIONS

A. SOLICITATION OBJECTIVES

KCDA is seeking manufacturers, providers or dealers/distributors to provide current and emerging Playground Equipment, Surfacing, & Site Amenities to its members.

Total approximate value of spend for this contract is between $13,000,000 and $14,000,000. However, KCDA does not guarantee any minimum or maximum value or number of orders.

It is KCDA's intent to establish an annual multi-state contract with the potential of up to three (3) one-year extensions if mutually agreed between KCDA and the awarded vendor(s). Bidders must be a manufacturer or a manufacturer's sales representative authorized to provide KCDA Playground Equipment, Surfacing, & Site Amenities in Washington, with the preferred ability to service surrounding member states (ex: Oregon, Idaho, Montana, Alaska).

Contracts established by KCDA are available for use by all public schools, colleges, universities, cities, counties and other government agencies throughout the nation. Participation in KCDA is not required of any governmental agency; however, participation does provide the legally required competition for contracts for commonly purchased products and services, thereby saving the entity the time and expense of a required competitive process. As allowed by specific state statutes, members can issue purchase orders for any amount without the necessity to prepare their own IFB or gather necessary quotations.

Bidders must be an authorized manufacturer, sales representative or service dealer having a local sales, service and install presence in Washington State. The Bidder must also include a list identifying the states within which they are authorized to sell, service and install. If a portion of a state is serviced, bidder must specifically list the portion which is serviced. Bidder can list by county, region or territory. Bidder must provide the list as a separate document when submitting a response. The bidder may propose different pricing and rates for different installation areas as necessary to accommodate applicable wage rates and costs. Bidders must have a local sales presence that either reside or can be contacted within the additional states named to enable KCDA members to have onsite consultation, needs assessment, installation, integration and training.

The types of services and products may include, but are not limited to:

- Playground equipment – Complete playgrounds for all ages, stand-alone activities, outdoor fitness systems, etc.
- Playground equipment components – Replacement parts, system components, accessories, etc.
- Surfacing – Engineered wood fiber, tiles, matting, turf, poured-in-place, etc.
- Site amenities - Picnic tables, benches, trash receptacles, sanitizing stations, etc.
- Large tent/canopy structures - Event/party/cafeteria tents. Sturdy with a weatherproof covering and optional walls. Surface mounted, etc.
- Shelter/shade structures - Constructed with wood, metal, stone, fabric, etc.
- Sitework, installation, design, engineering, etc.
- NOTE: Bleachers **will not** be awarded under this contract.

All products provided must comply with current Americans with Disabilities Act (ADA) laws, Consumer Product Safety Commission (CPSC) guidelines, and current ASTM standards as certified by the International Play Equipment Manufacturers Association (IPEMA). Include any certifications to this respect with your bid.

By conducting this solicitation, KCDA intends to provide savings and to offer its members a choice of Playground Equipment, Surfacing, & Site Amenities at discounted pricing.

KCDA's purpose is to:

- Cooperatively serve our members and associate members through a continuous effort to explore and solve present and future purchasing needs.
- Provide government agencies opportunities for greater efficiency and economy in acquiring goods and services.
- Equalize purchasing power for smaller agencies that are unable to command the best contracts for themselves.
- Maintain credibility and confidence in business procedures by maintaining open competition for purchases and complying with purchasing laws and ethical business practices.
- Provide competitive price solicitations which meet the procurement laws of our members.
- Secure multi-state volume purchasing contracts which are measurable, cost effective and continuously exceed our members' expectations.
- Provide quick and efficient delivery of goods and services by contracting with "high performance and quality" vendors who understand our members' needs.

B. TIMELINE

January 19, 2022 & January 26, 2022	Advertised as Bid #22-315 in DJC Seattle, Oregon
March 3, 2022	Bids due no later than 2:00 P.M. PST
April 14, 2022	Award recommendation
April 21, 2022	Board Approval
May 1, 2022	Contract Start Date

C. SUBMISSION OF BIDS

Bidders are requested to submit pricing for Washington State per the drawings and specifications provided in this solicitation. KCDA requests pricing for its members in Oregon, Idaho, Montana and Alaska as well. Bidder is requested to submit either 1) separate price pages for each state being bid or 2) provide a pricing matrix that shows a price factor to be applied to the Washington state pricing in order to calculate the pricing for other states. Pricing must be provided in hard copy and must be available in Excel on flash drive or CD.

Online submission of bid through Public Purchase is NOT accepted.

- Submit sealed bids in 3-ring binder with an inside pocket and a set of dividers. Submit one (1) bound and signed copy of the bid plus one (1) electronic copy on CD or flash drive.
- KCDA reserves the right to reject any or all bids and to accept any proposal deemed most advantageous to KCDA members and to waive any informality in the bid process.
- Bids shall be submitted as stated in this solicitation. Deviations to any terms, conditions and/or specifications shall be conspicuously noted in writing by the bidder and shall be included with the bid. No cross outs or delineations shall be made to the existing document. Exceptions and deviations will be considered in award evaluation. KCDA reserves the right to reject any deviations or exceptions stipulated in a bidder response and may subsequently disqualify such bid if such terms are unacceptable to KCDA. Language to the effect that the bidder does not consider this solicitation to be part of a contractual obligation may result in the bid being disqualified.
- Withdrawals of bids will not be allowed for a period of 60 days following the opening. Withdrawal of bids prior to the opening date will be permitted.
- Addendums if required, will be issued by KCDA through Public Purchase. Addendums will also be posted on the KCDA website (www.kcda.org) under Contracts & Bids – Vendor Bids. Addendums will not be mailed or e-mailed. It is bidder's responsibility to check for issuance of any Addendums prior to submitting a bid. **All Addendums must be signed and returned with the bid document, or the bid will be considered non-responsive.** All documents with signatures shall have original ink signatures. Electronic copies shall be scanned with original signatures.

D. BID FORMAT

1. Preparation of the Bid Response

a. The IFB #22-315 is published in one PDF document on the KCDA website, it is also published on the Public Purchase website with all required documents and forms posted separately.
   - **Cover Page** indicates the Due Date and where to send Bid documents to
   - **Terms and Conditions**
   - **Attachment A** contains the Debarment Statement **(signature required)**
   - **Attachment B** Terms by Manufacturer includes catalog discounts **(signature required)**
   - **Attachment C** Special Provisions that take precedence **(signature required)**
   - **Attachment D** Signature Page and Miscellaneous Fees **(signature required)**
   - **Attachment E** Services Price Schedule **(complete as necessary)**
   - **Attachment F** Deviations **(signature required)**
   - **Certification of Compliance with Wage Payment Statutes (signature required)**
   - **Company Profile (signature required)**
   - **EDGAR Certification Form (signature required)**

b. Bid Forms requiring signatures shall be submitted with original ink signatures, by the person authorized to sign the bid. Failure to properly sign the bid documents or to make other notations as indicated will result in the response being deemed non-responsive.

c. Corrections and/or modifications received after the opening time will not be accepted, except as authorized by applicable rule, regulation or statute and KCDA.

d. In case of an error in extension of prices in the bid, unit prices shall govern.

e. Periods of time, stated as a number of days, shall be in calendar days, not business days.

f. It is the responsibility of all Bidders to examine the entire IFB package, to seek clarification of any item or requirement that may not be clear, and to check all responses for accuracy before submitting a bid. Negligence in preparing a bid confers no right of withdrawal after due date and time.

g. The Bidders' ability to follow the bid preparation instructions set forth in this solicitation will also be considered to be an indicator of the Bidders' ability to follow instructions should they receive an award as a result of this solicitation. Any contract between KCDA and a Bidder requires the delivery of information and data. The quality of organization and writing

reflected in the bid will be considered to be an indication of the quality of organization and writing which would be prevalent if a contract was awarded. As a result, the bid will be evaluated as a sample of data submission.

2. Format of Bid Response

Bidders shall provide bids in a three ring binder using standard size paper, clearly identified with the company name and the name of the IFB being responded to on the outside front cover and vertical spine. Clearly identified tabs must be used to separate the bid into sections, as identified below. Responses should be direct, concise, complete and unambiguous. Bidders failing to organize bids in the manner requested risk being considered non-responsive if bids are not easily read and understood. Awards will be made more efficiently and timely by following the required format.

Tab 1 - **Company Profile/Information**

- Company Profile form
- Responses should include a brief introduction informing KCDA of the qualifications and experience of the Bidder, along with a brief company history.
- Reference requirements: Projects should be of similar size and complexity, preference given for government contracts.

Tab 2 **- Response Forms**

- Debarment Statement-Attachment A
- Terms by Manufacturer-Attachment B (option: bidder may include this information in their own format as part of the pricing pages)
- Special Provisions-Attachment C
- Deviations-Attachment F
- Certification of Compliance with Wage Payment Statutes
- EDGAR Certification Form

Tab 3 - **Pricing Pages**

- Manufacturer Price Lists. Any additional costs are to be priced by methods designated under **Installation Rates** or by **RS Means**, as provided in the Bidder's response to this solicitation.
- **Installation Rates:** A listing of products or services (including, but not limited to: site prep, sitework, installation, disposal, etc.) which are not listed in the Manufacturer Price Lists which Bidder can provide and may be considered as a value add for KCDA member agencies. Bidder to provide in their own format, if applicable.
- Miscellaneous Fees-Attachment D
- Services Price Schedule-Attachment E, or bidder's own format.

Tab 4 - **Product Line Brochures and Literature**

Tab 5 - **Marketing Plan**

- List shows, conferences, show examples of flyers or describe how bidder will market the KCDA Playground Equipment, Surfacing, & Site Amenities contract.

Tab 6 – **Authorized Dealers/Vendor Partners**

- Provide letters from each manufacturer stating authorization to deal.
- List all dealers/vendor partners authorized to utilize this contract through the vendor.

Tab 7- **Addendums**

E. VENDOR RESPONSIBILITIES

- Designate and assign a dedicated senior-level contract manager (one authorized to make decisions) to the KCDA contract. This employee will have a complete copy and must have working knowledge of the contract.

- Train and educate sales staff on what the KCDA contract is including pricing, who can order from the contract, terms/conditions of the contract and the respective ordering procedures for each state. It is expected that the awarded vendor will lead with the KCDA contract.
- Develop a marketing plan to support the KCDA contract in collaboration with respective KCDA member agencies. Plan should include, but not be limited to, a website presence, electronic mailings, sales flyers, brochures, mailings, catalogs, etc.
- Create a KCDA-specific sell sheet with a space to add a KCDA logo and contact information for use by KCDA and the awarded vendors local sales representatives to market within each state.
- Have ongoing communication with the Contract and Procurement Specialist at KCDA and the KCDA member agencies.
- Attend two (2) "touch base" meetings at KCDA per year. One of those meetings may be participating in the KCDA Vendor Fair.
- Participate in national and local conference trade shows to promote the KCDA contract.
- Increase sales over the term of the KCDA contract.

F. EQUIPMENT & RELATED PRODUCTS

1. New Products
   All Playground Equipment, Surfacing, & Site Amenities provided under this contract must be new, not previously used, and are being actively marketed by the manufacturers' authorized dealers.

   All branded playground equipment components, spare parts, application software, and ancillary equipment supplied under this contract must conform to manufacturer specifications and shall be of new manufacture and in current standard production. The awarded vendor is responsible for ensuring that these items are operable and installed in accordance with manufacturer's specifications.

2. Installation/Removal
   a. The installation and/or removal of contract Playground Equipment, Surfacing, & Site Amenities shall be performed in a professional manner. The member's premises and equipment shall be left in a clean condition. The awarded vendor may be required to repair all damage and/or provide full compensation for damage to the member agencies premises and equipment that occurred during installation/removal.
   b. Personnel in charge of the installation must be available to coordinate installation with member agency's internal staff. Qualified service support and technical personnel will be required to provide all necessary maintenance and repair. Installation dates and installation schedule must be approved by member agency.
   c. Installation crews may be working around students, teachers and general staff. Installation may require off hour and weekend work in order to accommodate and complete the project in the timeline required by the member agency. The member agency will try to accommodate access for installation during school/business hours; however, any plan that displaces staff, students or personnel will most likely create disruption to the ordinary daily schedule. After hours and weekend installations are preferred and will be so identified in the proposal to the member agency.
   d. Project Manager for the awarded vendor shall verify proper installation at multiple and various times throughout the duration of the installation.
   e. Upon successful completion of installation, test system functionality for all possible scenarios and document all outcomes.
   f. Installment requirements (electrical certifications, plumbing certifications, licenses, permits etc.).

3. Newly Installed Equipment or Related Product Problems
   Member agency will evaluate the performance of newly installed Playground Equipment, Surfacing, & Site Amenities for a 15-day period after installation. If the performance is unsatisfactory, the member agency will immediately contact the awarded vendor to pursue corrective action and resolution of the problem. Resolution of performance problems may result in:
   - Repair or other action to correct the problem including training or modifications made to member's satisfaction.
   - The replacement of the Playground Equipment, Surfacing, & Site Amenities with another of the same brand and model, at no additional cost (including delivery and installation) to the member agency.
   - Return of the Playground Equipment, Surfacing, & Site Amenities with cancellation of the order at no charge to the member agency.

4. Inspection/Testing/Acceptance
   a. Inspections, tests, measurements, or other acts or functions performed by the member agency shall in no manner be construed as relieving the awarded vendor from full compliance with contract requirements. At a minimum, an installed piece must demonstrate the capability of providing the functions and services specified in the manufacturer's published literature.

5. Maintenance, Repair and Service
   a. Maintenance, repair and service related to the operation of Playground Equipment, Surfacing, & Site Amenities must be provided to member agency.
   b. Excessive Service and Downtime: Playground Equipment, Surfacing, & Site Amenities including all components, spare parts, application software, and ancillary equipment supplied through this contract shall be capable of continuous operation. Therefore, awarded vendor shall guarantee that all Playground Equipment, Surfacing, & Site Amenities will be operational at least 98% of normal business hours. Playground Equipment, Surfacing, & Site Amenities that develop a trend of requiring an excessive number of service calls shall be reported by the member agency to the awarded vendor or by the awarded vendor to the member agency as the situation warrants and a corrective action and resolution will be made in a manner that is best for the member agency.
   c. In the event that the performance of maintenance services under the contract results in a need to replace defective parts, such items may only be replaced by new parts. In no instance shall the awarded vendor be permitted to replace defective items with refurbished, remanufactured, or surplus items without prior written authorization of the member agency.
   d. Awarded vendor must guarantee the availability of repair parts for a minimum of five (5) years subsequent to member agencies acceptance of the contracted Playground Equipment, Surfacing, & Site Amenities.

6. Relocation/Transfer
   a. Member agencies shall be afforded the option to relocate/transfer contract Playground Equipment, Surfacing, & Site Amenities from one member location to another member location as deemed necessary with no change to agreement or maintenance plans. If self-moves are an option, the awarded vendor must be notified prior to relocating or transferring. The member agency will be responsible for repairs required for damage that occurred during self-moves.
   b. Alternately member agencies may elect to have the awarded vendor relocate/transfer the Playground Equipment, Surfacing, & Site Amenities. The awarded vendor is responsible for repairs required following such relocation/transfer. Relocation/transfer of Playground Equipment, Surfacing, & Site Amenities must be coordinated with member agency contact personnel responsible for the contract.

7. Adding New Products and/or Services
   Playground Equipment, Surfacing, & Site Amenities must meet the scope of work to be added to the contract. Pricing shall be equivalent to the percentage discount for other products. Awarded vendor may replace or add product lines to an existing contract if the line is replacing or supplementing products on contract, is equal or superior to the original products offered, is discounted in a similar or to a greater degree, **if it is within the same awarded manufacturer** and if the products meet the requirements of the solicitation. No products may be added to avoid competitive procurement requirements. KCDA may require additions to be submitted with documentation from KCDA members demonstrating an interest in, or a potential requirement for, the new product or service. KCDA may reject any additions without cause.

8. Discontinued Products
   If a product or model is discontinued by the manufacturer, awarded vendor may substitute a new product or model if the replacement product meets or exceeds the specifications and performance of the discontinued model, it is within the awarded manufacturer and if the discount is the same or greater than the discontinued model.

NOTE: Listing the above specifications shall in no way relieve the awarded vendor from the responsibility to follow proper code and regulations.

G. TRAINING & SUPPORT

If applicable, please state specifically the amount of training which will be provided at no charge. Then list the charge per hour of additional training if applicable (see Attachment E).

a. If specified by the member agency, staff in-service shall be offered following the installation. Training needs must be quantified and specified by the member agency. Awarded vendors shall provide appropriate pricing (if applicable) based upon each member agencies training need. It is understood that some training may be provided free of charge, and some may incur charges. Please outline your training philosophy and related pricing structure.
b. If desired, follow up training may also be scheduled to further support usage and to identify Any individual training needs. Please include follow up training pricing as well.

H. PUBLIC WORKS LANGUAGE

Vendor agrees that, in performance of the services required under this agreement, Vendor shall abide by all federal, state, local and Washington law and regulations that may apply to construction and public works. It is the responsibility of the Vendor to determine applicability and requirements of any such laws and to abide by them.

a. Public Works:
State of Washington statute requires workers be paid **prevailing wages** when employed on **public works** projects and on public building service maintenance contracts. (RCW 39.04.010, RCW 39.12.010 and 020) It is the contractor's responsibility to be acquainted with and comply with State regulations regarding payment of prevailing wages on public works projects. Prevailing Wages are established by the Washington State Department of Labor and Industries and can be obtained on the web at http://www.lni.wa.gov/TradesLicensing/PrevWage/WageRates/default.asp or by contacting Labor and Industries at 360-902-5335. A copy may also be requested from KCDA. KCDA serves all counties in Washington State. The County in which the project is located will be identified once a member initiates a request for the service, and the effective wage rate to be applied to a specific project is to be based on the date of this bid during the original contract term, and if contract extensions are granted, the prevailing wage rate in affect at the time of the latest extension.

Application: The Public Works Act regulates wages paid to workers, laborers and mechanics performing public work. It does not apply to work that is clerical, executive administrative or professional in nature. It does not apply to work of a secretary, engineer or administrator, unless they are performing construction work, alteration work, repair work, etc. Prevailing wage application depends on the work that is performed, regardless of the worker's job title. (RCW 39.12.020 and WAC 296-128-510 through 530)

Definition: Public Works is all work, construction, alteration, repair or improvement that is executed at the cost of the state or any other local public agency. This includes, but is not limited to, demolition, remodeling, renovation, road construction, building construction, ferry construction and utilities construction. (RCW 39.04.010)

Public Building Service Maintenance Contracts: Prevailing wages are also required on all public building service maintenance (janitorial) contracts. (RCW 39.12.020)

Contractors bidding a Public Works project exceeding $1,000,000.00 must declare who their HVAC, Mechanical and Electrical subcontractors will be within one hour of bid submission and the listing of structural installation and rebar installation subcontractors within 48 hours of bid submission, and submit this information with bid documents in order for the bid to be responsive (RCW 39.30.060). Such projects also have special considerations pertaining to use of apprentices (RCW 39.04.310, RCW 39.04.320, and RCW 39.04.350).

Reciprocity: In accordance with RCW 39.04.380 any bidding process for public works in which a bid is received from a nonresident contractor from a state that provides a percentage bidding preference, a comparable percentage disadvantage must be applied to the bid of that nonresident contractor. This does not apply to public works procured pursuant to RCW 39.04.155, 39.04.280 or other procurement exempt from competitive bidding.

b. Prevailing Wage:

Definition: Prevailing Wage is the hourly wage, usual benefits and overtime, paid in the largest city in each county, to the majority of workers, laborers and mechanics. The rate is established by the Department of Labor and Industries for each trade and occupation employed in the performance of public work. If Federal funds are used, bidders must comply with provisions of Davis-Bacon Act.

Basic procedures: A Statement of Intent to Pay Prevailing Wages and Affidavit of Wages Paid must be filed and approved for the contractor and all subcontractors. No payments can be made until all contractors/subs have submitted an approved intent form. KCDA cannot release retainage until all Contractors have an approved Affidavit of Wages Paid form certified by the Industrial Statistician. (RCW 39.12.030, 040, 042) Once the work is successfully completed, KCDA will release 95% of the project cost and withhold 5% retainage for 45 days as dictated by law. The final 5% will be paid when the following is completed: Receipt of approved Affidavit of Wages Paid Forms, Releases from Washington State Department of Labor & Industries, Employment Security Department and the Department of Revenue, and acceptance of project completion to the satisfaction of the KCDA ordering member. **The cost of filing required Intents and Affidavits is the responsibility of the Contractor and may not be added as a line item charged to the member agency**. **All Intents and Affidavits must name the agency for whom work is being performed as the contract award agency, not KCDA.**

***Federally Funded Projects**:* In addition to the Federal Requirements of Section III, Housing and Urban Development (HUD) Terms and Conditions**, Davis-Bacon** prevailing wage requirements apply to public works construction contracts of $2000 or more when a project includes any federal funding of any amount. When there is a difference between applicable state and federal prevailing wages for a particular classification of labor, contractors and subcontractors are required to pay the higher of the two prevailing wages. Applicable federal prevailing wage determinations can be found at http://www.wdol.gov/. Contractors/Subcontractors must be knowledgeable and adhere to all federal prevailing wage requirements, including but not limited to paying workers weekly and providing certified weekly payrolls for the contractor and subcontractors of any tier as required in the Davis-Bacon Act and applicable U.S. Department of Labor regulations. Falsification of any prevailing wage payroll records may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of Title 18 and section 231 of Title 31 of the United States Code. Contractor shall inform all subcontractors of the Davis-Bacon requirements and the prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses. Contractor must coordinate all requirements related to federal funded projects with the KCDA member Agency.

c. Responsible Bidder:

Before award, the bidder must meet the following state responsibility criteria and, if applicable, supplemental responsibility criteria to be considered a responsible bidder. The bidder is required to submit documentation demonstrating compliance with the criteria.

Low Responsible Bidder

A. State Responsibility Criteria**.** The Bidder must meet the following state responsibility criteria:
   1. At the time of bid submittal, have a current certification of registration in compliance with chapter 18.27 RCW.
   2. Have a current Washington State Unified Business Identifier (UBI) number.
   3. Not be disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065(3).
   4. If applicable:
      a. Have Industrial Insurance (workers' compensation) coverage for the Bidder's employees working in Washington State, as required in Title 51 RCW;
      b. Have a Washington State Employment Security Department number, as required in Title 50 RCW; and
      c. Have a Washington State Department of Revenue state excise tax registration number, as required in Title 82 RCW.
   5. New bidder requirement. Certify that within the three-year period immediately preceding the bid solicitation date:
      a. The bidder is not a "willful" violator, as defined in RCW 49.48.082, or any provision of chapter 49-46, 49.48 or 49.52 RCW.
      b. As determined by a final and binding citation and notice of assessment issued by the Department of Labor and Industries or through a civil judgement entered by a court of limited or general jurisdiction.
      c. As of July 1, 2019, WA Labor and Industries has required all businesses to have public works training before bidding and/or performing work on public works projects. This training requirement has been added to the responsible bidder criteria in RCW 39.04.350 and RCW 39.06.020. Awarding agencies are required to verify all contractors submitting bids meet this requirement before awarding the contract.

6. At the time of bid submittal, provide signed sworn statement in accordance with RCW 9A.72.085 verifying under penalty of perjury that the bidder is in compliance with the new responsible bidder criteria requirement.
7. Supplemental Bidder Responsibility Criteria. If supplemental criteria apply to this project, the criteria are included as "Exhibit A." The Bidder may make a written request to modify any or all of the supplemental criteria. Modification of supplemental criteria shall be at KCDA's discretion. Any modifications to the supplemental criteria shall be made by addenda prior to bid opening.

Subcontractor Responsibility

The contractor shall include the language of this section in each of its first tier subcontracts and shall require each of its subcontractors to include the same language of this section in each of their subcontracts, adjusting only as necessary the terms used for the contracting parties. The requirements of this section apply to all subcontractors regardless of tier. At the time of subcontract execution, the Contractor shall verify that each of its first tier subcontractors meets the following bidder responsibility criteria:

1. At the time of bid submittal, have a current certification of registration in compliance with chapter 18.27 RCW.
2. Have a current Washington State Unified Business Identifier (UBI) number.
3. Not be disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065(3).
4. If applicable:
   a. Have Industrial Insurance (workers' compensation) coverage for the Bidder's employees working in Washington State, as required in Title 51 RCW;
   b. Have a Washington State Employment Security Department number, as required in Title 50 RCW; and
   c. Have a Washington State Department of Revenue state excise tax registration number, as required in Title 82 RCW
5. Have an electrical contractor license, if required by Chapter 19.28 RCW;
6. Have an elevator contractor license, if required by Chapter 70.87 RCW;

d. Bonds- Payment & Performance:

The prime Contractor shall provide a Performance and Payment Bond at 100% of the contract price to the KCDA member with a copy to KCDA before work begins. The only exception is for contracts of one hundred fifty thousand ($150,000) dollars or less. In this instance, at the option of the Contractor, the member may in lieu of the bond retain ten percent of the contract amount for a period of thirty days after date of final acceptance, or until receipt of all necessary releases from the Department of Revenue and the Department of Labor and Industries and settlement of any liens filed under Chapter 60.28 RCW, whichever is later. The bond shall be issued by a surety company authorized to do business in the State of Washington and shall be on standard forms used for public projects (RCW 39.08.010) and as directed by the KCDA member.

Performance and Payment bonds for KCDA members outside Washington must be provided by companies licensed to provide bonds for public entities in the member's state.

e. Licenses:

The prime contractor shall possess and maintain in current status all federal, state, and local licenses, bonds, and permits required for the performance and delivery of any and all products and services offered in its response to the bid solicitation. Before submitting a bid, Bidders must hold a current, valid contractor's license as required in Washington. The contractor's license must be in the name of the legal entity submitting and signing the bid. A

Bidder may not substitute a contractor's license held by a subcontractor or joint venture. Bidders submitting bids in Washington State without a valid contractor's license in the name of the Bidder are in violation of RCW 18.27.020.

It is the responsibility of the prime contractor to ensure any subcontractors performing under this contract hold and maintain appropriate licenses.

KCDA reserves the right to request copies of licenses at any time during the contract. Copies of licenses, upon request, must be submitted to the member prior to performing the work. The Contractor agrees to keep and ensure subcontractors keep any required license, permit or bond current and in compliance with Washington rules, regulations and statutes, as well as in states outside Washington in which contractor performs work under this contract. For work performed for any Washington State school district, public agency or municipality, the Contractor must comply with the bidder responsibility requirements of RCW 39.04.350 prior to the KCDA member awarding a contract. The contractor must verify the responsibility of all subcontractors used in accordance with RCW 39.06.020.

f. Permits:
The acquisition of all permits as well as any drawings needed to obtain those permits is the responsibility of the successful Contractor/Bidder.

g. Certificate of Insurance:
A certificate of insurance demonstrating current coverage of the types and amounts of insurance required by KCDA and the KCDA member must be provided to the KCDA member prior to performance of any work. In addition, the Commercial General Liability policies must be endorsed to name KCDA and the KCDA member as additional insureds. Such policies must be further endorsed to provide that the insurance is primary as respects KCDA and the KCDA member, and that any other insurance maintained by KCDA and the KCDA member shall be excess and not contributing insurance with the Contractor's insurance. These endorsements must be provided along with the certificate of insurance. The KCDA member must both approve the certificate of insurance and endorsements.

h. Acceptable Pricing Method:
KCDA is unable to accept Alternative Costing Method quotations except in certain limited instances, (i.e., sole source) in which KCDA and Vendor may mutually determine the Alternative Costing Method is acceptable. This will be the exception rather than the rule. RS Means or line item bid pricing is acceptable.

i. Progress Payments:
The Contractor shall be paid, upon submission of a proper Payment Request, the prices stipulated herein for work performed (less deductions, if any), in accordance with all payment and retainage instructions herein. Submitted Payment Requests must contain the following minimum information:

a. Contract Number
b. Bid item ID, bid quantity, unit, unit price and description as appropriate
c. Sales Tax as applicable

The Payment Request will be reviewed by the Member before payment is made. If the Member is in disagreement with the Payment Request, KCDA will issue a notice requesting a revised Payment Request.

KCDA, at its discretion, reserves the right to withhold payment on a given project, pending receipt of payment from the customer.

In accordance with RCW 51.12.050, KCDA reserves the right to deduct from the payment any outstanding industrial insurance premiums owed by the Contractor or Subcontractors.

j. Payment Retainage:

In accordance with RCW 60.28 contract retainage [*not to exceed five percent of the moneys earned by the contractor toward completion of a public improvement contract*] shall be withheld and reserved in one of two ways:

a. As a trust fund for the protection and payment of 1) the claims of any person arising under the contract, and 2) the state with respect to taxes imposed pursuant to Titles 50, 51 and 82 RCW which may be due from such contractor. Upon completion of a contract, the member agency shall notify the Department of Revenue, the Employment Security Department, and the Department of Labor and Industries of the completion of contracts over one hundred fifty thousand dollars. KCDA will issue payment on the retainage amount forty-five days after notice from the KCDA Member Agency that the contract has been accepted as complete **or** upon receipt of all necessary releases, whichever is later.

b. Option of providing retainage bond for the full amount of the retainage (5% of the contract amount with a performance bond). This bond is separate from the performance bond under RCW 39.08.10. Providing a retainage bond means no retainage is withheld. If you choose to provide a retainage bond a copy of the bond must be submitted.

k. Force Majeure

Except for payments of sums due, neither party shall be liable to the other, nor be deemed in default under this contract, if and to the extent that such party's performance of this contract is prevented by reason of force majeure. The term "force majeure" means an occurrence that is beyond the control or responsibility of the party affected and occurs without its fault or negligence, including, but not limited to the following: acts of God; acts of the public enemy; war; riots; strikes; industry-wide labor disputes; civil disorders; fire; flood; snow; earthquakes; tornadoes or violent winds; hail storms; lockouts; injunctions-intervention-acts, or failures or refusals to act by government authority; and other similar occurrences beyond the control or responsibility of the party declaring force majeure, which such party is unable to prevent by exercising reasonable diligence. The force majeure shall be deemed to commence when the party declaring it notifies the other party of the existence of the force majeure and shall be deemed to continue as long as the results or effects of the force majeure prevent the party from resuming performance in accordance with the contract. The party receiving the notice of force majeure may contest the declaration of a force majeure. Force majeure shall not include late deliveries of equipment or materials caused by congestion at a manufacturer's plant or elsewhere, an oversold condition of the market, inefficiencies, internal labor disputes, or similar occurrences. If either party is delayed at any time by force majeure, the delayed party shall notify the other party in writing of such delay within forty-eight (48) hours.

I. PRICING

The bidder shall submit pricing using **Manufacturer Price Lists**, **Attachment B -** Discounts, **Installation Rates,** and **Attachment E** – Services Price Schedule, as necessary. **Vendor bid pricing shall include a 2% administrative fee on all line items and charges.** The administrative fee must be part of the bid price. If you are bidding a catalog price less a discount, make sure the administrative fee is included in the net price to the member agency. Pricing must include the 2% KCDA service fee so the service fee is invisible to KCDA members.

For all Playground Equipment, Surfacing, & Site Amenities, pricing may be by line item or discount off manufacturer price list (Attachment B). Accessories and materials may be from other manufacturers or sources but must be identified and priced in the IFB response either by item or via catalog discount. On the pricing sheet, list and group accessories and materials by manufacturer for ease of identification. Respondents will choose only one pricing method to be used per manufacturer. Alternative pricing methods shall be addressed in Attachment B. Proposals received that provide both methods for a single manufacturer will be found non-responsive.

Fixed prices shall be firm until each anniversary date of contract, unless there is an occurrence of one or more economic price adjustment contingencies outlined in the bid. If price adjustment contingencies occur, or not less than ninety (90) days prior to each contract anniversary date, awarded vendor may submit a fully documented request for price adjustment to KCDA. The documentation must substantiate that any requested price increase was clearly unpredictable at the time of bid submittal and results from an increased cost to awarded vendor that was out of awarded vendor's control.

KCDA will review requests for fixed price adjustments to determine if the new prices or another option is in member agencies' best interests. If accepted, new fixed prices shall apply to the contract upon approval from KCDA. Price changes shall be a factor in contract renewal.

The awarded vendor agrees that the cost for any item bid on this contract may vary by state due to specific requirements or other jurisdictional impacts. If the overall cost is discounted or lowered for any member agency, however, the cost will be similarly lowered or discounted at the same time for all member agencies for the same scope, size and value. (If a KCDA member agency proposes to purchase a large volume of one product at one time and the awarded vendor agrees to provide an additional discount, that same volume discount would be available to any KCDA member agency.)

It is understood and agreed upon between Bidder and KCDA that the Bidder's pricing does not include the cost for any site specific conditions or requirements. Site specific requirements shall be addressed on a case by case basis at the time the order is placed. Any additional cost(s) are to be priced by methods designated under **Installation Rates**, or by RS Means, as indicated in bidder's response to this solicitation.

Warranty**:** Describe the warranties that apply to the products offered in the IFB response and when warranty date will commence. Identify any website links that cover warranty information. The manufacturer has the primary responsibility to honor a manufacturer' warranty. Awarded vendor agrees to assist the member agency reach a solution in a dispute with the manufacturer over a warranty's terms. Any extended manufacturer's warranty will be passed on to the member agencies. List any pricing applicable to warranties in Attachment E of the IFB response.

Risk of Loss or Damage: Awarded vendor shall retain title and control of all goods until they are delivered and received. All risk of transportation and all related charges shall be the responsibility of the awarded vendor. The awarded vendor shall file all claims for visible or concealed damage. The member agency will notify the awarded vendor and/or freight company promptly of any damaged goods and shall assist the freight company/awarded vendor in arranging for inspection. No F.O.B. vessel, car or other vehicle terms will be accepted.

Taxes: Member agencies, who have obtained Playground Equipment, Surfacing, & Site Amenities under the terms of this contract, will be responsible for payment of all taxes related to acquisition of the Playground Equipment, Surfacing, & Site Amenities, such as sales tax, property tax, etc. Awarded vendor must separately list all such taxes on member proposal and subsequent invoice.

J. FUNDING OUT CLAUSE

Any acquisition agreement with a KCDA member agency that exceeds one (1) year shall include a standard "funding out" clause. Such an acquisition is a commitment of the entity's current revenue only, provided the agreement contains either or both of the following provisions:

1. Retains to the entity the continuing right to terminate the contract at the expiration of each budget period during the term of the agreement.
2. Conditioned on a best effort attempt by the entity to obtain appropriate funds for payment of the acquisition.

K. AUTHORIZED DEALERS/VENDOR PARTNERS

The bidder must secure from the manufacturer, if the bidder is not the manufacturer, a written guarantee executed by the manufacturer that the bidder is an authorized dealer of that manufacturer. This can be submitted as a Manufacturers Guarantee/Manufacturers Certificate, or a statement on the manufacturer's letterhead with corporate acknowledgement. Failure to provide will result in award disqualification for that manufacturer.

Bidder may propose a network of authorized dealers/vendor partners through whom the bidder intends to perform the contract. Member agencies may be directed to bidders' network of authorized dealers/vendor partners for Playground Equipment, Surfacing, & Site Amenities, however the awarded vendor shall be responsible for the actual job performance of each and every authorized dealer/vendor partner. This includes, but is not limited to, proper ordering process and reporting, or submittal of 2% service fee. Unresolved problems with the authorized dealer/vendor partner may be referred to the awarded vendor for resolution. Bidders are to identify and list each of the authorized dealers/vendor partners they intend to involve in contract performance.

Awarded vendor must be capable of replacing authorized dealers/vendor partners found unsuitable to participate in performance on the KCDA contract and establish new authorized dealers/vendor partners in a timely manner.

During the contract period, the awarded vendor or purchasing agent may remove an authorized dealer/vendor partner from the list of those designated to this contract at any time without further explanation or process. The awarded vendor may propose authorized dealer/vendor partner additions for consideration at any time throughout the contract provided;

- The request is in writing on awarded vendors letterhead.
- It is filed with the Purchasing Agent a minimum of 30 calendar days before the effective date of the proposed change.
- It clearly identifies the authorized dealers/vendor partners involved in the change.
- It is accompanied by documentation acceptable to the Purchasing Agent sufficient to warrant the change.

L. AWARD

1. Evaluation

It is the intent of KCDA to award a manufacturer's complete line of products based on the specifications provided when possible and advantageous. KCDA expects to award to the lowest responsive and responsible bidder per unique manufacturer specifications that meet IFB terms, conditions, and criteria specified. An award is at the sole discretion of KCDA. KCDA reserves the right to reject any or all proposals, accept the proposal(s) that are deemed most advantageous for KCDA member agencies, and waive any irregularities in the solicitation process.

Awarded vendors will be required to turn in updated specifications for the manufacturers awarded.

The following criteria will be used in evaluating responses to this IFB. An award is anticipated to be made to a bidder with the highest rating per manufacturer product line. Subsequently, multiple awards may be made.

Evaluation Criteria and Weight

Proper submission of proposal	10
Comprehensiveness of product and services provided	10
Related Experience	15
Pricing	50
Presentation of full and complete product offering that can meet variety of member agencies requirements/timeline.	15
TOTAL POSSIBLE POINTS	**100**

Clarification and/or Discussions

Clarification of a response may be necessary. KCDA will communicate with the bidder(s) for the purpose of eliminating minor errors, clerical errors, and/or irregularities. Clarification is accomplished by explanation or substantiation, either in response to an inquiry from KCDA or an inquiry initiated by a bidder. Clarification does not give a bidder the opportunity to revise, change or modify their response in any way. Discussion takes place after the initial receipt of proposals. KCDA reserves the right to conduct discussions with bidders whose responses are determined to be reasonably inclined toward receiving a contract award. Discussion may occur when oral or written communications between KCDA and the bidder are conducted for the purpose of clarifying information to determine the acceptability of a response. KCDA will not assist the bidder in bringing the bidder's response to the same level of other responses received by KCDA. Further, KCDA will make no indication of pricing or other information received from other bidders.

Competitive Range: KCDA reserves the right to establish a competitive range of acceptable responses as part of the evaluation process as defined herein. Responses below the competitive range will be determined to be unacceptable and will not receive further consideration.

M. ORDER PROCESS & REPORTING

1. The awarded vendor must verify that a customer is a KCDA member. A current list of member agencies is posted on the KCDA website under "Membership". If the awarded vendor's customer is not posted on the KCDA website, the awarded vendor must verify membership with the KCDA Contract Specialist. If the customer is not a member agency, but is eligible to become a member agency, the Contract Specialist will give the awarded vendor's customer instructions regarding the membership process.
2. Awarded vendor will submit a signed and dated proposal or quote to a KCDA member agency in accordance with the pricing awarded under this IFB. **All Playground Equipment, Surfacing, & Site Amenities purchased must include the KCDA 2% service fee as a part of the price to the member agency. Do not list the 2% as a separate line item.** The awarded vendor must specifically state the KCDA contract number #22-315 on the proposal to the KCDA member agency. The proposal must identify the member agency contact name, e-mail address and phone number for the person responsible for approving the purchase. This information is critical and if not provided may be grounds for delaying the processing of the order as well as eventual payment to vendor.
3. Members should send a copy of their PO made out to KCDA and a copy of the Vendor quote to the KCDA Contract Specialist designated on the Awarded Contracts page. Upon KCDA's

verification of membership and pricing, KCDA will create and forward a KCDA purchase order to the designated point of contact at the Vendor. The Contract Specialist will request additional information, such as scope of work and item/part number along with pricing for each line item as needed. Failure to provide adequate evaluation information may result in delay of approval by Contract Specialist

4. A copy of the order will be kept on file at KCDA.
5. Vendor must not commence delivery, services or installation using the KCDA contract without receiving a purchase order from KCDA.
6. Orders processed against this contract by customers who are not KCDA members or without emailed approval from KCDA are in violation of the contract. Vendors not following proper procedures may be removed from consideration for future awards.
7. KCDA reserves the right to revise the ordering process above at their sole discretion, if deemed necessary for contract management or audit purposes. An implementation for change will be coordinated with the Vendor as needed.

N. CHRISTIAN DOCTRINE

Any federal, state and local governing authority's/jurisdiction's statutes, codes, rules and regulations referenced and/or govern the products, services and activities relating to and are part of this solicitation, whether or not physically noted or included, shall be complied with and adhered to as required. It is the sole responsibility of the Bidder to perform and complete any necessary research and investigation required to make themselves aware of and comply with this item.

Signature_____

Must be the same signature that appears on the bid response forms

INVITATION FOR BIDS
#22-315 Playground Equipment, Surfacing, & Site Amenities
BID DUE DATE: March 3, 2022 on or before 2:00 PM PST

Attachment D
SIGNATURE PAGE AND MISCELLANEOUS FEES

The undersigned offers and agrees, if this bid is accepted, to furnish any or all of the items upon which prices were quoted, at the prices set opposite each item, F.O.B. delivery point specified in the Invitation for Bids, and agrees to make delivery within the delivery dates specified, or as otherwise amended by attachment.

Contract Prices Offered
1. Firm for annual contract ( )
2. Firm for initial order only ( )
3. Variable by item/group ( ) *(Identify under separate cover)*

MISCELLANEOUS FEES
In some cases additional charges may be necessary. These costs are for items delivered direct to Members. Attach additional pages as may be necessary for each manufacturer. "TBD", "Job by Job", etc. is not acceptable and may disqualify your response. **Bidders should list out any other pricing for services on additional pages as needed within this section.**

Delivery Fee:	$ _____	flat fee or mileage rate
Installation Fee:	$ _____	per hour (comply w/ Prevailing Wage - RCW 39.04.010, 39.12.010 & 020)
Performance Bond:	_____	%
Demolition Fee:	$ _____	
Restock Fees:	$ _____	
Lift Gate Fee when required	$ _____	
OTHER_____	$ _____	

NOTE : If services are not documented in pricing pages, fees must be justified by using RS Means.

FUTURE DELIVERIES
On occasion, KCDA Members will place orders near the end of the contract period for delivery after the contract period has expired. Will your company honor orders placed during the contract period for future delivery?

_____No _____Yes _____Yes, but only if delivered before _____

Signed: _____

Firm Name: _____

Name and Title: _____

Telephone No. _____

Email: _____

**Note: All lines of information must be provided with submittal. Electronic acceptance of these terms and conditions signifies compliance with all terms and conditions.

Attachment E - Services Price Schedule
Bid #22-315 Playground Equipment, Surfacing, & Site Amenities

NOTE: If your company provides any of the services listed below, please complete the price schedule.
****BIDDER MAY INCLUDE THIS INFORMATION IN THEIR OWN FORMAT AS PART OF THE PRICING PAGES.****
If services are not documented in pricing pages, fees must be justified by using RS Means.

Design Services	Description	Regular Price or Rates	Discounted Price or Rates	Per Diem Charges (if any)	Mileage Charges (if any)	*Additional Discount on Large Projects: Y/N

Warranty Services	Description	Regular Price or Rates	Discounted Price or Rates	Per Diem Charges (if any)	Mileage Charges (if any)	*Additional Discount on Large Projects: Y/N

Training Services	Description	Regular Price or Rates	Discounted Price or Rates	Per Diem Charges (if any)	Mileage Charges (if any)	*Additional Discount on Large Projects: Y/N
	ex: Initial (must price)					
	ex: Follow up training (must price)					

Support Services	Description	Regular Price or Rates	Discounted Price or Rates	Per Diem Charges (if any)	Mileage Charges (if any)	*Additional Discount on Large Projects: Y/N

***Please detail additional discounts on large projects.**

Playground Equipment, Surfacing, & Site Amenities
Bid #22-315

ATTACHMENT F – Deviations

INSTRUCTIONS:

1. If "NO" is checked below, complete this form by signing it at the bottom.
2. If "YES" is checked below, either insert answers into this form or create a Microsoft Word table format to provide narrative explanations of exceptions. If adding pages, the bidder's name and identifying information as to which item the response refers must appear on each page.
3. Scan this form plus any attachments into a single PDF document.
4. Title the file "Attachment F - Deviations".
5. Exceptions to local, state or federal laws cannot be accepted under this bid.

☐ **NO, this bidder does not have deviations (exceptions or alternates) to any terms, conditions and/or specifications listed in the bid documents.**

☐ **YES, this bidder has the following deviations to the terms, conditions and/or specifications listed in the bid documents.**

Section/Item	Specification (describe)	Details of Deviation

Signature _____

Must be the same signature that appears on the bid response forms.

Certification of Compliance with Wage Payment Statutes

The bidder hereby certifies that, within the three-year period immediately preceding the bid solicitation date (1/19/2022), the bidder is not a "willful" violator, as defined in RCW 49.48.082, of any provision of chapters 49.46, 49.48, or 49.52 RCW, as determined by a final and binding citation and notice of assessment issued by the Department of Labor and Industries or through a civil judgment entered by a court of limited or general jurisdiction.

I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

_____
Bidder's Business Name

_____
Signature of Authorized Official*

_____
Printed Name

_____
Title

_____ _____ _____
Date City State

Check One:
Sole Proprietorship ☐ Partnership ☐ Joint Venture ☐ Corporation ☐

State of Incorporation, or if not a corporation, State where business entity was formed:

_____

If a co-partnership, give firm name under which business is transacted:

_____

** If a corporation, proposal must be executed in the corporate name by the president or vice-president (or any other corporate officer accompanied by evidence of authority to sign). If a co-partnership, proposal must be executed by a partner.*

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COMPANY PROFILE

Playground Equipment, Surfacing, & Site Amenities
Bid #22-315

COMPANY CONTACT INFORMATION

Company Name: _____ Website: _____

Company Address: _____

City: _____ State: _____ Zip: _____

Contact Person: _____ Title: _____

Contact Phone: _____ Contact Email: _____

State of WA Department of
Licensing Contractor's Registration No. _____

State of WA UBI Number _____
State of WA Department of
Employment Security No. _____

Washington State Excise Tax Registration No. _____

Federal Tax ID Number _____
DUNS Number_____

BACKGROUND

Note: *Generally, in high level contracts, KCDA will not accept an offer from a business that is less than five (5) years old, or which fails to demonstrate and/or establish a proven record of business. If the bidder has recently purchased an established business or has proof of prior success in either this business or a closely related business, provide written documentation and verification in response to the questions below. KCDA reserves the right to accept or reject newly formed companies based on information provided in this response and from its own investigation of the company.*

This business is a ☐ public company ☐ privately owned company.

In what year was this business started under its present name? _____

Under what other or former name(s) has your business operated? _____
_____

Is this business a corporation? ☐ No ☐ Yes. If yes, please complete the following:

Date of incorporation:_____ State of incorporation: _____

Name of President: _____

Name(s) of Vice President(s): _____

Name of Secretary: _____

Name of Treasurer: _____

Is this business a partnership? ☐ No ☐ Yes. If yes, please complete the following:

Date of organization:_____ State founded: _____

Type of partnership, if applicable:_____

Name(s) of general partner(s): _____

Is this organization individually owned? ☐ No ☐ Yes. If yes, please complete the following:

Date of organization:_____ State founded:_____

Name of owner: _____

This organization is a form other than those identified above. ☐ No ☐ Yes.

IF THE ANSWER IS YES, describe the company's format, year and state of origin, and names and titles of the principals.

_____

_____

_____

COMPANY HEADQUARTER LOCATION

Company Address: _____

City: _____ State: _____ Zip: _____

Main Phone Number: _____ How long at this address? _____

COMPANY BRANCH LOCATIONS

Branch Address: _____

City: _____ State: _____ Zip: _____

Branch Address: _____

City: _____ State: _____ Zip: _____

Branch Address: _____

City: _____ State: _____ Zip: _____

Branch Address: _____

City: _____ State: _____ Zip: _____

If more branch locations, insert information here or add another sheet with above information.

SALES HISTORY

Provide your company's annual sales for 2018, 2019 and 2020 in the United States by the various public segments:

	2018	2019	2020
K-12 (public & private), Educational Service Agencies	$	$	$
Higher Education Institutions	$	$	$
Counties, Cities, Townships, Villages	$	$	$
States	$	$	$
Other Public Sector & Non-profits	$	$	$
Private Sector	$	$	$
TOTAL	**$**	**$**	**$**

WORK FORCE

1. **Key Contacts and Providers:** Provide a list of the individuals, titles, and contact information for the individuals who will provide the following services:

Function	Name	Title	Phone	Email
Contract Manager				
Sales Manager				
Customer & Support Manager				
Distributors, Dealers, Installers, Sales Reps				
Consultants & Trainers				
Technical, Maintenance & Support Services				
Quotes, Invoicing & Payments				
Warranty & After the Sale				

Function	Name	Title	Phone	Email
Financial Manager				

2. **Sales Force:** Provide total number and location of salespersons employed by your company in the states of Washington, Oregon, Idaho, Montana and Alaska by completing the following: ***(To insert more rows, hit the tab key from the last field in the State column.)***

Number of Sales Reps	City	State

3. **Service/Support and Distribution Centers:** Provide the type (service/support or distribution) and location of centers that support the states of Washington, Oregon, Idaho, Montana and Alaska completing the following**:** ***(To insert more rows, hit the tab key from the last field in the State column.)***

Center Type	City	State

4. **In-House Resources:** Describe the business's current in-house workforce, equipment and facilities available to perform under this solicitation.

_____
_____
_____

5. **Sales Training:** Explain how your company will educate your sales staff on the KCDA contract including timing, methods, etc.

_____
_____
_____

ENVIRONMENTAL INITIATIVES

1. Describe how your products and/or services support environmental goals.

_____
_____
_____

2. Describe the company's "green" objectives (i.e. LEED, reducing footprint, etc.).

_____
_____
_____

COOPERATIVE CONTRACTS

1. Does your company currently have contracts with other cooperatives (local, regional, state, national)?
   _____ YES _____ NO

If YES, identify which cooperatives and the respective expiration date(s).

_____
_____

If YES and your company is awarded a KCDA Contract, which contract will you lead with in marketing and sales representative presentations (sales calls)?

_____
_____

INDEPENDENT SUBCONTRACTORS, DISTRIBUTORS, INSTALLERS, ETC.

If the Bidder is not the sole manufacturer/provider of all goods and services provided under this contract, the following must be answered:

1. **Selection Criteria for Independent Providers:** Describe the criteria and process by which the business selects, certifies and approves subcontractors, distributors, installers and other independent services.
2. **Current Subcontractors, Distributors, Installers, Etc.:** Provide a list of current subcontractors, distributors, installers and other independent service providers who are contracted to perform the type of work outlined in this bid in the in the states of Washington, Oregon, Idaho, Montana and Alaska. Include, if applicable, contractor license information and the state(s) wherein they are eligible to provide services on behalf of this business.

DISCLOSURES

1. **Letter of Line of Credit or Annual Financial Report (REQUIRED):** Attach a letter from the business's chief financial institution indicating the current line of credit available in its name and evidence of financial stability for the past three calendar years (2018, 2019 and 2020). This letter should state the line of credit as a range (ie., "credit in the low six figures" or "a credit line exceeding five figures"). If company is a publicly traded company a complete Annual Financial Report is required in place of Line of Credit Letter.
2. **Legal:** Does this business have actions currently filed against it? ☐ No ☐ Yes.

IF YES, AN ATTACHMENT IS REQUIRED: List and explain current actions such as Federal Debarment (on US General Services Administration's "Excluded Parties List"), appearance on any state or federal delinquent taxpayer list, or claims filed against the retainage and/or payment bond for projects.

REFERENCES

Provide contact information of your company's five largest public agency customers:

Agency	Name	Title	Phone Number	Email
1.				
2.				
3.				
4.				
5.				

Signature_____

Must be the same signature that appears on the bid response forms

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Uniform Guidance "EDGAR" Certification Form

2 CFR Part 200

When a purchasing agency seeks to procure goods and services using funds under a federal grant or contract, specific federal laws, regulations, and requirements may apply in addition to those under state law. This includes, but is not limited to, the procurement standards of the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, 2 CFR 200, referred to as the "Uniform Guidance" or new "EDGAR". All Respondents submitting proposals must complete this EDGAR Certification form regarding the Respondent's willingness and ability to comply with certain requirements, which may apply to specific agency purchases using federal grant funds.

For each of the items below, the Respondent will certify its agreement and ability to comply, where applicable, by having the Respondent's authorized representative check, initial the applicable boxes, and sign the acknowledgment at the end of this form. If a Respondent fails to complete any item of this form, KCDA will consider and may list the response, as the Respondents are unable to comply. A "No" response to any of the items below may influence the ability of a purchasing agency to purchase from the Respondent using federal funds.

Violation of Contract Terms and Conditions

Provisions regarding Respondent default are included in KCDA's terms and conditions. Any contract award will be subject to such terms and conditions, as well as any additional terms and conditions in any purchase order, ancillary agency contract, or construction contract agreed upon by the Respondent and the purchasing agency, which must be consistent with and protect the purchasing agency at least to the same extent as KCDA's terms and conditions. The remedies under the contract are in addition to any other remedies that may be available under law or in equity.

Termination for Cause of Convenience

For a participating agency purchase or contract in excess of $10,000 made using federal funds, you agree that the following term and condition shall apply:

The participating agency may terminate or cancel any purchase order under this contract at any time, with or without cause, by providing seven (7) business days in advance written notice to the Respondent. If this agreement is terminated in accordance with this paragraph, the participating agency shall only be required to pay Respondent for goods and services delivered to the participating agency prior to the termination and not otherwise returned in accordance with the Respondent's return policy. If the participating agency has paid the Respondent for goods and services provided as the date of termination, Respondent shall immediately refund such payment(s).

If an alternate provision for termination of a participating agency's purchase for cause and convenience, including how it will be affected and the basis for settlement, is in the participating agency's purchase order, ancillary agreement or construction contract agreed to by the Respondent, the participating agency's provision shall control.

Equal Employment Opportunity

Except as otherwise provided under 41 CFR Part 60, all participating agency purchases or contract that meet the definition of "federally assisted construction contract" in 41 CFR Part 60-1.3 shall be deemed to include the equal opportunity clause provided under 41 CFR 60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 CFR Part, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 CFR Part 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor."

The equal opportunity clause provided under 41 CFR 60-1.4(b) is hereby incorporated by reference. Respondent agrees that such provision applies to any participating agency purchase or contract that meets the definition of "federally assisted construction contract" in 41 CFR Part 60-1.3 and Respondent agrees that it shall comply with such provision.

Davis Bacon Act

When required by Federal program legislation, Respondent agrees that, for all participating agency contracts for the construction, alteration, or repair (including painting and decorating) of public buildings or public works, in excess of $2,000, Respondent shall comply with the Davis-Bacon Act (40 U.S.C. 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 CFR Part 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, Respondent is required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specific in a wage determinate made by the Secretary of Labor. Also, Respondent shall pay wages not less than once a week.

Current prevailing wage determinations issued by the Department of Labor are available at www.wdol.gov. Respondent agrees that, for any purchase to which this requirement applies, the award of the purchase to the Respondent is conditioned upon Respondent's acceptance of wage determination.

Respondent further agrees that it shall also comply with the Copeland "Anti-Kickback" Act (40 U.S.C. 3145), as supplemented by Department of Labor regulations (29 CFR Part 3, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). The Act provides that each construction completion, or repair of public work, to give up any part of the compensation to which he is otherwise entitled under his contract of employment, shall be defined under this titled or imprisoned not more than five (5) years, or both.

Contract Work Hours and Safety Standards Act

Where applicable, for all participating agency purchases in excess of $100,000 that involve the employment of mechanics or laborers, Respondent agrees to comply with 40 U.S.C. 3702 and 3704, as supplemented by Department of Labor regulations (29 CFR Part 5). Under 40 U.S.C. 3702 of the Act, Respondent is required to compute the wages of every mechanic and laborer based on a standard workweek of 40 hours. Work in excess of the standard workweek is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the workweek. The requirements of the 40 U.S.C. 3704 applies to construction work and provides that no laborer or mechanic must be required to work in surroundings or under working conditions that are unsanitary, hazardous, or dangerous. These

requirements do not apply to the purchase of supplies, materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.

Right to Inventions Made Under a Contract or Agreement

If the participating agency's federal award meets the definition of "funding agreement" under 37 CFR 401.2(a) and the recipient or sub-recipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance or experiments, developmental or research work under the "funding agreement," the recipient or sub-recipient must comply with the requirements of 37 CFR Part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by the awarding agency.

Clean Air Act and Federal Water Pollution Control Act

Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387), as amended, contracts and subgrants of amounts in excess of $150,000 must contain a provision that requires the non-Federal award to agree to comply with all applicable standards, orders, or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA). When required, Respondent agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Clean Air Act and the Federal Water Pollution Control Act.

Debarment and Suspension

Debarment and Suspension (Executive Orders 12549 and 12689), a contract award (see 2 CFR 180.222) must not be made to parties listed on the government-wide exclusions in the System for Award Management (SAM), in accordance with OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR Part 1966 Comp. p. 189) and 12689 (3 CFR Part 1989 Comp. p. 235), "Debarment and Suspension." SAM exclusions contain the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549. Respondent certifies that the Respondent is not currently listed and further agrees to immediately notify KCDA and all participating agencies with pending purchases or seeking to purchase from the Respondent if Respondent is later listed on the government-wide exclusions in SAM, or is debarred, suspended, or otherwise excluded by agencies or declared ineligible under state statutory or regulatory authority other than Executive Order 12549.

Byrd Anti-Lobbying Amendment

Byrd Anti-Lobbying Amendment (31 U.S.C. 1352), Respondents that apply or bid for an award exceeding $100,000 must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that take place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

Procurement of Recovered Materials

For participating agency purchases utilizing Federal funds, Respondent agrees to comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act where applicable and provide such information and certifications as a participating agency may require to confirm estimates and otherwise comply. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 CFR Part 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds $10,000 or the value of the quantity acquired during the preceding fiscal year exceeded $10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery, and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

Profit as a Separate Element of Price

For purchases using federal funds in excess of $150,000, a participating agency may be required to negotiate profit as a separate element of the price. See 2 CFRR 200.323(b). When required by a participating agency, Respondent agrees to provide information and negotiate with the participating agency regarding profit as a separate element of the price for a particular purchase. However, Respondent agrees that the total price, including profit, charged by the Respondent to the participating agency shall not exceed the awarded pricing, including any applicable discount, under the Respondent's contract with KCDA.

General Compliance with Participating Agencies

In addition to the foregoing specific requirements, Respondent agrees, in accepting any purchase order from a participating agency, it shall make a good faith effort to work with a participating agency to provide such information and to satisfy requirements as may apply to a particular purchase or purchases including, but not limited to, applicable record keeping and record retention requirements as noted in the Federal Acquisition Regulation, FAR 4.703(a).

By initialing the table (1-12) and signing below, I certify that the information in this form is true, complete and accurate and that I am authorized by my business to make this certification and all consents and agreements contained herein.		
Respondent Certification (By Item)	**Respondent Certification:** **YES**, I agree or **NO,** I do NOT agree	**Initial**
1. Violation of Contract Terms and Conditions		
2. Termination for Cause of Convenience		
3. Equal Employment Opportunity		
4. Davis-Bacon Act		
5. Contract Work Hours and Safety Standards Act		
6. Right to Inventions Made Under a Contract or Agreement		
7. Clean Air Act and Federal Water Pollution Control Act		
8. Debarment and Suspension		
9. Byrd Anti-Lobbying Amendment		
10. Procurement of Recovered Materials		
11. Profit as a Separate Element of Price		
12. General Compliance with Participating Agencies		

_____
Name of Business

_____
Signature of Authorized Representative

_____
Printed Name

_____
Date

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April 22, 2022

Northwest Playground Equipment, Inc
Attn: Bob McGarvey
345 NW Dogwood Street
Issaquah, WA 98027
bob@nwplayground.com

The KCDA Board of Directors, at their April 21, 2022 meeting, awarded the following to Northwest Playground Equipment, Inc based upon the response to KCDA Bid #22-315, Playground Equipment, Surfacing, & Site Amenities.

> Playworld, Berliner (MT, AK), Superior Playgrounds, Bison, Cre8Play, Dumor, Dynamo, Earthscape, Exofit, Freenotes/Harmony Park, HAGS, ID Sculpture, Kay Park, MyTCoat, Poligon, Scoremaster, Shade Systems, USA Shade, Wabash Valley, Water Odyssey, Whole Tree, Yalp, Flex Ground, Forever Lawn, No Fault, Robertson/Tot Turf, Shawgrass, Sof Fall, Sof Surfaces, Zeager

KCDA also awards Northwest Playground Equipment, Inc the installation and site work services included in this solicitation. Manufacturer catalog discounts have been awarded as listed in Attachment B. Freight charges will be FOB shipping point on all deliveries.

Please note the bid submitted by Northwest Playground Equipment, Inc, the award by the KCDA Board of Directors, and the signed award letter, forms a contract based upon the terms and conditions set forth in KCDA Bid #22-315, Playground Equipment, Surfacing, & Site Amenities.

This contract is in effect starting May 1, 2022 through April 30, 2023 with options to renew for three one-year periods at the mutual discretion of KCDA and Northwest Playground Equipment, Inc.

Please acknowledge receipt of this contract by signing below and returning to:
Karri Wyman at kwyman@kcda.org

Company Name: Northwest Playground Equipment, Inc

Signature: R McGarvey

Name (printed): Bob McGarvey

Title: President

Date: 4/25/22

Phone: 425-313-9161

Email: bob@nwplayground.com

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April 18, 2023

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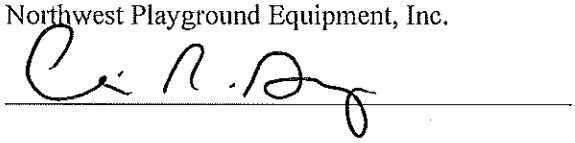
RAM DUTT VEDULLAPALLI
Snoqualmie Valley
School District 410

Northwest Playground Equipment, Inc.
Attn: Bob McGarvey
345 NW Dogwood Street
Issaquah, WA 98027
bob@nwplayground.com

The KCDA Board of Directors, at their April 17, 2023 meeting, approved extension #1 of KCDA contract #22-315 Playground Equipment, Surfacing & Site Amenities. Terms and conditions will remain as originally awarded. Pricing in effect at the time of renewal will carry over into the contract extension.

This contract extension will begin on May 1, 2023 and run through April 30, 2024.

Please acknowledge receipt of this contract extension by signing below and returning to Karri Wyman, kwyman@kcda.org.

Company Name	Northwest Playground Equipment, Inc.
Signature	
Name (printed)	Chris McGarvey
Title	President
Date	April 21st, 2023
Phone	425.681.5848
Email	chris@nwplayground.com

KCDA PURCHASING COOPERATIVE
18639- 80TH Ave S. • P.O. Box 5550 • Kent, WA 98064-5550 • Phone 425-251-8115 • Fax 253-395-5402 • www.kcda.org

April 19, 2024

BOARD OF DIRECTORS

Division 1
TIM CLARK
Kent School District 415

Division 2
STEFANIE MCIRVIN
Renton School District 403

Division 3
LORI METSCHAN
Enumclaw School District 216

Division 4
VACANT

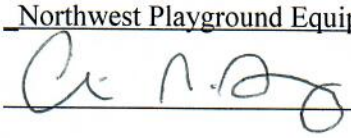
Division 5
VACANT

Northwest Playground Equipment, Inc.
Attn: Chris McGarvey
345 NW Dogwood Street
Issaquah, WA 98027
chris@nwplayground.com

The KCDA Board of Directors, at their April 18, 2024 meeting, approved extension #2 of KCDA contract #22-315 Playground Equipment, Surfacing & Site Amenities. Terms and conditions will remain as originally awarded. Updated pricing has been received and will carry over into the contract extension.

This contract extension will begin on May 1, 2024 and run through April 30, 2025.

Please acknowledge receipt of this contract extension by signing below and returning to Karri Wyman, kwyman@kcda.org.

Company Name	Northwest Playground Equipment, Inc.
Signature	
Name (printed)	Chris McGarvey
Title	President
Date	4/19/24
Phone	425.681.5848
Email	chris@nwplayground.com

King County Directors' Association
A Public Procurement Agency

Staff Report: 102-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 6/3/2024

SUBJECT Sewer Easement with Clark Regional Wastewater District

Key Points

- In 1999, Vancouver-Clark Parks & Recreation Department purchased 38 acres located at 12601 NE 72nd Avenue for the construction of a fire station and for park purposes.
- At the time of purchase, zoning would not allow subdividing of the property, and as a result, ownership of the entire 38 acres vested with the City of Vancouver.
- Fire Station #7 was constructed on the five acres adjacent to NE 72nd Avenue leaving the remaining 33 acres for future park development.
- This station is currently served by a septic system. Construction of this sewer trunk line will allow a city asset to be connected to the public sewer system.

Strategic Plan Alignment

Climate and Natural Systems – Environmental stewardship and efforts to address climate change to ensure a sustainable future.

High Performing Government – a government that is reliable, fiscally responsible, equitable, and open to compromise.

Present Situation

The City of Vancouver currently owns 38 acres located at 12601 NE 72nd Avenue. This property was purchased in 1999 by Vancouver fire district #5 and Vancouver-Clark Parks & Recreation for the construction of a fire station and for park purposes.

In 2007 City of Vancouver Fire Station #7 was constructed on the five acres that are adjacent to NE 72nd Avenue, which left the remaining 33 acres of the property for future park development. In May of 2013, the City conveyed an easement for “park purposes” to Clark County over the eastern 33 acres of the property. Clark County has recently delayed the development of the Curtin Creek Community Park on a portion of the remaining 33 acres; however, Clark Regional Wastewater District desires to continue with their Curtin Creek Trunk Project.

The purpose of this easement is to allow Clark Regional Wastewater District to install sewer facilities which will serve not only City of Vancouver Fire Station #7 and Curtin Creek Community Park but additional development in the area.

Fire Station #7 is currently served by a septic system. As a condition of granting CRWWD an easement over City property, CRWWD will, at their expense, coordinate the connection to the new district-owned lateral upon completion of the mainline extension – inclusive of all fees and expenses for the application, permitting, plan review, processing fees involved in a new connection. The City of Vancouver will be responsible for system development charges which cannot be waived by CRWWD and decommissioning of the existing septic system.

Advantage(s)

1. City and Clark Regional Wastewater District (CRWWD) partnering to improve services in this area to accommodate growth.
2. Provides for the connection of a City asset to the public sewer system.

Disadvantage(s)

No disadvantages are foreseen.

Budget Impact

None, the following additional costs associated with this item will be covered by the current Facilities/General Services budget.

- Decommission septic tank of approximately $7,000.
- System development fees of approximately $14,000.

Prior Council Review

3/20/2023 Interlocal Agreement between Clark County and City of Vancouver for Development of Curtin Creek Park.

Action Requested

Authorize the City Manager, or designee, to execute a Sewer Easement with Clark Regional Wastewater District for the development of CRWWD's Curtin Creek Trunk Project.

Linda Carlson, Property Management Specialist, 360-487-8423

ATTACHMENTS:

- Sewer Easement

AFTER RECORDING RETURN TO:
Clark Regional Wastewater District
PO Box 8979
Vancouver, WA 98668-8979

SEWER EASEMENT

****

GRANTOR: CITY OF VANCOUVER, A WASHINGTON MUNICIPAL CORPORATION

GRANTEE: CLARK REGIONAL WASTEWATER DISTRICT, A WASHINGTON SEWER DISTRICT

ABBREVIATED LEGAL DESCRIPTION: #18 SEC 29 T3N R2EWM

FULL LEGAL DESCRIPTION ATTACHED AS EXHIBIT A

ASSESSOR'S TAX PARCEL NUMBER: 198555-000

****

THIS SEWER EASEMENT (this "Easement") is made effective June ____, 2024 (the "Effective Date") by and between the City of Vancouver, a Washington municipal corporation with the business address 415 W. 6th Street, Vancouver, WA 98660 and mailing address PO Box 1995, Vancouver, WA 98668, on behalf of the Vancouver Fire Department ("Grantor" or "City") and the Clark Regional Wastewater District, a Washington sewer district with the business address 8000 NE 52nd Court, Vancouver, WA 98665 ("Grantee" or "District"), in accordance with the following agreement:

1. Grant of Permanent Sewer Easement. Grantor, for and in consideration of One Dollar ($1.00) and other valuable consideration, described herein and in hand paid, conveys and grants to the Grantee a permanent, nonexclusive, sanitary sewer easement over, under, and across a portion of that certain above-referenced real property situated in Clark County, Washington ("Grantor's Property"), as legally described on the attached Exhibit A and depicted on the attached Exhibit B (the "Easement Area").

2. Purpose. This Easement is made in service of the Curtin Creek Trunk Project and granted for the purpose of constructing, installing, connecting, operating, maintaining, reconstructing, and repairing a sanitary sewer, including gravity trunks, force mains, and service laterals, and all appurtenances thereto (the "Sewer Facilities").

3. Temporary Construction Access. For the limited purpose of initial construction and installation of the Sewer Facilities, which will include Grantee piling dirt, moving, placing, and using equipment and supplies, and other necessary operations for and in connection with the initial construction of the Sewer Facilities and in accordance with the construction responsibilities defined for Grantee and Grantor in this section, Grantor further conveys and grants to Grantee a temporary construction easement (the "Temporary Construction Access") over, under, and across a portion of Grantor's Property, as legally described on the attached Exhibit C and depicted on the attached Exhibit D (the "Temporary Construction Area"). This Temporary Construction Access shall terminate upon the date that is 30 days after the Connection Date described below.

a. Grantee's Construction Responsibilities:
    i. Grantee, at its sole cost and expense, shall install a District-owned lateral sewer line in the Easement Area, which is located in the vicinity of the Grantor's existing private lateral between the Vancouver Fire Station building located on Grantor's Property and the existing septic drain field as part of (i.e., simultaneously with) installation of the Sewer Facilities.
    ii. In conjunction with construction of the Sewer Facilities, Grantee must coordinate the connection of the Fire Station lateral, at Grantee's expense, to the new District-owned lateral upon completion of the sewer mainline extension and its acceptance by the Grantee (the "Connection Date").
    iii. Grantee shall be responsible for all fees and expenses for the application, permitting, plan review, processing fees and latecomer's payments, if applicable, involved in a new connection to the Grantee's system for the connection of the Fire Station lateral to the new District-owned lateral, except system development charges.

b. Grantor's Construction Responsibilities:
    i. Grantor shall be responsible for system development charges arising from connection of the Fire Station lateral to the new District-owned lateral.
    ii. Grantor shall be responsible for any and all requirements associated with decommissioning the existing septic system after connection of the Fire Station to the District-owned lateral.

4. Access. Grantee shall have the right, without notice, at all times as may be necessary to enter upon Grantor's Property by way of the ingress and egress access depicted on Exhibit B solely for the purposes of exercising its limited rights to the Easement Area and the Temporary Construction Area provided by this Easement.

5. Restoration. To the extent the Easement Area or the Temporary Construction Area is disturbed by Grantee, the Grantee shall, at Grantee's sole expense, restore the surface of the Easement Area and the Temporary Construction Area as nearly as practicable to the condition in which it existed as of the Effective Date.

6. Reservation of Rights. All rights, title, interest, use, and enjoyment of the Easement are reserved to Grantor. However, Grantor shall not construct or install any permanent fixtures in the Easement Area or Temporary Construction Area or substantially impede Grantee's rights under this Easement.

7. Protection of Sewer Facilities. Grantor covenants that no digging, tunnelling, or other form of underground construction activity will be done on the Easement Area that would disturb, damage, unearth, or interfere with the Sewer Facilities, or otherwise endanger the lateral support to the Sewer Facilities.

8. Binding Effect. This Easement and the rights and obligations under this Easement are intended to and shall run with the land and benefit and bind Grantor and Grantee and their respective successors, heirs, and assigns.

9. Title. Grantor warrants that Grantor owns fee title to the Easement Area and the Temporary Construction Area and warrants Grantee's quiet enjoyment of the same.

10. Attorney Fees. If either Grantor or Grantee bring any suit or other proceeding arising out of or in connection with this Easement, the prevailing party (as determined by the court or other authority before which the proceeding is commenced) shall be, in addition to such other relief as may be awarded, entitled to recover reasonable attorneys' fees.

11. Governing Law. This Easement is governed by the laws of the State of Washington without regard to conflict of laws principles, and venue shall lie in the courts of Clark County, Washington.

12. Entire Easement, Amendment. This Easement represents the entire agreement of Grantor and Grantee with respect to the subject matter of this Easement. This Easement may only be modified by written agreement executed by both Grantor and Grantee.

13. Authority. Each designated individual executing this Easement on behalf of Grantor or Grantee represents that they have full authority to sign this Easement on behalf of the respective represented party.

14. Counterparts. This Easement may be executed in counterparts, each of which shall be deemed an original and all of which, when taken together, shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Easement as of the Effective Date.

GRANTOR:

THE CITY OF VANCOUVER, a Washington Municipal Corporation

By:_____
By: Eric Holmes, City Manager

STATE OF WASHINGTON }
} ss
COUNTY OF CLARK }

I certify that I know or have satisfactory evidence that Eric Holmes is the person who appeared before me, and said person acknowledged that they signed this instrument, on oath stated that they were authorized to execute the instrument on behalf of GRANTOR and acknowledged it as the City Manager of the City of Vancouver to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Date _____

_____
Notary Public in and for the State of WA
residing at _____
My Commission expires _____

Attest:

By: _____
By: Natasha Ramras, City Clerk or Designee

Approved as to form:

By: _____
By: Jonathan Young, City Attorney or Designee

GRANTEE:

CLARK REGIONAL WASTEWATER DISTRICT, a Washington Sewer District

By:_____
By: John M. Peterson, PE, General Manager

STATE OF WASHINGTON }
} ss
COUNTY OF CLARK }

I certify that I know or have satisfactory evidence that John M. Peterson is the person who appeared before me, and said person acknowledged that they signed this instrument, on oath stated that they were authorized to execute the instrument on behalf of GRANTEE and acknowledged it as the General Manager of the Clark Regional Wastewater District to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

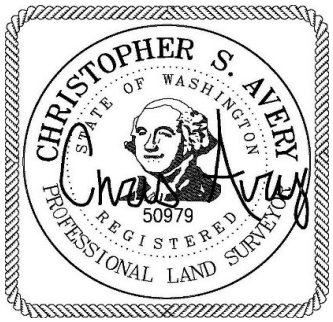
Date _____

_____
Notary Public in and for the State of WA
residing at _____
My Commission expires _____

EXHIBIT A
EASEMENT AREA LEGAL DESCRIPTION

MINISTER-GLAESER SURVEYING INC.

Vancouver Office – 2200 E. Evergreen Blvd., Vancouver, Washington 98661
(360) 694-3313 (360) 694-8410 FAX
Pasco Office – 6303 Burden Blvd. Suite E, Pasco, Washington 99301
(509) 544-7802 (509) 544-7862FAX



Signed: 12/18/23

EXHIBIT "A"

CRWWD SANITARY SEWER EASEMENT DESCRIPTION:

A variable width strip of land located over, under, and across a portion of the City of Vancouver parcel according to Deed recorded in Auditor's File Number 3174451, located in a portion of the Northeast and Northwest quarters of the Southwest quarter of Section 29, Township 3 North, Range 2 East of the Willamette Meridian, Clark County, Washington, more particularly described as follows;

BEGINNING at a point on the South line of said City of Vancouver parcel that bears North 88°32'15" West, a distance of 1105.00 feet, from the Southeast corner thereof, according to Record of Survey in Book 44 at Page 135;

Thence North 88°32'15" West, along the South line of said City of Vancouver parcel, for a distance of 790.30 feet;

Thence leaving said South line, North 48°46'03" West, for a distance of 137.52 feet;

Thence North 01°25'50" East, for a distance of 192.78 feet;

Thence North 88°34'10" West, for a distance of 352.40 feet;

Thence South 01°25'50" West, for a distance of 5.00 feet;

Thence North 88°34'10" West, for a distance of 275.71 feet, to a point on the East right-of-way line of NE 72nd Ave;

Thence North 01°25'51" East, along said East right-of-way, for a distance of 50.00 feet;

Thence leaving said East right-of-way, South 88°34'10" East, for a distance of 275.71 feet;

Thence South 01°25'50" West, for a distance of 5.00 feet;

Thence South 88°34'10" East, for a distance of 372.40 feet;

Thence South 01°25'50" West, for a distance of 223.41 feet;

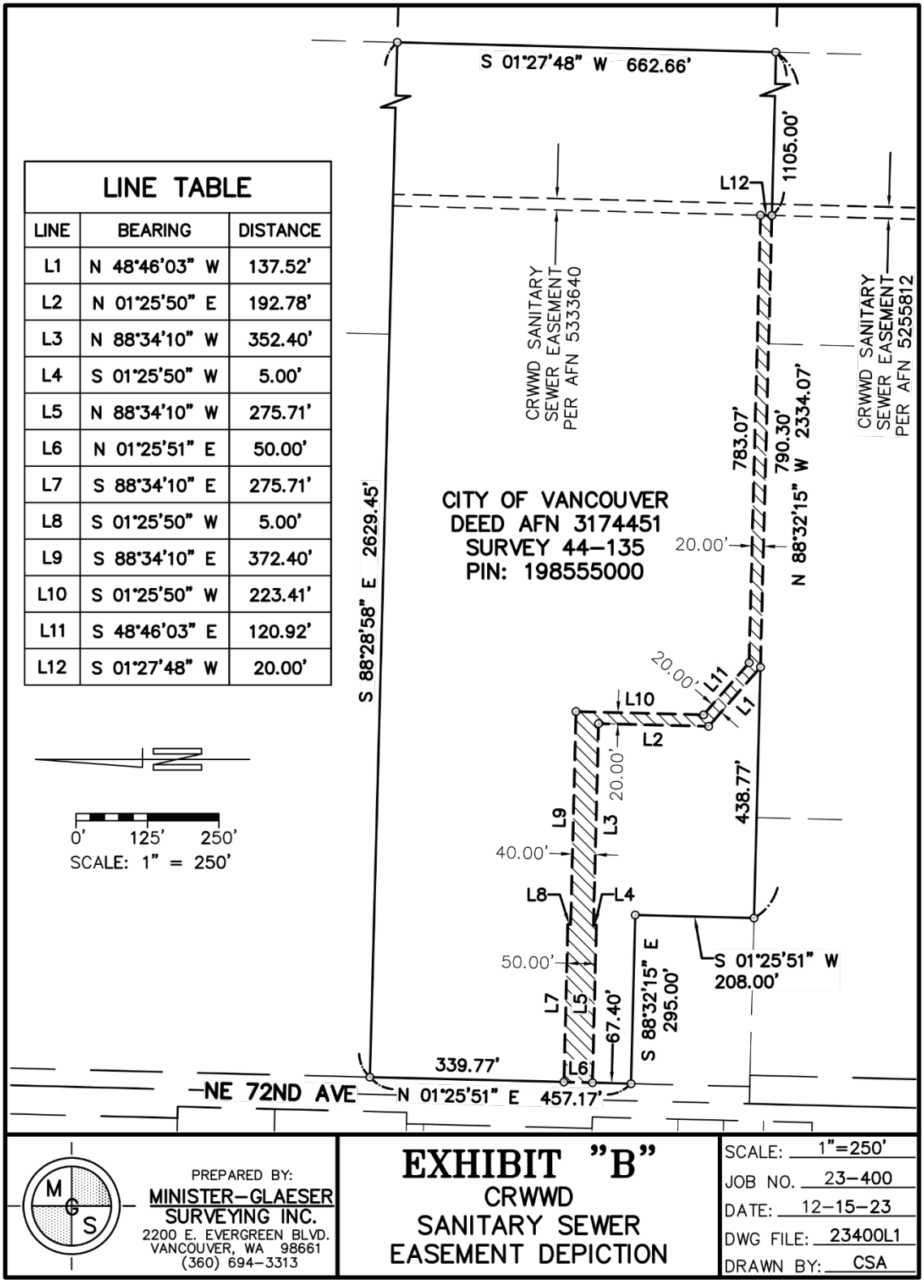
Thence South 48°46'03" East, for a distance of 120.92 feet;

Thence South 88°32'15" East, for a distance of 783.07 feet, to a point on the West line of the Sewer Easement recorded Auditor's File Number 5333640;

Thence South 01°27'48" West, along said West easement line, for a distance of 20.00 feet to the **POINT OF BEGINNING.**

CONTAINING: 50,762 square feet of land.

EXHIBIT B
EASEMENT AREA AND ACCESS DEPICTIONS



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 48°46'03" W	137.52'
L2	N 01°25'50" E	192.78'
L3	N 88°34'10" W	352.40'
L4	S 01°25'50" W	5.00'
L5	N 88°34'10" W	275.71'
L6	N 01°25'51" E	50.00'
L7	S 88°34'10" E	275.71'
L8	S 01°25'50" W	5.00'
L9	S 88°34'10" E	372.40'
L10	S 01°25'50" W	223.41'
L11	S 48°46'03" E	120.92'
L12	S 01°27'48" W	20.00'

PREPARED BY:
MINISTER-GLAESER SURVEYING INC.
2200 E. EVERGREEN BLVD.
VANCOUVER, WA 98661
(360) 694-3313

EXHIBIT "B"
CRWWD
SANITARY SEWER
EASEMENT DEPICTION

SCALE: 1"=250'
JOB NO. 23-400
DATE: 12-15-23
DWG FILE: 23400L1
DRAWN BY: CSA

Curtin Creek Trunk Line
Ingress - Egress Easement Area Exhibit

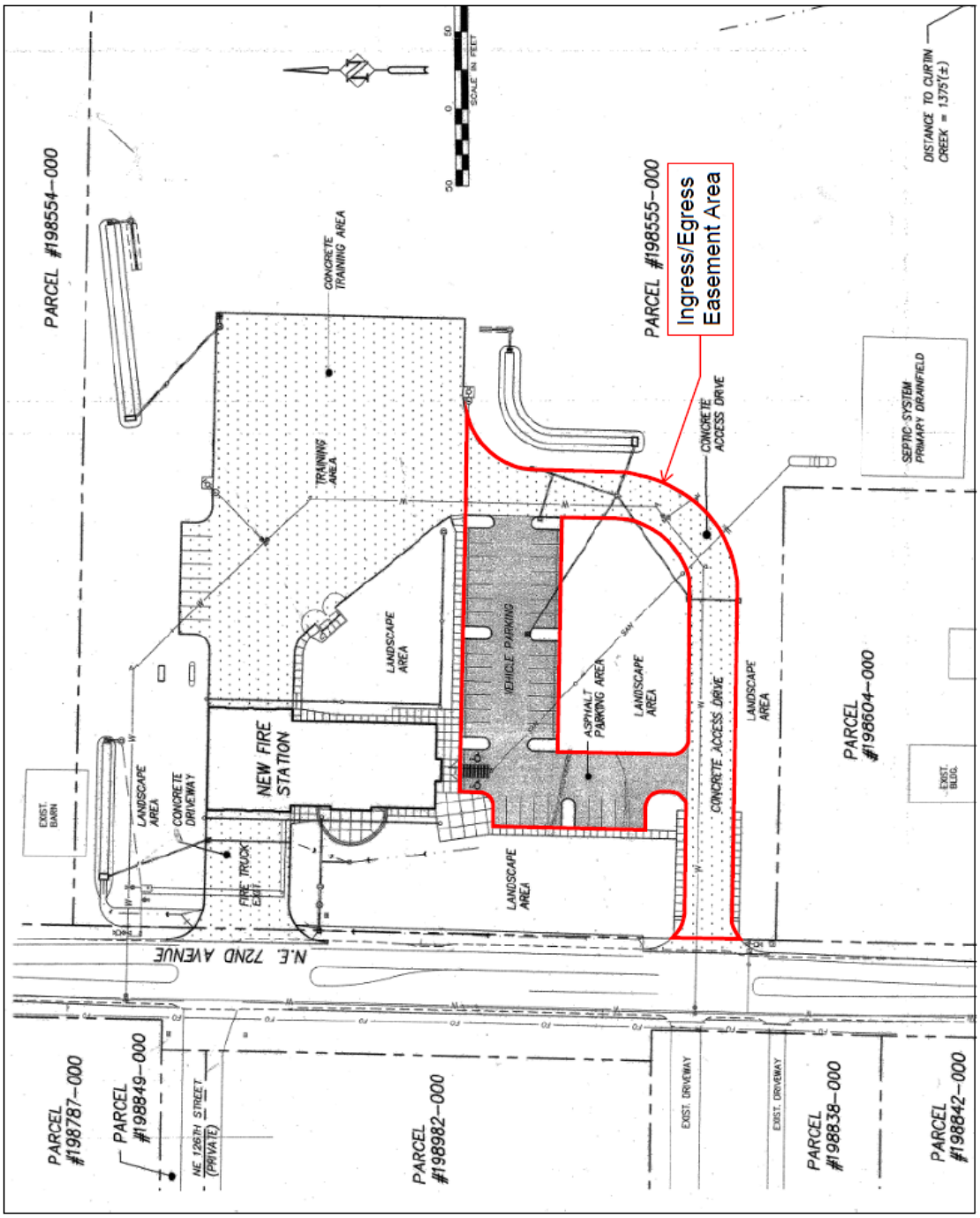
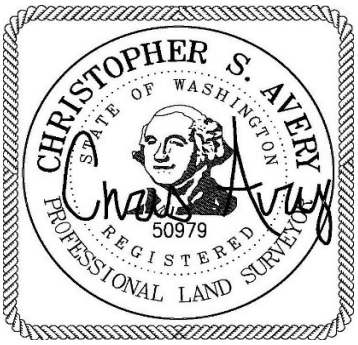


EXHIBIT C
TEMPORARY CONSTRUCTION AREA LEGAL DESCRIPTION

MINISTER-GLAESER SURVEYING INC.

Vancouver Office – 2200 E. Evergreen Blvd., Vancouver, Washington 98661
(360) 694-3313 (360) 694-8410 FAX
Pasco Office – 6303 Burden Blvd. Suite E, Pasco, Washington 99301
(509) 544-7802 (509) 544-7862 FAX



Signed: 02/12/24

EXHIBIT "C"

TEMPORARY CONSTRUCTION EASEMENT DESCRIPTION:

A variable width strip of land located over, under, and across a portion of the City of Vancouver parcel according to Deed recorded in Auditor's File Number 3174451, located in a portion of the Northeast and Northwest quarters of the Southwest quarter of Section 29, Township 3 North, Range 2 East of the Willamette Meridian, Clark County, Washington, more particularly described as follows;

BEGINNING at a point on the South line of said City of Vancouver parcel that bears North 88°32'15" West, a distance of 1105.00 feet, from the Southeast corner thereof, according to Record of Survey in Book 44 at Page 135;

Thence North 88°32'15" West, along the South line of said City of Vancouver parcel, for a distance of 821.57 feet;

Thence leaving said South line, North 48°46'03" West, for a distance of 122.86 feet;

Thence North 01°25'50" East, for a distance of 182.14 feet;

Thence North 88°34'10" West, for a distance of 312.40 feet;

Thence South 01°25'50" West, for a distance of 5.00 feet;

Thence North 88°34'10" West, for a distance of 295.71 feet, to a point on the East right-of-way line of NE 72nd Ave;

Thence North 01°25'51" East, along said East right-of-way, for a distance of 90.00 feet;

Thence leaving said East right-of-way, South 88°34'10" East, for a distance of 295.71 feet;

Thence South 01°25'50" West, for a distance of 5.00 feet;

Thence South 88°34'10" East, for a distance of 372.40 feet;

Thence South 01°25'50" West, for a distance of 234.04 feet;

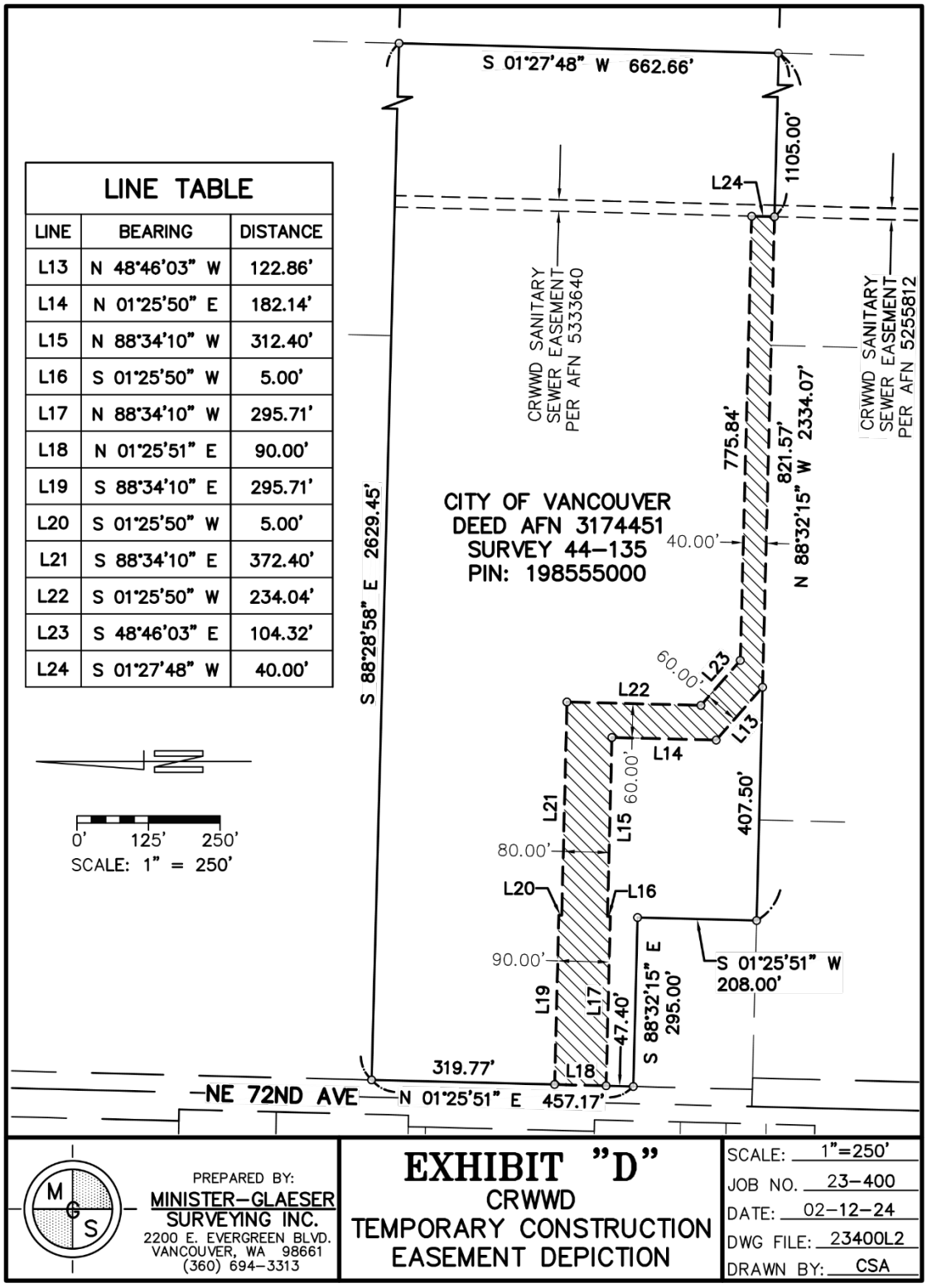
Thence South 48°46'03" East, for a distance of 104.32 feet;

Thence South 88°32'15" East, for a distance of 775.84 feet, to a point on the West line of the Sewer Easement recorded Auditor's File Number 5333640;

Thence South 01°27'48" West, along said West easement line, for a distance of 40.00 feet to the **POINT OF BEGINNING.**

CONTAINING: 105,255 square feet of land.

EXHIBIT D
TEMPORARY CONSTRUCTION AREA DEPICTION



LINE TABLE		
LINE	BEARING	DISTANCE
L13	N 48°46'03" W	122.86'
L14	N 01°25'50" E	182.14'
L15	N 88°34'10" W	312.40'
L16	S 01°25'50" W	5.00'
L17	N 88°34'10" W	295.71'
L18	N 01°25'51" E	90.00'
L19	S 88°34'10" E	295.71'
L20	S 01°25'50" W	5.00'
L21	S 88°34'10" E	372.40'
L22	S 01°25'50" W	234.04'
L23	S 48°46'03" E	104.32'
L24	S 01°27'48" W	40.00'

PREPARED BY:
MINISTER-GLAESER SURVEYING INC.
2200 E. EVERGREEN BLVD.
VANCOUVER, WA 98661
(360) 694-3313

EXHIBIT "D"
CRWWD
TEMPORARY CONSTRUCTION EASEMENT DEPICTION

SCALE: 1"=250'
JOB NO. 23-400
DATE: 02-12-24
DWG FILE: 23400L2
DRAWN BY: CSA

Staff Report: 103-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 6/3/2024

SUBJECT Resolution for the Award of the Culture, Arts & Heritage Grants

Key Points

- On April 16, 2018, the City Council adopted a new Culture, Arts and Heritage Plan to guide the establishment of the City's new Cultural Services Program.
- The Plan recommended restoring the City's Culture, Arts & Heritage Grant Program.
- City Council is being asked to approve full or partial funding for 20 Culture, Arts & Heritage Grants for 2024 totaling $107,900 and funding for Vancouver Arts & Music Festival performances in the amount of $25,000.

Strategic Plan Alignment

Culture and Heritage – celebrating culture and heritage.

Present Situation

On April 16, 2018, City Council adopted a new Culture, Arts and Heritage Plan. The plan lays out three elements in its six-year action plan, one of which is to "Build Cultural Capacity." Restarting the City's Culture, Arts & Heritage Grant Program was identified as a key action to reach that goal, under Objective 1.3: Expand City-supported arts and cultural programs.

Funding for the Culture, Arts & Heritage Grant Program was restored in the 2023-2024 biennial budget. In 2023, 15 grants totaling $92,100 were awarded based on recommendations from the Culture, Arts & Heritage Commission. The Commission additionally recommended the award of $25,000 to 25 performers at the Vancouver Arts & Music Festival. $7,900 was added to the 2024 grant budget.

The 2023 grants provided funding for murals, concerts, cultural events, and arts education in K-12 schools, as well as compensation for artists and musicians across 9 zip codes in the Vancouver Urban Growth Area. Project reports reflect that tens of thousands Vancouver residents have benefitted from the grant projects through access to art, culture and heritage that may not have been available without the City's grant program.

This year, the City received 31 proposals for grant funding, a 61% increase from the 2023 grant cycle. The Commission voted on the 2024 proposals at its May 7, 2024, meeting and is recommending funding for 20 grant proposals totaling $107,900. The Commission also recommends a direct commitment of $25,000 to the Vancouver Art & Music Festival, which will be awarded as grants to performers who were chosen by a competitive process by the Dance Performance Selection Committee and the Music Performance Selection Committee.

Advantage(s)

The City will provide much needed support to arts, culture, and heritage programs, projects and associated professionals.

Disadvantage(s)

None

Budget Impact

The 2023-2024 Cultural Services budget has funds available for the grants in the amount of $132,900. No additional appropriation will be needed to cover the proposed grants.

Prior Council Review

- Approval of Culture, Arts and Heritage Plan on April 16, 2018
- Approval of 2023-2024 Budget on November 21, 2022

Action Requested

On June 3, 2024, approve the 2024 Culture, Arts & Heritage Grants and grants to the festival performers, as recommended by the Culture, Arts and Heritage Commission, and authorize the City Manager, or designee, to execute grant agreements consistent with the awards.

Stacey Donovan, Cultural Services Manager; 360-487-8630

ATTACHMENTS:

- Resolution
- 2024 Grant Recommendation Table

06-03-2024

RESOLUTION NO. M-_____

A RESOLUTION awarding City of Vancouver Culture, Arts & Heritage Grants for 2024 as recommended by the Culture, Arts and Heritage Commission.

WHEREAS, on April 16, 2018, the City Council adopted a new Culture, Arts and Heritage Plan ("Plan"); and

WHEREAS, on August 26, 2019 the City Council appointed a new Culture, Arts and Heritage Commission ("Commission") to serve as the oversight body for the implementation of the Plan; and

WHEREAS, one of the strategies recommended for implementation of the Plan was restoring the Culture, Arts & Heritage Grant Program under the auspices of the Commission; and

WHEREAS, in the 2023-2024 biennial budget the Council approved $125,000 per year to support the reimplementation of the Culture, Arts and Heritage Grant Program ("Program"); and

WHEREAS, during its May 7, 2024 meeting the Commission reviewed and voted to approve certain grant recipients for the 2024 Program and separately agreed to reserve $25,000 to award as grants for performances at the Vancouver Arts and Music Festival ("Festival"), which will be held August 2nd - August 4th, 2024; consistent with the Plan;

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. As recommended by the Culture, Arts and Heritage Commission, the following recipients are hereby awarded grants for culture, arts and heritage projects and programs for 2024:

1. $5,000 to Columbia Play Project for graphic design for its “Energy on the Move” exhibit;
2. $5,000 to Unitarian Universalist Church of Vancouver for materials and artist fees for “A Shareable Feast: Community Garden Mural”;
3. $4,750 to Fourth Plain Forward for artist and presenter fees for Shifted Theory LLC’s “Art, Identity & Movement” program;
4. $4,000 to Fourth Plain Forward for event production fees for Cheri Jamison Consulting LLC’s “Business Essentials for Creatives” event;
5. $3,800 to Enspire Arts for artist fees, advertising and materials for its “Celebrate the Arts: Community Concert”;
6. $10,000 to Sakura 39ers Youth Association for materials and equipment for its “Chuukese Language & Cultural Programs”;
7. $3,000 to Artstra for advertising and printing fees for “Clark County Open Studios”;
8. $7,600 to Clark County Latino Youth DBA Latino Leadership NW for artist and intern stipends and event supplies for its “Dia De Los Muertos Baile and Community Altar”;
9. $10,000 to La Casita Cultural Center and Art Gallery for artist stipends and event materials for its “Dia de Muertos Exhibit and First Friday Exhibits”;
10. $3,000 to Vancouver Ballet Folklorico for supplies, equipment and artist fees for its “Dia de Muertos-Luminarias”;
11. $5,000 to VITA Elementary PTSA for artist fees, costuming and catering for its “Exploring Heritage with VITA”;

12. $5,000 to Fourth Plain Forward for supplies and professional fees for its "Fourth Plain Community Arts Program";
13. $6,000 to Latino Community Resource Group of Clark County for artist fees and cultural food for its "Multicultural Resource Fair";
14. $5,000 to Historic Music Preservation Project for artist fees for "Musician Compensation Assistance";
15. $8,000 to Clark County Historical Society Washington for printing and graphic design fees for its "NAACP 80th Anniversary Exhibit";
16. $1,800 to Society of Washington Artists for artist fees for Sharon Svec's "Real Art Demonstrations";
17. $5,000 to Vancouver's Downtown Association for fabrication fees for its "Rotating Art Display" program;
18. $5,000 to Vancouver's Downtown Association for materials and artist fees for Hill Yeah! Eco Arts Studio's "Uptown Wild Haven Mural";
19. $5,900 to Vietnamese Community of Clark County for materials, food, and venue rental fees for its "Vietnamese Tet Festival";
20. $5,000 to Vancouver Master Chorale for artist fees for its "VMC Classical Jazz Spring Concert."

Section 2. As recommended by the Commission, $25,000 is reserved to support grants to performers at the Festival. The following performers are scheduled to perform and receive grants following their performance. It is anticipated that there may be some performance cancellations and replacements because the Festival does not occur until August 2024; however, this is the expected list of performers and agreed grant amounts as of May 2024.

1. $1000 to The Bylines;
2. $1000 to Bossa PDX;
3. $1000 to Darling Radio;
4. $1000 to Skamokawa Swamp Opera;
5. $1000 to Bon Bon Vivant;
6. $1000 to Festival Brass;
7. $1000 to Jam Session;
8. $1000 to Ne Plus Ultra Jass;
9. $1000 to The Departures;
10. $500 to Vietnamese Community of Clark Co;
11. $250 to Fort Vancouver Pipe Band;
12. $500 to Cottage Dance Academy;
13. $500 to Columbia Dance;
14. $500 to Yeates Academy of Irish Dance;
15. $750 to Riverside Performing Arts;
16. $1000 to Vancouver Ballet Folklorico;
17. $500 to push/Fold;
18. $750 to Groove Nation;
19. $1000 to Global Fusion;
20. $1000 to Opera on Tap;
21. $1000 to Johnny Clay;
22. $750 to Sweta Ravisankar;
23. $1000 to River Divide;

RESOLUTION - 4

24. $1000 to Carpathian-Pacific Express;

25. $1000 to George Colligan and Zyanna;

26. $1000 to Seth Moran;

27. $1500 to Sadie Gray;

28. $1500 to Sammuel Hawkins.

Section 3. The City Manager or designee is hereby authorized to execute on behalf of the City all necessary agreements with grant recipients consistent with the awards referenced above.

ADOPTED at a Regular Meeting of the Vancouver City Council this 3rd day of June, 2024.

_____
Anne McEnerny-Ogle, Mayor

Attest:

_____
Natasha Ramras, City Clerk

Approved as to form:

_____
Jonathan Young, City Attorney

RESOLUTION - 6

2024 CULTURE, ARTS & HERITAGE GRANT RECOMMENDATIONS

Organization Name	Zip	Project Name	Project Type	Request	Recommendation
Columbia Play Project	98668	"Energy on the Move"	Exhibit; Education	$ 10,000.00	$ 5,000.00
Columbia Dance	98663	2024-2025 Orchards Elementary Outreach Project	Performance; Education	$ 8,200.00	$ -
Unitarian Universalist Church of Vancouver	98661	A Shareable Feast: Community Garden Mural	Education; Permanent Public Art	$ 5,000.00	$ 5,000.00
Columbia Arts Network	98661	Art Organizations Support in Vancouver	Exhibit; Education; Temporary Public Art	$ 9,000.00	$ -
Fourth Plain Forward	98662	Art, Identity, & Movement	Exhibit; Education; Temporary Public Art	$ 6,765.00	$ 4,750.00
Fourth Plain Forward	98661	Business Essentials for Creatives	Education; Other	$ 8,000.00	$ 4,000.00
Enspire Arts	98607	Celebrate the Arts: Community Concert	Performance; Music; Other	$ 3,800.00	$ 3,800.00
Sakura 39ers Youth Association	98661	Chuukese Language & Cultural Programs	Education	$ 10,000.00	$ 10,000.00
Artstra	98666	Clark County Open Studios	Exhibit; Education; Other	$ 10,000.00	$ 3,000.00
Clark County Latino Youth DBA Latino Leadership NW	98604	Dia De Los Muertos Baile and Community Altar	Performance; Exhibit; Music; Education;	$ 7,600.00	$ 7,600.00
La Casita Cultural Center and Art Gallery	98663	Dia de Muertos Exhibit and First Friday Exhibits	Performance; Exhibit; Music; Education;	$ 10,000.00	$ 10,000.00
Vancouver Ballet Folklorico	98683	Dia de Muertos-Luminarias 2024	Performance; Education; Temporary Public Art	$ 10,000.00	$ 3,000.00

Historic Music Preservation Project	98660	Education and Outreach Development	Performance; Music; Education	$	10,000.00	$	-
VITA Elementary PTSA	98663	Exploring Heritage with VITA	Performance; Music; Education	$	5,000.00	$	5,000.00
Fourth Plain Forward	98661	Fourth Plain Community Commons Arts Program	Education	$	10,000.00	$	5,000.00
Historic Music Preservation Project	98660	HMPP Marketing Assistance	Performance; Music; Education	$	8,000.00	$	-
Marianas Alliance for Growth of Islanders	97006	Marianas Festival	Performance; Education; Temporary Public Art	$	10,000.00	$	-
Metropolitan Performing Arts	98661	MPA Ambassadors Performance Outreach Program	Performance; Music; Education	$	13,800.00	$	-
Latino Community Resource Group of Clark County	98666	Multicultural Resource Fair	Performance	$	9,800.00	$	6,000.00
Historic Music Preservation Project	98660	Musician Compensation Assistance	Performance; Music; Education	$	10,000.00	$	5,000.00
Clark County Historical Society Washington	98660	NAACP 80th Anniversary Exhibit	Exhibit	$	10,000.00	$	8,000.00
Washington State University	98686	Raise Your Voice Series	Education	$	10,000.00	$	-
Society of Washington Artists	98661	Real Art Demonstration (RAD)	Other	$	1,800.00	$	1,800.00
Vancouver's Downtown Association	98660	Restoring The Kiggins Theatre	Education; Permanent Public Art	$	10,000.00	$	-
Vancouver's Downtown Association	98660	Rotating Art Display (RAD) Program	Exhibit; Education; Permanent Public Art	$	10,000.00	$	5,000.00

Vancouver's Downtown Association	98661	Uptown Wild Haven Mural	Permanent Public Art	$	9,120.00	$	5,000.00
Vancouver Master Chorale	98686	Vancouver Master Chorale Holiday Concert	Performance; Music	$	10,000.00	$	-
Vancouver Master Chorale	98686	Verdi Requiem Concert	Performance; Music	$	10,000.00	$	-
Vietnamese Community of Clark County	98682	Vietnamese Tet Festival (known as Lunar New Year)	Performance; Exhibit; Music	$	5,950.00	$	5,950.00
Vancouver Master Chorale	98686	VMC Classical Jazz Spring Concert	Performance; Music	$	10,000.00	$	5,000.00
Above The Rim	98642	WE GOT NEXT COMMUNITY FEST!!	Education; Other	$	10,000.00	$	-
				$	**271,835.00**	**$**	**107,900.00**

CITY OF Vancouver WASHINGTON

Staff Report: 104-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 6/3/2024

SUBJECT Resolution for the Artillery Barracks Roof Replacement Grant

Key Points

- The City is interested in applying for a Heritage Capital Projects grant through the Washington Historic Society (WSHS) to replace the roof on the Artillery Barracks building.
- The grant requires a 2-to-1 match and funds are available in the Historic Reserve capital fund for this project.
- The grant program requires a City Council resolution demonstrating support for the project and authorization to pursue the grant.

Strategic Plan Alignment

Culture and Heritage – celebrating culture and heritage.

Present Situation

Since 2012, the City and the Historic Trust have strategically pursed the replacement of most of the roofs on Officers Row and in the West Reserve area. In many of these projects, we have been successful at leveraging funding through WSHS targeted to historic preservation to support this work. Recent projects include the Grant House, completed last year, and the O. O. Howard House, slated for construction this summer.

The City and Trust have identified the Artillery Barracks as the next priority project. Work will include replacement of the roof and associated repairs to ensure durable weatherization to support preservation of this historic asset. Based on cost estimates for this work, grant funds of $260,000 will be requested. The grant match will be up to $520,000 and cash reserve is available in the Vancouver National Historic Register (VNHR) capital fund to support this project.

Finalization of plans and refinement of costs is occurring now and a contract for construction would come to City Council in a separate action if this grant is received.

Advantage(s)

1. This grant would provide funding to preserve the historic Artillery Barracks building.
2. WSHS administration of the program ensures that appropriate methods are used to meet or exceed historic preservation standards.

Disadvantage(s)

This project requires a match; but it is likely that costs could increase if we wait and experience water damage.

Budget Impact

If the grant is awarded, there will be a need to add the appropriation in the VNHR fund for the total expenditure, including the local match. The grant requires a 2-to-1 match and funds are available the VNHR capital reserve to support this project.

Prior Council Review

None

Action Requested

On June 3, 2024, adopt a resolution supporting the City's application for a 2025-2027 Heritage Capital Projects grant from Washington State Historic Society to replace the roof on the Artillery Barracks.

Dave Perlick, Parks and Recreation Director, 360-487-8314

ATTACHMENTS:

- Resolution for Artillery Barracks Grant

06/03/24

RESOLUTION NO. M-_____

A RESOLUTION authorizing the City of Vancouver to apply for a Heritage Capital Projects grant from the Washington State Historical Society to fund the replacement of the Artillery Barracks roof on Officers Row; providing for severability and an effective date.

WHEREAS, the City of Vancouver owns Officers Row which includes twenty-two historic structures that are part of the Vancouver National Historic Reserve, a federally designated national historic site; and

WHEREAS, the City is interested in applying for a Heritage Capital Projects grant from the Washington State Historical Society that would provide partial funding to replace the roof on the Artillery Barracks; and

WHEREAS, the grant requires a 2-to-1 financial match and funds for the match are available in the Historic Reserve capital budget; and

WHEREAS, this project would provide a roof replacement for one of the most significant buildings on Officers Row, allowing the building to continue to be used and preserved for public benefit; and

WHEREAS, the letter of interest for the Heritage Capital Projects grant requires a resolution indicating the City Council's approval of the project and authorization to apply for the grant.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. The recitals set forth above are adopted as findings supporting the action of the City Council in adopting this resolution.

Section 2. The City Council supports the Artillery Barracks roof replacement project and authorizes the City to apply for project funding through a Heritage Capital Projects grant from the Washington State Historical Society.

Section 3. If any section, sentence, clause or phrase of this resolution should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this resolution.

Section 4. This resolution shall be effective immediately upon adoption.

DATED this 3rd day of June, 2024.

_____
Anne McEnerny-Ogle, Mayor

Attest:

_____
Natasha Ramras, City Clerk

Approved as to form:

_____
Jonathan Young, City Attorney

Staff Report: 105-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 6/3/2024
7/1/2024

SUBJECT South Cascade Terrace Subdivision

Key Points

- The applicant, Ginn Development Group, requests approval of a 60 single-family narrow lot subdivision and zone change from R-9 Lower Density Residential to R-17 Lower Density Residential on a 4.46-acre tract of land located south of the intersection of SE 192nd Avenue and SE Mill Plain Blvd.
- The zone change was reviewed against the following approval criteria listed in VMC 20.285: Consistency with applicable policies of the Vancouver strategic and comprehensive plan. That a change in circumstances has occurred since the existing designation was established.
- The subdivision was reviewed against the approval criteria listed in VMC 20.320.020.A.2.
- Per VMC 20.210-1, zone changes to the next highest zone require a Type IV process and recommendation by the Hearing Examiner to the City Council for final approval. The Hearing Examiner has determined the proposed development will meet all applicable approval criteria and is recommending that City Council approve the subdivision and zone change.
- An appeal of the SEPA Final Determination of Nonsignificance was filed in accordance with VMC 20.790.640 and subsequently denied by the Hearing Examiner.

Strategic Plan Alignment

Housing and Human Needs – meeting basic needs and partnering with organizations to support the community.

Present Situation

On April 16, 2024, a public hearing was conducted before the Hearings Examiner. On May 9, 2024, the Hearings Examiner issued findings, conclusions and recommendations. Her findings/recommendation are that both the zone change ordinance and subdivision should be APPROVED by City Council.

Additionally, on the April 16, 2024, the SEPA appeal was heard by the Hearing Examiner and subsequently DENIED on May 9, 2024.

Advantage(s)

- Approval of the proposed R-17 Lower Density Residential zoning provides more housing units and options than the existing R-9 zoning.
- Approval will allow for development in an area currently served by public utilities.

Disadvantage(s)

There will be additional traffic generated by the development. However, the City has reviewed the traffic impacts that the proposal will generate and determined there is adequate capacity on city streets to accommodate the anticipated increased traffic.

Budget Impact

None

Prior Council Review

Council has not previously reviewed this development.

Action Requested

On Monday, June 3, 2024, approve the ordinance on first reading; setting date of second reading and quasi-judicial public hearing for July 1, 2024.

Kristian Corbin, Senior Planner, 360-487-7818

ATTACHMENTS:

- Presentation
- Ordinance
- April 16, 2024 - Hearing Staff Report
- Hearings Examiner's Findings and Conclusion

CITY OF Vancouver WASHINGTON

South Cascade Terrace Subdivision

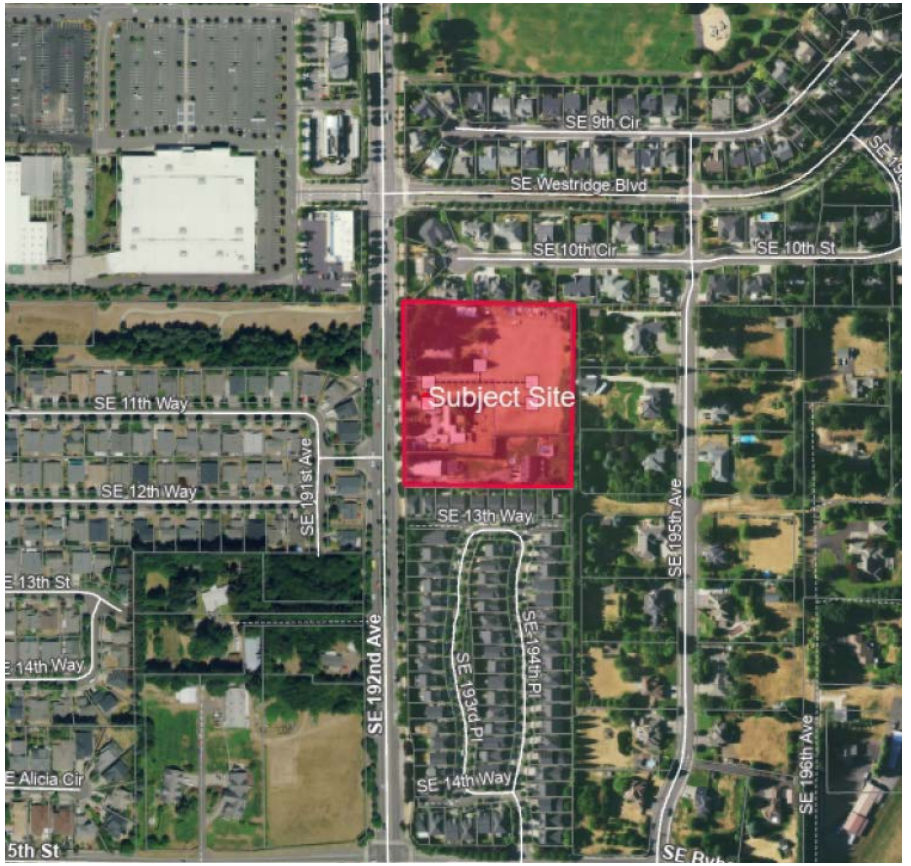
Kristian Corbin
Senior Planner
Community Development
July 1, 2024

South Cascade Terrace Subdivision

PRJ-169060/LUP-83894

Proposal

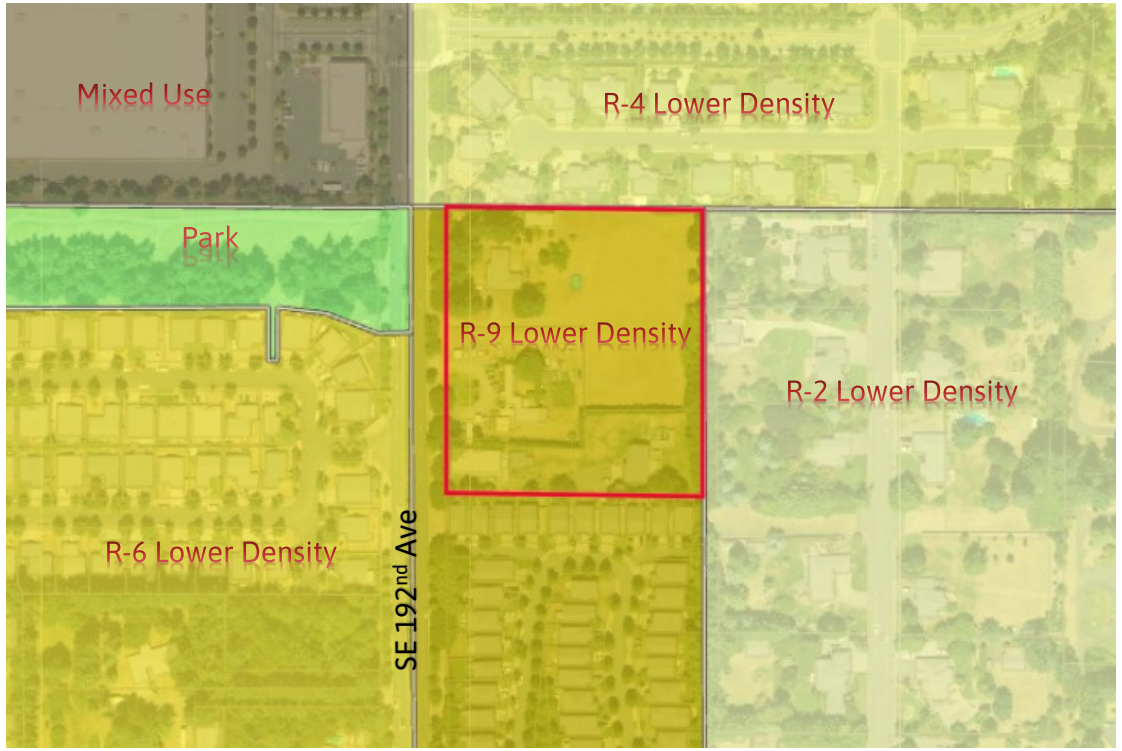
- Proposed Zone Change from R-9 Lower Density to R-17 Lower Density
- 60 Lot Subdivision



South Cascade Terrace Subdivision

Current Zoning Map

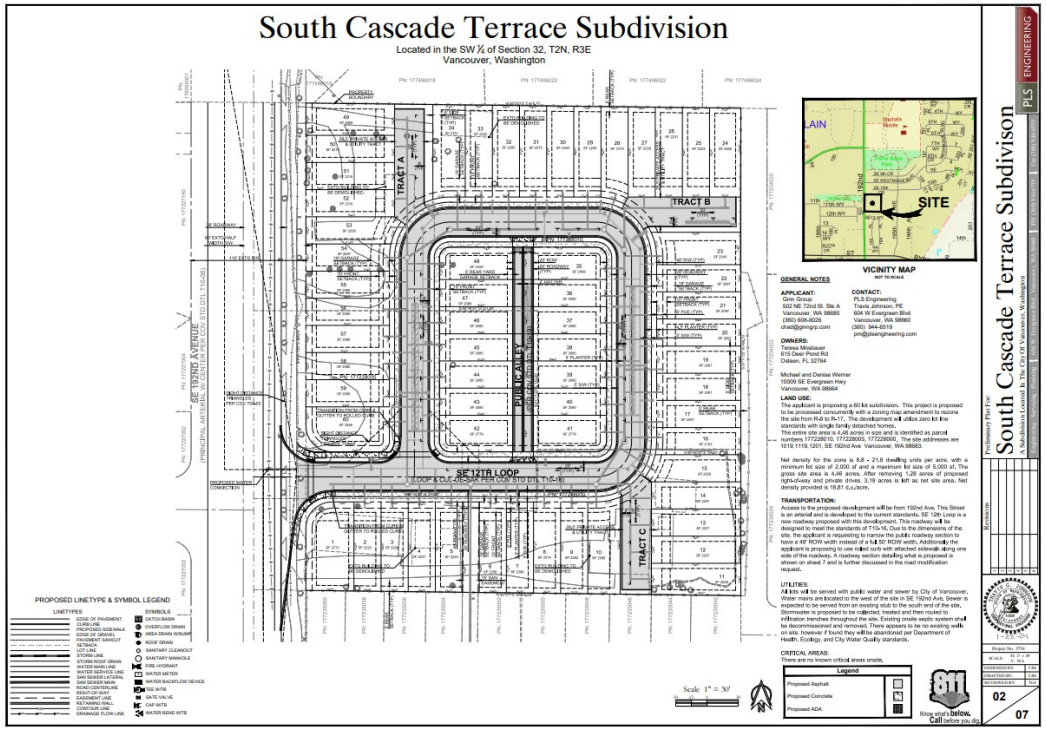
- Currently zoned R-9 Lower Density Residential
- Proposed zoning R-17 Lower Density Residential



South Cascade Terrace Subdivision

Text and Map Amendment Approval Criteria VMC 20.285

- Consistency with applicable policies of the Vancouver strategic plan and comprehensive plan
- Changes in circumstances since the existing designation was established.



South Cascade Terrace Subdivision

Text and Map Amendment Approval Criteria VMC 20.285

Comprehensive Plan Consistency

- Comprehensive Plan designation Urban Low Density
- R-17 District is Lower Density Residential

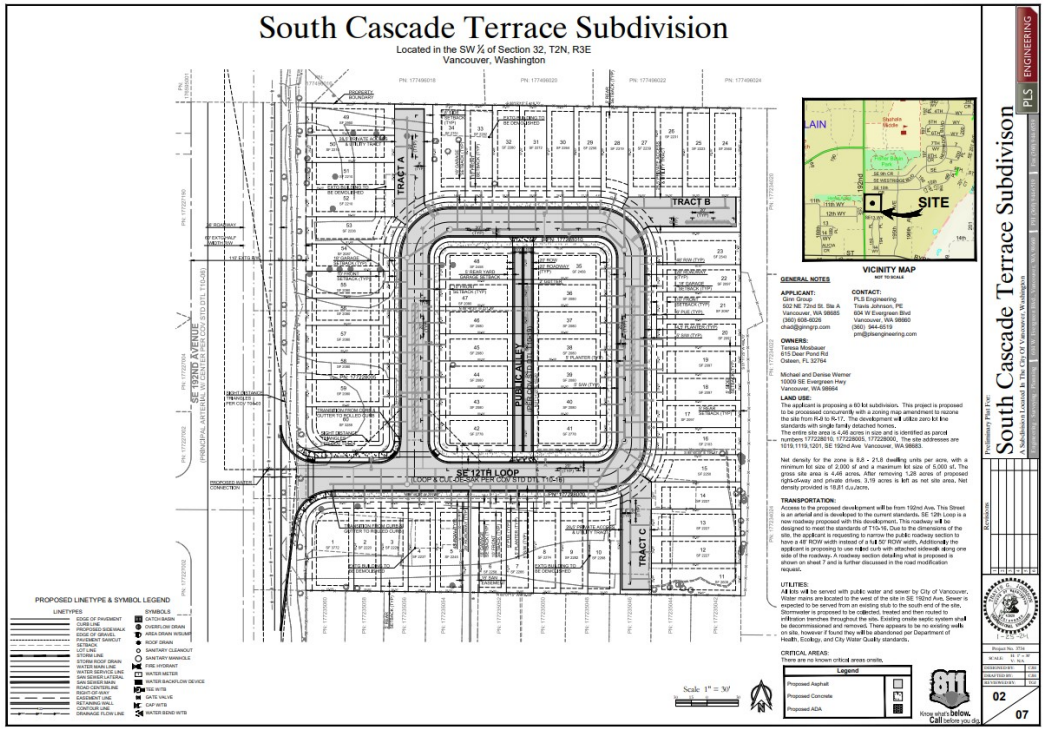
Changes in Circumstances

- 2022 Housing Code Policy Updates
  - Need for housing
  - Maintaining incremental changes

South Cascade Terrace Subdivision

Plat and Subdivision Approval Criteria VMC 20.320

- Subdivision VMC 20.320
- Narrow Lot Development VMC 20.927



South Cascade Terrace Subdivision

Hearing Examiner Recommendation

- Hearing Examiner recommends **approval** of the zone change from R-9 Lower Density Residential to R-17 Lower Density Residential and;
- **Approval** of the 60-lot subdivision.

South Cascade Terrace Subdivision

Kristian.corbin@cityofvancouver.us

06/03/2024 (Date of First Reading)
07/01/2024 (Date of Public Hearing)

ORDINANCE NO. M- [Ordinance Number]

AN ORDINANCE rendering findings and issuing a decision on the South Cascade Terrace zone change from R-9 Lower Density Residential to R-17 Lower Density Residential; and a 60-lot subdivision; and providing for severability and an effective date.

WHEREAS, on April 16, 2024, a hearing was held before the Vancouver Hearings Examiner regarding the approval of the zone change from R-9 Lower Density Residential to R-17 Lower Density Residential and 60 lot subdivision for the South Cascade Terrace Subdivision and

WHEREAS, on May 9, 2024, the Vancouver Hearing Examiner recommended approval of the zone change from R-9 Lower Density Residential to R-17 Lower Density Residnetial and 60 lot subdivision for the South Cascade Terrace Subdivision under File PRJ-169060/LUP-83894; and

WHEREAS, the zone change and subdivision is consistent with the Comprehensive Plan and the underlying zoning of the property.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Findings.

I. The Vancouver Hearing Examiner has found that all of the following criteria have been met, with conditions:.

Pursuant to VMC 20.285.060, the approval criteria for a standalone zoning map amendment (i.e., a map amendment not involving a comprehensive plan amendment) require demonstration of 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.

Pursuant to VMC 20.320.040, to obtain approval of a preliminary subdivision, the Applicants must demonstrate compliance with 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;

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.

Pursuant to VMC 20.927.030, in order for the City to grant approval of a preliminary short subdivision or subdivision that proposes narrow lots, the Applicant shall demonstrate compliance with the following criteria:

A. Conflicts on narrow lots shall be eliminated. The development has been designed to eliminate conflicts between on-site and off-site improvements and features associated with narrow lots. Specifically, the location, size, and design of features including driveways, public and private utilities (water, fire hydrants, sewer, roof infiltration, gas, cable, phone, electricity, etc.), on-street parking spaces, street trees, existing trees, light

poles, common mailboxes, street signs, etc., shall be considered in the design of the development and coordinated to eliminate conflicts with one another and meet minimum spacing requirements.

B. Adequate guest parking shall be provided. The development has been designed to provide for at least one guest parking space for every three narrow lots in the development. Such spaces may be located on-street (on local access or loop classification roadways only) or in common parking areas subject to the development standards of VMC 20.927.040.A(2).

C. Solid waste and recycling collection and access shall be provided. The development shall be designed to provide for safe access and maneuvering by solid waste and recycling collection vehicles to designated collection points for each lot.

II. City Council hereby adopts the foregoing findings and the findings of the Vancouver Hearings Examiner contained in the Findings, Conclusions, and Recommendation, which are attached hereto and hereby incorporated by reference, as its own.

III. City Council further finds that, consistent with the incorporated Hearings Examierns Findings, Conclusions, and Recommendation, that appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and schoolgrounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and (b) the public use and interest will be served by the platting of such subdivision and dedication.

Section 2. Legal Description.

The legal description of the lands referred to in the oridnance is as follows:

Tax Lots 177228010, 177228005 and 177228000, located in the SW Quarter of Section 32, Township 2N, Range 3E of the Willamette Meridian, Clark County, Washington.

Section 3. Approval Granted.

Based upon the foregoing findings, as well as the findings contained in Staff Report No. PRJ-169060/LUP-83894, which are heregy incorporated by reference, approval of the South Cascade Terrace zone change from R-9 Lower Density Residential to R-17 Lower Density Residenital; and approval of a 60-lot subdivision is hereby granted, with the conditions outlined in the Hearing Examiner's Findings, Conclusions, and Recommendation, incorporated above by reference.

Section 4. Severability.

If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder or the application of the provisions to other persons or circumstances is not affected.

Section 5. Effective Date.

This ordinance shall take effect fifteen (15) days after passage and publication.

DATE OF FINAL PASSAGE by the Vancouver City Council: _____.

SIGNED this _____ day of _____, 2024.

_____
Anne McEnerny-Ogle, Mayor

Attest:

_____
Natasha Ramras, City Clerk

Approved as to form:

_____
Jonathan Young, City Attorney

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE rendering findings and issuing a decision on the South Cascade Terrace zone change from R-9 Lower Density Residential to R-17 Lower Density Residenital; and a 60-lot subdivision. 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).

CITY OF Vancouver WASHINGTON

STAFF REPORT

Staff Report and Recommendation to the Hearing Examiner

Project Name	South Cascade Terrace Subdivision - PRJ-169060/LUP-83894
Report Date	April 2, 2024
Hearing Date	April 16, 2024
Proposal	A proposed 60 single-family narrow lot subdivision and zone change from R-9 Lower Density Residential to R-17 Lower Density Residential on a 4.46-acre tract of land. The subject site is located south of the intersection of SE 192nd Avenue and SE Mill Plain Blvd. The application was reviewed via the Type IV process.
Location	1019, 1119 and 1201 SE 192nd Avenue
Contact	Travis Johnson PLS Engineering 604 W. Evergreen Blvd. Vancouver, Washington 98660
Applicant	Chad Stewart Ginn Group LLC 502 NE 72nd Street Vancouver, Washington 98665
Property Owner	Ginn Group 502 NE 72nd Street Vancouver, Washington 98665
Staff	Kristian Corbin, Senior Planner Eric Hahn, Transportation Cale Baker, Fire Giff Hancock, Water Catherine Morey, Sewer Mark Hazuka, Stormwater Patricia Clerf, Building
Approval Criteria:	Text and Map Amendments – VMC 20.285 Subdivision – VMC 20.320.040 Narrow Lot Development – VMC 20.927

SEPA Determination	Final Determination of Nonsignificance
Staff Recommendation	Preliminary zoning change and subdivision approval with conditions. Project conditions and/or required revisions are identified in the conclusion of this report.

RECOMMENDATION

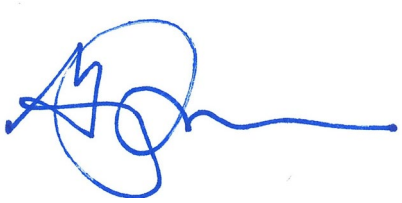
This report to the hearing examiner is a recommendation from Community Development Department. The examiner may adopt, modify or reject this recommendation. The hearing examiner recommendation will be forwarded to City Council for a final decision.

For questions or additional information, you may contact the case manager by telephone at 360-487-7818, or by e-mail at Kristian.corbin@cityofvancouver.us.

April 2, 2024

Report Prepared by
Kristian Corbin, Senior Planner/Case Manager

Date



April 2, 2024

Greg Turner, Manager
Land Use Planning

Date

BACKGROUND

Project Summary

The proposal is to develop a 60-lot subdivision on 4.46-acre tract of land. Additionally, the proposal includes a zone change from R-9 Lower Density Residential to R-17 Lower Density residential which requires a Type IV Land Use review. The applicant selected to apply Narrow Lot Development (VMC 20.927) and Zero Lot Line (VMC 20.910.050) standards to this development. South Cascade Terrace was reviewed against these additional standards and addressed later in this report. The site is relatively flat and contains no mapped critical areas as listed in VMC 20.740 Critical Areas Protection.

Access to the lots will be from SE 192nd Avenue to the west.

Notice of Applicant/Hearing procedures was followed by Staff in accordance with VMC 20.210.060(E) (Exhibit 5). Subsequently the mandated public comment period per VMC 20.210.060(F) for 30 calendar days after the notice of application is mailed and published was followed. Dates of the Municipal Code procedures are listed in the Procedural History" table listed below.

General Site Information

Zoning District	R-9 Low Density Residential
Adjacent Zoning Designation	North: R-4 Low Density Residential South: R-9 Low Density Residential East: R-2 Low Density Residential West: R-6 Low Density Residential/Park
Comprehensive Plan Designation	Urban Lower Density (UL)
Parcel Size	PID 177228010 – 2.47 acres (107,593 sq. ft.) PID 177228005 - 0.92 acres (40,075 sq. ft.) PID 177228000 – 1.08 acres (47,045 sq. ft.) Total area: 4.46 acres (194,713 sq. ft.)
Adjacent Land Uses	North, South, East, West: Single Dwellings, Detached
Access Roads	SE 192nd Avenue (to the east)
Existing Vegetation	Trees and grasses
Existing Structures	Single Dwellings, Detached
Topography	Relatively flat
Geologic Hazards	No mapping indicators
Seismic Hazard	NEHRP Class: C
Habitat and Species Impacts	No mapping indicators
Flood Plains	Outside flood area
Wetlands	No mapping indicators
Archaeology	Moderate – High (Archaeological Site Buffer: Yes)
Drainage Basin	Burnt Bridge
Wellhead Protection	No mapping indicators
Soils	Non-Hydric/LgB
Park Impact Fee District	District C
School Impact Fee District	Evergreen
Impacted Schools	Illahee Elementary School; Shahala Middle School, Union High School
Traffic Impact Fee District	Cascade
Transportation Analysis Zone	418
Sewer District	Vancouver

Water District	Vancouver
Fire Service	Vancouver

Procedural History

Activity	Case #	Date
Pre-application conference	PIR-83739	10/26/2023
Application submitted	LUP-83894	12/26/2023
Application determined fully complete		2/1/2024
Notice of application and notice of public hearing		2/9/2024
SEPA determination: DNS		3/12/2024
Hearing Date		4/16/2024

APPLICABLE REGULATIONS

Vancouver Municipal Code

VMC Chapters 11.80 Street Standards; 11.90 Transportation; 11.95 Transportation Concurrency; 14.04 Water and Sewer Use Regulations; 14.16 Water and Sewer Service Connections; 14.24 Erosion Control; 14.25 Stormwater Control; 14.26 Water Resource Protection; 16.04.160 Water Supply and Fire Hydrants; 16.04.150 Fire Apparatus Access; 16.04.170 through 16.04.210 Fire Protection Systems; 16.04.010 Premises Identification; 20.210 Decision Making Procedures;.20.320 Subdivisions; 20.915 Impact Fees; 20.770 Tree Conservation; 20.410 Lower Density Residential Districts; 20.925 Landscaping and Open Storage; 20.945 Parking and Loading; and 20.790 State Environmental Policy Act Regulations.

Comprehensive Plan

Public Works Publications

General Requirements & Details for Water Main Construction
General Requirements & Details for Sewer Main Construction

Other

RCW 58.17
Manual on Uniform Traffic Control Devices

ANALYSIS

Staff reviewed the proposal for compliance with applicable regulations, code criteria and standards in order to determine whether all potential impacts will be mitigated by the requirements of the code.

AGENCY AND PUBLIC COMMENTS

Clark County Public Health

On-Site Sewage Treatment Systems (CCC 24.17, WAC 246-272A, CCC 40.370, RCW 58.17)

Finding: All on-site sewage systems located during development of this plat must be properly abandoned with documentation submitted to CCPH prior to final plat approval. Proper abandonment of the systems requires tank pumping by a licensed pumper, breaking in the tank lids, and filling the cavities with compacted soil. Any cesspools, drywells, or pump chambers discovered on the site must also be abandoned in this manner.

The proposed development must be served by public sewer. A copy of the final acceptance letter (or equivalent) from the purveyor shall be submitted with the Mylar (final plat).

Water Systems (WAC 173-160, WAC 246-290, CCC 40.370, RCW 58.17)
A municipal water supply is proposed for this development. No existing water well is noted in the application or observed in the field by CCPH.

Water wells may exist at the site. Any well discovered during development must be legally decommissioned by a licensed well driller per WAC 173-160-381. Decommissioned wells must be shown on the final plat.

The proposed development must be served by public water. A copy of the final acceptance letter (or equivalent) from the purveyor shall be submitted with the Mylar (final plat).

Department of Ecology
A letter was received from the Department of Ecology dated March 8, 2024 (Exhibit 14). The email contains standards for solid waste management, toxics cleanup and water quality. **The applicant shall comply with these requirements during construction.**

Evergreen Public Schools
A letter was received from Evergreen Public Schools dated Nov. 3, 2023 (Exhibit 13). The letter contains information on school capacity and bus transportation. **The applicant shall be aware that those prospective residents of this subdivision understand that busing will not be provided for the area since the elementary school, middle school and high school are within a half mile.**

Public Comment
Per VMC 20.210.060(F), a period of 30 calendar days after the Notice of Application is required, for public comment. The Notice of Application and Public Hearing (Exhibit 5) was sent Feb. 9, 2024 and the comment period closed March 11, 2024 at 4:00 p.m. Electronic messages were received during that time and the following comments were received:

Public Comment: Concerns about the reasoning behind the zone change from R-9 to R-17

Staff Response: The zone change from R-9 lower density residential to R-17 lower density residential addresses the goals and polices of the City's 2022 Housing Code Updates. The intent of the updates was to address middle housing needs within city limits.

Additionally, it limits the types of multi-family development within the single-family urban fabric of the surrounding area. The zone change addresses the housing need while being mindful of minimizing abrupt changes to the existing community. Further information on how the proposal meets the goals and strategies of the city are discussed by staff and the applicant later in this report under the Text and Map Amendment Section.

Public Comment: A concerns about how the proposed development would accommodate common space, green space and consideration of water management/environmental impacts.

Staff Response: Though this type of development does not require common open space, it is in proximity to a local park and standard lot coverage maximums will be enforced at building permit to ensure each lot has open space. The City's water engineers have reviewed the proposal and deemed the existing infrastructure to be adequate for this development. The proposal required a SEPA (State Environmental Policy Act) which was reviewed by both the City of Vancouver and the State of Washington Department of Ecology. Based on available records, there are no environmental sensitive areas or critical areas mapped on the subject site as listed in VMC 20.740. The project adheres to the development standards listed in the proposed R-17

zoning and no request has been made by the applicant for any modifications that would create unnecessary impacts to the environment. Therefore, a Determination of Nonsignificance and subsequently, a Final Determination of Nonsignificance was issued by staff for this proposal.

Public Comment: Traffic intrusion on existing neighborhood streets and cut through traffic specifically through along SE 195th

Staff Response: The City will be removing the U-turn restrictions at Westridge and 192nd Avenue. This will allow residents of the development to travel southbound on 192nd Avenue without having to go around the block. Additionally, the City has installed traffic calming on 195th Avenue prior to this application.

Public Comment: A concern was raised about adequate fire coverage and means of fire separation for the amount of lots proposed in this development.

Staff Response: The proposal was reviewed by City of Vancouver Fire and was found to meet their code requirements. Additionally, a Fire Response plan is required prior to civil plan approval. Each individual building will be reviewed against the building code during building permit review.

FINDINGS

VMC Title 20 Land Use and Development Code

20.210 Decision Making Procedures

Finding: Type IV - Per Table 20.210-1, approval of a zoning map amendments requires a Type IV process. Preliminary subdivisions requires a Type III process. Per VMC 20.210.020(D), concurrent review is required to utilize the highest type of procedure that applies to any of the applications. The Type IV procedure was used for this application.

As noted in the procedural history section above, staff followed the required notification procedures and review timelines for a Type IV development application.

20.285 Text and Map Amendments

Per VMC 20.285.040(C)(2), standalone 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 hearing examiner. The proposed change from R-9 Lower Density Residential to R-17 Lower Density Residential is the next most least intensive designation.

VMC 20.285.060 Approval Criteria – Standalone Zoning Map Amendments

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

Applicant Response: Consistency with Vancouver Strategic Plan

The City adopted a 2023-2029 Strategic Plan earlier this year that included eight focus areas. This narrative below shows how the proposal is consistent with five of the applicable focus areas:

Transportation and Mobility

The development will improve transportation and mobility in and around the site with proposed internal streets with sidewalks. SE 192nd Avenue is fully developed abutting the

site. C-Tran operates several bus routes along SE 192nd Avenue with the nearest stop approximately 315 feet north of the site. C-Tran operates bus rapid transit along SE Mill Plain Boulevard, with the nearest stop approximately ½ mile northwest of the site. The site is within the urban areas of the County and there is adequate roadway infrastructure to support the proposed development.

Housing and Human Needs
The proposed development would bring an additional 60 single family homes to the market. These homes would be affordable to a large portion of the community as they would be smaller efficient homes on compact lots. These proposed homes would contribute to the diverse range of housing options within the city and help make home ownership attainable.

Vibrant and Distinct Neighborhoods
The proposed development will integrate well withing the existing residential neighborhood that consists of a wide range of housing. There are single-family homes on larger lots to the north and east of the site, as well as to the west across SE 192nd Avenue. South of the site are single-family homes on narrow lots, similar to this proposal. The site itself will provide a relatively private looped road community that will foster social cohesion.

Safe and Prepared Community
Emergency services will be provided by the Vancouver Police Department and Fire District. The nearest Fire Station is approximately 1 mile west of the site. The proposed site is also within an urban area that is served by public water. The site will be designed with fire hydrants that meet the spading requirements of the current fire codes. The proposed homes will also meet the current building codes that continually include updates that improve the performance of buildings during natural disasters, including earthquakes.

Climate and Natural Systems
The proposed site development will include energy efficient homes. This will likely include smaller homes that maximize the utility of spaces while cutting down on overall building size. The homes will also be equipped with high efficiency heat pump HVAC and water heater systems. The HVAC systems will include air conditioning to improve livability during the summer months. 134 trees are also proposed to be planted to improve long-term tree canopy over the site. The site will include stormwater systems that will collect and treat stormwater from pollution generating surfaces. All stormwater is proposed to be infiltrated into the ground.

2022 Housing Code Updates
In response to the 2016-2021 strategic plan and the 2016 Affordable Housing Task Force recommendations, the City Council studied and approved housing code updates in 2022. This code update resulted in the creation of the R-17 zone to provide additional housing options, and improve affordability within the city.

The Housing Code Updates webpage states the following as a purpose of the update:
"Vancouver, like many communities, is facing a housing crisis. As the city continues to grow, there is a desire and need for new types of housing that would allow residents to live more affordably while also maintaining neighborhood livability. However, current city zoning rules prohibit many of these housing options. Changes to the development code can create opportunities for the private sector to deliver a more diverse, affordable housing stock."

The project goals of the housing update are stated as the following:
"The goal of the project is to update City codes to allow for different, smaller and more affordable types of housing choices. Many are recommended in the Affordable Housing Task Force report (2016) and many are similar to what is allowed in Clark County and other Washington cities nearby and statewide."

The specific goals include:

- Allowing for the development of diverse housing types to meet changing demographic needs and consumer preferences
- Expanding market rate, middle income, and affordable housing choices
- Maintaining neighborhood livability with incremental, rather than wholesale, change
- Providing more opportunities for people to live near where they work and attend school, and reduce costly commutes
- Facilitating development in areas with full existing public services

The current proposal is consistent with this plan and will help meet the City's goals. The subdivision proposal associated with the zone change will accomplish the following:

- The project will add diversity to the housing options in the immediate vicinity of the site.
- It will provide middle income housing geared toward families wanting to live in the City of Vancouver.
- The rezone is only an incremental change in density and will blend with existing development in the immediate area. There is a small lot single family development to the east, apartments to the north, multifamily zoned land to the west, and a highway to the south
- The site is located in the middle of the urban area of Vancouver and is surrounded by existing development.
- The project in is an area with full existing public services.

Consistency with the Comprehensive Plan
This request is consistent with the purpose of the existing Comprehensive Plan designation:

Table 1-5. Vancouver comprehensive plan land use designations

Comprehensive Plan designation	Corresponding Zoning	General Intent
Residential		
Urban Lower Density	R-2, R-4, R-6, R-9	Predominantly single-family detached residential development, with some allowances for duplexes, townhouses, and single-family homes on small lots using infill standards

Both the R-9 and R-17 zones are Urban Lower Density, though the R-17 zone was adopted in 2022 and does not appear in the 2021 text above. The general intent of the zone includes allowances for smaller lots and homes (including townhomes). The intent of the new R-17 zone and the proposed development is to provide efficient middle housing.

This request furthers the Community Development policies on page 1-14 to 1-15 of the Comprehensive Plan: *"CD-2 Efficient development patterns Encourage efficient development throughout Vancouver to ensure achievement of average density of 8 units per acre set by countywide planning policies. Encourage higher density and more intense development in areas that are more extensively served by facilities, particularly transportation and transit services."*

Response

- The site is in an urban area and with access to all required urban services including adequate transportation services. The nearest public transportation is approximately 315 feet to the north on Mill Plain Blvd. This is a short walk from the site.

"CD-3 Infill and redevelopment- Where compatible with surrounding uses, efficiently use urban land by facilitating infill of undeveloped properties, and redevelopment of underutilized and developed properties. Allow for conversion of single to multi-family housing where designed to be compatible with surrounding uses."

Response

- This is a relatively small infill project, where the intent is to convert the existing underutilized land into an efficient housing project.

In addition, the request fulfills both CD-9, facilitating compatible uses adjacent to each other, and CD-10, placing housing near services (complementary land uses).

Chapter 3 of the Comprehensive Plan contains the City's Housing element. The Plan recognizes the need for diverse housing:

"As the baby boom generation ages over the next 20 years, there is likely to be a greater need and demand for smaller units, retirement homes, and assisted living."
Page 3-3.

The plan notes that most residential housing is single-family housing (57%). *Id.* Housing affordability is also a City concern:

"The Growth Management Act requires local jurisdictions to demonstrate that regulations allow and encourage housing for all economic segments of the community. Table 3-3 provides a breakdown of local households by income ranges, and the general share of Vancouver housing they can afford to buy or rent without having to spend more than 30% of their income."

There are several policies that would be furthered by this request, including:

H-1 Housing options
"Provide for a range of housing types and densities for all economic segments of the population. Encourage equal and fair access to housing for renters and homeowners."

H-2 Affordability
"Provide affordable housing by formulating innovative policies, regulations and practices, and establishing secure funding mechanisms. Target affordability programs toward households with incomes below the median."

Staff Response: The City's Comprehensive Plan indicates this area to be Urban Low Density. Based on the requested R-17 Lower Density Residential zoning, the proposal meets the intent of the comprehensive plan.

Concerns from the public were raised about the density of the zone change. Per VMC 20.410.030, the R-17 district currently places limitations on multi-family housing types only permitting up to four dwelling units subject to density standards. Though by definition, the R-17 does permit multi-

family options, the limitations do not allow larger housing types that are permitted in our higher density residential zones.

2. That a change in circumstances has occurred since the existing designation was established.

Applicant response: The housing and affordability crisis represents a change in circumstance since the existing zoning designation was established. Well-planned site-specific rezone requests are a way to increase the housing supply in the urban areas of the city. This increase in housing supply will help improve affordability within the city.

Approval of this rezone request will result in a development that can be served by existing urban public services and will provide more flexibility in density and housing types, resulting in more affordable housing.

Staff Response: Adherence to the 2022 housing code goals and policy updates adopted by City Council
This proposal was reviewed against the specific goals of the Housing Code Updates. In summary, these goals are: adding flexibility to the private market to develop a range of housing types to meet changing demographic needs, expanding middle income and workforce housing choices, maintaining neighborhood livability with incremental rather than wholesale change, provide citizens with opportunities to live near where they work/attend school, and encourage efficient development in areas with existing public services.

As previously mentioned, the requested R-17 zoning does permit a wider range of housing types than the current zoning. Specifically, three-family and four-family dwellings. This allows more housing options for changing demographics, incomes levels and the general workforce within lower density residential areas.

Changing from R-9 Lower Density Residential to R-17 Lower Residential is an incremental change. Though it does allow for higher density and different housing types, it limits large multi-family development in the existing neighborhoods/communities.

Conclusion: Staff concurs with the applicant and finds the proposal adheres to both the comprehensive plan and housing goals adopted by the City Council in 2023.

20.320 Subdivisions
Finding: Per VMC 20.320.020.A.2, the hearing examiner shall approve, approve with conditions or deny an application for subdivision preliminary plat by means of a Type III procedure using approval criteria contained in VMC 20.320.040.

Approval Criteria Per 20.320.040 VMC, to receive approval of a preliminary subdivision, the applicant must demonstrate compliance with 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.

Applicant Response: There are adequate public facilities at or near the site to support the development. Mitigation is not required for the minor traffic impacts of the development will produce in the area. See the Transportation Impact Study prepared by Lancaster Mobley

included with this application. Public water access is available at the site and there is adequate capacity to support the development with minimal impacts. Onsite stormwater will be managed according to the applicable standards. Any offsite impacts will be negligible. A grading plan has been included with the application. A SWPPP is included in the Stormwater report. Applicable regulations will be followed to minimize the risk of erosion related impacts. Public sanitary sewer is available at the site and will be extended to serve all the proposed lots.

Finding: Staff concurs with the applicant.

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.

Applicant Response: The proposed improvements are consistent with the City's current ordinances, standards, and plans.

Finding: The frontage along existing 192nd Avenue and newly constructed SE 12th Loop will adhere to transportation standards and the road modification as approved by city staff. The new internal street will be constructed to City of Vancouver standards. Utilities and stormwater management provisions will be extended through the site. Existing sewer and water systems have sufficient capacity to serve this development and stormwater will be managed in accordance with adopted codes and regulations.

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.

Applicant Response: Impact fees will be paid for parks and schools to offset potential impacts.

Finding: Provisions for the acquisition and maintenance of parks, open space, and schools will be provided with the payment of school and park impact fees, paid upon the issuance of building permits. The applicant will be required to provide any necessary easements for sidewalks, streetlights and utility extensions prior to final plat approval.

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

Applicant Response: The subdivision design has taken into account the physical characteristics of the site. There are no critical areas on-site to be retained.

Finding: The site is relatively flat and does not contain unique features such as wetlands or priority habitat; there are no known geological challenges on this site. The physical characteristics of the subject site appear to have been taken into consideration.

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.

Applicant Response: There are no known existing subdivision conditions that apply to the proposed project.

Finding: This is not a re-plat of an existing subdivision.

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.

Applicant Response: The proposal complies with the application requirements of VMC Title 20 as indicated at the end of the narrative.

Finding: The provisions of this title, including narrow lot development standards, have been met or will be met as conditioned.

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

Applicant Response: The subdivision complies with the requirements of RCW 58.17.110 as indicated at the end of the narrative.

Finding: The comprehensive plan identifies goals and policies that guide development in the City of Vancouver for the benefit of the public health, safety and general welfare. The proposed plat complies with these goals and policies by providing new housing units affordable to a large segment of the population at anticipated densities; by providing the necessary infrastructure to serve the development, including the payment of impact fees for schools, parks and transportation; and by demonstrating all applicable laws can be complied with as conditioned.

The proposed plat will assist in the expansion of the city's housing supply; it will facilitate development in an area that is largely developed and has urban services; it will implement city goals promoting development while limiting urban sprawl.

Students residing in this development will attend Evergreen Public Schools: Union High School, Shahala Middle School, and Illahee Elementary School. Students will walk to all three schools per the school district as they do not provide busing for the area. Any future bus stop locations will be determined by the school district. See letter from Evergreen Public Schools (Exhibit 13).

This project complies with 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 20.927.030A, B and C.

Applicant Response: This subdivision complies with the additional criteria for narrow lots as displayed in VMC 20.927. This section of the code is discussed below in more detail.

Finding: As discussed later in this report, the applicant has shown the capability to meet the criteria of VMC 20.927.030A, B and C.

20.320.070(A) Subdivision Layout and Required Improvements

a) **Street improvement standards.** *All proposed street and street improvements shall comply with the provisions of Title 11 and approved transportation standards details on file with Transportation Services.*

Applicant Response: All proposed streets comply with VMC 11 and the approved transportation standard details.

Finding: As stated in the Transportation section of this report, proposed street improvements will comply with the provisions of Title 11, subject to the conditions of approval**.**

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.

Applicant Response: Block lengths proposed provide for convenient access and circulation. There are no opportunities to improve black length at the site, but the proposed access will be convenient for the future residents.

Finding: No blocks are being created with this subdivision.

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

Applicant Response: The site is surrounded by existing development and bound by SE 192nd Avenue to the west. There are no opportunities to create "blocks" with the proposed development.

Finding: No blocks are being created with this subdivision.

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.*

Applicant Response: Easements are shown on plan for access and utilities. Utility easements will be reviewed and approved by the appropriate utility provider.

Finding: All water, storm, and sanitary sewer lines constructed within the public right of way do not require easements. However, if these lines, hydrants, water meters or other utilities are constructed outside the public right of way, dedication or easements will be required prior to final plat approval.

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

Finding: No watercourse traverses the property.

3. ***Pedestrian/bicycle ways in and through residential subdivisions.*** *In blocks over 800 feet in length, a pedestrian/bicycle way with a minimum width of 16 feet shall be required through the middle of the block when required by the Transportation Manager for public convenience and safety; 12 feet of the 16-foot corridor shall be paved in a durable material. If unusual conditions require blocks longer than 1,200 feet 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.*

Finding: No blocks are being created with this subdivision.

e) Flag lots. *Flag lots may be permitted, provided that the minimum width of the flag stem is 15 feet for a single lot and 20 feet for a shared flag access. No more than four lots may be accessed from a single flag stem.*

Applicant Response: No flag lots are proposed with this development.

Finding: No flag lots are proposed with this development.

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

Applicant Response: The side lot lines run at right angles to the proposed streets.

Finding: Where practical and for the majority of the proposed lots, the side lot lines run at right angles to the street.

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 feet.*

Applicant Response: All lots meet the minimum frontage requirements of 20 feet.

Finding: All lots have at least 20 feet of frontage.

h) ***Parks and playgrounds.*** *The review authority shall see that appropriate provision is made for parks and playgrounds to serve the proposed subdivision.*

Applicant Response: Park impact fees will be paid at the time of building permit issuance for each lot.

Finding: Park impact fees, assessed for each new residence, are to be used for the acquisition of new parklands and improvements to existing parks.

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

Applicant Response: The narrow lots comply with VMC 20.927. Additional discussion of this section has been provided below.

Finding: The narrow lots comply with VMC 20.927.

*j) **Existing trees.** All subdivision developments shall comply with the tree and vegetation management provisions contained in Chapter 20.770 VMC Tree Conservation.*

Applicant Response: Existing trees have been addressed with the tree plan provided with this application and are also discussed below.

Finding: The proposal complies with the tree ordinance as conditioned in this report.

***Public improvements.** Public improvements, which are installed by the developer either as a requirement of this approval or at his own option, shall conform to the requirements, improvement standards, specifications, inspections and procedures of Title 20.*

Finding: The applicant has submitted preliminary utility plans for public improvements. These have been reviewed and noted with necessary corrections. Civil engineering plans will be required to be submitted for review and approval. All public improvements are required to be constructed, inspected and accepted by the City of Vancouver prior to recording the final plat.

20.420.030-1 Higher Density Residential District Use Table
Finding: The proposed zoning for the site is R-17 Lower Density Residential subject to the terms and conditions listed in VMC 20.420. The proposal for single-dwelling detached units is permitted outright.

20.420.040 Minimum and Maximum Densities
Per VMC 20.410.040-1, the subject site is proposed to be zoned R-17. Allowed net density in the R-17 district ranges between 8.8 – 21.8 units per acre.

As noted in the table below, the combined maximum number of units allowed on the site per the base zoning is 69, while the minimum required is 28. The applicant is proposing 60 total units.

Zone	Total Buildable Area	Minimum Units Allowed	Maximum Units Allowed
R-17	3.19 acres	28	69

The density proposed (60 units) falls within the acceptable range of minimum 28 units; maximum 69 units.

20.430.040 Development Standards
Finding: Development standards for the R-17 district are identified in this chapter. As proposed, the development is in compliance with these standards.

Standards	Required	Proposed
Minimum lot size	2,000 sq. ft.	2,080 sq. ft. (min.)
Maximum lot coverage	65%	Reviewed at Building Permit
Minimum lot width	25’	26’
Minimum lot depth	65’	80’
Minimum setbacks		
Front Yard	10’	Reviewed at Building Permit
Rear Yard	5’	Reviewed at Building Permit
Side Yard	0’ or 5’*	Reviewed at Building Permit

Maximum height	35'	Reviewed at Building Permit
Minimum landscaping requirements (percentage of total net area).	10%	Reviewed at Building Permit

** For each additional 10 feet of building height, or fraction thereof, over 25 feet, add two feet to the setback to a maximum of 10 feet on each side or rear yard.*

20.710 Archaeological Resource Protection

Finding: An archaeological predetermination was conducted on the site by Archaeological Services LLC dated Nov. 6, 2023. The predetermination found no evidence of archaeological materials on the site. The report was reviewed by the City's contract archaeologist who concurred with the findings.

Place the following on the final plat: **If any cultural resources are discovered in the course of undertaking the development activity, the Department of Archaeology and Historic Preservation in Olympia and the City of Vancouver Community Development Dept. shall be notified. Failure to comply with these State requirements may constitute a Class C felony, subject to imprisonment and/or fines.**

Conclusion: As conditioned, the proposal meets the requirements of this section.

20.770 Tree, Vegetation, and Soil Conservation

Finding: Per VMC 20.770.080(A), a minimum of 30 tree units per acre for new development. The subject site is 4.46 acres which requires a minimum of 134 tree units to be planted. The applicant has submitted a tree plan in accordance with VMC 20.770.050(B)(5) that depicts a total of 134 tree units to be planted. This meets the minimum requirements of this section.

Be advised, tree units counts will be assessed for each individual lot at the time of building permit submission. Ensure that each lot meets the minimum requirement of 30 units per acre by equally distributing newer tree units.

Comments from the Urban Forester

Prior to final plat approval, the following note shall be placed on the final plat, "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".

Prior to civil approval, Rocky Mountain Maple is too small to count toward tree density, select an approved tree from the CDD Tree and Landscape List.

Prior to civil approval, show tree and root protection on Grading Plans for street trees and off-site trees. Silt fencing shall go around tree and root protection areas not along the property lines and through tree and root protection areas.

Conclusion: As conditioned, the proposal meets the requirements of this section.

20.790 SEPA

Finding: The applicant submitted an environmental checklist for a review (Exhibit 4). Staff issued a Notice of Application and Optional SEPA Determination of Nonsignificance (DNS) Feb. 9, 2024. A Final Notice of Determination of Nonsignificance (DNS) was issued March 12, 2024.

The appeal period ended March 26, 2024. A procedural SEPA appeal was filed by David Rehmann dated March 26, 2024 (Exhibit 15). The appellant is appealing the Determination of

Nonsignificance stating that traffic safety concerns along 195th Avenue have not been addressed and that speed information was not listed in the Traffic Study submitted by the applicant. Thus, asserting that the information was incomplete for demonstrating compliance with the SEPA.

Staff Response: The procedural SEPA appeal is listed in VMC 20.790.640(C)(1). A procedural appeal addresses the official's compliance with the provision of SEPA, the SEPA rules and this Chapter with respect to the following:

a. Determination of nonsignificance;
b. Determination of significance;
c. Adoption or issuance of a Final Environmental Impact Statement.

Staff issued a Determination of Nonsignificance (see exhibit 5) and subsequently issued a final Determination of Nonsignificance (see exhibit 6). Additionally, staff followed the SEPA procedural process listed in VMC 20.790.230 Optional DNS Process.

Staff recommends denial of the procedural SEPA appeal. Staff finds the appellant's concerns about the content of the traffic study and staff assessment of public safety would be a substantive appeal as listed in VMC 20.790.640(C)(2) since it disagrees with an action or omission with respect to the conditioning or denying of a proposal. Staff followed all procedural requirements. Additionally, staff communicated the difference between a procedural SEPA appeal and a substantive SEPA appeal to the appellant, and the appellant elected to file a procedural SEPA appeal.

Furthermore, staff disagrees with the appellant's assessment of the traffic study submitted by the applicant. The traffic study included all required elements for staff to conduct a review and provide a recommendation of approval subject to the conditions listed in this report. Additionally, the U-turn restrictions along 192nd Avenue will be removed in conjunction with this proposal to further discourage additional traffic along 195th Avenue. 195th Avenue is a public road.

Conclusion: Staff recommends denial of the procedural SEPA appeal.

20.910.050 Zero Lot Line Developments

Finding: The applicant is proposing a zero lot line development for the subdivision. Per VMC 20.910.050(A), each of these lots shall be either zero or, at least five feet. Adherence to zero lot line development shall be reviewed at building permit.

20.915 Impact Fees

Finding: This project is subject to park, transportation, and school impact fees. This site is in the Evergreen School district requiring $6,432 per dwelling unit; Park District C, $5,232 per dwelling unit; and the Cascade transportation zone $291 per average daily trip (ADT). Impact fees will be calculated at current rate in effect at the time of building permit submittal and collected prior to building permit issuance.

The following note shall be placed on the plat: Pursuant to VMC 20.915, Park, School and Traffic impact fees will be calculated at time of building permit application and shall be due and payable at the time the building permit is issued, except as provided in Section 20.915.075. Notwithstanding the foregoing, all impact fees shall be recalculated for building permit applications that have not been issued within one year of submittal.

Conclusion: As conditioned, the proposal meets the requirements of this section.

20.925 Landscaping

Finding: Street trees are required for all projects fronting on a public street or private street. All street trees must be at least two inches in size or greater and have high heads which means no lower branches. Any deviation shall be approved by the City' urban forester.

The submitted landscape plan and narrow lot plan depict street trees along SE 192nd Avenue and newly proposed SE 12th Loop. This meets street tree requirements.

Ten percent of the net lot area of each lot shall be landscaped. Compliance with these requirements will be verified at the time of building permit review for each of the lots.

20.927 Narrow Lot Development

Finding: Per VMC 20.927.030, all of the lots in this subdivision are 40 feet or less in width which requires adherence to the narrow lot development chapter.

20.927.030 Narrow Lot Development Approval Criteria

A. Conflicts on narrow lots shall be eliminated.

Applicant Response: The development has been designed to eliminate conflicts between on-site and off-site improvements. Driveways, public and private utilities (water, fire hydrants, sewer roof infiltration, gas, cable, phone, electricity, etc.), on-street parking spaces, street trees, existing trees, light poles, common mailboxes, street signs, etc., have been considered in the design of the development and any conflicts have been eliminated.

Findings: The applicant has submitted a narrow lot plan showing that utilities, driveways, street trees, etc. have been located and designed to minimize conflicts with one another.

B. Adequate guest parking shall be provided.

Applicant Response: The development has been designed to provide ample street parking. By utilizing an alley to serve lots 35-48, there will be no driveways along one side of the loop road. Parking will be allowed along one side of the loop road, resulting in at least 30 on-street parking spaces, in addition to several parking spaces possible within the private/joint driveway easements, exceed the requirement for 20 guest parking spaces.

Findings: Per VMC 20.927.030(B), guest parking shall be one parking space provided per every three narrow lots. Such spaces may be located on-street or in common parking areas. Based on the proposed 60 lots, 20 guest parking spaces are required. The applicant proposes 30 on-street parking spaces along SE 12th Loop and three parking spaces each located within Tracts A, B and C. The total amount of 39 guest parking spaces meets the requirements of this section.

C. Solid waste and recycling collection and access shall be provided.

Applicant Response: The development has been designed to provide for safe access and maneuvering by solid waste and recycling collection vehicles along public roadways. Solid waste collection areas will be located in front of each lot on the adjacent street. The carts can be set out either on the street or over the curb/planter. General locations of collection areas are shown on the narrow lot plans.

Finding: Grouped trash set out area set-outs for lots accessed by Tracts A, B and C are shown on plans. Each lot has a driveway and garage that could be used for cart storage on non-collection days (see the 003 Preliminary Narrow Lot Plan. pdf V1).

Per VMC 20.927.040 (A)(3)(c) where collection is not feasible on each lot, a designated common collection point to serve up to four lots, located no further than 150 feet from any lot it serves, may be provided. Common collection points shall be shown on the solid waste and recycling plan and sized to accommodate the carts and bins associated with the city's garbage, yard debris and recycling collection system. System specifics may be obtained from the City's Solid Waste Services department.

20.927.040 Narrow Lot Development Standards

1. On and off-site improvements plan required.

Findings: The applicant has submitted a development plan showing that utilities, driveways, street trees, etc. have been located and designed to minimize conflicts with one another. The plan shows street widths, planter strips, sidewalks, light poles, fire hydrants and mailboxes. City water and sanitary sewer have reviewed placement of lines and meters to each narrow lot.

2. Standards for guest parking in common areas.

Findings: Per VMC 20.927.030(B), guest parking shall be one parking space provided per every three narrow lots. The applicant is proposing 20 lots which equates to seven required guest parking spaces. Guest parking spaces may be located within a common parking area or, on-street on local access or loop classification roadways. As previously mentioned, the applicant is proposing 39 total guest parking spaces.

3. Standards for solid waste and recycling access and collection.

Findings: Where access is not feasible common collection points shall be established and are noted on the plans. Where collection is not feasible in front of the residence or via an alley, a designated common collection point will be established. As previously mentioned, the applicant depicted solid waste cart pick up areas on the Narrow Lot Plan however, adjustments to the layout will be required prior to civil plan approval. Further details on solid waste are addressed later in this report.

4. Standards for alleys and lots with alley access.

Findings: The plan depicts a 20-foot public right of way the provides garage access to all adjacent lots. The alley provides adequate access for solid waste and emergency response vehicles mentioned later in this report.

5. Shared driveways

Findings: There are no proposed shared driveways for this development.

6. Narrow driveways

Finding: The applicant submitted a Narrow Lot Plan depicting driveway greater than 10 feet in width. Per VMC 20.927.040(6)(a), narrow driveways shall be no wider than 10 feet measured at the driveway throat, unless the applicant demonstrates on the development

plan that a wider driveway will not result in conflicts. Staff has reviewed the preliminary development plans and has determined no conflicts will result from the wider driveways as shown. Staff has no issues with the proposed driveway greater than 10 feet in width

Conclusion: As conditioned, the proposal meets the requirements of this section.

20.945 Parking and Loading
Finding: Each new single-family residence will require one off-street parking space. The space must be a minimum of 9 feet wide by 17 feet deep, paved and located outside of the minimum setbacks. Each lot will be reviewed for compliance with this requirement at the time of building permit.

Conclusion: As conditioned, the applicant meets the requirements of this section.

20.970 Solid Waste Disposal and Recycling
Finding: Narrow lot developments are subject to specific standards with regard to solid waste collection established by VMC 20.927.

Concerning Cart Set Out
Finding: The proposed South Cascade Terrace Subdivision with 60 lots will have to plan for future garbage and recycling service. Each lot will be most likely served as a single-family customer; each will have cart for garbage, a cart for recycling and a bin for glass. Organics collection, using an additional cart is optional. As proposed, the collection will take place on SE 12th Loop and in the alley. The applicant has illustrated on plans cart set out location for each lot. However, cart set-out must be shown on the driveway or sidewalks along SE 12th Loop in order to meet fire emergency access width requirements on SE 12th Loop.

Grouped set-outs for lots accessed by Tracts A, B and C are shown on plans. Each lot has a driveway and garage that could be used for cart storage on non-collection days. **(003 Preliminary Narrow Lot Plan. pdf V1)**.

Per **VMC 20.927.040 (A)(3)(c)** where collection is not feasible on each lot, a designated common collection point to serve up to four lots, located no further than 150 feet from any lot it serves, may be provided. Common collection points shall be shown on the solid waste and recycling plan and sized to accommodate the carts and bins associated with the city's garbage, yard debris and recycling collection system. System specifics may be obtained from the city's Solid Waste Services department.

Per **VMC 20.927.040 (A)(3)(g)** collection points shall be illustrated on plans and show footprints of all intended carts using dimensions from city-provided solid waste receptacle standards. See https://www.cityofvancouver.us/publicworks/page/solid-waste-development-review for Solid Waste Access and Design Standards.

Per **VMC 20.927.040 (A)(3)(h)** each lot must have storage space outside of the right of way for carts when not set out for collection day.

Condition: Prior to final civil approval the applicant shall revise plans to show cart set-out locations on the driveway or sidewalks along SE 12th Loop in order to meet fire emergency access width requirements on SE 12th Loop.

Conclusion: The proposal shall be modified to satisfy solid waste requirements for providing adequate cart set out, as conditioned.

Concerning Solid Waste Collector Access

Finding: The proposed 20-foot wide alley and 28-foot wide road appear sufficient for collection trucks to safely access and service the development. Turnaround appears feasible using the proposed SE 12th Loop. **(011 Turning Movements. Pdf V1)**

Per **VMC 20.927.040 (A)(3)(c)** all circulation and turnaround designs must be feasible using city-provided solid waste truck turning modelling templates and truck specifications. Collection vehicles shall be able to circulate the development and service receptacles with minimal backing required.

Advisory Note: Road width must meet Transportation standards to allow parking on one side and provide sufficient space for Solid Waste truck turning.

Conclusion: The proposal has satisfied solid waste requirements for providing collector access.

11.04 Transportation – Street Numbering and Naming

Finding: The applicant is proposing a 60-lot subdivision utilizing the narrow lot development standards for the construction of single-family detached zero lot line homes. The project is located at the west end of NE 46th Street. The site address is 1019, 1119 and 1201 SE 192nd Avenue. There are three existing single-family homes on the site that will be demolished. Access to most of the lots will be by way of a new looped public street extending from SE 192nd Avenue, access to several lots in the corners of the subdivision will be by way of short private streets connecting to the new looped street. Additionally, rear-yard access will be provided to the central lots by way of a private alley running through the middle of the looped street.

As described above, the proposed lots will take access by way of a new public street loop. **Per the standards and requirements for street naming provided in VMC 11.04, the south segment of the proposed loop shall be named SE 12th Way, and the north segment shall be named SE 11th Way. The west segment of the loop shall be named SE 193rd Place, and the east segment shall be named SE 194th Place.**

Conclusion: The proposed development meets the requirements of VMC 11.04 as conditioned.

11.70 Transportation – Concurrency

Finding: The applicant is proposing a 60-lot subdivision utilizing the narrow lot development standards for the construction of single-family detached zero lot line homes. The project is located at the west end of NE 46th Street. The site address is 1019, 1119 and 1201 SE 192nd Avenue. There are three existing single-family homes on the site that will be demolished. Access to most of the lots will be by way of a new looped public street extending from SE 192nd Avenue, access to several lots in the corners of the subdivision will be by way of short private streets connecting to the new looped street. Additionally, rear-yard access will be provided to the central lots by way of a private alley running through the middle of the looped street.

The applicant submitted a Transportation Analysis report, dated Dec. 13, 2023, from Lancaster Mobley. The report included trip generation, trip distribution, sight distance analysis, and turn-lane warrant analysis. Trip generation rates in the TIA were based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, utilizing Land Use Code 210 (Single-Family Detached Housing). Based on this information, the proposed project will generate 570 new ADT, including 43 new a.m. peak hour trips and 57 new p.m. peak hour trips.

The results of the turn-lane warrant analysis indicate that a northbound right-turn taper or pocket is warranted at the entry intersection on SE 192nd Avenue. As a result of this analysis, the applicant is proposing a right-turn taper at this intersection. During review of this proposed intersection treatment, City staff determined the proposed taper would allow unacceptable vehicle speeds at the crossing of the existing multi-use path. Additionally, it was determined that vehicles entering in the right-turn taper may temporarily block the sight distance for exiting vehicles, creating a potential hazard. Therefore, City staff requires that the intersection be designed with a right-turn pocket, rather than a taper.

The applicant also submitted a separate intersection capacity analysis memo, dated Feb. 28, 2024, from Lancaster Mobley. The results of the intersection analysis indicate that all study intersections will operate within the adopted standards under existing and future traffic conditions with full build-out of the proposed subdivision. Additionally, the memo included analysis of the potential impacts related to the removal of existing U-turn restrictions at the northbound leg of SE 192nd Avenue and SE Westridge Boulevard, and at the southbound leg of SE 192nd Avenue and SE 15th Street. The results of this analysis indicate that these U-turn restrictions will not cause intersection capacity failure and will not create vehicle queues exceeding existing queueing capacity. Therefore, these U-turn restrictions can be safely removed. The City's Traffic Engineering office intends to schedule the removal of these U-turn restrictions as part of upcoming field work.

Pursuant to VMC 11.70.090, the segment of 192nd Avenue between SR-14 and NE 18th Street is designated as a Category 1 Concurrency corridor, which stipulates that the corridor is operating at or above the City's adopted level of service standards. Based on the traffic report, the proposed development will generate 36 new p.m. peak hour trips to this corridor. This is not anticipated to cause the corridor to drop below the adopted level of service standard.

The proposed use is located within the 418 Transportation Analysis Zone. The proposed project contributes p.m. peak hour trips to the following Transportation Management Zones:

Corridor Name	Corridor Limit	PM Peak Trips
Mill Plain Blvd.	I-205 to 136th Ave.	9
Mill Plain Blvd.	136th Ave. to 164th Ave.	12
Mill Plain Blvd.	164th Ave. to 192nd Ave.	19
164th/162nd Avenue	SR 14 to SE 1st St.	4
164th/162nd Avenue	SE 1st St. to Fourth Plain Blvd	5
NE 18th Street	112th Avenue to 138th Avenue	1
NE 18th Street	138th Avenue to 162nd Avenue	2
136th / 137th Ave.	Mill Plain Blvd. to NE 28th St.	1
192nd Avenue	SR-14 to NE 18th Street	36

Based on the above table, **prior to the issuance of civil plan approval, the applicant shall pay concurrency modeling fees totaling $1,500.** Pursuant to the applicant's information, the project will not distribute trips to any other Transportation Management Zones.

The applicant's traffic analysis provides distribution of trips used to establish the proportionate share contribution towards off-site traffic mitigation projects pursuant to VMC 11.80.080(C). A list of the intersection(s) slated for proportionate share contributions is as follows:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
SE 176th Ave & SE 20th St	$400 per PM peak hour trip	1	$400
NE 192nd Ave & NE 13th St	$400 per PM peak hour trip	5	$2,000
SE 192nd Ave & SE 34th St	$150 per PM peak hour trip	8	$1,200
192nd Ave & SR-14 ramp terminals	$2,000 per PM peak hour trip	5	$10,000
NE 187th Ave & NE 18th St	$1,200 per PM peak hour trip	3	$3,600
NE 162nd Ave & NE 9th St	$1,500 per PM peak hour trip	5	$7,500
NE 192nd Ave & NE 9th St	$1,100 per PM peak hour trip	6	$6,600
NE 187th Ave & SE 1st St	$ 1,100 per PM peak hour trip	2	$2,200
Total Proportionate Share Cost			**$33,500**

Based on the above table, prior to the issuance of civil plan approval, the applicant shall pay proportionate share fees totaling $33,500.

Transportation Impact Fees (TIF) are imposed per VMC 20.915. See the section of this staff report addressing VMC 20.915 for calculation of TIF. The submitted documentation fulfills the City's requirements for concurrency analysis.

Conclusion: The proposed development meets the requirements of VMC 11.70 as conditioned.

11.80 Transportation – Street & Development Standards

Finding: The applicant is proposing a 60-lot subdivision utilizing the narrow lot development standards for the construction of single-family detached zero lot line homes. The project is located at the west end of NE 46th Street. The site address is 1019, 1119 and 1201 SE 192nd Avenue. There are three existing single-family homes on the site that will be demolished. Access to most of the lots will be by way of a new looped public street extending from SE 192nd Avenue, access to several lots in the corners of the subdivision will be by way of short private streets connecting to the new looped street. Additionally, rear-yard access will be provided to the central lots by way of a private alley running through the middle of the looped street.

Southeast 192nd Avenue is designated a principal arterial which requires a minimum 50 feet half-width right of way and 35 feet paved street half-width per city standard plan T10-06. The existing road along the property frontage of SE 192nd Avenue includes asphalt roadway, curb, gutter, detached multi-use path, street lighting, and storm drainage.

Southeast 192nd Avenue received a pavement overlay in November 2022. Pursuant to VMC 11.80.100 B., a street cut prohibition is in effect through November 2027. The applicant proposes to cut the street to install utilities and/or construct the required frontage improvements. To deviate from the 5-year street-cut moratorium, this proposed work requires a minor road modification pursuant to VMC 11.80.160. The applicant has submitted a minor road modification request for the proposed work and Transportation staff has reviewed and approved the request.

Prior to civil plan approval, the applicant must include the City of Vancouver standard advanced pavement restoration requirements on the civil drawings. Prior to the issuance of subdivision approval, the applicant shall comply with all requirements set forth on the civil drawings pursuant to the minor road modification approval.

Prior to the issuance of subdivision approval, the applicant shall provide the following improvements to SE 192nd Avenue, per City of Vancouver standards:

- **Construct a northbound right-turn pocket at the intersection of SE 192nd Avenue and SE 12th Way.**
- **Remove all existing driveway accesses.**
- **There are open sidewalk code cases against the development parcels along SE 192nd Ave. (SWK-84424 and SWK-84425). The applicant must repair the sidewalk deficiencies along the project frontage to ensure ADA compliance and conduct a street tree evaluation to determine if the existing trees are causing sidewalk trip hazards. For questions regarding the repairs that are required to be made contact the Operations Department at sidewalks@cityofvancouver.us**
- **The proposed development is located within one mile of a school. Therefore, all existing pedestrian routes shall be protected until completion of construction. A right of way construction permit is required for any project that intends to close or alter a sidewalk or curb ramp for construction purposes. Each permit must include a Pedestrian Traffic Control Plan (PTCP). In general, the PTCP must limit sidewalk closures and avoid detouring of pedestrians to the opposite side of the street during construction. The designers of the PTCP must make every effort to allow pedestrians to continue using the sidewalk on the same side of the street as the construction project, if possible. PTCPs will be evaluated on a case-by-case basis, specific requirements will vary depending on location**
- **Street lighting must be installed or upgraded to current standards, see street lighting comments below.**
- **Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.**

The internal looped public street in the subdivision is comprised of four segments: SE 11th Way, SE 12th Way, SE 193rd Place, and SE 194th Place. All these segments are designated as Loop/Cul-De Sac streets, which typically requires a minimum 50 feet full-width right of way and 28 feet paved street width, per city standard plan T10-16. The street standard also requires both sides of the street to be built with vertical curb, detached 5-foot sidewalk, and 5-foot planter strip. The applicant has submitted a request for a road modification to reduce the total right of way width to 48 feet and allow rolled curbing with 5-foot curb-tight attached sidewalk on one side of the street. The other side of the street would be constructed with the standard curb and detached sidewalk. **This road modification request has been reviewed and approved by City staff.**

Per VMC 11.80.110.B(1), driveways providing access to non-arterial streets must be spaced a minimum of five feet from the nearest property line. The applicant has submitted a request for a road modification to allow driveways in this narrow-lot subdivision to be located approximately 1.5 feet from the property line. **This road modification request has been reviewed and approved by City staff.**

Prior to the issuance of subdivision approval, the applicant must provide the following improvements for all four segments of the looped public street:

- **Dedicate 48 feet of right of way and install an asphalt street with 28-foot paved width. Install rolled curb and gutter, and 5-foot curb-tight attached sidewalk on one side of the street, per the applicable City standards and the conditions of the approved road modification. The attached sidewalk must be thickened to six inches, minimum. On the other side of the street install curb, gutter, and detached sidewalk, per T10-16.**
- **Construct a new intersection on SE 192nd Ave. with 35-foot curb return radii and standard directional ADA ramps, per the applicable City standards.**
- **Install a stop sign with stop bar at the intersection with SE 192nd Ave. to stop-control westbound traffic approaching the intersection. Also install a stop sign and stop bar at the intersection of SE 12th Way and SE 193rd Place to stop-control southbound traffic approaching the intersection.**
- **Install 'No Parking – Fire Lane' signs at appropriate spacing along one side of the looped street.**
- **Street lighting must be installed to current standards, see street lighting comments below.**
- **Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.**

The lots located in the central block will have rear-yard access provided by way of a private alley running through the middle of the block. **Prior to the issuance of final subdivision approval, the applicant shall dedicate a private alley easement with adequate width to protect the private alley and must install City of Vancouver standard alley improvements including a 20-foot paved alley width, inverted crown section, a 2-foot concrete gutter pan in the center of the ally, and storm drainage as required by the city stormwater ordinance. Also, must install 'No Parking – Fire Lane' signs at appropriate spacing along both sides of the alley.**

As discussed above, several lots will be accessed by way of private streets. The applicant shall, at a minimum, meet the applicable requirements of VMC 11.80.050 and city standard plan T10-18. Per VMC Table 11.80.070.C-3, a private street serving no more than four dwellings which is less than 200 feet long – as measured from the intersecting curb line to the end of the private street – is not required to have a turnaround. Therefore, the applicant is not required to construct a turnaround at the terminus of any of the proposed private streets. **Prior to the issuance of final subdivision approval, the following improvements to the private streets must be provided, per City of Vancouver standards:**

- **Dedicate an appropriate easement or tract at least 15 feet wide and install a minimum 12-foot-wide paved street surface, per T10-18. (The applicant may increase the width of the street, if desired or if required by the fire dept.)**
- **If the paved street width is less than 28 feet, must install "No Parking – Fire Lane" signs on both sides of the street.**

Per VMC 11.80.050 (H), a statement with the following language is required on the face of any plat or short plat containing a private street:

WARNING: 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, streetlights, curbs, or landscaping.

Per VMC 11.80.050 (I), where private streets are included in plats/subdivisions that include conditions, covenants and restrictions (CCRs), the CCRs must include the following statement:

WARNING: 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, streetlights, curbs, or landscaping.

The CCRs also must include terms and condition of responsibility for liability, maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement, right of use easement, and other considerations.

Per VMC 11.80.050 (J), the City will not maintain streets, signs, streetlights, or drainage improvements associated with a private street. Prior to final inspection and approval of a private street, a maintenance agreement must be recorded with the Clark County Auditor as a covenant running with the land for any and all parcels served, or potentially served. The agreement must set forth the terms and conditions of responsibility for liability, maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement, right of use easements, and other considerations. The agreement also must include the creation of a private street maintenance fund and the annual assessment.

Street lighting is required on public streets per VMC 11.80.090 and on private streets per VMC 11.80.050(L). Any substandard street lighting shall be required to be upgraded to current City standards as part of this project. Street lighting shall be installed and/or updated to meet the design standards per city standard plans T21-01A through T21-01D. If the applicant proposes to retain the existing lighting or install lighting that exceeds the maximum spacing requirement a photometric analysis will be required to ensure the lighting level standards are met. If the maximum spacing per T21-01A is met, the photometric analysis is not necessary.

When required, photometrics shall be analyzed in zones. Zones for each direction of travel of a straight roadway are done in luminance method. Intersections, sidewalks, and curved roadway sections are their own zones and done in illuminance. Average maintained luminance is measured in candela per square meter. Veiling luminance shall be shown. Average maintained illuminance is measured in foot-candles. Stationing is a required item on the lighting plans. IES files for lighting software can be obtained from lighting manufacturer. Use lighting materials from the City of Vancouver approved material list.

New lights will be LED and existing HPS lights will be retrofitted to LED unless otherwise noted by Traffic. Any new or existing lights that are within 10 feet of primary power and/neutral lines, will require the developer to raise the power lines. The developer will need to work with Clark Public Utilities for requirements and costs.

Conclusion: The proposed development meets the requirements of VMC 11.80 as conditioned.

14.04 Water

Finding: There is an existing 12-inch Ductile Iron (DI) water main in SE 192nd Avenue.

The applicant is proposing to connect to the existing 12-inch main in SE 192nd Avenue and extend an 8-inch main on-site. They are proposing to loop the new 8-inch ZDI main through the site to serve the required fire hydrant, meters, backflow devices.

Additional requirements may be outlined during the detailed site plan review process, meeting the water requirements as detailed in the *General Requirements & Details for the Design and Construction of Water, Sanitary Sewer and Surface Water Systems* (latest revision).

Conclusion: The submitted plans indicate the requirements can be met.

14.06 Sanitary Sewer

Finding: Existing public sewer is available south of the site, in an existing public sewer easement, on parcel identification 177235054. The public sewer easement was recorded with the Quail Crossing Plat (Book 311, Page 419).

The subject parcels are to be served by the Fisher's Grove Pump Station. Parcels discharging to Fisher's Grove Pump Station are subject to a sewer pump surcharge fee of $635 per equivalent dwelling unit (EDU). The fee is due at the time of connection.

Developments are typically required to extend public sewer to and through the site, and across frontages (VMC 14.04.280). In this case, public sewer needs to be extended to and through the site to serve each proposed residential lot. Public sewer that is not placed in the right of way must be in a public sewer easement dedicated to the City of Vancouver. Codes and standards require a minimum of one 4-inch diameter sewer service lateral from public sewer to each residential lot (VMC 14.08.50; 14.16.010).

The existing septic systems shall be decommissioned in accordance with Clark County Public Health requirements.

The application was reviewed for sanitary sewer in February 2024. Sanitary sewer service is discussed on page 15 of the narrative. A preliminary utility plan is shown on page 6 of the drawings. The proposal generally satisfies the code's service requirements.

Sanitary Sewer Conditions:

(Prior to Civil Plan Approval)

Complete the sanitary sewer design on the civil drawings. The design shall be completed in accordance with the City of Vancouver's *General Requirements and Details for the Design and Construction of Public Sanitary Sewers.* Address redline comments and submit the final design for civil plan approval.

(During Construction)

Secure construction permits and schedule and attend a pre-construction meeting. Construct new public sewer and service laterals as shown on the approved plans. Satisfy construction services inspection requirements and secure construction acceptance.

Satisfy submittal and other requirements itemized in the Notification of Civil Plan Approval and secure final civil project acceptance.

(Prior to Final Occupancy)

Pay sewer application fees, Fisher's Grove Pump Station surcharge fee of $635 per EDU, and system development charges. Secure connection permits and connect the new building sewers to the new laterals in accordance with the plumbing code.

Sanitary Sewer Conclusions: The applicant has demonstrated the standards for public sewer can be met as conditioned.

14.24 Erosion Control

Finding: The site is currently partially developed. The site will be disturbed with the construction of the subdivision. A preliminary erosion control plan was submitted with the preliminary civil plans.

A Construction Stormwater Pollution Prevention Plan (SWPPP) must be submitted to the City prior to civil plan approval.

Conclusion: The applicant has demonstrated the City of Vancouver erosion control ordinance can be met.

14.25 Stormwater

Finding: New impervious area will be created with the development of the subdivision.

The proposed development is a qualifying project for minimum requirements 1 - 9. Calculations have been submitted with the preliminary civil engineering plans indicating the amount of new impervious surface being created.

Washington State Department of Ecology Minimum Requirement 6: Runoff Treatment will be satisfied by using Contech Stormwater Management Storm Filter catch basins to treat runoff from the pollution generating surfaces.

The applicant proposes to infiltrate runoff in underground infiltration facilities satisfying Washington State Department of Ecology Minimum Requirement 7: Flow Control.

All UIC wells are required to be registered with Washington State Department of Ecology. Proposed public UIC wells shall receive Washington State Department of Ecology UIC Program rule authorization prior to civil plan approval. Provide a copy of the authorization in the final stormwater report during the plan review process. A copy of the registration application will be accepted if rule authorization notification has not been received from Ecology within 60 days of application for well registration. Registration forms shall include the following ownership, facility/site information, and NPDES number for proposed public UICs.

The on-site stormwater facilities in the private tracts will be owned by the property owners. An easement in the form of a covenant running with the land shall be dedicated to the City of Vancouver around the stormwater facilities for access and inspection.

Conclusion: The applicant has demonstrated the City of Vancouver stormwater ordinance can be met.

Fire Title 16

Finding: **VMC Title 16 –16.04.010 -Adoption of the International Fire Code. (IFC)**

The following IFC chapters were evaluated during this review where applicable: Ch. 3 Fire Code General Requirements, Ch. 4 Emergency Planning and Preparedness, Ch. 5 Fire Service Features, Ch. 6 Building Services and Systems, Ch. 7 Fire and Smoke Protection Features, Ch. 9 Fire Protection and Life Safety Systems, Ch 33 Fire Safety During Construction and Demolition, and VMC 16.04.010 – 16.04.290.

Site Specific Matter not yet Addressed

Not yet Addressed – Fire hydrants: Fire flow and locations/spacing requirements are unknown. One hydrant is shown and does not meet the distance requirements.

Prior to Civil Plan Approval

1. Add a note on the water utility pages as follows: Underground fire sprinkler supply mains shall be installed only by contractors in compliance with WAC 212-80 and endorsed in accordance with VMC 16.04.095 under separate permit.

2. Provide a fire response plan including the following:
    - Fire hydrant locations related to the project.
    - Fire lane marking locations and details.
    - Aerial apparatus location along one side of the building shown as hashed area (where applicable).
    - Vehicle gate locations (where applicable).
    - Emergency vehicle tracks.
    - Fire Department Connection location.
    - Sprinkler riser location(s).
    - Fire-pump location (where applicable).
    - Fire alarm panel room location.
    - Fire Command Center location or Fire Control Room (where applicable).
    - Electrical and gas utility control room location(s).
    - Electrical meter land gas meter location(s).
    - Generator location.
    - Mechanical room location(s).
    - Knox-Box location (at main entry, or at fire protection equipment exterior door where adjacent to a fire lane).
    - Standpipes and floor control valves.
    - Location of elevator and stairwell shafts
    - Roof access door/hatch location (where standpipes and sprinkler floor control valves are required, this shaft shall be the roof access shaft).
    - Fire access doors (where applicable)
    - Emergency or standby power generator location (where applicable).
    - Hazardous materials locations (if known or where applicable).
    - Fuel dispensing locations
    - Anticipated hazards to emergency operations (overhead power lines, slopes/cliffs or hazardous processes)
    - Presence of car stackers (where applicable)
    - Hash line the required fire rated walls.

Prior to Combustible Construction

1. All fire hydrants for emergency use shall be established and maintained clear for emergency use.
2. Fire apparatus access roads shall be established.

During Construction

1. Temporary address signage shall be visible and legible from the street fronting the property for emergency response during construction.
2. Fire hydrants shall not be obstructed in any manner.
3. Fire apparatus access roads shall be maintained clear for emergency response.
4. FDC/Standpipes shall be provided and accessible during construction, if applicable.
5. Fire Extinguishers and no smoking signs shall be provided during construction.

Building Title 17

Finding: 17.08.090 a building department plan review and permit will be required for this project. Building shall comply with the applicable codes listed in 17.08.010 in effect at the time of building permit application. A complete building code review of plans is not performed during site plan review. Filing of building permit application with required fees and review material is

required for a complete building code review. At this time, plans and information necessary to verify compliance with all applicable building code provisions is neither required nor provided.

Finding: Plans provided propose to construct 60 detached single-family residential lots on 4.46 acres with zero lot line development standards.

Finding: Single-Family Dwelling: Per IRC R302, exterior walls, opening, penetrations and projections shall be as per Table R302.1(1) or if equipped with fire sprinklers, then Table R302.1(2) shall apply. Eaves may not extend closer than two feet to a property line. No part of the structure including but not limited to siding, trim, gutters, or footings may extend beyond the property lines.

Washington State Codes and Amendments: http://www.sbcc.wa.gov/sbccindx.html.
Please note the **2021 I-Codes & WA Amendments anticipated as of March 15, 2024.**

Design Requirements
Seismic Design Category D-1, Wind 97 MPH (Vult) Exposure B, Minimum Ground and Roof Snow Load 25 psf, Frost depth 12 inches.

Finding: Demolition (DMO) permits are required to remove structures larger than 120 square feet of any size connected to utilities.

Finding: Separate permits and engineering are required for retaining walls on each individual parcel when over four feet measured from the bottom of the footing to the top of the wall or of any height supporting a surcharge.

Finding: Separate permits are required for all grading.

Prior to final grading: Condition of approval: A final summary report by the geotechnical engineer of record shall be prepared and submitted to the City of Vancouver that states that the project soils were prepared in accordance with the governing geotechnical report and construction documents. Provide a current report with lot specific conditions and compaction test results by final grading. Please send to planreview@cityofvancouver.us .

Finding: The proposed site plan appears acceptable for building codes related issues and accessibility issues; however, a complete building plan review will be required to determine final compliance.

Conclusion: As submitted, the project can be reviewed for building code issues related to the site plan. The site plan review process is a separate and distinct process from the building permit process.

RECOMMENDATION

Based upon the findings herein, the criteria for approval have been satisfactorily met or shall be met as conditioned, and no significant adverse impacts have been identified. Staff concludes this request meets the applicable requirements of the zoning district, comprehensive plan and other applicable codes and recommends zone change and subdivision approval with conditions as noted below and throughout this staff report. This approval does not grant the right to permits but only determines the site can meet the requirements of the applicable ordinance as described in this report.

CONDITIONS OF APPROVAL

Prior to Civil Plan Approval

1. Upload the civil plan review set showing the revisions requested as well as all necessary reports (geotechnical, hydrology, traffic analysis, road modification, etc.). Include a detailed site plan in the civil plan review set. For questions on these requirements please contact 360-487-7804.
2. Grading plan review fees will be due upon submittal of civil plans for review. Contact Permit Center staff at 360-487-7802 to obtain a fee quote.
3. Add the following note to the grading plans stating: "In the event that archaeological deposits are encountered during construction, work shall be halted immediately, and the City of Vancouver's Community Development Department and the Washington State Department of Archaeology and Historic Preservation shall be notified in order for the findings to be investigated and assessed by a professional archaeologist."
4. Revise the landscape plan to remove the Rocky Mountain Maple with a tree from the approved CDD Tree and landscape list.
5. Show tree and root protection on Grading Plans for street trees and off-site trees. Silt fencing shall go around tree and root protection areas not along the property lines and through tree and root protection areas.
6. Revise plans to show cart set-out locations on the driveway or sidewalks along SE 12th Loop in order to meet fire emergency access width requirements on SE 12th Loop.
7. Revise the street naming as follows: the south segment of the proposed loop shall be named SE 12th Way, and the north segment shall be named SE 11th Way. The west segment of the loop shall be named SE 193rd Place, and the east segment shall be named SE 194th Place.
8. Pay concurrency modeling fees totaling $1,500.
9. Pay proportionate share fees totaling $33,500.
10. Include the City of Vancouver standard advanced pavement restoration requirements on the civil drawings.
11. Complete the sanitary sewer design on the civil drawings. The design shall be completed in accordance with the City of Vancouver's General Requirements and Details for the Design and Construction of Public Sanitary Sewers. Address redline comments and submit the final design for civil plan approval.
12. Provide a Construction Stormwater Pollution Prevention Plan (SWPPP) to the City.
13. The on-site stormwater facilities in the private tracts will be owned by the property owners. An easement in the form of a covenant running with the land shall be dedicated to the City of Vancouver around the stormwater facilities for access and inspection.
14. Add a note on the water utility pages as follows: Underground fire sprinkler supply mains shall be installed only by contractors in compliance with WAC 212-80 and endorsed in accordance with VMC 16.04.095 under separate permit.
15. Provide a fire response plan.

Prior to Commencing Public Improvement Construction

16. All fire hydrants for emergency use shall be established and maintained clear for emergency use.
17. Fire apparatus access roads shall be established.
18. A final summary report by the geotechnical engineer of record shall be prepared and submitted to the City of Vancouver that states that the project soils were prepared in accordance with the governing geotechnical report and construction documents. Provide a current report with lot specific conditions and compaction test results by final grading. Please send to planreview@cityofvancouver.us

During Public Improvement Construction

19. Secure construction permits and schedule and attend a pre-construction meeting. Construct new public sewer and service laterals as shown on the approved plans. Satisfy construction services inspection requirements and secure construction acceptance.
20. Satisfy submittal and other requirements itemized in the Notification of Civil Plan Approval and secure final civil project acceptance.
21. Temporary address signage shall be visible and legible from the street fronting the property for emergency response during construction.
22. Fire hydrants shall not be obstructed in any manner.
23. Fire apparatus access roads shall be maintained clear for emergency response.
24. FDC/Standpipes shall be provided and accessible during construction, if applicable.
25. Fire Extinguishers and no smoking signs shall be provided during construction.

Prior to Final Plat Approval

26. Submit a final plat application. Applications can be found under Building, Planning and Environment on the City of Vancouver website, www.cityofvancouver.us.
27. Comply with all requirements set forth on the civil drawings pursuant to the minor road modification approval.
28. Provide the following improvements to SE 192nd Avenue, per City of Vancouver standards:
    - Construct a northbound right-turn pocket at the intersection of SE 192nd Avenue and SE 12th Way.
    - Remove all existing driveway accesses.
    - There are open sidewalk code cases against the development parcels along SE 192nd Avenue (SWK-84424 and SWK-84425). The applicant must repair the sidewalk deficiencies along the project frontage to ensure ADA compliance and conduct a street tree evaluation to determine if the existing trees are causing sidewalk trip hazards. For questions regarding the repairs that are required to be made contact the Operations Department at sidewalks@cityofvancouver.us
    - The proposed development is located within one mile of a school. Therefore, all existing pedestrian routes shall be protected until completion of construction. A right of way construction permit is required for any project that intends to close or alter a sidewalk or curb ramp for construction purposes. Each permit must include a Pedestrian Traffic Control Plan (PTCP). In general, the PTCP must limit sidewalk closures and avoid detouring of pedestrians to the opposite side of the street during construction. The designers of the PTCP must make every effort to allow pedestrians to continue using the sidewalk on the same side of the street as the construction project, if possible. PTCPs will be evaluated on a case-by-case basis, specific requirements will vary depending on location
    - Street lighting must be installed or upgraded to current standards, see street lighting comments below.

- Install traffic control devices as warranted, and storm drainage as required by the City stormwater ordinance.

29. Provide the following improvements for all four segments of the looped public street:
    - Dedicate 48 feet of right of way and install an asphalt street with 28-foot paved width. Install rolled curb and gutter, and 5-foot curb-tight attached sidewalk on one side of the street, per the applicable city standards and the conditions of the approved road modification. The attached sidewalk must be thickened to six inches, minimum. On the other side of the street install curb, gutter, and detached sidewalk, per T10-16.
    - Construct a new intersection on SE 192nd Avenue with 35-foot curb return radii and standard directional ADA ramps, per the applicable city standards.
    - Install a stop sign with stop bar at the intersection with SE 192nd Avenue to stop-control westbound traffic approaching the intersection. Also install a stop sign and stop bar at the intersection of SE 12th Way and SE 193rd Place to stop-control southbound traffic approaching the intersection.
    - Install 'No Parking – Fire Lane' signs at appropriate spacing along one side of the looped street.
    - Street lighting must be installed to current standards, see street lighting comments below.
    - Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

30. Dedicate a private alley easement with adequate width to protect the private alley and must install City of Vancouver standard alley improvements including a 20-foot paved alley width, inverted crown section, a 2-foot concrete gutter pan in the center of the ally, and storm drainage as required by the city stormwater ordinance. Also, must install 'No Parking – Fire Lane' signs at appropriate spacing along both sides of the alley.
31. Provide the following improvements to the private streets, per City of Vancouver standards:
    - Dedicate an appropriate easement or tract at least 15 feet wide and install a minimum 12-foot-wide paved street surface, per T10-18. (The applicant may increase the width of the street, if desired or if required by the fire dept.)
    - If the paved street width is less than 28 feet, must install "No Parking – Fire Lane" signs on both sides of the street.
32. Provide a shared access and maintenance agreement recorded on all parcels that are party to the private roadway.

33. *Notes Required on Plat:*

    Archeology

    If any cultural resources are discovered in the course of undertaking the development activity, the Department of Archaeology and Historic Preservation in Olympia and the City of Vancouver Community Development Department shall be notified. Failure to comply with these State requirements may constitute a Class C felony, subject to imprisonment and/or fines.

    Impact Fees

    Pursuant to VMC 20.915, Park, School and Traffic impact fees will be calculated at time of building permit application and shall be due and payable at the time the building permit is issued, except as provided in Section 20.915.075. Notwithstanding the foregoing, all

impact fees shall be recalculated for building permit applications that have not been issued within one year of submittal.

Infiltration
Individual infiltration systems to be installed on each lot. Homeowner is responsible for the maintenance of the infiltration system.

Private Streets
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, streetlights, curbs, or landscaping.

Tracts
Tracts A, B and C are (private parking tracts, private roads, public storm water) to be owned and maintained by the Homeowners Association.

Trees
Development within this subdivision is subject to an approved tree plan. Tree removal is subject to approval by the City of Vancouver. All trees shall be planted prior to occupancy per the approved plan.

Zero Lot Lines
Zero lot line development subject to the standards of VMC 20.910.050

Alternative Process for Vacation or Modification of Dedicated Easements (VMC 20.320.080 and RCW 64.04.175)
Easements dedicated or granted to the City of Vancouver on this plat may be modified by City Council using the easement vacation process and by recording of an updated plat. A Type II or Type III plat alteration process shall not generally be required to modify and/or vacate City of Vancouver easements on this plat. All other easements created by this plat may be amended through a Type II plat alteration process and recording an updated plat.

Public Utility Easement:
An easement is hereby reserved under and upon the exterior six feet of all boundary lines of the lots and tracts adjacent to public/private roads for the installation, construction, renewing, operating and maintaining electric, telephone, TV, cable, and water. All lots containing pad mount transformers are subject to the minimum clearances as defined by Clark Public Utilities Construction standards. All proposed building designs on these lots must provide adequate clearance for all combustible materials. Also, sidewalk easement, as necessary to comply with ADA slope requirements, shall be reserved upon the exterior six feet along the front boundary lines of all lots and tracts adjacent to public streets.

Prior to Issuance of any Building/Development Permits:

34. Pay all required fees, including impact fees.

Prior to Issuance of Certificate of Occupancy:

35. Pay sewer application fees, Fisher's Grove Pump Station surcharge fee of $635 per EDU, and system development charges. Secure connection permits and connect the new building sewers to the new laterals in accordance with the plumbing code.
36. A certificate from a licensed landscape architect shall be provided verifying that landscaping indicated on the final landscape plan has been installed. (For all commercial, multi-family and industrial projects)
37. All UIC wells are required to be registered with Washington State Department of Ecology. Proposed public UIC wells shall receive Washington State Department of Ecology UIC Program rule authorization prior to civil plan approval. Provide a copy of the authorization in the final stormwater report during the plan review process. A copy of the registration application will be accepted if rule authorization notification has not been received from Ecology within 60 days of application for well registration. Registration forms shall include the following ownership, facility/site information, and NPDES number for proposed public UICs.
38. Install required street trees and landscape buffer plantings per VMC 20.925.030(E)

EXHIBITS

1. Staff Report
A. Application
B. Applicant Narrative
C. Proposed Development Plans
D. SEPA Checklist
E. Notice of Application and Optional DNS dated Feb. 9, 2024
F. Final DNS issued March 12, 2024
G. Traffic Study by Lancaster Mobley dated Dec. 13, 2023
H. Trip Calculations Worksheet dated March 12, 2024
I. Development Review Evaluation from Clark County Public Health dated Nov. 22, 2023
J. Comment Letter from Department of Ecology dated March 8, 2024
K. Stormwater Report**
L. Geotechnical Report**
M. Public Comment
N. Evergreen School District Letter dated Nov. 3, 2023
O. Electronic Letter of Appeal submitted by David Rehmann dated March 26, 2024

**Because of the size of the exhibit, it is not included with this report. The document is available for review via email. Please email the case manager for this project to receive electronic copies of the requested exhibit.

EXHIBIT A

Planning Permit Application

LAND USE PRELIMINARY APPLICATION (LUP)

415 W 6th ST ~ Vancouver, WA 98660, P.O. Box 1995 ~ Vancouver, WA 98668, Phone (360) 487-7800

Email completed application to eplans@cityofvancouver.us

REVIEW TYPE (Check one review and one process type)					
Review Type: ☐ Type I	☐ Type II	☐ Type III	☒ Type IV	☐ Tree Removal Only (nuisance or hazard)	
Process Type: ☒ Standard ☐ Streamline (Type I & II applications only. Pre-submittal Meeting required. By selecting streamline process, applicant waives all land use review timelines in VMC Title 20)					
USE					
☒ Single-Family	☐ Commercial	☐ Multi-family	☐ Mixed Use (commercial with multi-family)	☐ Industrial	☐ Residential
☐ Duplex	☐ Wireless Communications Facility (new) see VMC 20.890				
PROJECT INFORMATION					
Site Acres: 4.46 acres	Disturbed Acres: 4.46 acres	Zoning: R-9	Sewer: ☐ Septic ☒ Public	Water: ☐ Well ☒ Public	
Proposed # of Lots: 60	Proposed Dwelling Units: N/A				
Non-Residential Bldg. Square Footage:	Ground Floor:	Total of **All** Upper Floors:			
Hard Surface Area Square Feet - New:	Replacement:	Total:			
PROJECT NAME AND LOCATION					
Proposed project name: South Cascade Terrace Subdivision					
Project site address: 1019 SE 192nd Ave. (also 1119 & 1201)	Parcel #(s): 177228010 (also 177228010 & 177228000)				
PROJECT DESCRIPTION (Briefly describe the proposed project. Provide more detail in project narrative)					
60-lot subdivision with concurrent rezone R-9 to R-17					

PRIMARY APPLICANT	**CONTACT**
Business Name: Ginn Group LLC	Business Name: PLS Engineering
Contact Name: Chad Stewart	Contact Name: Travis Johnson
Address: 502 NE 72nd Street	Address: 604 W. Evergreen Blvd
City/State/Zip: Vancouver, WA 98665	City/State/Zip: Vancouver, WA 98660
Phone: (360) 608-6026	Phone: (360) 944-6519
Email: chad@ginngrp.com	Email: pm@plsengineering.com
ELECTRONIC PLANS SUBMITTER (required) (responsible for ePlans uploading and correspondence)	**OWNER** (attached additional sheets for multiple owners)
Name: PLS Engineering (Travis Johnson)	Name: Teresa Mosbauer
Address: 604 W. Evergreen Blvd	Address: 615 Deep Pond Rd.
City/State/Zip: Vancouver, WA 98660	City/State/Zip: Osteen, FL 32764
Email (required): pm@plsengineering.com	Email: terrytahoo2004@yahoo.com
Phone: (360) 944-6519	Phone:

ONLINE PAYMENT	
Existing ePermits User Name: projects@ginndevelopments.com	Request an ePermits Account

REQUIRED SIGNATURES

As evidenced by my signature below, I/we agree that City of Vancouver staff has my/our full permission to enter upon the subject property at any reasonable time to consider the merits of the application, to take photographs and to post public notices.

Applicant Signature: DocuSigned by: Chad Stewart 2FA0CAAFD2C64E9...	Date: 11/29/2023
Property Owner or Owner's Authorized Agent Signature: DocuSigned by: Teresa A. Mosbauer B9F073A39DD2410...	Date: 11/29/2023

LUP APPLICATION SUB TYPES

Please check all applicable applications and information where necessary

☐ **Airport Height Overlay District**

☒ **Archaeological Pre-determination**

☐ **Binding Site Plan**
- ☐ Conceptual (without Site Plan Review)
- ☐ Detailed (with Site Plan Review)

☐ **Boundary Line Adjustment** # of lots to be adjusted:

☐ **Comprehensive Plan Amendment**
(Including Zone Map Amendment with Comp Plan)

☐ **Conditional Use Permit**
- ☐ Initial (Type III) (Comm. Centers, Group Meal Service, Shelters)
- ☐ Major Modification (Type III)
- ☐ Minor Modification (Type I)

Engineering Review Required ☐ Yes ☐ No

☐ **Covenant Release**

☐ **Critical Areas** (not used when in Shoreline)
Check one → ☐ Duplex/Single Family ☐ All Other Uses

Check one → ☐ Permit ☐ Statement of Exemption (No Fee)

Check the applicable critical area(s)
- ☐ Fish & Wildlife
- ☐ Frequently Flooded
- ☐ Geological Hazards
- ☐ Wetlands
- ☐ Minor Exception (not common)
- ☐ Reasonable Use (not common)

☐ **Design Review**
- ☐ Exterior Modification Only
- ☐ All Others

☐ **Development Agreement**
- ☐ Initial
- ☐ Modification
- ☐ Extension

☐ **Historic Preservation** ☐ Modification ☐ Registry
☐ **Historic Preservation – Special Valuation**

☐ **Legal Lot Determination**
# of lots to be reviewed:

☐ **Master Plan (Mixed Use)** ☐ **Public Facilities MP**
- ☐ Conceptual (without Site Plan Review)
- ☐ Detailed (with Site Plan Review)
- ☐ Hybrid (Some areas with Site Plan Review)

☐ **Planned Development**
- ☐ Commercial
- ☐ Residential
- ☐ Mixed Use*

*Ground Floor SF: Upper Floor SF:

☐ **Plat Alteration**

☐ **Post Decision Review/Modification**
(Includes Planned Development/Master Plan Modifications)
☐ Type I ☐ Type II ☐ Type III

Engineering Review Required ☐ Yes ☐ No

☒ **Road Modification**
- ☒ Minor
- ☐ Technical
- ☐ Major

Submitted: ☒ Before ☐ After Decision
(submitted after decision is not common)

☐ **Shoreline Permits**
- ☐ Substantial Development Permit
- ☐ Shoreline Permit - Statement of Exemption (no fee)
- ☐ Shoreline Conditional Use
- ☐ Shoreline Variance

☐ **Site Plan Review** ☐ Type I ☐ Type II

Check Use Type below
- ☐ Residential
- ☐ Non-Residential
- ☐ Qualified Planned Action
- ☐ Unoccupied Commercial/Utility Structure
- ☐ Commercial Pad
- ☐ Land Extensive

Stormwater ☐ Yes ☐ No Transportation ☐ Yes ☐ No

☒ **State Environmental Policy Act (SEPA)**

☐ Check if for Single-Family Residential house (only)

- ☐ Residential Site Plan Review (SPR)
- ☐ Grading Only
- ☒ Subdivision or Planned Development
- ☐ Non-Project Actions (not common)
- ☐ All Other (Includes Comm/Indust SPR)

(When more than one applies check All Other)

☒ **Subdivision/Short Subdivision**
- ☐ Short Subdivision (2-9 lots)
- ☒ Subdivision (10+ Lots)

☐ **Temporary Use**
- ☐ Commercial/Industrial
- ☐ Unforeseen Emergency
- ☐ Seasonal Event
- ☐ Model Home
- ☐ Sales Office

☒ **Tree Plan**
Enter Tree Plan Level (1 to 7): 5
(Tree Removal for nuisance or hazard tree(s) is Level 3)

☐ **Variance**

☐ Check if for Single Family Residential house

- ☐ Type I - # requested:
- ☐ Type II - # requested:

Stormwater ☐ Yes ☐ No Transportation ☐ Yes ☐ No

☒ **Zoning Map Amendment**
(Not involving Comprehensive Plan Amendment)

DocuSign Envelope ID: 7153BCAC-7850-4BE0-941C-6A270114F784

Planning Permit Application

LAND USE PRELIMINARY APPLICATION (LUP)

415 W 6th ST ~ Vancouver, WA 98660, P.O. Box 1995 ~ Vancouver, WA 98668, Phone (360) 487-7800

Email completed application to eplans@cityofvancouver.us

REVIEW TYPE (Check one review and one process type)					
Review Type: ☐ Type I	☐ Type II	☐ Type III	☒ Type IV	☐ Tree Removal Only (nuisance or hazard)	
Process Type: ☒ Standard ☐ Streamline (Type I & II applications only. Pre-submittal Meeting required. By selecting streamline process, applicant waives all land use review timelines in VMC Title 20)					
USE					
☒ Single-Family	☐ Commercial	☐ Multi-family	☐ Mixed Use (commercial with multi-family)	☐ Industrial	☐ Residential
☐ Duplex	☐ Wireless Communications Facility (new) see VMC 20.890				
PROJECT INFORMATION					
Site Acres: 4.46 acres	Disturbed Acres: 4.46 acres	Zoning: R-9	Sewer: ☐ Septic ☒ Public	Water: ☐ Well ☒ Public	
Proposed # of Lots: 60	Proposed Dwelling Units:60				
Non-Residential Bldg. Square Footage:	Ground Floor:	Total of **All** Upper Floors:			
Hard Surface Area Square Feet - New:	Replacement:	Total:			
PROJECT NAME AND LOCATION					
Proposed project name: South Cascade Terrace Subdivision					
Project site address:1012 SE 192nd Ave (also 1119 & 1201)	Parcel #(s):177228010, 177228005, & 177228000				
PROJECT DESCRIPTION (Briefly describe the proposed project. Provide more detail in project narrative)					
60-lot subdivision with concurrent rezone R-9 to R-17					

PRIMARY APPLICANT	**CONTACT**
Business Name:Ginn Group LLC	Business Name:PLS Engineering
Contact Name:Chad Stewart	Contact Name:Travis Johnson
Address:502 NE 72nd Street	Address:604 W Evergreen Blvd
City/State/Zip:Vancouver, WA 98665	City/State/Zip:Vancouver, WA 98660
Phone:(360) 608-6026	Phone:(360) 944-6519
Email:Chad@ginngrp.com	Email:pm@plsengineering.com
ELECTRONIC PLANS SUBMITTER (required) (responsible for ePlans uploading and correspondence)	**OWNER** (attached additional sheets for multiple owners)
Name:PLS Engineering (Travis Johnson)	Name:Michael & Denise Werner
Address:604 W Evergreen Blvd	Address:10009 SE Evergreen Hwy
City/State/Zip:Vancouver, WA 98660	City/State/Zip:Vancouver, WA 98664
Email (required):pm@plsengineering.com	Email:
Phone:(360) 944-6519	Phone:

ONLINE PAYMENT	
Existing ePermits User Name:	Request an ePermits Account

REQUIRED SIGNATURES

As evidenced by my signature below, I/we agree that City of Vancouver staff has my/our full permission to enter upon the subject property at any reasonable time to consider the merits of the application, to take photographs and to post public notices.

Applicant Signature: DocuSigned by: Chad Stewart 2EA0CAAED2C64E9...	Date: 12/1/2023
Property Owner or Owner's Authorized Agent Signature: DocuSigned by: 75219819704A4A7... DocuSigned by: Michael Werner 75219819704A4A7...	Date: 12/1/2023

DocuSign Envelope ID: 7153BCAC-7850-4BE0-941C-6A270114F784

LUP APPLICATION SUB TYPES

Please check all applicable applications and information where necessary

☐ **Airport Height Overlay District**

☒ **Archaeological Pre-determination**

☐ **Binding Site Plan**
- ☐ Conceptual (without Site Plan Review)
- ☐ Detailed (with Site Plan Review)

☐ **Boundary Line Adjustment** # of lots to be adjusted:

☐ **Comprehensive Plan Amendment**
(Including Zone Map Amendment with Comp Plan)

☐ **Conditional Use Permit**
- ☐ Initial (Type III) (Comm. Centers, Group Meal Service, Shelters)
- ☐ Major Modification (Type III)
- ☐ Minor Modification (Type I)

Engineering Review Required ☐Yes ☐No

☐ **Covenant Release**

☐ **Critical Areas** (not used when in Shoreline)
Check one → ☐ Duplex/Single Family ☐ All Other Uses

Check one → ☐ Permit ☐ Statement of Exemption (No Fee)

Check the applicable critical area(s)
- ☐ Fish & Wildlife
- ☐ Frequently Flooded
- ☐ Geological Hazards
- ☐ Wetlands
- ☐ Minor Exception (not common)
- ☐ Reasonable Use (not common)

☐ **Design Review**
- ☐ Exterior Modification Only
- ☐ All Others

☐ **Development Agreement**
- ☐ Initial
- ☐ Modification
- ☐ Extension

☐ **Historic Preservation** ☐ Modification ☐ Registry
☐ **Historic Preservation – Special Valuation**

☐ **Legal Lot Determination**
# of lots to be reviewed:

☐ **Master Plan (Mixed Use)** ☐ **Public Facilities MP**
- ☐ Conceptual (without Site Plan Review)
- ☐ Detailed (with Site Plan Review)
- ☐ Hybrid (Some areas with Site Plan Review)

☐ **Planned Development**
- ☐ Commercial
- ☐ Residential
- ☐ Mixed Use*

*Ground Floor SF: Upper Floor SF:

☐ **Plat Alteration**

☐ **Post Decision Review/Modification**
(Includes Planned Development/Master Plan Modifications)
☐ Type I ☐ Type II ☐ Type III

Engineering Review Required ☐Yes ☐No

☒ **Road Modification**
- ☒ Minor
- ☐ Technical
- ☐ Major

Submitted: ☒ Before ☐ After Decision
(submitted after decision is not common)

☐ **Shoreline Permits**
- ☐ Substantial Development Permit
- ☐ Shoreline Permit - Statement of Exemption (no fee)
- ☐ Shoreline Conditional Use
- ☐ Shoreline Variance

☐ **Site Plan Review** ☐ Type I ☐ Type II

Check Use Type below
- ☐ Residential
- ☐ Non-Residential
- ☐ Qualified Planned Action
- ☐ Unoccupied Commercial/Utility Structure
- ☐ Commercial Pad
- ☐ Land Extensive

Stormwater ☐ Yes ☐ No Transportation ☐ Yes ☐ No

☒ **State Environmental Policy Act (SEPA)**

☐ Check if for Single-Family Residential house (only)
- ☐ Residential Site Plan Review (SPR)
- ☐ Grading Only
- ☒ Subdivision or Planned Development
- ☐ Non-Project Actions (not common)
- ☐ All Other (Includes Comm/Indust SPR)

(When more than one applies check All Other)

☒ **Subdivision/Short Subdivision**
- ☐ Short Subdivision (2-9 lots)
- ☒ Subdivision (10+ Lots)

☐ **Temporary Use**
- ☐ Commercial/Industrial
- ☐ Unforeseen Emergency
- ☐ Seasonal Event
- ☐ Model Home
- ☐ Sales Office

☒ **Tree Plan**
Enter Tree Plan Level (1 to 7):
(Tree Removal for nuisance or hazard tree(s) is Level 3)

☐ **Variance**

☐ Check if for Single Family Residential house
- ☐ Type I - # requested:
- ☐ Type II - # requested:

Stormwater ☐ Yes ☐ No Transportation ☐ Yes ☐ No

☒ **Zoning Map Amendment**
(Not involving Comprehensive Plan Amendment)

EXHIBIT B

PLS ENGINEERING

PROJECT NARRATIVE FOR

SOUTH CASCADE TERRACE SUBDIVISION

A TYPE IV REZONE AND SUBDIVISION APPLICATION

Submitted to
THE CITY OF VANCOUVER

FOR
GINN GROUP, LLC
502 NE 72nd Street
Vancouver, WA 98685
(360) 608-6026

December 2023

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General Information

Owner:

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Osteen, FL 32764

Michael and Denise Werner
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Applicant:

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Location:	SW ¼ of Section 32, T2N, R3E, WM
Address:	1019, 1119, 1201 SE 192nd Ave., Vancouver, WA
Project Size:	4.46 acres (194,278 sf)
Zoning:	R-9
Comprehensive Plan:	UL
Current Use:	Single family residential
Tax Lot Information:	177228010, 177228005, 177228000
School District:	Evergreen
Elementary:	Illahee
Middle School:	Shahala
High School:	Union
Water District:	Vancouver
Sewer District:	Vancouver
Fire District:	Vancouver Fire
Park District:	C
Case File:	PRJ-169060/PIR-83739
Transportation Impact Fee:	Cascade

Project Description

The South Cascade Terrace Subdivision proposes to subdivide approximately 4.46 acres into 60 single-family residential lots. Concurrent with this proposal the applicant also requests a zone change from R-9 to R-17. Both the existing and proposed zones are Low Density Residential therefore a comprehensive plan amendment is not necessary. The development will utilize zero lot line standards.

The site consists of three parcels, each with existing single-family homes. Adjacent parcels are developed with single-family residential uses. SE 192nd Avenue borders the site to the west. The site is flat with grass and scattered trees. All existing structures are proposed to be removed with site development.

The existing well and septic(s) systems located on site will be properly abandoned/decommissioned with this development.

Transportation and Utilities:
Access to the proposed development will be from 192nd Ave. This street is an arterial and is developed to the current standards. SE 12th Loop is a new local access roadway proposed with this development and will be designed to meet the standards of T10-16. Due to the dimensions of the site, the applicant is requesting to narrow the public roadway section to have a 48' ROW width instead of a full 50' ROW width.

Stormwater runoff from the site will be collected, treated, and routed to infiltration trenches on site.

The site will be served by public water and sewer services from the City of Vancouver.

Critical Areas:
There are no critical areas located onsite.

Proposal & Code Compliance Discussion

VMC Title 20 - Land Use and Development Code

20.210 - Decision Making Procedures

The subdivision is proposed with a concurrent Type IV rezone so the application will follow a Type IV process. The application will be required to follow the timelines for review and approval as indicated in this code section.

A preapplication conference was required for this project. The applicant submitted a substantially similar plan on 10/4/2023 and a preapplication conference was held on 10/26/2023. Because the application was subject to a preapplication conference, the application will be contingently vested to the applicable codes in effect on 10/4/2023 if a fully complete application is accepted by the city before 4/23/2024.

20.285 - Text and Map Amendments

A standalone zoning map amendment that is not associated with a comprehensive plan map amendment must demonstrate,

1. *How the proposal is more consistent with applicable policies of the Vancouver strategic plan and comprehensive plan than the existing designation; and that a change in circumstances has occurred since the existing designation was established, and*
2. *That a change in circumstances has occurred since the existing designation was established.*

A. Consistency with Vancouver Strategic Plan

The City adopted a 2023-2029 Strategic Plan earlier this year that included eight focus areas. This narrative below shows how the proposal is consistent with five of the applicable focus areas:

Transportation and Mobility:

The development will improve transportation and mobility in and around the site with proposed internal streets with sidewalks. SE 192nd Avenue is fully developed abutting the site. C-Tran operates several bus routes along SE 192nd Avenue with the nearest stop approximately 315 feet north of the site. C-Tran operates bus rapid transit along SE Mill Plain Boulevard, with the nearest stop approximately ½ mile northwest of the site. The site is within the urban areas of the County and there is adequate roadway infrastructure to support the proposed development.

Housing and Human Needs:

The proposed development would bring an additional 60 single family homes to the market. These homes would be affordable to a large portion of the community as they would be smaller efficient homes on compact lots. These proposed homes would contribute to the diverse range of housing options within the city and help make home ownership attainable.

Vibrant and Distinct Neighborhoods

The proposed development will integrate well withing the existing residential neighborhood that consists of a wide range of housing. There are single-family homes on larger lots to the north and east of the site, as well as to the west across SE 192nd Avenue. South of the site are single-family homes on narrow lots, similar to this proposal. The site itself will provide a relatively private looped road community that will foster social cohesion.

Safe and Prepared Community

Emergency services will be provided by the Vancouver Police Department and Fire District. The nearest Fire Station is approximately 1 mile west of the site. The proposed site is also within an urban area that is served by public water. The site will be designed with fire hydrants that meet the spading requirements of the current fire codes. The proposed homes will also meet the current building codes that continually include updates that improve the performance of buildings during natural disasters, including earthquakes.

Climate and Natural Systems

The proposed site development will include energy efficient homes. This will likely include smaller homes that maximize the utility of spaces while cutting down on overall building size. The homes will also be equipped with high efficiency heat pump HVAC and water heater systems. The HVAC systems will include air conditioning to improve livability during the summer months. The site design will not retain street trees. 134 trees are also proposed to be planted to improve long-term tree canopy over the site. The site will include stormwater systems that will collect and treat stormwater from pollution generating surfaces. All stormwater is proposed to be infiltrated into the ground.

2022 Housing Code Updates:

In response to the 2016-2021 strategic plan and the 2016 Affordable Housing Task Force recommendations, the City Council studied and approved housing code updates in 2022. This code update resulted in the creation of the R-17 zone to provide additional housing options, and improve affordability within the city.

The Housing Code Updates webpage states the following as a purpose of the update:

“Vancouver, like many communities, is facing a housing crisis. As the city continues to grow, there is a desire and need for new types of housing that would allow residents to live more

affordably while also maintaining neighborhood livability. However, current city zoning rules prohibit many of these housing options. Changes to the development code can create opportunities for the private sector to deliver a more diverse, affordable housing stock."

The project goals of the housing update are stated as the following:

"The goal of the project is to update City codes to allow for different, smaller and more affordable types of housing choices. Many are recommended in the Affordable Housing Task Force report (2016) and many are similar to what is allowed in Clark County and other Washington cities nearby and statewide."

The specific goals include:

- Allowing for the development of diverse housing types to meet changing demographic needs and consumer preferences
- Expanding market rate, middle income, and affordable housing choices
- Maintaining neighborhood livability with incremental, rather than wholesale, change
- Providing more opportunities for people to live near where they work and attend school, and reduce costly commutes
- Facilitating development in areas with full existing public services

The current proposal is consistent with this plan and will help meet the City's goals. The subdivision proposal associated with the zone change will accomplish the following:

- The project will add diversity to the housing options in the immediate vicinity of the site.
- It will provide middle income housing geared toward families wanting to live in the City of Vancouver.
- The rezone is only an incremental change in density and will blend with existing development in the immediate area. There is a small lot single family development to the east, apartments to the north, multifamily zoned land to the west, and a highway to the south
- The site is located in the middle of the urban area of Vancouver and is surrounded by existing development.
- The project in is an area with full existing public services.

B. Consistency with the Comprehensive Plan

This request is consistent with the purpose of the existing Comprehensive Plan designation:

Table 1-5. Vancouver comprehensive plan land use designations

Comprehensive Plan designation	Corresponding Zoning	General Intent
Residential		
Urban Lower Density	R-2, R-4, R-6, R-9	Predominantly single-family detached residential development, with some allowances for duplexes, townhouses, and single-family homes on small lots using infill standards

Both the R-9 and R-17 zones are Urban Lower Density, though the R-17 zone was adopted in 2022 and does not appear in the 2021 text above. The general intent of the zone includes allowances for smaller lots and homes (including townhomes). The intent of the new R-17 zone and the proposed development is to provide efficient middle housing.

This request furthers the Community Development policies on page 1-14 to 1-15 of the Comprehensive Plan:

> *"CD-2 Efficient development patterns Encourage efficient development throughout Vancouver to ensure achievement of average density of 8 units per acre set by countywide planning policies. Encourage higher density and more intense development in areas that are more extensively served by facilities, particularly transportation and transit services."*

Response:

- The site is in an urban area and with access to all required urban services including adequate transportation services. The nearest public transportation is approximately 315 feet to the north on Mill Plan Blvd. This is a short walk from the site.

"CD-3 Infill and redevelopment- Where compatible with surrounding uses, efficiently use urban land by facilitating infill of undeveloped properties, and redevelopment of underutilized and developed properties. Allow for conversion of single to multi-family housing where designed to be compatible with surrounding uses."

Response:

- This is a relatively small infill project, where the intent is to convert the existing underutilized land into an efficient housing project.

In addition, the request fulfills both CD-9, facilitating compatible uses adjacent to each other, and CD-10, placing housing near services (complementary land uses).

Chapter 3 of the Comprehensive Plan contains the City's Housing element. The Plan recognizes the need for diverse housing:

> *"As the baby boom generation ages over the next 20 years, there is likely to be a greater need and demand for smaller units, retirement homes, and assisted living."*

Page 3-3.

The plan notes that most residential housing is single-family housing (57%). *Id*. Housing affordability is also a City concern:

> *"The Growth Management Act requires local jurisdictions to demonstrate that regulations allow and encourage housing for all economic segments of the community. Table 3-3 provides a breakdown of local households by income ranges, and the general share of Vancouver housing they can afford to buy or rent without having to spend more than 30% of their income."*

There are several policies that would be furthered by this request, including:

> *H-1 Housing options*
> *"Provide for a range of housing types and densities for all economic segments of the population. Encourage equal and fair access to housing for renters and homeowners."*
>
> *H-2 Affordability*
> *"Provide affordable housing by formulating innovative policies, regulations and practices,*
> *and establishing secure funding mechanisms. Target affordability programs toward households with incomes below the median."*

C. Change in Circumstances

The housing and affordability crisis represents a change in circumstance since the existing zoning designation was established. Well-planned site-specific rezone requests are a way to increase the housing supply in the urban areas of the city. This increase in housing supply will help improve affordability within the city.

Approval of this rezone request will result in a development that can be served by existing urban public services and will provide more flexibility in density and housing types, resulting in more affordable housing.

20.320 - Subdivisions

The purpose of this narrative is to demonstrate compliance with City and State standards and to show that there are adequate public facilities to serve the site. The following addresses VMC 20.320.040:

A. There are adequate public facilities at or near the site to support the development.
    a. Mitigation is not required for the minor traffic impacts that the development will produce in the area. See the Transportation Impact Study prepared by Lancaster Mobley included with this application.
    b. Public water access is available at the site and there is adequate capacity to support the development with minimal impacts.

c. Onsite stormwater will be managed according to the applicable standards. Any offsite impacts will be negligible.
d. A grading plan has been included with the application. A SWPPP is included in the Stormwater report. Applicable regulations will be followed to minimize the risk of erosion related impacts.
e. Public sanitary sewer is available at the site and will be extended to serve all the proposed lots.

B. The proposed improvements are consistent with the City's current ordinances, standards, and plans.
C. Impact fees will be paid for parks and schools to offset potential impacts.
D. The subdivision design has taken into account the physical characteristics of the site. There are no critical areas on site to be retained.
E. There are no known existing subdivision conditions that apply to the proposed project.
F. The proposal complies with the applicable requirement of VMC Title 20 as indicated in other sections discussed in more detail below.
G. The subdivision complies with the requirements of RCW 58.17.110 as indicated at the end of the narrative.
H. This subdivision complies with the additional criteria for narrow lots as displayed in VMC 20.927. This section of code is discussed below in more detail.

The proposed subdivision meets the technical standards listed under VMC 20.320.070. Many of these items are discussed in additional detail below under the applicable section of the narrative.

A.1. The subdivision layout meets the applicable code and shows the required improvements.

a. All proposed streets comply with VMC Title 11 and the approved transportation standard details.
b. Block lengths proposed provide for convenient access and circulation. There are no opportunities to improve block length at the site, but the proposed access will be convenient for the future residents.
c. The site is surrounded by existing development and bound by SE 192nd Avenue to the west. There are no opportunities to create "blocks" with the proposed development.
d. Easements are shown on plan for access and utilities. Utility easements will be reviewed and approved by the appropriate utility provider.
e. Flag lots are proposed off private driveways: Lots 11-14, 24-27, 49-52.
f. The side lot lines run at right angles to the proposed streets.
g. All lots meet the minimum frontage requirement of 20'.

h. Park impact fees will be paid at the time of building permit issuance for each lot.
i. The narrow lots comply with VMC 20.927. Additional discussion of this section has been provided below.
j. Existing trees have been addressed with the tree plan provided with this application and are also discussed below.

B. Public utility improvements are proposed with this subdivision. The public improvements will be designed under the direct supervision of a professional civil engineer and meet the requirements stated in the VMC.
C. Monument setting will meet the requirements of this section at the time of construction.
D. Surveys will comply with the standards of the state and of the VMC.
E. The project drawings comply with the drafting standards stated in this section. Future drawings will also comply with these standards.

20.410 - Lower Density Residential Districts

The applicant proposes to construct a 60-lot subdivision for single-family detached homes in the R-9 zone. A rezone to R-17 is proposed, therefore standards for the R-17 zone are shown below. The proposed plat utilizes zero lot line standards that are further addressed under section *20.910.050 - Zero Lot Line Developments.*

Standard	Required (R-17 zone)	Proposed
Minimum Lot Size	2,000 sf	2,080 sf
Minimum Lot Width	25’	26’
Minimum Lot Depth	65’	80’
Maximum Lot Coverag	65%	65%
Front Yard	10’, 18’ to garage	10’, 18’
Rear Yard	5’	5’
Side Yard	0’/5’	0’/5’
Street Side Yard	8’	8’
Maximum Bldg Height	35’	35’
Minimum Landscape	10%	35%

20.410.050-1 – The following address additional standards for development within R-17 zoning districts:

a. Garage doors facing the street will not take up more than 50% of the width of the street facing façade. This requirement should be reviewed at building permit.

b. Main entrances will be visible from the street and will have a porch. This requirement should be reviewed at building permit.

c. Home facades will be varied, with architectural differences such as differing heights, varied rooflines, staggered front setbacks, and different window or door locations. This requirement should be reviewed at building permit.

d. An alley is proposed to serve lots 35-48. Garage/driveway access will be via the alley.

e. Narrow Lot Development Standards are discussed further in this narrative under *20.927 – Narrow Lot Development.*

f. The proposed alley will serve lots 35-48, eliminating the need for driveways along one side of the proposed loop street. This configuration will allow for ample street parking along one side of the street.

g. Solid waste and recycling will be at the street level in front of each lot.

Density Calculations based on R-17 zoning:

Site Area: 4.46 acres
ROW dedication: 1.28 acres
Net Area: 3.19 acres
Minimum Allowable Density: 8.8 units/net acre (28 units)
Maximum Allowable Density: 21.8 units/net acre (69 units)

20.710 - Archaeological Resource Protection

An Archaeological Predetermination for this site was done by Archaeological Services of Clark County (ASCC). A site visit performed on October 31, 2023 which found no artifacts. The residence on the western extent of parcel 177228000 (1201 SE 192nd Avenue) and the residence on parcel 177228010 (1019 SE 192nd Avenue) are more than 50 years old, therefore ASCC prepared State of WA Historic Property Inventory Forms. A report summarizing their field work is included with this application. In the unlikely event that cultural or historical resources are discovered during construction activity, construction will cease, and all applicable authorities will be contacted.

20.770 - Tree, Vegetation, and Soil Conservation

A Level V tree plan is required for this application. The landscape and tree plans included with the application demonstrates the retained trees, proposed trees, and includes a calculation of tree density.

20.790 - SEPA Regulations

The State Environmental Policy Act (SEPA) procedures require documentation of critical areas as well as discussion on earth, air, water, plants and animals, energy and natural resources,

environmental health, noise, land and shoreline uses, aesthetics, recreation, historic and cultural preservation, transportation, and public services and utilities. A SEPA application has been submitted with this application.

20.910.050 – Zero Lot Line Developments

Side yard setbacks in this development will either be 0 or 5'. The 5' side yards will be protected with a covenant to keep them free of any permanent obstructions. Building walls on zero-foot setbacks will be constructed of fire resistive construction per IBC Title 17.

20.915 - Impact Fees

Newly constructed homes will be required to pay impact fees at the time of building permit issuance. Impact fees are collected to ensure that adequate public facilities are available to serve new growth and development; promote orderly growth and development by requiring that new development pay a proportionate share of the cost of new facilities needed to serve growth; and ensure that impact fees are imposed through established procedures and criteria so that specific developments do not pay arbitrary fees or duplicate fees for the same impact. Impact fees for traffic, parks, and schools will be paid at the time of building construction. A credit for the existing three homes on site is requested.

20.925 - Landscaping

A landscape plan and level V tree plan have been provided with the development plans showing compliance with this section.

Landscaping equal to 10% of the net lot area of the site is required. This standard will be reviewed for compliance at building permit review.

Street trees are proposed along the new loop road. Some of the existing street trees along SE 192nd will be replaced, please see the Preliminary Landscaping plans included with this application.

20.927 - Narrow Lot Developments

Developments that propose lot widths less than 40' are subject to the narrow lot development standards. Lots are proposed to be approximately 26' wide, therefore this section applies to the development.

The existing neighborhood consists of single-family homes within low-density residential zones. The proposed development low-density residential zoning designation will result in the site in the project's single-family remaining compatible with the surrounding area.

The approval criteria must be addressed, which includes the following:

A. Conflicts on narrow lots shall be eliminated.

The development has been designed to eliminate conflicts between on-site and off-site improvements. Driveways, public and private utilities (water, fire hydrants, sewer, roof infiltration, gas, cable, phone, electricity, etc.), on-street parking spaces, street trees, existing trees, light poles, common mailboxes, street signs, etc., have been considered in the design of the development and any conflicts have been eliminated.

B. Adequate guest parking shall be provided.

The development has been designed to provide ample street parking. By utilizing an alley to serve lots 35-48, there will be no driveways along one side of the loop road. Parking will be allowed along one side of the loop road, resulting in at least 30 on-street parking spaces, in addition to several parking spaces possible within the private street/joint driveway easements, exceeding the requirement for 20 guest parking spaces.

C. Solid waste and recycling collection and access shall be provided.

The development has been designed to provide for safe access and maneuvering by solid waste and recycling collection vehicles along public roadways. Solid waste collection areas will be located in front of each lot on the adjacent street. The carts can be set out either on the street or over the curb/planter. General locations of collection areas are shown on the narrow lot plan.

20.945 - Parking and Loading

Each lot will have a minimum 12' wide driveway that can accommodate at least 1 parked vehicle on the lot. The homes are also proposed to have a single car garage. This configuration will exceed the required parking standards for single family homes. One guest space is required for every 3 narrow lots, therefore 20 guest parking spaces are required. 30 on-street parking spaces are provided along the loop street, meeting this criteria.

20.985 - Vision Clearance

Vision clearance triangles and sight distance triangles are shown on the preliminary plat. Vision clearance meets the requirements in standard Plan T04-04.

VMC Title 11 - Streets and Sidewalks

11.70 - Concurrency

A Transportation Analysis has been prepared by Lancaster Mobley for this development and is included with this application. The analysis found the following:

- The trip generation calculations show that the proposed project is projected to generate an additional 43 morning peak hour trips, 57 evening peak hour trips, and 570 average weekday trips.

- The project will impact 8 of the transportation facilities where proportionate share contributions are being collected. A proportionate share fee of $33,500 will be collected.
- Although a right turn lane is not warranted at the site entrance on SE 192nd Avenue per the WSDOT warrant methodology, consideration for a right-turn pocket lane/taper may be made. Based on input from City of Vancouver staff, the construction of a 100-foot long right turn taper that develops into a 13-foot-wide paved width will be sufficient to accommodate site ingress traffic.
- Adequate sight distances to the south of the proposed site access location is available to allow for safe and efficient operation of the intersection. No sight distance related mitigation is necessary or recommended.

11.80 - Street and Development Standards

Roadway Standards for SE 192nd Avenue:
SE 192nd Avenue is an existing Principal Arterial that borders the site to the west. This street requires a minimum 50' half-width right-of-way and 35' paved half-width road. This street is fully constructed to standards therefore typical frontage improvements to this street are not required or proposed. A right-turn taper at the entrance to the site as discussed above is proposed. No individual lot access is proposed to SE 192nd Avenue.

The applicant will repair sidewalk deficiencies along the project's SE 192nd Avenue frontage to ensure ADA compliance and will evaluate the existing street trees as they are the likely cause of sidewalk damage.

Roadway Standards for SE 12th Loop:
SE 12th Loop is a proposed Loop/Cul-de-sac street that requires a 50' full-width right-of-way and 28' paved road. Due to the dimensions of the parcel the applicant is requesting to provide a 48' right-of-way with a 28' paved road, with 4' planters and 5' attached sidewalks with rolled curb on one side of the street and 4' planters and 5' detached sidewalks with curb and gutter on the other. A road modification addressing this is included with this application. Street lighting will be provided as required by code.

Alley:
A 16' paved alley within a 20' wide easement is proposed to serve lots 35-48.

Private Streets:
Three private streets are proposed to serve as joint driveways for lots 11-14, 24-27 and 49-52. These streets are less than 150' in length therefore turnarounds are not needed. Each private street is proposed to be 28' wide, allowing parking along one side of the street.

Road Modifications:
A road modification addressing the following is included with this application:
- Reduced right-of-way on SE 12th Loop

- Cut in SE 192nd Avenue for water
- Rolled curb throughout development

VMC Title 12 - Trees and Vegetation

Street trees are required on all public roads constructed with this project. After street trees are installed and the right-of-way is dedicated to the city, any work that is proposed on or near street trees will need to meet the requirements of VMC Title 12. Future property owners will have responsibilities regarding street tree maintenance as described in this section.

VMC Title 14.04, 14.10 and 14.16 - Water and Sewers

All lots will be served by public sewer and water.

The site will be served by the City of Vancouver for public sewer service. Public sewer is available at the site and will be extended to each new lot. The City has required that cleanout #17996 be removed and sewer be extended north; the sewer main will be extended using the same pipe material and slope as the existing sewer pipe #17996-17995. Cleanout #17996 will not be replaced with a manhole structure unless the City's standard maintenance access requirements can be met from the right-of-way to the new manhole.

Water for the site will be provided by the City of Vancouver. Public water will be extended from SE 192nd Avenue through the site. Each new home will be served by public water.

14.24 - Erosion Control

An Erosion Control Plan in conformance with VMC 14.24 has been designed and included in this submittal. The plan clearly shows existing topography, specific erosion prevention BMPs, and includes measures to ensure that sediment and sediment laden runoff does not leave the site. In the final site configuration, the contributing drainage area runoff will be conveyed to infiltration trenches so that runoff does not leave the site.

14.25 - Stormwater

Stormwater will be collected from impervious surfaces and routed to infiltration trenches located onsite. Stormwater from pollution generation surfaces will be treated using filter cartridges.
A preliminary stormwater plan and technical information report (TIR) has been submitted with this application. The report shows how the project complies with the standards of the VMC.

14.26 - Water Resource Protection

The entire city is located within a Critical Aquifer Recharge area. The proposal does not include any prohibited discharges to groundwater or surface waters. Stormwater from streets and driveways will be treated using filter cartridges prior to entering infiltration trenches.

VMC Title 16 - Fire

All streets that serve the site meet and exceed minimum fire apparatus access requirements. Proposed SE 12th Loop is 28' wide allowing sufficient width for emergency vehicles to maneuver within the site. New fire hydrants are proposed within the development to meet the applicable spacing requirements.

VMC Title 17 - Building & Construction

Future residential structures will be built under a separate permit. The homes will be required to follow this section of code at that time.

Grading, Excavation, Fill, and, Stockpile:
The site contractors will be required to follow the recommendations found in the geotechnical report regarding temporary and permanent cut slopes in order to preserve a safe worksite and safeguard property.

A stormwater protection plan will be provided prior to construction. This plan will help prevent potential water quality degradation, prevent excessive sedimentation or erosion by surface waters, and prevent the creation of public nuisances such as the fouling of surface or groundwater.

Revised Code of Washington (RCW)

The subdivision complies with the applicable portions of RCW 58.17. The preliminary plat is in the public interest and will provide additional housing that is needed in the City of Vancouver.

This application and narrative show that there are adequate facilities to serve the proposed subdivision. There are adequate public roads, open spaces, drainage facilities, potable water, sanitary waste collection and treatment, schools and educational services, pedestrian facilities, and fire prevention services.

The proposed development is within 1 mile of Illahee Elementary, Shahala Middle and Union High Schools. Students living in the future development will walk to these schools. A safe walking route map provided by the school district is provided with this application.

This application and narrative also show compliance with the applicable standards of the Vancouver Municipal Code.

Climate Action Framework

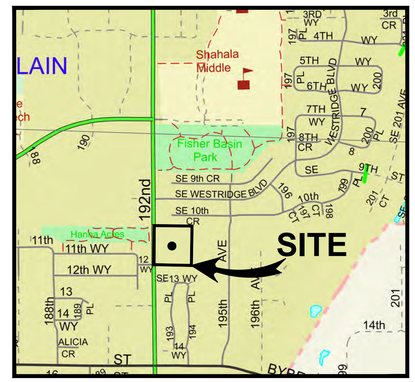
The pre-application conference report "Key Notes" included "awareness of City's recent Climate Action Framework (CAF)". The 2023 CAF addresses standards set to reduce greenhouse gas emissions. This project furthers those goals by:

1. Providing development in an urban environment near to public transit.
2. Meeting the tree planting requirements for the site to accelerate tree canopy goals.
3. Building plans will be required to meet current IBC codes offering energy efficient structures.

EXHIBIT C

South Cascade Terrace Subdivision

Located in the SW ¼ of Section 32, T2N, R3E
Vancouver, Washington



VICINITY MAP
NOT TO SCALE

Sheet Index	
01.	Existing Conditions Plan
02.	Preliminary Plat
03.	Preliminary Narrow Lot Plan
04.	Preliminary Grading Plan
05.	Preliminary Stormwater Plan
06.	Preliminary Water & Sewer Plan
07.	Preliminary Signing, Striping, Street & Lighting Plan
T1.	Existing Tree & Soil Plan
L1.	Preliminary Landscape & Tree Plan
L2.	Planting Details

GENERAL NOTES

APPLICANT:
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OWNERS:
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615 Deer Pond Rd
Osteen, FL 32764

Michael and Denise Werner
10009 SE Evergreen Hwy
Vancouver, WA 98664

LAND USE:
The entire site area is 4.46 acres in size and is identified as parcel numbers 177228010, 177228005, 177228000. The site addresses are 1019,1119,1201, SE 192nd Ave Vancouver, WA 98683.

There are four existing homes and associated buildings located on site. All onsite structures will be demolished with site development. The parcels are within the R-9 zone with a Urban Lower Density Residential comprehensive plan designation.

TRANSPORTATION:
Access to the proposed development will be from SE 192nd Ave. This Street is an arterial and is developed to the current standards. SE 192nd Ave. is a principal arterial.

UTILITIES:
Existing public sanitary sewer and public water mains are located within SE 192nd Ave. Any existing onsite septic system shall be decommissioned and removed. There appears to be no existing wells on site, however if found they will be abandoned per Department of Health, Ecology, and City Water Quality standards.

CRITICAL AREAS:
There are no known critical areas onsite.

EXISTING LINETYPE & SYMBOL LEGEND

LINETYPES		SYMBOLS	
ST — ST	STORM SEWER LINE		CATCH BASINE
OHP — OHP	OVER HEAD POWER LINE		STORM MANHOLE
W — W	WATER LINE LOCATE		CURB INLET
SA — SA	SANITARY SEWER PIPE		FIRE HYDRANT
T — T — T	TELECOMM UTILITY	WV	WATER VALVE
E — E — E	UNDERGROUND ELECTRIC		SAN SEWER MH
— X — X —	FENCE		UTILITY POLE
	CENTERLINE	W	EXTG WELL
	RIGHT OF WAYE		TEL PEDESTAL
	EDGE OF PAVEMENT		GUY WIRE
	CURB LINE	MB	MAILBOX
	EDGE OF GRAVEL		EXTG TREES
	SIDEWALK		
	PAVEMENT STRIPING		
	LOT LINE		
	PROPERTY BOUNDARY		
100	CONTOUR LINE		

Scale 1" = 30'
30 15 0 30

Legend	
Proposed Asphalt	
Proposed Concrete	
Proposed ADA	

811 Know what's **below.** **Call** before you dig.

Existing Conditions Plan For:
South Cascade Terrace Subdivison
A Subdivision Located In The City Of Vancouver, Washington

PLS ENGINEERING
Engineering - Surveying - Planning | 604 W. Evergreen Blvd., Vancouver, WA 98660 | PH (360) 944-6519 | Fax (360) 944-6539

Revisions
1 2 3 4 5 6

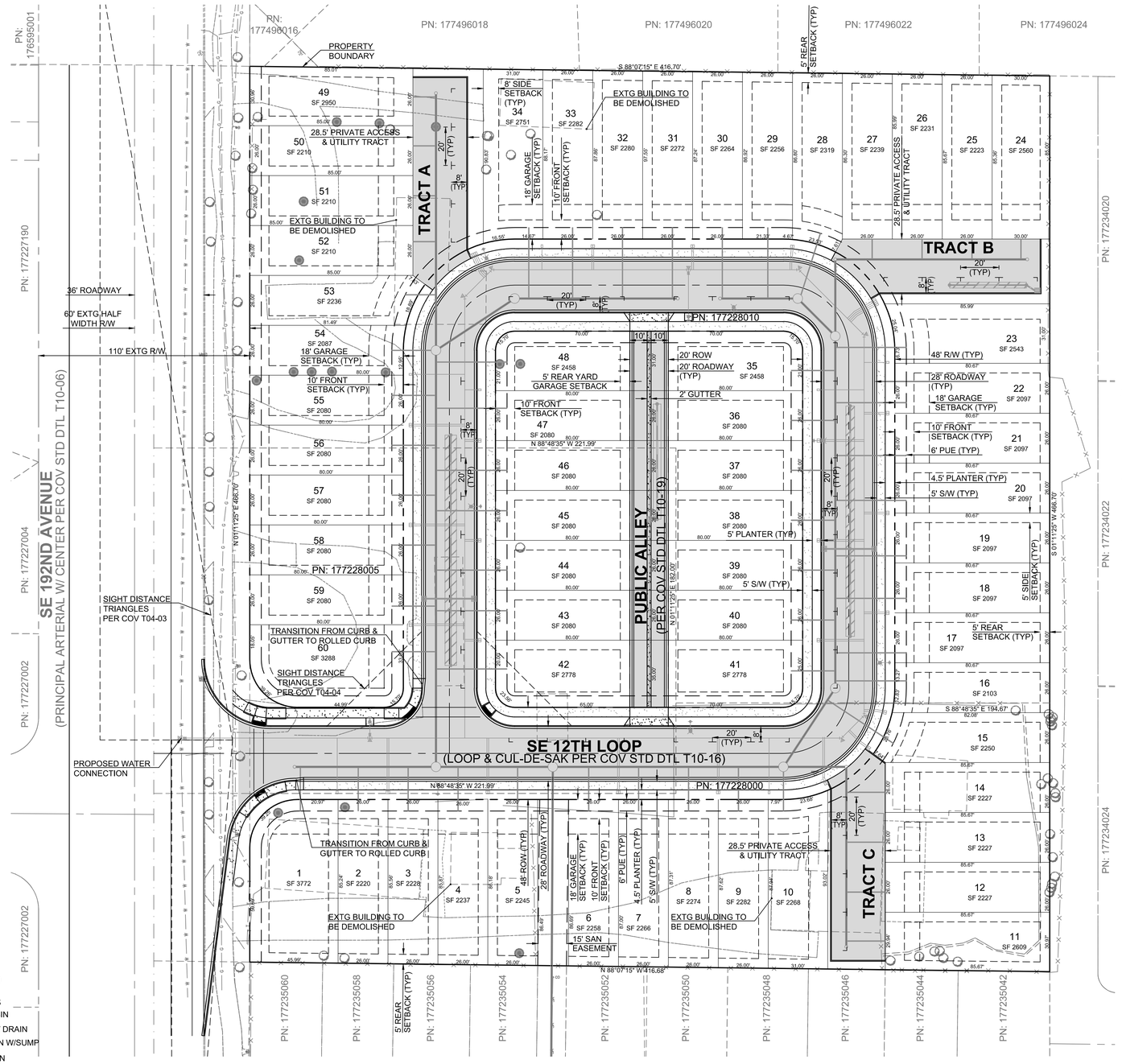
TRAVIS G. JOHNSON STATE OF WASHINGTON 23929 REGISTERED PROFESSIONAL ENGINEER
1-25-24

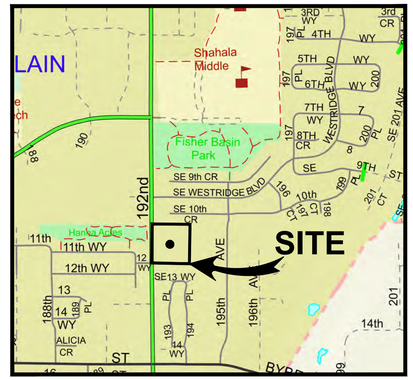
Project No.	3734
SCALE:	H: 1" = 30' V: N/A
DESIGNED BY:	CJH
DRAFTED BY:	CJH
REVIEWED BY:	TGJ

01
07

South Cascade Terrace Subdivision

Located in the SW ¼ of Section 32, T2N, R3E
Vancouver, Washington





VICINITY MAP
NOT TO SCALE

GENERAL NOTES

APPLICANT:
Ginn Group
502 NE 72nd St. Ste A
Vancouver, WA 98685
(360) 608-6026
chad@ginngrp.com

CONTACT:
PLS Engineering
Travis Johnson, PE
604 W Evergreen Blvd
Vancouver, WA 98660
(360) 944-6519
pm@plsengineering.com

OWNERS:
Teresa Mosbauer
615 Deer Pond Rd
Osteen, FL 32764

Michael and Denise Werner
10009 SE Evergreen Hwy
Vancouver, WA 98664

LAND USE:
The applicant is proposing a 60 lot subdivision. This project is proposed to be processed concurrently with a zoning map amendment to rezone the site from R-9 to R-17. The development will utilize zero lot line standards with single family detached homes.
The entire site area is 4.46 acres in size and is identified as parcel numbers 177228010, 177228005, 177228000. The site addresses are 1019,1119,1201, SE 192nd Ave Vancouver, WA 98683.

Net density for the zone is 8.8 - 21.8 dwelling units per acre, with a minimum lot size of 2,000 sf and a maximum lot size of 5,000 sf. The gross site area is 4.46 acres. After removing 1.28 acres of proposed right-of-way and private drives, 3.19 acres is left as net site area. Net density provided is 18.81 d.u./acre.

TRANSPORTATION:
Access to the proposed development will be from 192nd Ave. This Street is an arterial and is developed to the current standards. SE 12th Loop is a new roadway proposed with this development. This roadway will be designed to meet the standards of T10-16. Due to the dimensions of the site, the applicant is requesting to narrow the public roadway section to have a 48' ROW width instead of a full 50' ROW width. Additionally the applicant is proposing to use rolled curb with attached sidewalk along one side of the roadway. A roadway section detailing what is proposed is shown on sheet 7 and is further discussed in the road modification request.

UTILITIES:
All lots will be served with public water and sewer by City of Vancouver. Water mains are located to the west of the site in SE 192nd Ave. Sewer is expected to be served from an existing stub to the south end of the site. Stormwater is proposed to be collected, treated and then routed to infiltration trenches throughout the site. Existing onsite septic system shall be decommissioned and removed. There appears to be no existing wells on site, however if found they will be abandoned per Department of Health, Ecology, and City Water Quality standards.

CRITICAL AREAS:
There are no known critical areas onsite.

PROPOSED LINETYPE & SYMBOL LEGEND

LINETYPES	SYMBOLS
EDGE OF PAVEMENT	CATCH BASIN
CURB LINE	OVERFLOW DRAIN
PROPOSED SIDEWALK	AREA DRAIN W/SUMP
EDGE OF GRAVEL	ROOF DRAIN
PAVEMENT SAWCUT	SANITARY CLEANOUT
SETBACK	SANITARY MANHOLE
LOT LINE	FIRE HYDRANT
STORM LINE	WATER METER
STORM ROOF DRAIN	WATER BACKFLOW DEVICE
WATER MAIN LINE	TEE W/TB
WATER SERVICE LINE	GATE VALVE
SAN SEWER LATERAL	CAP W/TB
SAN SEWER MAIN	WATER BEND W/TB
ROAD CENTERLINE	
RIGHT-OF-WAY	
EASEMENT LINE	
RETAINING WALL	
CONTOUR LINE	
DRAINAGE FLOW LINE	

Scale 1" = 30'
30 15 0 30

Legend	
Proposed Asphalt	
Proposed Concrete	
Proposed ADA	

811 Know what's **below.** **Call** before you dig.

PLS ENGINEERING
604 W. Evergreen Blvd., Vancouver, WA 98660 | PH (360) 944-6519 | Fax (360) 944-6539
Engineering - Surveying - Planning

Preliminary Plat For:
South Cascade Terrace Subdivison
A Subdivision Located In The City Of Vancouver, Washington

Revisions

1	2	3	4	5	6

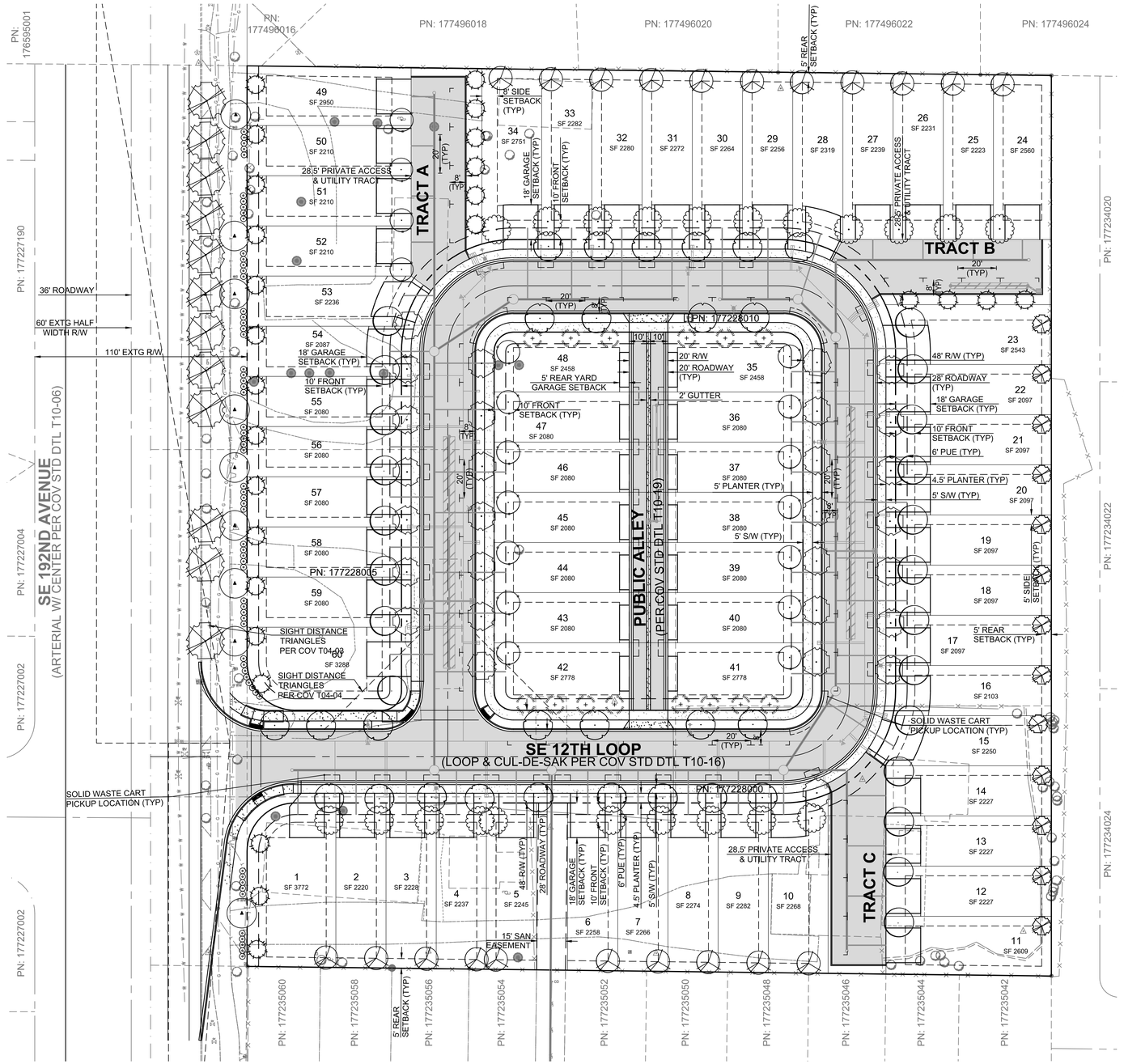
TRAVIS G. JOHNSON — STATE OF WASHINGTON — 13929 — REGISTERED PROFESSIONAL ENGINEER
1-25-24

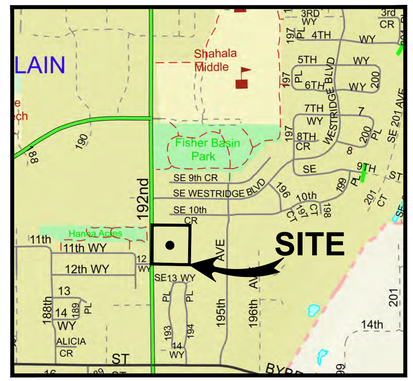
Project No.	3734
SCALE:	H: 1" = 30' V: N/A
DESIGNED BY:	CJH
DRAFTED BY:	CJH
REVIEWED BY:	TGJ

02
07

South Cascade Terrace Subdivision

Located in the SW ¼ of Section 32, T2N, R3E
Vancouver, Washington





VICINITY MAP
NOT TO SCALE

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OWNERS:
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615 Deer Pond Rd
Osteen, FL 32764

Michael and Denise Werner
10009 SE Evergreen Hwy
Vancouver, WA 98664

NARROW LOT STANDARDS

The applicant is proposing a 60 lot subdivision. This project is proposed to be processed concurrently with a zoning map amendment to rezone the site from R-9 to R-17. The development will utilize zero lot line standards with single family detached homes. The entire site area is 4.46 acres in size and is identified as parcel numbers 177228010, 177228005, 177228000. The site addresses are 1019,1119,1201, SE 192nd Ave Vancouver, WA 98683. The subdivision was prepared in accordance with the requirements of VMC sections 20.927.030 and 20.927.040. All utilities, driveways, street trees, and other features have been placed such that they avoid conflict with one another.

See the landscape plan sheet L1 for details on the location, species, and size of street trees, including the mature heights and crown widths.

All setback requirements are reflected in the building envelopes shown on the site plan.

Scale 1" = 30'
30 15 0 30

Legend

Proposed Asphalt	
Proposed Concrete	
Proposed ADA	

Know what's **below.** **Call** before you dig.

PLS ENGINEERING

Preliminary Narrow Lot Plan For:

South Cascade Terrace Subdivision

A Subdivision Located In The City Of Vancouver, Washington

Engineering - Surveying - Planning | 604 W. Evergreen Blvd., Vancouver, WA 98660 | PH (360) 944-6519 | Fax (360) 944-6539

Revisions

1	2	3	4	5	6

TRAVIS G. JOHNSON STATE OF WASHINGTON 43929 REGISTERED PROFESSIONAL ENGINEER
1-25-24

Project No.	3734
SCALE:	H: 1" = 30' V: N/A
DESIGNED BY:	CJH
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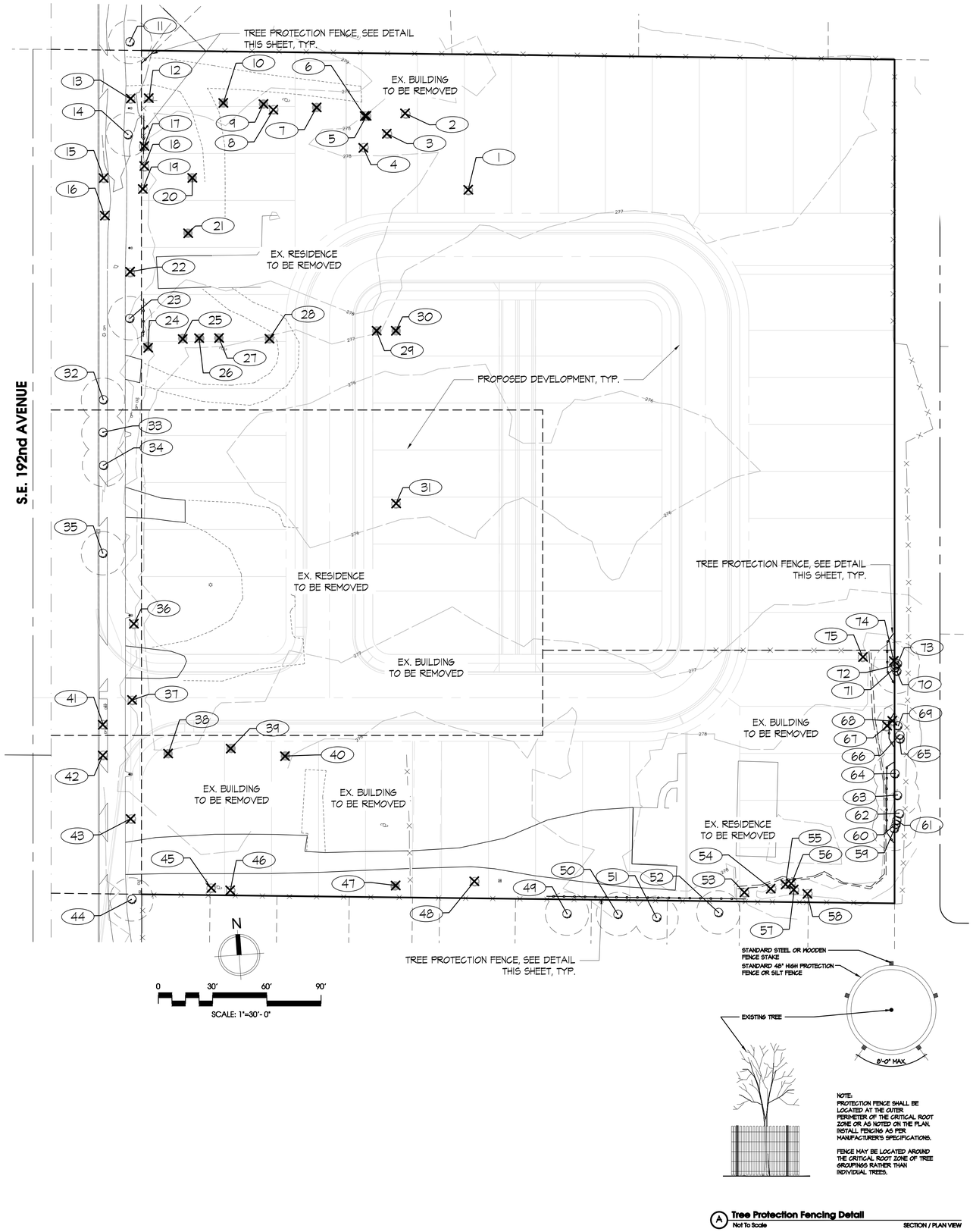
03 / 07



A Tree Protection Fencing Detail
Not To Scale — SECTION / PLAN VIEW

EXISTING TREE MATRIX									
#	TYPE	COMMENTS			SIZE	RECOMMENDATIONS			UNITS
1	Cedar	CGD	CBE		24"	X			
2	Apple	CGD	CBE		8"	X			
3	Apple	CGD	CBE		8"	X			
4	Apple	CGD	CBE		8"	X			
5	Apple	CGD	CBE		8"	X			
6	Apple	CGD	CBE		8"	X			
7	Fir	CGD	CRC		30"	X			
8	Alder	CGD	CBE		6"	X			
9	Fir	CGD	CBE		14"	X			
10	Fir	CGD	CBE		36"	X			
11	Zelkova	offsite			12"	R			0
12	Cherry	CGD	CBE		10"	X			
13	Zelkova	street tree		CGD	10"	X			
14	Zelkova	street tree			8"	R			0
15	Maple	street tree		TFT	6"	X			
16	Maple	street tree		TFT	6"	X			
17	Cherry	CGD	CBE		6"	X			
18	Cherry (2)	CGD	CBE		10" ea.	X			
19	Zelkova	street tree		CGD	10"	X			
20	Fir	CGD	CBE		36"	X			
21	Fir	CGD	CBE		36"	X			
22	Zelkova	street tree		CGD	10"	X			
23	Zelkova	street tree			10"	R			0
24	Fir	CGD	CBE		6"	X			
25	Fir	CGD	CBE		36"	X			
26	Fir	CGD	CBE		30"	X			
27	Cedar	CGD	CBE		30"	X			
28	Spruce	CGD	CBE		24"	X			
29	Fir	CGD	CRC		30"	X			
30	Fir	CGD	CBE		30"	X			
31	Maple	CGD	CBE		30"	X			
32	Maple	street tree			8"	R			0
33	Maple	street tree			8"	R			0
34	Maple	street tree			8"	R			0
35	Maple	street tree			8"	R			0
36	Zelkova	street tree		CRC	24"	X			
37	Zelkova	street tree		CGD	12"	X			
38	Fir	CGD	CBE		36"	X			
39	Fir	CGD	CBE		30"	X			
40	Pine	CGD	CBE		24"	X			
41	Maple	street tree		TFT	12"	X			
42	Maple	street tree		CRC	12"	X			
43	Zelkova	street tree		CRC	14"	X			
44	Zelkova	street tree		offsite	14"	R			
45	Cherry	CGD	CBE		24"	X			
46	Cherry (2)	CGD	CBE		12" ea.	X			
47	Fir	CGD	CBE		14"	X			
48	Cherry	CGD	CBE		30"	X			
49	Cherry	offsite			12"	R			
50	Cherry	offsite			12"	R			
51	Cherry	offsite			12"	R			
52	Ash	offsite			8"	R			
53	Cherry	CGD	CBE		6"	X			
54	Cherry	CGD	CBE		12"	X			
55	Cherry	CGD	CBE		6"	X			
56	Cherry	CGD	CBE		18"	X			
57	Cherry	CGD	CBE		18"	X			
58	Cherry	CGD	CBE		14"	X			
59	Cherry	colenant			8"	R			
60	Cherry	offsite			8"	R			
61	Cherry	offsite			8"	R			
62	Cherry	offsite			12"	R			
63	Cherry	offsite			8"	R			
64	Cherry	offsite			18"	R			
65	Cherry	offsite			24"	R			
66	Cherry	offsite			6"	R			
67	Cherry	CGD			6"	X			
68	Cherry	CGD			14"	X			
69	Cherry	offsite			24"	R			
70	Cherry	offsite			14"	R			
71	Cherry	offsite			16"	R			
72	Cherry	offsite			6"	R			
73	Cherry	offsite			12"	R			
74	Cherry	CGD			8"	X			
75	Cherry	CGD	CBE		12"	X			

SOIL PROTECTION NOTES

1) Refer to the grading plan prepared by the civil engineer for additional information.

2) No grading operations shall take place within the critical root zones of the off-site trees.

3) Stockpile existing topsoil during grading operations and replace prior to planting. Stockpiled shall be placed in a controlled area not adjacent to public resources or critical areas.

4) The duff layer and native topsoil shall be retained in an undisturbed state to the maximum extent possible.

5) All areas subject to clearing and grading that have not been covered by impervious surfaces, incorporated into a drainage facility or engineered as structural fill or slope shall receive the previously stockpiled topsoil.

6) The stockpiled topsoil shall be placed in the areas defined above to achieve an 8" layer of topsoil. Subsoils below the topsoil layer shall be scarified at least to a 4" depth with some incorporation of the stockpiled topsoil to avoid stratified layers.

7) Prior to placement of the stockpiled topsoil the contractor shall confirm the topsoil has a minimum organic matter content of ten percent dry weight in planting beds and 5 percent dry weight in turf areas. In addition the topsoil shall have a pH from 6.0 to 8.0 or matches the pH of the original undisturbed soil. Test results shall be submitted to the project manager.

8) The quality of compost and other materials used to meet the organic content requirements must have an organic matter content of 35% to 65%, and a carbon to nitrogen ratio below 25:1.
   a. The organic content for "pre-approved" amendment rates can be met only by using using compost that meets the definition of "composted materials" in WAC 173-350-220.
   b. Calculated amendment rates may be met through the use of composted materials as defined above, or other organic materials amended to meet the carbon to nitrogen ratio requirements, and meeting the contaminant standards of Grade A Compost.

TREE MATRIX LEGEND	
TREE RECOMMENDATIONS	
R	TREE DESIGNATED FOR RETENTION (RETAIN & PROTECT DURING CONSTRUCTION)
X	TREE DESIGNATED FOR REMOVAL
TREE CONFLICTS WITH CONSTRUCTION	
CRC	CONFLICT WITH ROAD CONSTRUCTION
CGD	CONFLICT WITH SITE GRADING / DRAINAGE
CSW	CONFLICT WITH STORMWATER FACILITY
CBE	CONFLICT WITH BUILDING ENVELOPE
CUT	CONFLICT WITH UTILITY TRENCH
CDR	CONFLICT WITH DRIVE AND PATIO LOCATION
UDS	UNDESIRABLE OR INVASIVE TREE SPECIES
TREE CONDITION DEFECTS	
Clump	GROUP OF BRANCHES OF VARIOUS SIZES
TFT	TRUNK FAILURE

SITE STATISTICS	
4.46± AC	SITE AREA
57	NUMBER OF JURISDICTIONAL TREES TO BE REMOVED
57	NUMBER OF JURISDICTIONAL TREES ON SITE

SYMBOL LEGEND

SYMBOL	DESCRIPTION
	EXISTING TREE TO REMAIN
	EXISTING TREE TO BE REMOVED
	CRITICAL ROOT ZONE AREA
	TREE PROTECTION FENCE LOCATION (4' CHAIN LINK, ORANGE PVC FENCE OR SILT FENCE) (ALSO DENOTES AREA WHERE NO IMPACTS TO CRITICAL ROOT ZONE SHALL OCCUR). SEE DETAIL THIS SHEET.

TREE PROTECTION TIME LINE & NARRATIVE

EXISTING ON-SITE AND OFF-SITE TREE LOCATIONS AND SIZES HAVE BEEN OBTAINED VIA SURVEY INFORMATION AND SITE OBSERVATIONS.

57 EXISTING TREES WITHIN THE PROJECT BOUNDARY ARE PROPOSED TO BE REMOVED DUE TO CONFLICTS WITH THE PROPOSED SITE GRADING, ROAD, AND DRIVEWAY IMPROVEMENTS.

TREE PROTECTION FENCING SHALL BE PLACED AS SHOWN TO PROTECT THE EXISTING TREES NOTED FOR RETENTION.

TREE PROTECTION / EROSION CONTROL FENCING SHALL BE ESTABLISHED PRIOR TO EXCAVATION. IT IS RECOMMENDED TO BE INSTALLED AT THE SAME TIME EROSION CONTROL MEASURES ARE INSTALLED. WHERE TREE FENCE AND EROSION CONTROL FENCE ARE LOCATED AT THE SAME LOCATION, EROSION FENCE THEN SERVES AS TREE PROTECTION FENCE. SEE DETAIL THIS SHEET.

TREE PROTECTION NOTES

1) No person may conduct any of the following activities within the drip line of the trees designated to remain including, but not limited to: parking equipment, fueling, servicing equipment, placing solvents, storing building material and soil deposits, dumping concrete washout and locating burn holes.

2) During construction, no person shall attach any object to the trees designated for protection.

3) The contractor shall follow the grading plan provided by the project civil engineer. Grading activities shall be conducted in a manner to minimize the impacts to the trees marked for preservation.

4) The excavator shall keep a sharp pair of loppers and a sharp 12" pruning saw accessible on-site during grading operations. Any roots larger than ½" shall be pruned to the face of the cut (using a sharp pair of loppers or a sharp 12" pruning saw) and shall not be torn from the ground by mechanical excavation.

5) Special care shall be exercised in working within 20 feet of the trees to be retained. This includes hand excavating the roots at the edge of the excavation and cutting roots with a lopper or pruning saw. Pruning the roots at the edge of excavation will minimize breakage of healthy roots beyond the edge of the proposed excavation.

6) Except for the proposed improvements shown within the drip lines of the trees noted to be retained the grade shall not be elevated or reduced from existing grade.

7) If the grade adjacent to a preserved tree is raised such that it could slough or erode into the tree's drip line, it shall be permanently stabilized.

8) The trees noted to retained shall be protected from erosion and sedimentation. Clearing operations shall be conducted so as to expose the smallest practical area of soil to erosion for the least possible time. Refer to the project's erosion control plan for more information.

9) The project shall not install an impervious surface other than those specifically shown on the plans within the drip line of the trees to be retained.

10) Utility trenches shall be located outside of the drip line of the trees to be retained.

11) Ongoing Tree Maintenance shall be the responsibility of the land owner. Trees shall be maintained in accordance with ANSI American National Standards Institute's as well as other applicable Federal, State and Local standards pertaining to Tree Care Operations.

- ANSI Z133 Arboricultural Operations: Safety Requirements
- ANSI A300 Part 1 Pruning

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www.planningsolutionsinc.com

STATE OF WASHINGTON · CHRISTOPHER A. BALMAIN · LICENSED LANDSCAPE ARCHITECT · EXP. 01/02/2024

PRELIMINARY NOT FOR CONSTRUCTION SUBJECT TO APPROVAL

SOUTH CASCADE TERRACE

1019, 1119, & 1201 SE 192nd Ave.
Vancouver, Washington

DRAWN:	CHECKED:
CB	CB
SCALE: 1" = 30'-0"	DATE: 12.14.23
JOB #: 23-1859	
ISSUED FOR: PLR	
REVISIONS:	
1	
2	
3	
4	
5	
6	

SHEET NAME:
EXISTING TREE & SOIL PROTECTION PLAN (LEVEL V)

SHEET #: T1

SHEET 1 OF 3

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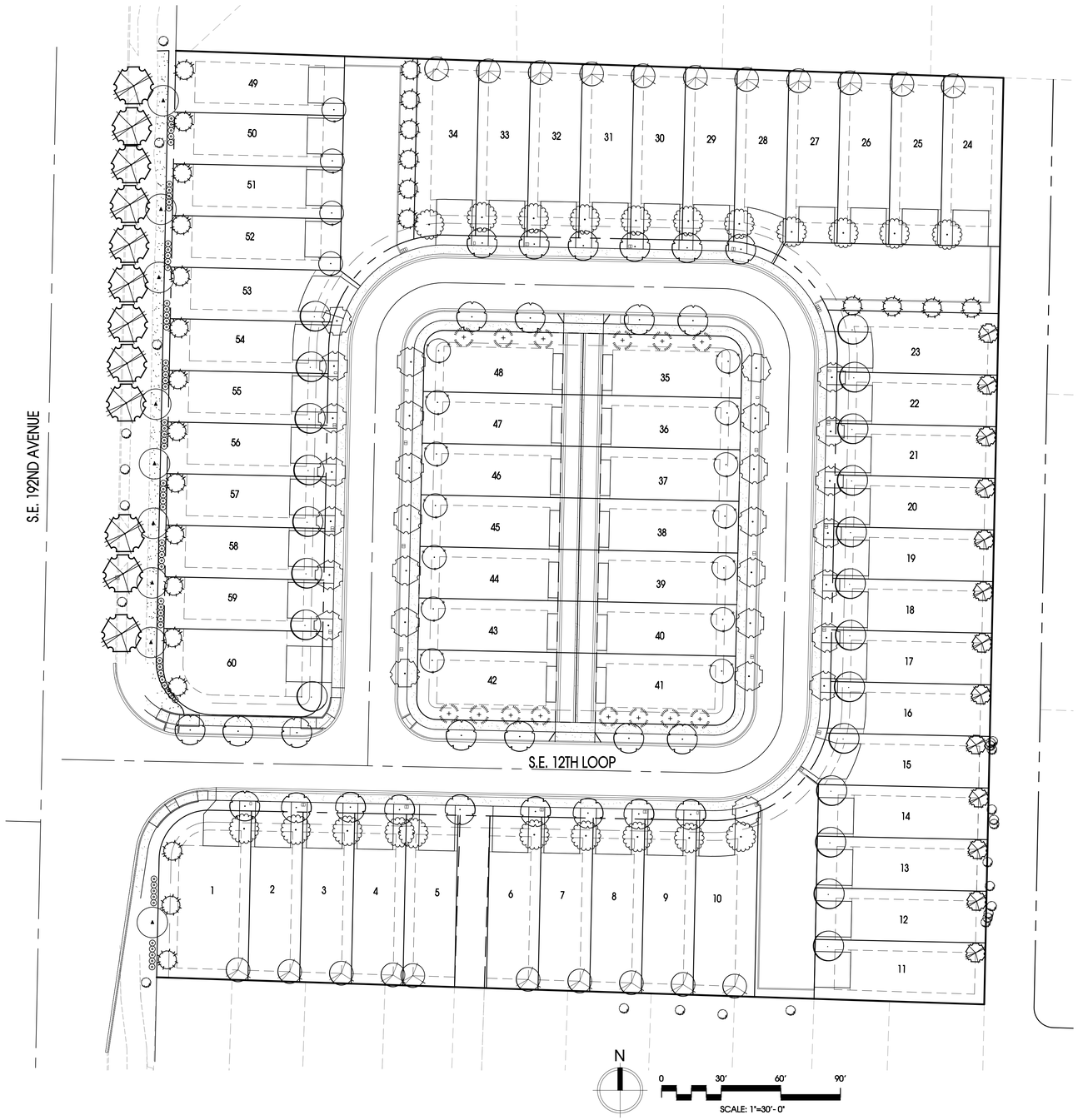

TREES AND SHRUBS IN SIGHT DISTANCE TRIANGLE, TYP. ALL SHRUBS WITHIN SIGHT DISTANCE TRIANGLES SHALL BE MAINTAINED SO THAT FOLIAGE HEIGHT ABOVE PAVEMENT DOES NOT EXCEED 2.5 FEET. STREET TREES WITHIN SIGHT DISTANCE TRIANGLES SHALL BE LIMBED UP TO A HEIGHT OF 10 FEET CONSISTENT WITH ANSI A300 STANDARDS TO PROVIDE FOR SIGHT DISTANCE VISIBILITY.

REQUIRED TREE DENSITY

	SITE AREA	REQUIRED TREE UNITS / ACRE DISTURBED	TOTAL REQUIRED TREE UNITS
	4.46± AC	30	134

TREE DENSITY SUMMARY

EXISTING TREE UNITS RETAINED		0
TREE UNITS PROPOSED TO PLANT (SEE TREE DENSITY CALCULATIONS THIS SHEET)		
PROPOSED DECIDUOUS TREE UNITS PLANTED	104 / 78%	
PROPOSED EVERGREEN TREE UNITS PLANTED	30 / 24%	
TREE UNITS PROVIDED		134

TREE LEGEND

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY	TREE UNITS
TREES				
	EXISTING TREES - RETAIN & PROTECT PER PLANS	see sht. T1	6 (street trees)	0
	ACER (TBD) MAPLE, MATCH EXISTING SPECIES STREET TREE	2" cal. MIN.	12	0
	ACER GRANDIDENTATUM 'SCHMIDT' ROCKY MOUNTAIN GLOW MAPLE	2" cal. MIN.	21	21
	CALOCEDRUS DECURRENS INCENSE CEDAR	6' HT. MIN.	26	26
	CHAMAECYPARIS NOOT. 'PENDULA' WEEPING ALASKAN CEDAR	6' HT. MIN.	14	14
	CORNUS X 'RUTDAN' CELESTIAL DOGWOOD	2" cal. MIN.	18	18
	CORNUS X KOUSA 'STARLIGHT' STARLIGHT DOGWOOD	2" cal. MIN.	21	21
	MAGNOLIA GRANDIF. 'LITTLE GEM' LITTLE GEM MAGNOLIA	2" cal. MIN.	13	13
	MAGNOLIA VIRGINIANA 'MOONGLOW' MOONGLOW MAGNOLIA	2" cal. MIN.	21	21
	PARROTIA PERSICA 'RUBY VASE' RUBY VASE PERSIAN PARROTIA STREET TREE	2" cal. MIN.	29	0
	ZELKOVA SERRATA 'CITY SPRITE' CITY SPRITE ZELKOVA STREET TREE	2" cal. MIN.	26	0
	ZELKOVA SERRATA 'GREEN VASE' GREEN VASE ZELKOVA STREET TREE	2" cal. MIN.	9	0
	TOTAL TREES PROPOSED		210	
	TOTAL TREE UNITS			134
SHRUBS				
	ILEX X MESERVAE 'BLUE BOY' BLUE BOY HOLLY	5 GAL.	63	
GROUNDCOVERS				
NO SYMBOL	STREET TREE PLANTER STRIPS, ARCTOSTAPHYLOS UVA URSI 'MASS.' MASSACHUSETTS KINNICKINNICK	1 GAL.	30" O.C.	
	TURF OR SOD PER OWNER			

LANDSCAPE PLAN NARRATIVE

TIMELINE
REQUIRED SITE TREES SHALL BE PLANTED AND MAINTAINED IN COMPLIANCE WITH VMC 20.925 (LANDSCAPING) AND VMC 20.710 (TREE CONSERVATION) AND AS SPECIFIED IN THE APPROVED PLANS AND MAINTAINED ON FILE AT THE CITY OF VANCOUVER. THE APPROVED PLANTING PLANS REQUIRE THE PLANTING OF A SPECIFIC NUMBER AND TYPE OF TREES.

THE DEVELOPER SHALL BE RESPONSIBLE FOR PLANTING AND MAINTAINING THE PROPOSED TREES.

IRRIGATION NOTE

ALL LANDSCAPE AREAS SHALL BE HAND WATERED OR IRRIGATED WITH AN AUTOMATIC DRIP AND/OR SPRAY IRRIGATION SYSTEM. REFER TO CIVIL ENGINEERING PLANS FOR WATER SOURCE.

REQUIRED MAINTENANCE PRUNING

PRUNING OF DECIDUOUS TREES SHALL BE PERFORMED ON NEWLY PLANTED DECIDUOUS TREES PURSUANT TO THE FOLLOWING SCHEDULE AND STANDARDS.
A. YEAR 1. ONLY DEAD, BROKEN OR CROSSING BRANCHES SHALL BE PRUNED WHEN THE TREE IS PLANTED.
B. YEAR 2. A CLASS I PRUNE, PURSUANT TO NATIONAL ARBORIST ASSOCIATION STANDARDS, SHALL BE PERFORMED DURING YEAR TWO. THE PURPOSE OF THIS PRUNING IS TO ESTABLISH PROPER SCAFFOLD BRANCHING, RAISE THE CROWN FOR ROAD/SIDEWALK CLEARANCE, AND REMOVE ANY DEAD, DYING OR CROSSING BRANCHES.
YEAR 3 - A CLASS I PRUNE, PURSUANT TO NATIONAL ARBORIST ASSOCIATION STANDARDS, SHALL BE PERFORMED DURING YEAR THREE. THE PURPOSE OF THIS PRUNING IS TO CONTINUE TO ESTABLISH THE PROPER SCAFFOLD BRANCHING, CONTINUE TO RAISE THE CROWN FOR ROAD AND SIDEWALK CLEARANCE, AND TO REMOVE ANY DEAD, DYING OR CROSSING BRANCHES.
CONIFER TREES. PRUNING/SHEARING SHALL BE PERFORMED ON NEWLY PLANTED CONIFER TREES ACCORDING TO THE FOLLOWING SCHEDULE AND STANDARDS.
A. YEAR 1 - ONLY DEAD AND BROKEN BRANCHES AND/OR DOUBLE LEADERS SHALL BE PRUNED WHEN THE TREE IS PLANTED.
B. YEAR 2 - DEPENDING ON SPECIES, THE TREE SHALL BE PRUNED/SHEARED TO ENCOURAGE ONE CENTRAL LEADER. LOWER BRANCHES SHALL BE PRUNED AS NEEDED TO PROVIDE CLEARANCE.
C. YEAR 3 - DEPENDING ON SPECIES, THE TREE SHALL BE PRUNED/SHEARED TO ENCOURAGE ONE CENTRAL LEADER. LOWER BRANCHES SHALL BE PRUNED AS NEEDED TO PROVIDE CLEARANCE.

REFER TO SHEET L2 FOR LANDSCAPE DETAILS AND NOTES.

Planning Solutions, Inc.
Creating Solutions to Complex Issues
4400 NE 77th Avenue
Suite 275
VANCOUVER, WA 98662
VOICE: 360-750-9000 FAX: 360-713-6102
www.planningsolutionsinc.com

STATE OF WASHINGTON · CHRISTOPHER A. BALMAN · EXP. 01/20/2024 · LICENSED LANDSCAPE ARCHITECT

PRELIMINARY NOT FOR CONSTRUCTION SUBJECT TO APPROVAL

SOUTH CASCADE TERRACE

1019, 1119, & 1201 SE 192nd Ave.
Vancouver, Washington

DRAWN: VH	CHECKED: CB
SCALE: 1" = 30'-0"	DATE: 12.14.23
JOB #: 23-1859	
ISSUED FOR: PLR	
REVISIONS:	

SHEET NAME:
PRELIMINARY LANDSCAPE & LEVEL V TREE PLAN

SHEET #: L1

SHEET 2 OF 3

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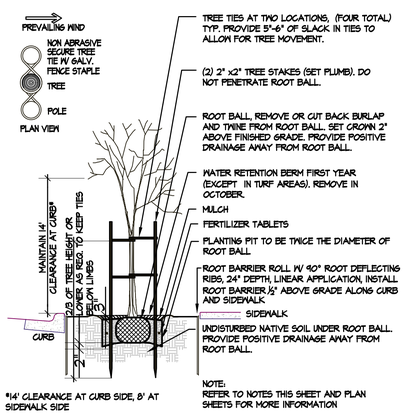
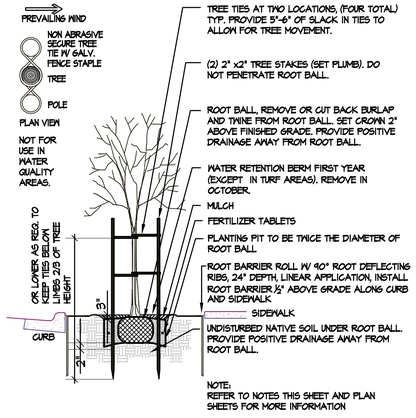
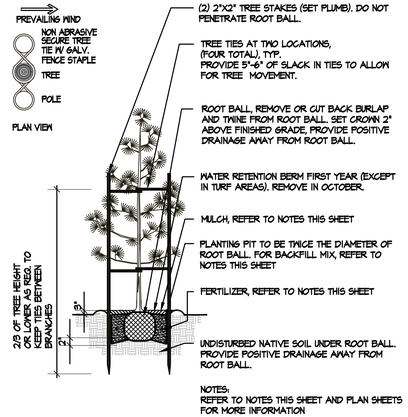


A B & B Tree Planting - Street Tree Detail
Not To Scale — SECTION / PLAN VIEW



B B & B Tree Planting Detail
Not To Scale — SECTION / PLAN VIEW

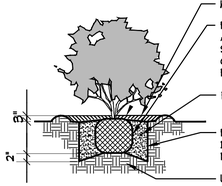


C B & B Tree Planting Detail: Evergreen under 8' Height
Not To Scale — SECTION / PLAN VIEW

TREES AND SHRUBS IN SIGHT DISTANCE TRIANGLES:

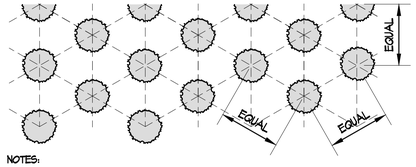
ALL SHRUBS WITHIN SIGHT DISTANCE TRIANGLES SHALL BE MAINTAINED SO THAT FOLIAGE HEIGHT ABOVE PAVEMENT SHALL NOT EXCEED 2.5 FEET.

STREET TREES WITHIN SIGHT DISTANCE TRIANGLES SHALL BE LIMBED UP TO A HEIGHT OF 10 FEET CONSISTENT WITH ANSI A300 STANDARDS TO PROVIDE FOR SIGHT DISTANCE VISIBILITY.



NOTE:
REFER TO NOTES AND PLANS PRIOR TO BIDDING AND CONSTRUCTION.

D B & B Shrub Planting Detail
Not To Scale — SECTION



NOTES:

ALL GROUND COVER SHALL BE PLANTED AT EQUAL TRIANGULAR SPACING AS SPECIFIED IN PLANTING LEGEND.

GROUND COVER TO BE LOCATED ONE HALF OF SPECIFIED SPACING DISTANCE FROM ANY HARD SURFACE, UNLESS OTHERWISE SPECIFIED.

E Ground Cover Planting Detail
Not To Scale — PLAN VIEW

PLANTING NOTES

1. ALL BOUNDARIES, EASEMENTS, UTILITIES AND LEGAL ENCUMBRANCES TO BE CONFIRMED WITH OWNER PRIOR TO BEGINNING WORK. PROPERTY LINES AND SURVEY INFORMATION PROVIDED BY PLS ENGINEERING.
2. IN NO WAY IS THIS PLAN TO BE INTERPRETED TO EXCEED THE LEGAL BOUNDARIES OF THE OWNER'S REAL PROPERTY.
3. THE LANDSCAPE DESIGNER ASSUMES NO RESPONSIBILITY FOR THE LOCATION OF BOUNDARIES, UTILITIES AND WETLANDS.
4. THIS PLAN SHALL BE INSTALLED TO MEET ALL APPLICABLE CITY, COUNTY, STATE AND FEDERAL CODES.
5. THIS PLAN SHALL BE CONSIDERED PRELIMINARY UNTIL APPROVED BY ALL GOVERNING AGENCIES. IMPLEMENTATION OF THIS PLAN SHALL NOT PROCEED UNTIL ISSUANCE OF ALL RELATED PERMITS.
6. PLANT QUANTITIES ARE FOR INFORMATION ONLY. IN CASE OF ANY DISCREPANCY, THE PLAN SHALL GOVERN.
7. ALL WORK IS TO BE PERFORMED BY LICENSED CONTRACTORS AND EXPERIENCED WORKERS.
8. THE CONTRACTOR IS TO VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES PRIOR TO PERFORMING ANY EXCAVATION. CONTRACTOR SHALL REPAIR ANY DAMAGE TO UTILITIES CAUSED BY THE CONTRACTOR'S WORK, AT NO ADDITIONAL COST TO THE OWNER. CONTACT ALL UTILITY PROVIDERS SERVING THE SITE AREA 48 HOURS PRIOR TO ANY EXCAVATION.
9. ALL PLANT MATERIALS SHALL MATCH SPECIFICATIONS PER SPECIES AND SHALL COMPLY WITH ANSI Z60.1 'STANDARD FOR NURSERY STOCK'.
10. THE CONTRACTOR SHALL ADHERE TO THE WASHINGTON ASSOCIATION OF NURSERYMEN'S GUIDELINES FOR PLANTING PRACTICES.
11. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING ELEMENTS ON AND OFF SITE, RESULTING FROM THE CONTRACTOR'S WORK.
12. THE CONTRACTOR IS RESPONSIBLE FOR THE VIABILITY OF ALL PLANT MATERIAL FOR 2 YEARS AFTER COMPLETION OF PLANTING. DISEASED, DYING, OR DEAD PLANT MATERIAL SHALL BE REPLACED BY THE CONTRACTOR DURING THE TWO YEAR PERIOD AND MAINTAINED FOR AN ADDITIONAL 2 YEAR PERIOD.
13. IMMEDIATELY UPON BID AWARD, CONTRACTOR SHALL SECURE THE PLANT MATERIALS AS SPECIFIED FROM AVAILABLE SOURCES. IN THE EVENT THAT PLANT MATERIALS ARE NOT AVAILABLE, CONTACT LANDSCAPE ARCHITECT FOR APPROVED SUBSTITUTIONS. NO SUBSTITUTION FOR PLANT MATERIAL WILL BE ALLOWED WITHOUT PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT.
14. TOP DRESS ALL SHRUB AND GROUND COVER AREAS (NOT LAWN) WITH 3" OF FIR BARK MULCH. SUBMIT SAMPLE TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO CONSTRUCTION.
15. TREE LOCATIONS MAY BE ADJUSTED IN THE FIELD TO SUIT SITE REQUIREMENTS AS DIRECTED BY THE LANDSCAPE ARCHITECT.
16. THE CONTRACTOR SHALL ENSURE THAT ALL EXCAVATED PLANTING PITS HAVE POSITIVE DRAINAGE. PLANT PITS FULLY FLOODED WITH WATER SHALL DRAIN WITHIN (12) HOURS OF FILLING.
17. FINISH GRADE SHALL BE SET TO ALLOW POSITIVE DRAINAGE
18. ROTOTILL 2" OF COMPOST INTO ALL PLANTED AREAS.
19. INCORPORATE PEAT INTO THE ROOT ZONE OF RHODODENDRONS, AZALEAS AND OTHER ACID LOVING PLANTS.
20. INCORPORATE 10-20-20 FERTILIZER INTO THE ROOT ZONE OF ALL NEW PLANTINGS.
21. RONSTAR, OR APPROVED EQUAL, PREEMERGENT HERBICIDE TO BE APPLIED TO ALL PLANTED AREAS PER MANUFACTURERS INSTRUCTIONS.
22. EXISTING VEGETATION TO BE SPRAYED WITH ROUNDUP, OR APPROVED EQUAL, PER MANUFACTURERS INSTRUCTIONS. SUFFICIENT TIME SHALL BE GIVEN TO ALLOW EXISTING MATERIAL TO DIE. REMOVE EXISTING 27. THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING TURF PLANTED WITHIN THE RIGHT OF WAY.
23. CROWN LAWN AREAS AND GRADE TO PROVIDE POSITIVE DRAINAGE.
24. ROLL LAWN AREA TO INSURE PROPER COMPACTION TO MINIMIZE SETTLING.
25. AMEND SOIL IN LAWN AREAS WITH 80 LBS. OF DOLOMITE LIME AND 40 LBS. OF 10-20-20 SLOW RELEASE FERTILIZER OR EQUIVALENT. PROVIDE A 3" LAYER OF SANDY LOAM TOPSOIL FOR LAWN AND BED AREA.
26. SEED LAWN AREAS WITH GRASS SEED MANUFACTURER'S RECOMMENDATIONS. COVER SEED WITH FINE MULCH APPLIED WITH ROLLER OR HYDROSEED.
27. THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING TURF PLANTED WITHIN THE RIGHT OF WAY.
28. PLANT MATERIAL SHALL BE PLANTED W/ ROOT CROWN 1" ABOVE FINISHED GRADE TO ALLOW POSITIVE DRAINAGE AWAY FROM CROWN.
29. STAKE ALL TREES OVER 6 FT. IN HEIGHT PER DETAILS ON THIS SHEET.
30. REFER TO DETAILS FOR ADDITIONAL INFORMATION.
31. ALL PLANTING SHALL BE HAND WATERED OR IRRIGATED BY AN AUTOMATIC UNDERGROUND SPRINKLER SYSTEM.
32. ALL PLANT MATERIALS FURNISHED ARE TO BE HEALTHY, UNIFORMLY BRANCHED AND WITH WELL DEVELOPED FIBROUS ROOT SYSTEMS.
33. ALL PLANT MATERIALS FURNISHED ARE TO BE FREE FROM DEAD OR BROKEN BRANCHES, LICHENS, SCARS, BROKEN BARK OR WOUNDS. ALL PLANT MATERIALS WILL BE INSECT, WEED, AND DISEASE FREE ACCORDING TO THE REQUIREMENTS OF THE WASHINGTON STATE DEPARTMENT OF AGRICULTURE FOR NURSERY PLANT MATERIALS SOLD FOR WHOLESALE OR RETAIL. ALL PRUNING WOUNDS MUST BE WELL HEALED WITH NO EVIDENCE OF DECAY.
34. FIELD CONFIRM ALL SITE CONDITIONS, AREAS AND SIZES PRIOR TO BIDDING & CONSTRUCTION. DO NOT SCALE FROM PLANS.

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STATE OF WASHINGTON · CHRISTOPHER A BALMER · LICENSED LANDSCAPE ARCHITECT · EXP. 10/10/2024

PRELIMINARY NOT FOR CONSTRUCTION SUBJECT TO APPROVAL

SOUTH CASCADE TERRACE

1019, 1119, & 1201 SE 192nd Ave.
Vancouver, Washington

DRAWN: STAFF	CHECKED: CB
SCALE: NTS	DATE: 12.14.23
JOB #: 23-1059	
ISSUED FOR: PLR	

REVISIONS:
1
2
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6

SHEET NAME:
PLANTING DETAILS

SHEET #:
L2
SHEET 3 OF 3

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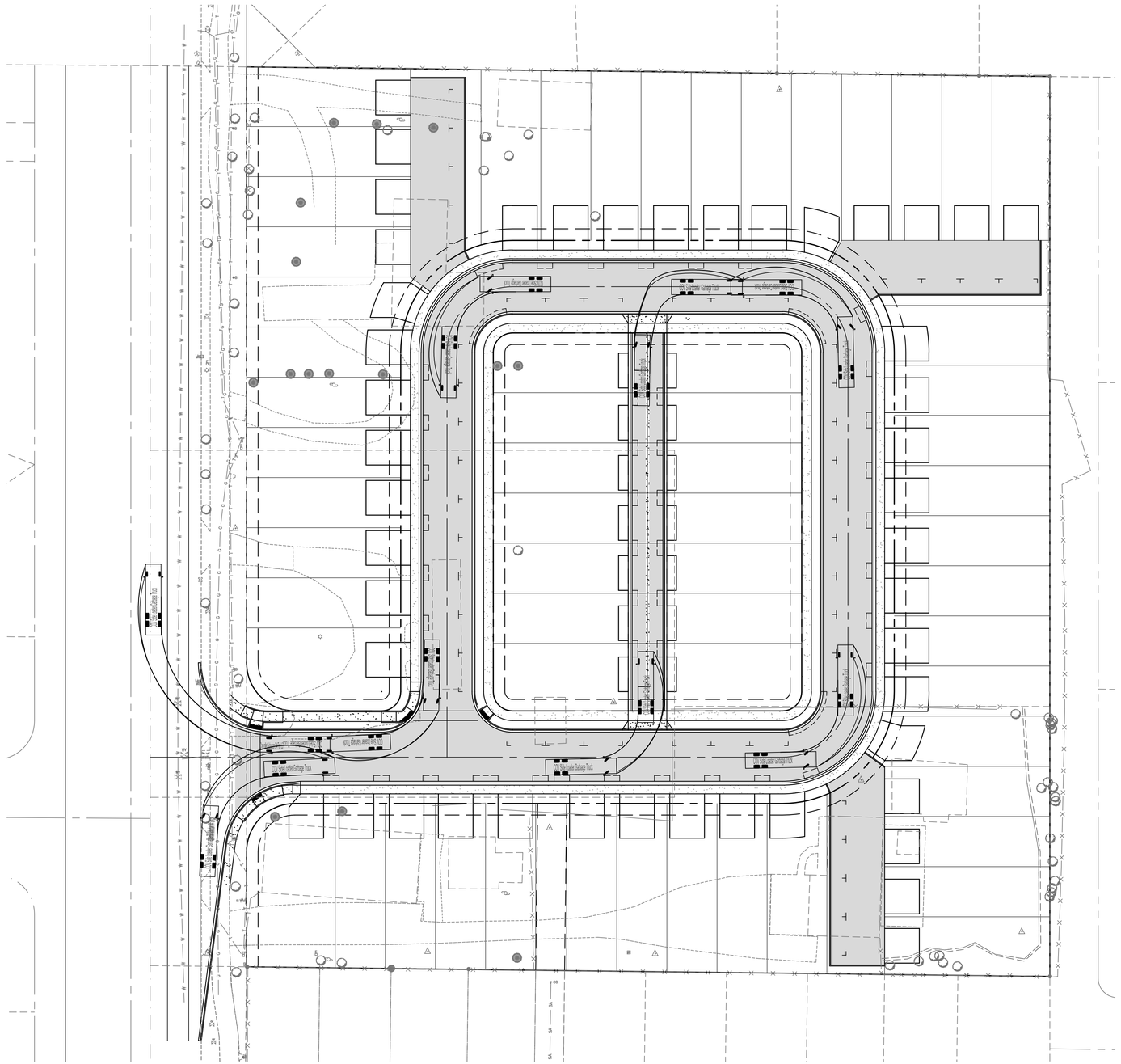


Turning Movements For:

South Cascade Terrace Subdivision

A Subdivisionb Located in The City of Vancouver, Washington

Engineering - Surveying - Planning | 604 W. Evergreen Blvd., Vancouver, WA 98660 | PH (360) 944-6519 | Fax (360) 944-6539

PLS ENGINEERING

Revisions

1	
2	
3	
4	
5	
6	

Project No.	3734
SCALE:	H: 1" = 30' V: N/A
DESIGNED BY:	CJH
DRAFTED BY:	CJH
REVIEWED BY:	TGJ

1

1

EXHIBIT D

SUBMIT TO:
City of Vancouver
Community & Economic Development
415 W. 6th ST
Vancouver, WA 98660
www.cityofvancouver.us

SEPA ENVIRONMENTAL CHECKLIST WAC 197-11-960

Property Owner: Teresa Mosbauer / Michael and Denise Werner (Print or Type Name) Telephone:

Mailing Address: 615 Deer Pond Rd. Osteen, FL 32764/ 10009 SE Evergreen Hwy, Vancouver, WA 98664 (No., City, State, ZIP)

Applicant: Ginn Group, LLC – contact Chad Stewart (Print or Type Name) Telephone: 360-608-6026

Mailing Address: 502 NE 72nd St. Vancouver, WA 98665 (No., City, State, ZIP)

Relationship to Owner: buyer

Tax Assessor Serial Number(s): 177228010, 177228005, 177228000

Legal description: Lot(s) Lots 1, 2 and 3 Block(s) Plat name Trenckmann Short Plat (2-023)

(If a Metes and Bounds description, check here ☐, and attach narrative to this application.)

Site Address (if any): 1019, 1119, 1201 SE 192nd Ave., Vancouver, WA

② Include 8½" x 11" copies of ☐Quarter Section Map, ☐Topographic Map, ☐ Scaled Site Plan. Delineate site on maps.
Notice to Applicants: You must use the current revision of this form or your application will not be accepted. If you use our disk version of this form (MS Word 6.0) you may not alter the format. Make sure you have the current version before submittal.

Purpose of checklist:
Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants: [help]
This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.
The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:
Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [help]
For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. BACKGROUND [help]

1. Name of proposed project, if applicable: [help]

   South Cascade Terrace Subdivision

2. Name of applicant: [help]

   Ginn Group, LLC

3. Address and phone number of applicant and contact person: [help]

   Chad Stewart – (360) 608-6026
   502 NE 72nd Street
   Vancouver, WA 98665

4. Date checklist prepared: [help]

   December 3, 2023

5. Agency requesting checklist: [help]

   City of Vancouver

6. Proposed timing or schedule (including phasing, if applicable): [help]

   Development is expected to start at the time of the final construction drawing approval. No phasing is proposed.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [help]

   Not at this time.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]

   SEPA Checklist, Geotechnical Report, Archaeological Predetermination

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [help]

   There are no other applications that are pending for governmental approvals directly affecting the property.

10. List any government approvals or permits that will be needed for your proposal, if known. [help]

    - Preliminary Type IV Rezone & Subdivision Review

- Public notification and staff report publications
- Land Use Hearing Examiner Decision
- City Council Approval
- Final engineering plan review and approval
- Final Plat Approval
- SEPA
- NPDES

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [help]

The project site is zoned R-9 (Residential) with a comprehensive plan designation of UL (Urban Low). The applicant proposes a rezone to R-17, also an Urban Low designation. The site covers 4.46 acres. 60 single-family lots are proposed utilizing zero lot line development standards.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [help]

The site address 1019, 1119, 1201 SE 192nd Ave., Vancouver, WA and is located in the Southwest ¼ of Section 32 Township 2 North, Range 3 East of the Willamette Meridian. The site is identified as tax serial numbers 177228010, 177228005 and 177228000.

B. ENVIRONMENTAL ELEMENTS [help]

1. Earth

a. General description of the site [help]
(circle one): Flat, rolling, hilly, steep slopes, mountainous,
other _____

b. What is the steepest slope on the site (approximate percent slope)? [help]

Approximately 0-5%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]

Per Clark County GIS data the site contains the following soils:

LgB – Lauren Gravelly loam, 0-8% slopes

It is unknown whether the soil has any agricultural significance.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]

No, there are no surface indications or history of unstable soils.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]

There will be grading for the construction of roads, driveways, the installation of utilities, and the preparation of the site for single family residential housing. Surplus material may be required to be hauled from the site to an approved dump site or offsite fill may be required. Approximately 2,953 cubic yards of cut and 3,258 cubic yards of fill are expected, however these numbers are an estimate and may change during final engineering design and review.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]

Standard erosion control measures will be followed during grading construction on the site. A final erosion control plan will be reviewed and approved by City of Vancouver prior to construction on the site. A copy of that final erosion control plan will be filed with the final construction plans with City of Vancouver Public Works.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [help]

The site will be approximately 65% impervious surfaces post-development.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]

Proposed measures to reduce and control erosion include providing an erosion control plan for review and approval prior to starting construction on the site and following the conditions of the approved drainage and erosion control plan during all phases of construction.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]

Construction equipment emissions and dust on the short term. Long-term emissions will be produced by automobile traffic and normal residential activities, possibly including wood burning stoves and fireplaces.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [help]

There are no known off-site sources of emissions or odor that would affect the proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

Dust from construction can be mitigated by sprinkling the site with water during construction as needed.

3. Water

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [help]

There are no surface water bodies on the site or in the immediate vicinity.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [help]

No, there are no water bodies within 200' of the site.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [help]

Not applicable.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help]

There will be no surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help]

No, the site does not lie within a 100-year floodplain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [help]

No, there are no proposals to discharge of waste material to surface waters.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]

No ground water will be withdrawn from the site. Stormwater runoff from the site will be collected, treated, and routed to infiltration trenches on site.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [help]

No waste material is proposed to be discharged into the ground.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [help]

The main source of runoff is from stormwater. There will be runoff from impervious roof area, driveways, roadways, and landscaped areas. Stormwater runoff from the site will be collected, treated, and routed to onsite infiltration trenches.

2) Could waste materials enter ground or surface waters? If so, generally describe. [help]

Yes, if waste materials were somehow released or dumped into surface runoff flows, substances associated with the source material could enter ground or other surface waters.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No.

4) Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

All stormwater runoff is proposed to be routed to onsite infiltration trenches.

4. Plants [help]

a. Check the types of vegetation found on the site: [help]
____deciduous tree: alder, maple, aspen, other :
__X__evergreen tree: fir, cedar, pine, other
__X__shrubs
__X__grass
____pasture
____crop or grain
____Orchards, vineyards or other permanent crops.
____wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
____other types of vegetation:

b. What kind and amount of vegetation will be removed or altered? [help]

The majority of the site vegetation will be stripped for site preparation.

c. List threatened and endangered species known to be on or near the site. [help]

There are no threatened or endangered species known to be on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [help]

The single-family homes will be landscaped with grass lawns or other appealing landscaping.

e. List all noxious weeds and invasive species known to be on or near the site.

There are no noxious weeds or invasive species known to be on or near the site.

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include: [help]

birds: hawk, heron, eagle, songbirds, other:

Local birds are observed on the site and in the area.

mammals: deer, bear, elk, beaver, other:

Small mammals, such as mice, voles, and rabbits are located on and near the site. This site is also in an area where larger mammals, such as raccoons, opossum, and mammals indigenous to the Clark County area are sometimes located.

fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened and endangered species known to be on or near the site. [help]

There are no known threatened or endangered species on or near the site.

c. Is the site part of a migration route? If so, explain. [help]

This site is part of the Pacific Flyway for migratory waterfowl.

d. Proposed measures to preserve or enhance wildlife, if any: [help]

The future homes will be landscaped with grass lawns or other appealing landscape.

e. List any invasive animal species known to be on or near the site.

There are no invasive animal species known to be on or near the site.

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [help]

The new homes on the site will be served primarily by electricity and natural gas. Wood stoves might be used for heating. Other forms of energy will depend on homeowners.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [help]

No, the developed site will not affect the potential use of solar energy by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [help]

The new homes will comply with the state building codes which includes conservation measures.

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe. [help]

There are no known environmental health hazards that could occur as a result of this proposal.

1) Describe any known or possible contamination at the site from present or past uses.

There are no known possible contaminants at the site from present or past uses. Utilizing the Department of Ecology's (DOE), "What's in My Neighborhood" online mapping tool, there are no clean-up sites within 0.25 miles of the site.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are no known existing hazardous chemicals or conditions that might affect project development and design.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

There are no known toxic or hazardous chemicals that will be stored, used, or produced during project development or construction.

4) Describe special emergency services that might be required.

No special emergency services will be required for this project, outside of those normally expected for a typical residential development.

5) Proposed measures to reduce or control environmental health hazards, if any:

There are no proposed impacts therefore there are no proposed measures to reduce or control environmental health hazards.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [help]

Light traffic noise from surrounding areas/roads along with typical residential noises. None of these will affect the proposal.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [help]

Short term noises would include construction noises which would occur during approved hours as mandated by The City of Vancouver and Washington State. Long term noises could include slight increase in traffic noise and normal household noises.

3) Proposed measures to reduce or control noise impacts, if any: [help]

Construction activities will only be performed during City of Vancouver approved construction hours.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [help]

The site is currently occupied by 3 single-family homes. Surrounding uses are residential. Northwest of the site are commercial/retail uses. This development will not affect those current land uses.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [help]

The archaeological predetermination references aerial maps that show the site was used for agricultural purposes from the 1950's until the early 1970's. It is unknown if this had any commercial significance. There has been no recent use of the site as working farmlands or forest lands.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

This proposal will not affect or be affected by any surrounding working farm or forest land normal business operations.

c. Describe any structures on the site. [help]

There are 3 existing homes on site and several outbuildings.

d. Will any structures be demolished? If so, what? [help]

All structures will be demolished.

e. What is the current zoning classification of the site? [help]

The site is currently zoned R-9, Low Density Residential.

f. What is the current comprehensive plan designation of the site? [help]

UL-Urban Low Density Residential

g. If applicable, what is the current shoreline master program designation of the site? [help]

There is no shoreline designation for the site.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [help]

There are no mapped critical areas on site.

i. Approximately how many people would reside or work in the completed project? [help]

It is currently planned that this development will contain 60 residential lots. At 2.8 people per household there would be approximately 168 people residing within this development at completion.

j. Approximately how many people would the completed project displace? [help]

Up to 8 people may be displaced by this project when the existing homes are removed.

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

The buildout of this project will provide new housing options to reduce displacement impacts.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

By complying with the zoning designation, the comprehensive plan, and the City of Vancouver Municipal Code, the proposal will be compatible with the existing and projected land uses.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

Not applicable, there are no nearby agricultural or forest lands.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [help]

60 residential lots/homes are proposed. It is unknown at this time whether future housing will be high, middle or low-income housing.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [help]

3 units will be eliminated.

c. Proposed measures to reduce or control housing impacts, if any: [help]

60 new housing units will be constructed on the site. Impact fees will be paid at the time of building permit for each new home.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [help]

All new home construction will meet City code for residential housing development and not exceed height limits of 35' (per VMC 20.410.050-1). Exterior building materials are unknown at this time.

b. What views in the immediate vicinity would be altered or obstructed? [help]

Views will be altered as the existing site will change from 3 residences to 60 residences. No views will be obstructed.

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

The single-family homes will be landscaped with grass lawns and other appealing landscaping.

11. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [help]

When homes are constructed on the proposed lots, there will most likely be light produced from street lights, houses, yards, and porch lights during evenings and early mornings.

b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]

No, light or glare from the finished project will not be a safety hazard or interfere with views.

c. What existing off-site sources of light or glare may affect your proposal? [help]

Light and glare from surrounding homes and street lights will not affect the proposed development.

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

Any lights used on the site will be oriented inward and will be shielded to reduce the light that may affect adjacent properties. Proposed lighting will comply with City of Vancouver code.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

Hanna Acres Park is located directly west from the site, across SE 192nd Avenue. Fisher Basin Park is located approximately 0.3 miles north of the site.

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]

This project will not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]

The applicant proposes to pay all park impact fees associated with building permits.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

The residence on the western extent of parcel 177228000 (1201 SE 192nd Avenue) and the residence on parcel 177228010 (1019 SE 192nd

Avenue) are more than 50 years old. Archaeological Services of Clark County (ASCC) completed State of WA Historic Property Inventory Forms on these two homes and submitted them to DAHP. The forms are included as Appendix A to the project's archaeological predetermination report.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

Archaeological Services of Clark County conducted an archaeological predetermination for this site and found no artifacts. The report concluded that no further work was required. Please see the report prepared by Archaeological Services of Clark County dated November 6, 2023 included with this application.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

Archaeological Services of Clark County did background review, reviewed existing literature on file with DAHP, conducted a field search and filed a copy of their report with DAHP.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None proposed. If during development of the site any potentially significant artifacts are discovered, all work will cease, and proper notification will be given to City of Vancouver and DAHP.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

SE 192nd Avenue is an existing road that will provide access to the site from the west. SE 12th Loop is a proposed new loop street that will provide access to the lots.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

The nearest bus stop is approximately 315 feet to the north along SE 192nd Avenue.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

2-4 parking spaces per single-family home are proposed within driveways and garages. There are 3 existing single-family homes, therefore up to 12 parking spaces will be eliminated when these homes are removed, however the new homes will provide new parking.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

SE 192nd Avenue is fully constructed to standards. Therefore, frontage improvements to this street are not proposed, and no additional ROW or street width is required. The application will repair sidewalk deficiencies along the project's SE 192nd Avenue frontage to ensure ADA compliance and will evaluate the existing street trees as they are the likely cause of sidewalk damage. A new street, SE 12th Loop, is also proposed. All are public streets.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]

No, the project will not use water, rail or air transportation.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

It is anticipated that 570 new average weekday trips would be generated by the project with 43 morning peak hour trips and 57 evening peak hour trips. Trip generation calculations utilized the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The proposed development will not interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

The applicant will pay transportation impact fees. Additionally, the applicant will pay a $33,500 proportionate share fee for the project's

trip contributions to specific intersections identified by City of Vancouver. The City of Vancouver will use the proportionate share contributions for future transportation improvements in the vicinity of each identified intersection.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]

Yes. The completion of this development and the construction of new residential units will increase the need for public services in the area.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

This project will pay impact fees for schools, parks, and traffic at the time of building permit.

16. Utilities

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

•Electricity: Clark Public Utilities
•Telephone and Internet: Comcast and Lumen
•Natural Gas: NW Natural
•Water: City of Vancouver
•Sanitary Sewer: City of Vancouver
•Garbage: Waste Connections

C. SIGNATURE [HELP]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: DocuSigned by: Chad Stewart 2FA0CAAFD2C64E9...

Name of signee: Chad Stewart

Position and Agency/Organization: Project Manager Ginn Group, LLC

Date Submitted: 12/14/2023

EXHIBIT E

P.O. Box 1995 • Vancouver, WA 98668-1995
www.cityofvancouver.us

Feb. 9, 2024

Notice of Application, Remote Public Hearing, and Optional SEPA Determination of Nonsignificance
South Cascade Terrace Subdivision
PRJ-169060/LUP-83894

Request: A 60 single-family narrow lot subdivision and zone change from R-9 Lower Density Residential to R-17 Lower Density Residential on a 4.46-acre tract of land. The subject site is located south of the intersection of SE 192nd Avenue and SE Mill Plain Blvd. The applicant was reviewed via the Type IV process.

Application was submitted Dec. 26, 2023, and deemed fully complete Feb. 1, 2024.

Location: 1019, 1119 and 1201 SE 192nd Avenue

Contact: Travis Johnson, PLS Engineering, 604 W. Evergreen Blvd. Vancouver, Washington 98660

Applicant: Chad Stewart, Ginn Group LLC, 502 NE 72nd Street, Vancouver, Washington 98665

Property Owner: Teresa Mosbauer, 615 Deep Pond Rd., Osteen, Florida 32764

Remote Public Hearing Scheduled: Land Use Hearing conducted by the Hearing Examiner **Tuesday, April 16, 2024, 6 p.m.**

The City of Vancouver will be holding a virtual hearing on this matter. Interested parties can participate in the virtual hearing by emailing the project manager at Kristian.corbin@cityofvancouver.us. **Due to remote work conditions, e-mail is strongly preferred.**

Under the authority of VMC 20.790.230, the City of Vancouver will use the optional combined determination of nonsignificance (DNS) and notice of application process. Based on the initial review of the proposed project, the city expects to issue a DNS on the proposal, finding the project will not create probable significant adverse environmental impacts.

The comment period for the notice of application may be the only opportunity to comment on the environmental impacts of the proposal. The proposal may include

mitigation measures under applicable codes, and the review process may incorporate or require mitigation measures regardless of whether an environmental impact statement is prepared.

Comments on the project received electronically before 4 p.m., March 11, 2024, will be incorporated into the staff report; comments received electronically after that date will be presented at the hearing.

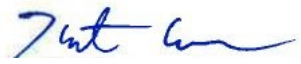
A decision by the hearing examiner may be appealed to City Council by the applicant or any aggrieved person. Such an appeal must be in writing and be filed with Community and Economic Development Department within 14 calendar days after the hearing examiner's decision. In the absence of such appeal, the examiner's decision shall be final and conclusive.

Procedural appeals to the SEPA determination shall be filed in writing within 14 calendar days following the last day of the comment period. The hearing examiner's decision of the SEPA procedural appeal shall be final and not subject to further administrative appeal.

Substantive SEPA appeals shall be filed in writing within 14 calendar days of the issuance of staff's decision approving, conditioning, or denying the project.

A copy of the final determination may be obtained upon e-mail request. Please include any one of the project numbers listed.

Case Manager: Kristian Corbin, Senior Planner
E-mail: Kristian.corbin@cityofvancouver.us



Feb. 9, 2024

Name **Date**

Coverage of this hearing is being cablecast live on Clark/Vancouver Television Channel 21, Comcast Cable Television System.

Vicinity Map

Legend

- Taxlots
- All Roads
  - Interstate or State Route
  - Arterial
  - Collector
  - Private or Other

Notes:

South Cascade Terrace Subdivision
PRJ-169060/LUP-83894

752.3 0 376.17 752.3 Feet

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. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.

EXHIBIT F

P.O. Box 1995 • Vancouver, WA 98668-1995
www.cityofvancouver.us

March 12, 2024

Notice of Final Determination of Nonsignificance (DNS)
South Cascade Terrace Subdivision
PRJ-169060/LUP-83894

The city issued a Determination of Nonsignificance (DNS) for this project Feb. 9, 2024; this determination is retained. A comment was received from the Department of Ecology.

It has been determined the following described project will not have a probable significant adverse impact on the environment. Under the authority of WAC 197-11-330(1) and 197-11-350, a determination of insignificance has been issued.

Request: A 60 single-family narrow lot subdivision and zone change from R-9 Lower Density Residential to R-17 Lower Density Residential on a 4.46-acre tract of land. The subject site is located south of the intersection of SE 192nd Avenue and SE Mill Plain Blvd. The applicant was reviewed via the Type IV process.

Location: 1019, 1119 and 1201 SE 192nd Avenue, Vancouver Washington 98683

Applicant: Travis Johnson, PLS Engineering, 604 W. Evergreen Blvd. Vancouver, Washington 98660

Contact: Chad Stewart, Ginn Group LLC, 502 NE 72nd Street, Vancouver, Washington 98665

Property Owner: Teresa Mosbauer, 615 Deep Pond Rd., Osteen, Florida 32764

Requests to appeal this decision must be made in writing within 14 calendar days after the date the decision. The letter of appeal shall state the case number designated by the city, the name of the applicant, name and signature of each petitioner, a statement showing that each petitioner is entitled to file the appeal under VMC Chapter 20.210, the specific aspect(s) of the decision and/or SEPA issue being appealed, the reasons each aspect is in error as a matter of fact or law, and the evidence relied on to prove the error. A substantive appeal of the SEPA determination must be filed in conjunction with and within the limitation period applicable to an available administrative appeal of the applicable permit or approval (VMC 20.790.640.D).

All appeals, along with the required fee, must be received by 4 p.m., March 26, 2024.

Due to the limited days the permit center is open for walk-in assistance, the appeal request shall be emailed to Kristian.corbin@cityofvancouver.us as well as to the case manager's e-mail address below and the appeal fee electronically paid to the City of Vancouver.

Responsible Official: Kristian Corbin, Senior Planner
Telephone: 360-487-7818
E-mail: Kristian.corbin@cityofvancouver.us

March 12, 2024

Kristian Corbin, Senior Planner **Date**

lancaster mobley

321 SW 4th Ave., Suite 400
Portland, OR 97204
503.248.0313
lancastermobley.com

Memorandum

12/13/2023

To: **Chad Stewart**
Ginn Group

From: **Daniel Stumpf, PE**

Date: **December 13, 2023**

Subject: **19th Street Terrace**
Transportation Analysis

Introduction

This memorandum reports and evaluates the transportation impacts related to the proposed South Cascade Terrace project, located on three properties at/near 1019/1119/1201 SE 192nd Avenue in Vancouver, Washington. The proposal will include the construction of 60 single-family detached houses, removing 3 existing dwelling units for a net increase of at least 57 houses. Access to the site will be provided via a proposed street connection (i.e., SE 12th Loop) at SE 192nd Avenue.

The purpose of this memorandum is to examine and address transportation-related impacts from the proposed development. This study reviews the proposed development's trip generation and distribution, identifies any concurrency corridors projected to receive additional traffic, and determines proportionate share contributions toward City of Vancouver transportation facility improvement projects based on development impacts. In addition, sight distances are evaluated at the site access intersection along SE 192nd Avenue.

Location Description

Project Site Description

The project site is located north of SE 15th Street, south of SE Westridge Boulevard, east of SE 192nd Avenue, and west of SE 195th Avenue in Vancouver, Washington. Located at the edge of a residential area, the project site is surrounded by a retail shopping center to the northwest and single-family houses on all other directions. Other notable land uses located within a half-mile distance of the project site include Illahee Elementary School and Shahala Middle School to the north.

The site includes three properties (assessor parcels 177228010, 177228005, and 177228000) which encompass an approximate total of 4.47 acres. The site is currently developed with three single-family detached houses and several ancillary structures, served by five driveways along SE 192nd Avenue.

Vicinity Roadways

The project site is bounded by four roadways to the north, south, east, and west. Table 1 provides a description of these vicinity roadways.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification	Speed (MPH)	On-Street Parking	Curbs & Sidewalks	Bicycle Lanes
SE Westridge Boulevard	Vancouver	Collector Arterial	25	Not Permitted	South Side	Both Sides
SE 15th Street	Vancouver	Collector Arterial	35/40	Not Permitted	Partial Both Sides	Partial Both Sides
SE 192nd Avenue	Vancouver	Principal Arterial	40	Not Permitted	Both Sides	Both Sides
SE 195th Avenue	Vancouver	Local Street	25	Permitted Both Sides	Both Sides	None

Table Notes: Functional Classification and Jurisdiction based on City of Vancouver Arterial Street System map.
Statutory speed based on Washington State Code Section RCW 46.61.400.

Figure 1 below presents an aerial image of the nearby vicinity with the project site outlined in yellow.

Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

Site Trips

Trip Generation

The proposed 19th Street Terrace project will include the construction of 60 single-family detached houses, removing 3 existing dwelling units for a net increase of 57 houses. To estimate the number of trips that will be generated by the proposed development, trip rates from the *Trip Generation Manual*[1] and per City of Vancouver policy, which are generally based on the *Trip Generation Manual*, were used. Data from land use code 210, *Single-Family Detached Housing*, was used to estimate the existing and proposed development's trip generation based on the number of dwelling units:

The trip generation calculations show that the proposed development is projected to generate an additional 43 AM peak hour trips, 57 PM peak hour trips, and 570 average weekday site trips. The trip generation estimates are summarized in Table 2 and detailed trip generation calculations are included as an attachment to this memorandum.

Table 2: Trip Generation Summary

ITE Code		Size	AM Peak Hour			PM Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
Existing Conditions									
Single-Family Detached Housing	210	3 units	1	1	2	2	1	3	30
Proposed Conditions									
Single-Family Detached Housing	210	60 units	11	34	45	38	22	60	600
Net Change									
Net Change In Site Trip Generation			**10**	**33**	**43**	**36**	**21**	**57**	**570**

Trip Distribution

The trip distribution for the proposed development was derived using data from the Southwest Washington Regional Transportation Council (RTC) transportation system model. The project site is located within Transportation Analysis Zone (TAZ) #1751 for which a select zone analysis was run to determine the distribution of site trips entering and exiting the zone.

[1] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

Using information from the RTC model, the following trip distribution is projected within the immediate site vicinity:

- Approximately 33% of site trips will travel to/from the west along SE Mill Plain Boulevard, west of SE 192nd Avenue.
- Approximately 17% of site trips will travel to/from the west along SE 1st Street, west of SE 192nd Avenue.
- Approximately 16% of site trips will travel to/from the south along SE 192nd Avenue, south of SE 20th Street.
- Approximately 11% of site trips will travel to/from the north along SE 192nd Avenue, north of SE 1st Street.
- Approximately 8% of site trips will travel to/from the east along SE 1st Street, east of SE 192nd Avenue.
- Approximately 4% of site trips will travel to/from the east along SE 20th Street, east of SE Bybee Road.
- Approximately 3% of site trips will travel to/from the west along SE 20th Street, west of SE 192nd Avenue.
- Approximately 3% of site trips will travel to/from the west along SE 15th Street, west of SE 192nd Avenue.
- Approximately 5% of site trips will travel to/from locales within the immediate site vicinity.

Table 3 summarizes the impact to each concurrency corridor as defined by the City of Vancouver.

Table 3: Transportation Management Zones

Concurrency Corridor	From	To	Evening Peak Hour Site Trips
Mill Plain Boulevard	SE 192nd Avenue	SE 164th Avenue	19
	SE 164th Avenue	SE 136th Avenue	12
	SE 136th Avenue	Interstate 205	9
	Interstate 205	N Andresen Road	0
	N Andresen Road	Interstate 5	0
	Interstate 5	W Fourth Plain Boulevard	0
St. Johns/Ft. Vancouver Way	E Mill Plain Boulevard	NE 63rd Street	0
Fourth Plain Boulevard	NE 162nd Avenue	Interstate 205	0
	Interstate 205	NE Andresen Road	0
	NE Andresen Road	Interstate 5	0
	Interstate 5	W Mill Plain Boulevard	0
Andresen Road	E Mill Plain Boulevard	State Road 500	0
	State Road 500	NE 78th Street	0
112th Avenue	NE 51st Street	NE 28th Street	0
	NE 28th Street	SE Mill Plain Boulevard	0
164th/162nd Avenue	NE Fourth Plain Boulevard	SE 1st Street	5
	SE 1st Street	State Road 14	4
Burton Road/28th Street	NE 162nd Avenue	NE 138th Avenue	0
	NE 138th Avenue	NE 112th Avenue	0
	NE 112th Avenue	NE 18th Street	0
18th Street	NE 164th Avenue	NE 138th Avenue	2
	NE 138th Avenue	NE 112th Avenue	1
136th/138th Avenue	NE Fourth Plain Boulevard	NE 28th Street	0
	NE 28th Street	E Mill Plain Boulevard	1
192nd Avenue	State Road 14	NE 18th Street	36

Proportionate Share Contributions

According to project's pre-application conference notes, proportionate share contributions are being collected for several transportation facilities throughout the City. Table 4 below details these transportation improvement projects and proportionate share fee contributions attributable to the proposed development.

Table 4: Proportionate Share Contributions

Project Location	Unit Cost Per Trip		Percent of Site Trips Generated	Peak Hour Trip Impact		Proportionate Share Contribution
NE 137th Avenue (NE 49th Street to NE Fourth Plain Boulevard)	$3,000	PM	0.00%	0	PM	$0
NE Fourth Plain Boulevard at NE 152nd Avenue (Signal)	$333	PM	0.00%	0	PM	$0
S Lieser Road at MacArthur Boulevard/St Helens Avenue	$2,000	PM	0.00%	0	PM	$0
NE 176th Avenue at NE 20th Street	$400	PM	1.88%	1	PM	$400
NE 192nd Avenue at NE 13th Street	$400	PM	8.22%	5	PM	$2,000
SE 192nd Avenue at SE 34th Street	$150	PM	14.08%	8	PM	$1,200
SE 192nd Avenue at SR-14 Ramps	$2,000	PM	8.92%	5	PM	$10,000
MacArthur Boulevard at Andresen Road (Roundabout)	$2,285	PM	0.00%	0	PM	$0
MacArthur Boulevard at N Devine Road (Roundabout)	$2,226	PM	0.00%	0	PM	$0
Grove Street/SR-14 Off-Ramp at Columbia House Boulevard	$600	AM	0.00%	0	AM	$0
NE 172nd Avenue at NE 18th Street	$300	PM	0.47%	0	PM	$0
NE 179th Place at NE 18th Street	$900	PM	0.47%	0	PM	$0
NE 187th Avenue at NE 18th Street	$1,200	PM	5.63%	3	PM	$3,600
NE 162nd Avenue at NE 9th Street	$1,500	PM	8.45%	5	PM	$7,500
NE 172nd Avenue at NE 9th Street	$4,100	PM	0.00%	0	PM	$0
NE 192nd Avenue at NE 9th Street	$1,100	PM	10.09%	6	PM	$6,600
NE 187th Avenue at SE 1st Street	$1,100	PM	3.99%	2	PM	$2,200
Total Proportionate Share Contribution						**$33,500**

Per the RTC distribution modeling data and based on the calculated site trip generation, the proposed development is projected to impact eight of the transportation facilities where proportionate share fees are being collected. The proposed development application will need to contribute a proportionate share fee of $33,500 toward these transportation improvement projects.

Sight Distance Analysis

Sight distances were evaluated at the proposed right-in/right-out site access intersection along SE 192nd Avenue. The minimum required intersection sight distance was determined in accordance with the City of Vancouver's Municipal Code Section 11.80.140. These standards state that intersection sight distance measurements must comply with standards established in *A Policy on Geometric Design of Highways and Streets*[2]. According to AASHTO, the driver's eye is assumed to be approximately 15 feet (specifically 14.5 feet) from the near edge of the nearest travel lane (or traveled way) of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The vehicle driver's eye-height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

Per the AASHTO manual, intersection sight distance is an operation measure intended to provide sufficient line of sight along the major-street so that a driver could turn from the minor-street approach without impeding traffic flow. Conversely, stopping sight distance is considered the minimum requirement to ensure safe operation of an intersection. This is the distance that allows an oncoming driver to see a hazard on the roadway, react, and come to a complete stop, if necessary, to avoid a collision.

Based on a posted speed of 40 mph along SE 192nd Avenue and considering only the right-turn site egress movement will be allowed at the site access (minor-street) approach, the following minimum intersection and stopping sight distances are applicable:

- Minimum Intersection Sight Distance: 385 feet for right-turns (viewing south).
- Minimum Stopping Sight Distance: 305 feet.

Sight distances to the south of the proposed access location was measured to be in excess of 450 feet. Therefore, adequate sight distance is available at the site access location to allow for safe and efficient operation of the intersection. No sight distance related mitigation is necessary or recommended.

Right Turn Lane Warrants

At the direction of the City of Vancouver, a right-turn lane warrant analysis was conducted for the northbound approach at the site access intersection along SE 192nd Avenue.

Traffic Volumes

To evaluate turn lane warrants at the site access intersection under future site buildout conditions, an estimate of future traffic volumes at the intersection is required. To estimate traffic volumes, the following were conducted:

[2] American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 7th Edition, 2018.

- Traffic counts were conducted at the along SE 192nd Avenue near the proposed site access location on Tuesday, October 31, 2023, over a 24-hour period. Data was used from the PM peak hour of roadway traffic in the northbound direction of travel.
- According to the City of Vancouver's Traffic Study Guidelines, an analysis of traffic conductions five years after buildout of the proposed development is required. It is assumed the proposed development will be constructed within two years whereby an additional five years of growth is necessary to estimate year 2030 conditions. Per the Traffic Study Guidelines, a compounded growth rate of 2.0 percent per year was applied to the 2023 existing traffic volumes.
- Peak hour trips calculated to be generated by the proposed development, as described earlier in the *Site Trips* section, were added to the projected year 2030 traffic volumes to obtain the expected year 2030 site buildout volumes.

Figure A in the appendix depicts the site trip assignment, existing volumes, and future year 2030 traffic volumes at the intersection.

Warrant Analysis

A right-turn refuge lane is primarily a safety consideration for the major-street, removing right-turning vehicles from the through traffic stream. To evaluate right-turn lane warrants, section *1310.03(3) Right-Turn Lanes* and *Exhibit 1310-19 Right-Turn Lane Guidelines* from the WSDOT Design Manual was referenced. Turn lane warrants were evaluated based on the number of advancing vehicles, the number of turning vehicles, the travel speed, and the number of through lanes.

Although a right-turn lane is not warranted at the intersection per the WSDOT warrant methodology, consideration for a right-turn pocket lane/taper may be made. Based on input from City of Vancouver staff, the construction of a 100-foot-long right-turn taper that develops into a 13-foot-wide paved width will be sufficient to accommodate site ingress traffic when considering the following:

- The proposed development will be constructing 60 residential units which will generate 38 site ingress trips during the PM peak hour. No additional traffic will be added to this northbound right-turn movement since higher density or additional development will not occur on-site and the development plan will not allow through access to other land uses or roadways in the surrounding area. Therefore, impacts to this northbound right-turn movement will be minor and limited to the proposed development only.
- Northbound right-turn queuing is generally not expected to occur since this turning movement will be free-flow and will not conflict with other vehicular turning movements, noting that the southbound left-turn movement will be restricted. The only conflict/delay that is reasonably expected to occur with the northbound right-turn movement would be associated with pedestrians crossing the site access road in the north/south directions. These pedestrian conflicts are expected to be infrequent and will only last approximately 3-4 seconds (assuming a pedestrian travel speed of 3.5 feet per second).

Based on the above analysis, the installation of a northbound right-turn taper is recommended as part of the proposed development application. No additional right-turn lane related mitigation is necessary.

Conclusions

The construction of the proposed South Cascade Terrace project is projected to generate an additional 43 AM peak hour trips, 57 PM peak hour trips, and 570 average weekday site trips. All nearby intersections of significance are not expected to experience significant site trip impacts.

Per the RTC distribution modeling data and based on the calculated site trip generation, the proposed development is projected to impact eight of the transportation facilities where proportionate share fees are being collected. The proposed development application will need to contribute a proportionate share fee of $33,500 toward these transportation improvement projects.

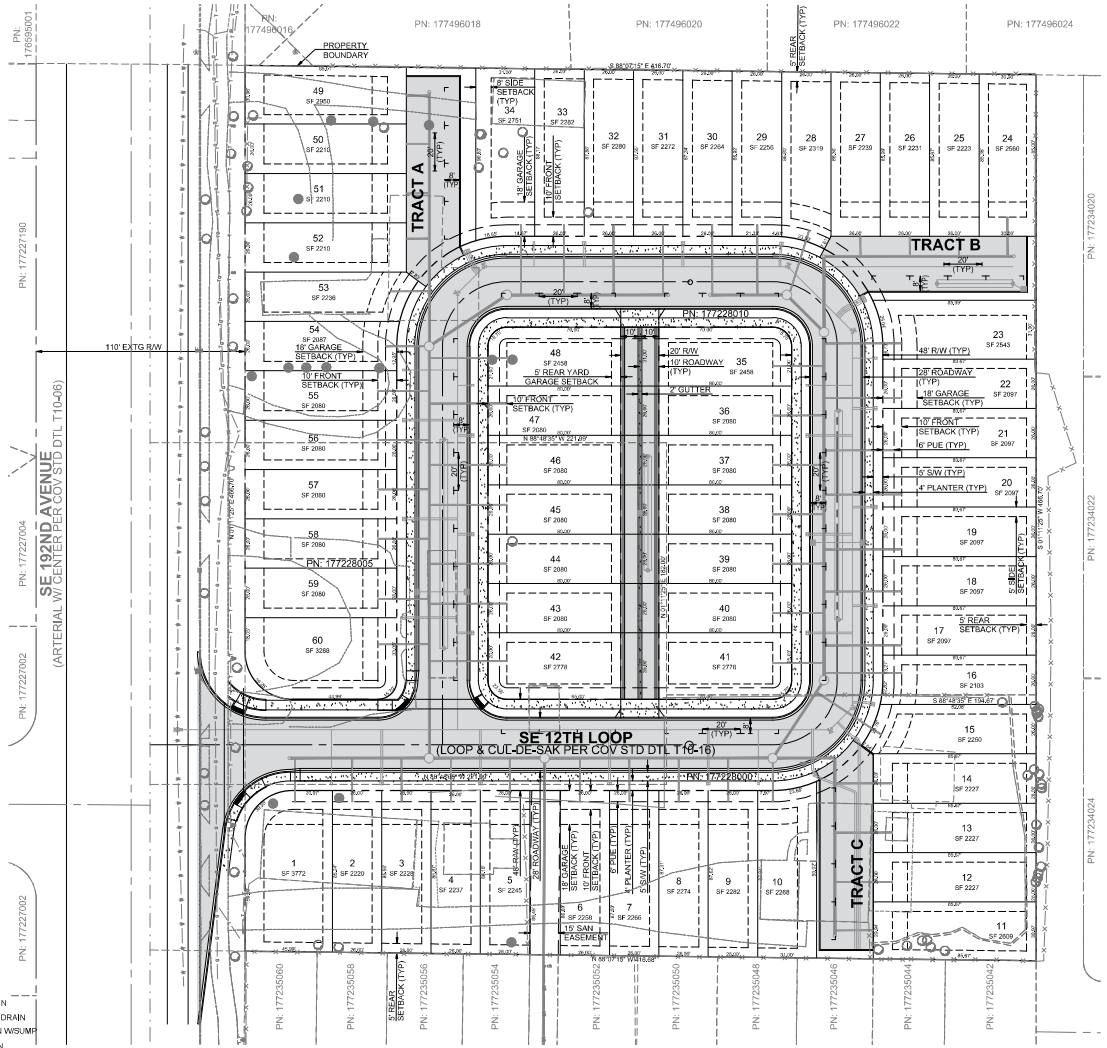
Adequate sight distance to the south of the proposed site access location is available to allow for safe and efficient operation of the intersection. No sight distance related mitigation is necessary or recommended.

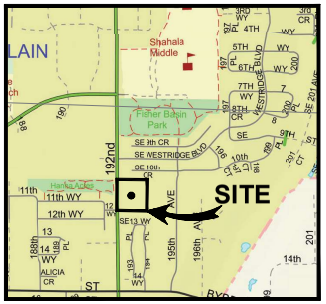
Based on an evaluation of right-turn lane warrants, the installation of a northbound right-turn taper is recommended as part of the proposed development application. No additional right-turn lane related mitigation is necessary.

If you have any questions or concerns regarding this analysis or need further assistance, please don't hesitate to contact us.

South Cascade Terrace Subdivision

Located in the SW ¼ of Section 32, T2N, R3E
Vancouver, Washington





VICINITY MAP
NOT TO SCALE

GENERAL NOTES

APPLICANT:
Ginn Group
502 NE 72nd St. Ste A
Vancouver, WA 98685
(360) 768-5048
chad@ginngrp.com

CONTACT:
PLS Engineering
Travis Johnson, PE
604 W Evergreen Blvd
Vancouver, WA 98660
(360) 944-6519
pm@plsengineering.com

OWNERS:
Teresa Mosbauer
615 Deer Pond Rd
Osteen, FL 32764

Michael and Denise Werner
10009 SE Evergreen Hwy
Vancouver, WA 98664

LAND USE:
The applicant is proposing a 60 lot subdivision. This project is proposed to be processed concurrently with a zoning map amendment to rezone the site from R-9 to R-17. The development will utilize zero lot line standards with single family detached homes.
The entire site area is 4.46 acres in size and is identified as parcel numbers 177228010, 177228005, 177228000. The site addresses are 1019,1119,1201, SE 192nd Ave Vancouver, WA 98683.

Net density for the zone is 8.8 - 21.8 dwelling units per acre, with a minimum lot size of 2,000 sf and a maximum lot size of 5,000 sf. The gross site area is 4.46 acres. After removing 1.28 acres of proposed right-of-way and private drives, 3.19 acres is left as net site area. Net density provided is 18.81 d.u./acre.

TRANSPORTATION:
Access to the proposed development will be from 192nd Ave. This Street is an arterial and is developed to the current standards. SE 12th Loop is a new roadway proposed with this development. This roadway will be designed to meet the standards of T10-16. Due to the dimensions of the site, the applicant is requesting to narrow the public roadway section to have a 48' ROW width instead of a full 50' ROW width.

UTILITIES:
All lots will be served with public water and sewer by City of Vancouver. Water mains are located to the west of the site in SE 192nd Ave. Sewer is expected to be served from an existing stub to the south end of the site. Stormwater is proposed to be collected, treated and then routed to infiltration trenches throughout the site.

CRITICAL AREAS:
There are no known critical areas onsite.

Scale 1" = 30'
30 15 0 30

N

PROPOSED LINETYPE & SYMBOL LEGEND

LINETYPES
- EDGE OF PAVEMENT
- CURB LINE
- PROPOSED SIDEWALK
- EDGE OF GRAVEL
- PAVEMENT SAWCUT
- SETBACK
- LOT LINE
- STORM LINE
- STORM ROOF DRAIN
- WATER MAIN LINE
- WATER SERVICE LINE
- SAN SEWER LATERAL
- SAN SEWER MAIN
- ROAD CENTERLINE
- RIGHT-OF-WAY
- EASEMENT LINE
- RETAINING WALL
- CONTOUR LINE
- DRAINAGE FLOW LINE

SYMBOLS
- CATCH BASIN
- OVERFLOW DRAIN
- AREA DRAIN W/SUMP
- ROOF DRAIN
- SANITARY CLEANOUT
- SANITARY MANHOLE
- FIRE HYDRANT
- WATER METER
- WATER BACKFLOW DEVICE
- TEE W/TB
- GATE VALVE
- CAP W/TB
- WATER BEND W/TB

Legend	
Proposed Asphalt	
Proposed Concrete	
Proposed ADA	

811 Know what's below. Call before you dig.

PLS ENGINEERING
Engineering · Surveying · Planning | 604 W Evergreen Blvd, Vancouver, WA 98660 | PH (360) 944-6519 | Fax (360) 944-6539

Preliminary Plat For:

South Cascade Terrace Subdivison

A Subdivision Located In The City Of Vancouver, Washington

Revisions

Project No.	3734
SCALE:	H: 1" = 30' V: N/A
DESIGNED BY:	CJH
DRAFTED BY:	XXX
REVIEWED BY:	TGJ

02
08

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition
Existing Conditions

Land Use:	Single-Family Detached Housing
Land Use Code:	210
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	Dwelling Units
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	3

WARNING: Variable Quantity is less than Minimum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Split	25%	75%	
Trip Ends	1	1	2

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	2	1	3

WEEKDAY

Trip Rate: 10.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	15	15	30

SATURDAY

Trip Rate: 9.48

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	14	14	28

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition
Proposed Conditions

Land Use:	Single-Family Detached Housing
Land Use Code:	210
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	Dwelling Units
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	60

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Split	25%	75%	
Trip Ends	11	34	45

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	38	22	60

WEEKDAY

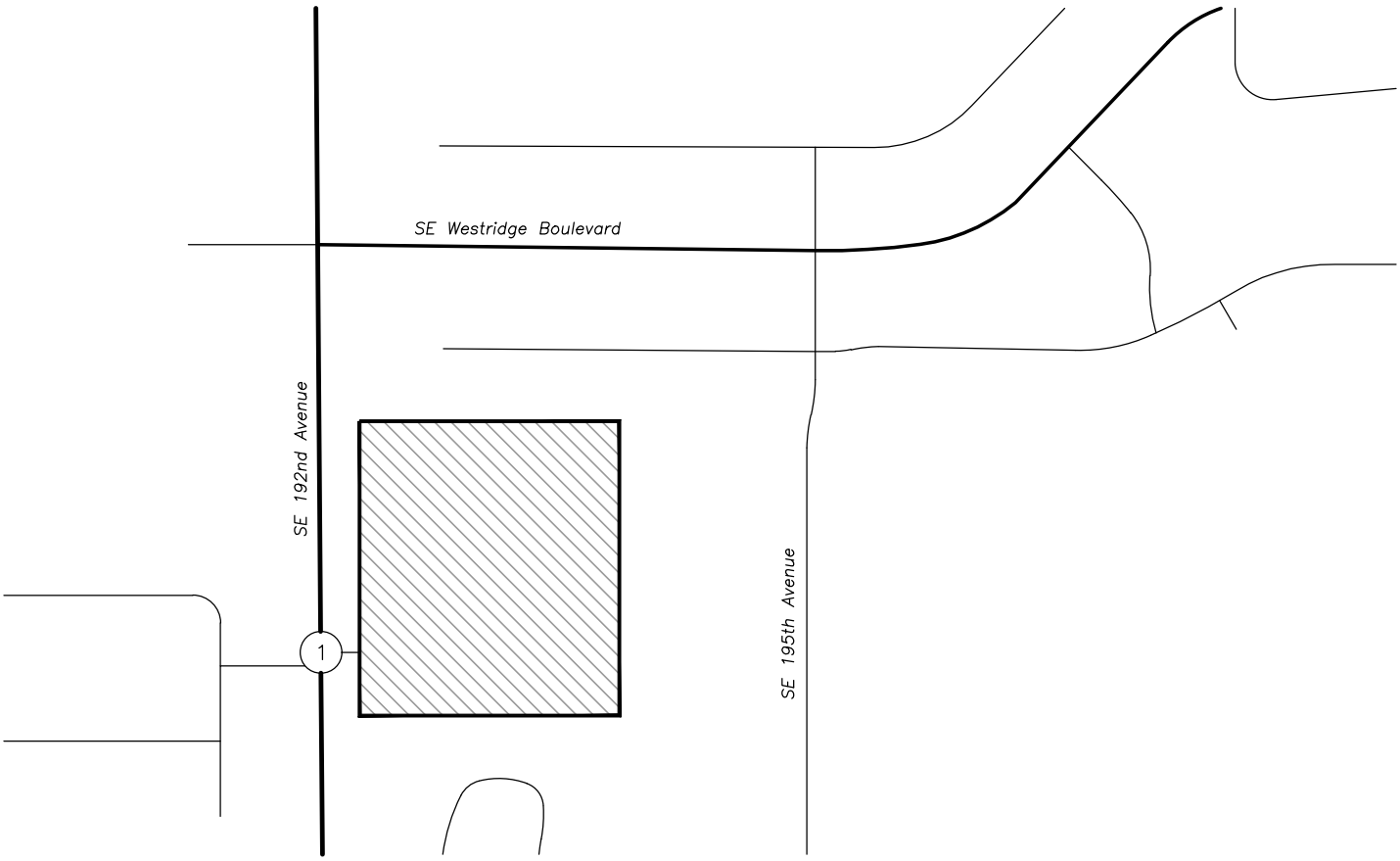
Trip Rate: 10.00

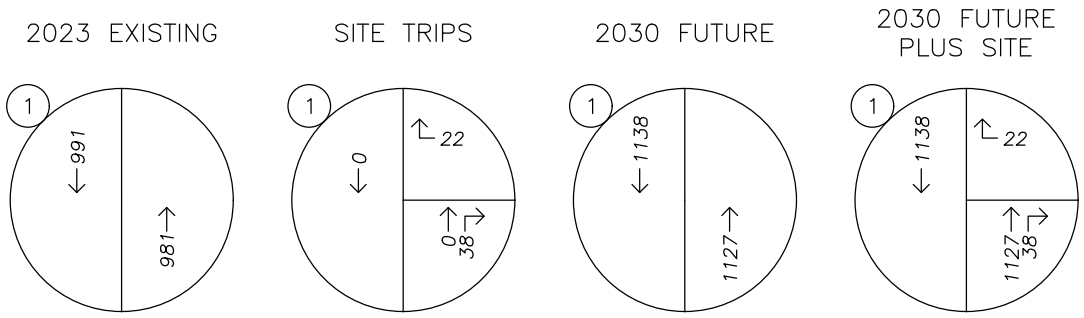
	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	300	300	600

SATURDAY

Trip Rate: 9.48

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	284	284	568





LEGEND

XX% *PERCENT OF PROJECT TRIPS*

PROPOSED TRIP GENERATION			
	IN	OUT	TOTAL
PM	38	22	60

no scale

TRAFFIC VOLUMES
2023 Existing and 2030 Future Conditions
PM Peak Hour

Figure A

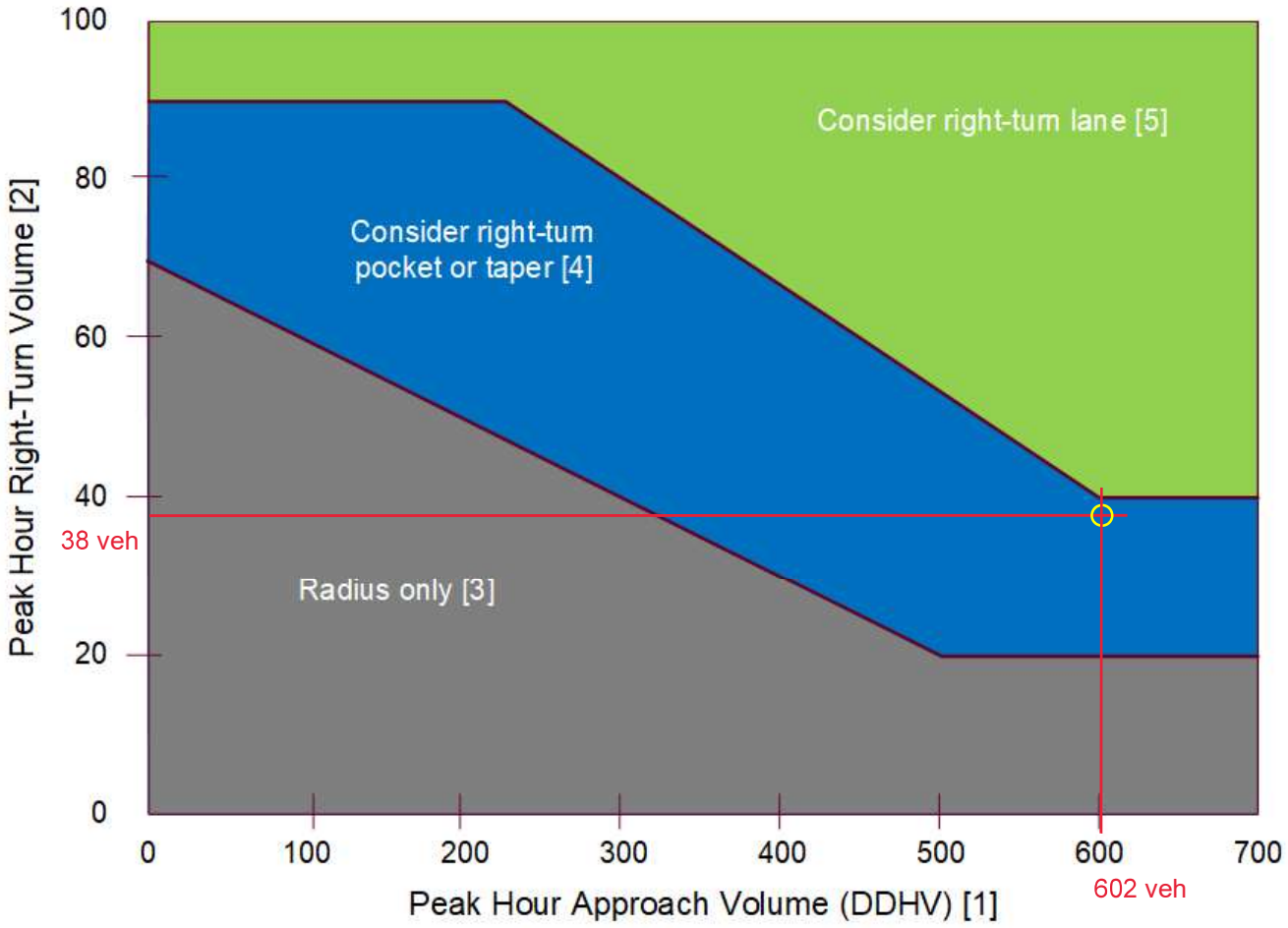
All Traffic Data Services, Inc.
alltrafficdata.net

Site Code: 1
SE 192ND AVE N.O SE 12TH ST

Start Time	31-Oct-23 Tue	NB	SB							Total
12:00 AM		26	21							47
01:00		26	14							40
02:00		15	17							32
03:00		19	17							36
04:00		44	35							79
05:00		86	158							244
06:00		216	327							543
07:00		454	477							931
08:00		692	587							1279
09:00		634	591							1225
10:00		702	641							1343
11:00		**875**	**774**							**1649**
12:00 PM		908	915							1823
01:00		849	773							1622
02:00		871	798							1669
03:00		**1000**	937							1937
04:00		981	**991**							**1972**
05:00		863	875							1738
06:00		619	601							1220
07:00		419	453							872
08:00		366	351							717
09:00		240	255							495
10:00		111	102							213
11:00		55	52							107
Total		11071	10762							21833
Percent		50.7%	49.3%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	875	774	-	-	-	-	-	-	1649
PM Peak	-	15:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	1000	991	-	-	-	-	-	-	1972
Grand Total		11071	10762							21833
Percent		50.7%	49.3%							

ADT ADT 21,833 AADT 21,833

Exhibit 1310-19 Right-Turn Lane Guidelines



Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

EXHIBIT H

City of Vancouver Transportation Services

Trip and Traffic Impact Fee Calculation Worksheet

Application Number: PRJ-169060

Project Name:	South Cascade Terrace	Date:	3/12/2024 12:00:00 AM
Project Address:	1019 SE 192ND AVE	TAZ:	TA418
Project Number:	PRJ-169060	Primary Corridor:	MPLN #5
ENG Number:		Parcel 1 ID:	177228010
TIF District:	Cascade	Parcel 2 ID:	
TIF Overlay District:	Overlay - Mill Plain / I-205	Parcel 3 ID:	

Existing Site Trips ^^

LU Description	ITE LU Code	Existing AM Peak Rate	Existing PM Peak Rate	Existing ADT Rate	Unit of Measure	Size**		Existing AM Peak Trips	Existing PM Peak Trips	Existing ADT
Single Family Det.Homes	210	0.75	1	10	1	3		2	3	30
^^ equals zero if this is a new development on greenfield or if old use has been gone > 1 year.						**Existing Trips Total**		2	3	30

New Trip Generation Calculation

LU Description	ITE LU Code	AM Peak Rate	PM Peak Rate	ADT Rate	Unit of Measure*	Size**		New AM Peak	New PM Peak	New ADT
Single Family Det.Homes	210	0.75	1	10	1	60		45	60	600
		0	0	0	0	0				0
						New Project Trips		45	60	600
						Net New Project Trips (new trip - existing trips)		43	57	570

*Unit of measure = ITE Unit by which total size is divided by in order to calc. trip generation

**Size - Total size of development, eg 10 dwelling units or 50,000 sqf.

***% reduction applied to trip generation, eg. .35 passby reduction for 100 trips - (1 - .35) * 100 - .65 - from approved traffic impact study only

****% reduction applied to trip generation, eg. .10 internal capture reduction for 100 trips - (1 - .10) * 100 - .9 * 100 - 90 - from approved traffic impact study only

Traffic Impact Fee Calculation

LU Description	ITE LU Code	Proposed Project ADT	Net New Proj ADT	TIF Rate/Trip	TIF Overlay rate/trip	BEF Reduction = .3 for retail commercial uses & ITE LU 912	Tax Reduction	TIF Due	Overlay TIF Due
Single Family Det.Homes	210	600	570.00	428	0		0.15	$207,366.00	$0.00
	Sum	600	570				**TIF Totals:**	$207,366.00	$0.00

Disclaimer: This information is provided based on the TIF program in place as of the date shown above and is only an estimate of the fee. Per VMC 20.915.020, the fee shall be calculated at time of building permit application. See VMC 20.915 for more information.

City of Vancouver Transportation Services

Trip and Traffic Impact Fee Calculation Worksheet

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Project Number:	PRJ-169060	Primary Corridor:	MPLN #5
ENG Number:		Parcel 1 ID:	177228010
TIF District:	Cascade	Parcel 2 ID:	
TIF Overlay District:	Overlay - Mill Plain / I-205	Parcel 3 ID:	

Concurrency Monitoring Fees

Corridor	PM Peak Trips	Cost/Trip	max. $1500
I-205 to SE 136th Ave	9	$69.00	$621.00
SE 136th Ave to SE 164th Ave	12	$69.00	$828.00
SE 164th Ave to SE 192nd Ave	19	$69.00	$1,311.00
NE 112th Ave to NE 138th Ave	1	$69.00	$69.00
NE 138th Ave to NE 162nd Ave	2	$69.00	$138.00
Mill Plain Blvd to NE 28TH	1	$69.00	$69.00
SR-14 to SE 1st St	4	$69.00	$276.00
SE 1st St to Fourth Plain Blvd	5	$69.00	$345.00
SR-14 to NE 18th St	36	$69.00	$2,484.00
		Calculated Total =	$6,141.00

Total Monitoring Fee = $1,500.00

Proportionate Shares

Case Number	Project	Fee/Unit	Trips/Lots	Final Fee
	SE 20th St & SE 176th Ave	$400.00	1	$400.00
	SE 192nd Ave & SE 34th St	$150.00	8	$1,200.00
	NE 187th Ave - NE 18th St	$1,200.00	3	$3,600.00
	192nd/SR14	$2,000.00	5	$10,000.00
	NE 9th St - NE 162nd Ave	$1,500.00	5	$7,500.00
	NE 192nd Ave and 13th St Signal Imprv	$400.00	5	$2,000.00
	NE 187th Ave - SE 1st St	$1,100.00	2	$2,200.00
	NE 192nd Ave - NE 9th St	$1,100.00	6	$6,600.00
			Total Proportionate Share Fees =	$33,500.00

District: Cascade	District TIF =	$207,366.00
	Total TIF =	$207,366.00

Disclaimer: This information is provided based on the TIF program in place as of the date shown above and is only an estimate of the fee. Per VMC 20.915.020, the fee shall be calculated at time of building permit application. See VMC 20.915 for more information.

City of Vancouver Transportation Services

Trip and Traffic Impact Fee Calculation Worksheet

Application Number: PRJ-169060

Project Name:	South Cascade Terrace	Date:	3/12/2024 12:00:00 AM
Project Address:	1019 SE 192ND AVE	TAZ:	TA418
Project Number:	PRJ-169060	Primary Corridor:	MPLN #5
ENG Number:		Parcel 1 ID:	177228010
TIF District:	Cascade	Parcel 2 ID:	
TIF Overlay District:	Overlay - Mill Plain / I-205	Parcel 3 ID:	

COMMENTS:

South Cascade Terrace

Disclaimer: This information is provided based on the TIF program in place as of the date shown above and is only an estimate of the fee. Per VMC 20.915.020, the fee shall be calculated at time of building permit application. See VMC 20.915 for more information.

EXHIBIT I

CLARK COUNTY WASHINGTON
PUBLIC HEALTH
www.clark.wa.gov
1601 E Fourth Plain Blvd, Bldg 17
PO Box 9825
Vancouver, WA 98666-8825
564.397.8000

November 22, 2023

Ginn Group LLC
502 NE 72nd Street
Vancouver, WA 98665

RE: Conditional Development Review Evaluation for "South Cascade Terrace" located at 1019,1119,1201 SE 192nd Ave , Vancouver, WA 98683 (SR0065297; Tax Parcels 177228010,177228005,177228000; PRJ - 169060 / PIR - 83739)

**** Final Health Department approval required****

Clark County Public Health (CCPH) completed the Development Review Evaluation for the site described above. This evaluation is limited to the area of the proposed development.

On-Site Sewage Systems (CCC 24.17, WAC 246-272A, CCC 40.370, RCW 58.17):

Existing individual on-site sewage systems (OSSs) are listed on the application and there are county records as follows: Parcel 177228010- ON0054025 with no as-built and likely from approximately 1968. Parcel 177228005- ON0052726 with no as-built, pumping records of 750 gallons, and likely installed between 1970s and 1980s. Parcel 177228000- ON0015616 with a detailed as-built showing two septic tanks and two pump basins from 1995. A site visit on 11/08/23 did find evidence of on-site sewage systems consistent with county records. Any on-site sewage system discovered during development must be properly abandoned with written notice provided to Clark County Public Health and shown on the final plat (Mylar).

Please provide written notification describing the actions taken to legally abandon the system with pumper's receipt attached. Proper system abandonment requires tank and pump basin pumping by a licensed pumper, removing the container or breaking in the tank lids, punching a hole in the bottom, and filling the cavities with rock, sand or compacted soil. Cesspools, drywells, or other containers discovered during development must also be abandoned in this manner. The following link is the Clark County Septic Abandonment Notification Form for your convenience.

https://clark.wa.gov/sites/default/files/media/document/2023-03/CCPH%20OSS%20Abandonment%20Notification.pdf

The proposed development must connect to an approved public sewer system. A copy of the final acceptance letter from the sanitary sewer purveyor or the equivalent must be submitted along with the final plat.

Water Systems (WAC 173-160, WAC 246-290, CCC 40.370, RCW 58.17):

An existing well is indicated on the application. There are county records indicating a well is at the site. A site visit on 11/08/23 did discover a well. Any wells identified during development must be properly decommissioned per WAC 173-160-381 by a Washington licensed well driller with written notice provided to Clark County Public Health and the well locations marked on the final plat (Mylar).

The proposed development must connect to an approved public water system. A copy of the final acceptance letter from the purveyor or the equivalent must be submitted along with the final site plan.

If you have any questions concerning this letter, please contact Clark County Public Health at (564) 397-7244.

Sincerely,

Jason Abraham

Digitally signed by Jason Abraham
Date: 2023.11.22 12:33:48 -08'00'

Environmental Health Specialist

CC: Kristian Corbin, Senior Planner City of Vancouver
Community Development Planning Department, City of Vancouver
Travis Johnson, PLS Engineering

EXHIBIT J

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Southwest Region Office
PO Box 47775, Olympia, WA 98504-7775 • 360-407-6300

March 8, 2024

Kristian Corbin, Senior Planner
City of Vancouver
Community & Economics Development
PO Box 1995
Vancouver, WA 98668

Dear Kristian Corbin:

Thank you for the opportunity to comment on the optional determination of nonsignificance/notice of application for the South Cascade Terrace Subdivision Project (PRJ-169060/LUP-83894) located at 1019 Southeast 192nd Avenue as proposed by Ginn Group LLC. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

HAZARDOUS WASTE & TOXICS REDUCTION: Garret Peck (564) 669-0836

The applicant proposes to demolish an existing structure(s). In addition to any required asbestos abatement procedures, the applicant should ensure that any other potentially dangerous or hazardous materials present, such as PCB-containing lamp ballasts, fluorescent lamps, and wall thermostats containing mercury, are removed prior to demolition. It is important that these materials and wastes are removed and appropriately managed prior to demolition. It is equally important that demolition debris is also safely managed, especially if it contains painted wood or concrete, treated wood, or other possibly dangerous materials.

Please review the "Dangerous Waste Rules for Demolition, Construction, and Renovation Wastes," posted at Ecology's website, https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Dangerous-waste-guidance/Common-dangerous-waste/Construction-and-demolition . The applicant may also contact Rob Rieck of Ecology's Hazardous Waste and Toxics Reduction Program at (360) 407-6751 for more information about safely handling dangerous wastes and demolition debris.

SOLID WASTE MANAGEMENT: Derek Rockett (360) 995-3176

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from your local jurisdictional health department prior to filling. All removed debris resulting from this project must be disposed of at an approved site. Contact the local jurisdictional health department or Department of Ecology for proper management of these materials.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(JKT:202400620)

cc: Garret Peck, HWTR
Derek Rockett, SWM

EXHIBIT K

Stormwater Report

**Because of the size of the exhibit, it is not included with this report. The documents are available for review via email. Please email the case manager for this project to receive electronic copies of the requested exhibits.

EXHIBIT L

Geotechnical Report

**Because of the size of the exhibit, it is not included with this report. The documents are available for review via email. Please email the case manager for this project to receive electronic copies of the requested exhibits.

EXHIBIT M

Corbin, Kristian

From: David <rehmann.david@gmail.com>
Sent: Sunday, February 25, 2024 7:47 PM
To: Corbin, Kristian
Subject: Re: South Cascade Terrace Subdivision

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from rehmann.david@gmail.com. Learn why this is important

Good Morning Mr. Corbin,

Thank you for your reply. We are writing to you with a LOT of information. We are sincerely appreciative for your time and attention to what has become a very troubling issue for us; severely and negatively impacting our "livability, interaction, and sense of neighborhood". In short, we are gravely concerned about the additional cut-through traffic that the proposed South Cascade Terrace Subdivision will bring to our neighborhood of Cascade Estates (SE 195th Ave) given the current traffic control on SE 192nd Ave. Please do not simply refer our concern to Traffic Engineering. South Cascade Terrace traffic is being Engineered to through-trip/cut-through our neighborhood (please see Note[1] below). You have the authority - Please advocate for us and our neighborhood. Thank you.

The problem is, the proposed South Cascade Terrace development is only accessible to/from northbound SE 192nd Ave. To make matters worse, there are "NO U-TURN" signs on SE 192nd Ave both to the north AND south of the South Cascade Terrace access point (at SE 15th St, and at Westridge Ave, and at Mill Plain Ave). That means that South Cascade Terrace residents will have no reasonable choice other than to cut-through our neighborhood (SE 195th Ave) to access their homes (please see many examples below and please use GoogleTraffic or Waze or your app of choice to research - the roundtrip route from the proposed site address **always** includes a through-trip through our neighborhood residential street; in violation of VMC as described below).

Recently we went downtown to Vancouver City Hall to understand the classification and intended use of our neighborhood street, SE 195th Ave. We came away with an "Arterial Street System and Classification" map (published by the City of Vancouver), and we were shown that SE 195th Ave is classified as a "Minor Road" (page 10, not a "Neighborhood Circulator" or any other type of arterial, please see Note[2] below). We asked what the intended usage of our neighborhood street is and we were referred to VMC 40.350.030 (A.5.c) Functional Classifications for "Access Roads", which states that for our neighborhood residential street "**Through trips are discouraged**". **We were told that Traffic Engineering should be designing the traffic flow to conform to VMC and they should "Discourage Through Trips".**

On the contrary - "Through Trips" through our neighborhood are the current solution for proposed South Cascade Terrace. South Cascade Terrace developer Chad Stewart recently paid for a traffic volume study on our neighborhood street, SE 195th Ave. Mr. Stewart claims that our street is capable of 1000 vehicles/day and that South Cascade Terrace residents will not push us over that number. Unfortunately Mr. Stewart inappropriately refers to VMC 11.80.040 C-1, which is the City's functional engineering specification - the construction quality standard - and not the roadway's legal usage as covered in VMC 40.350.030.

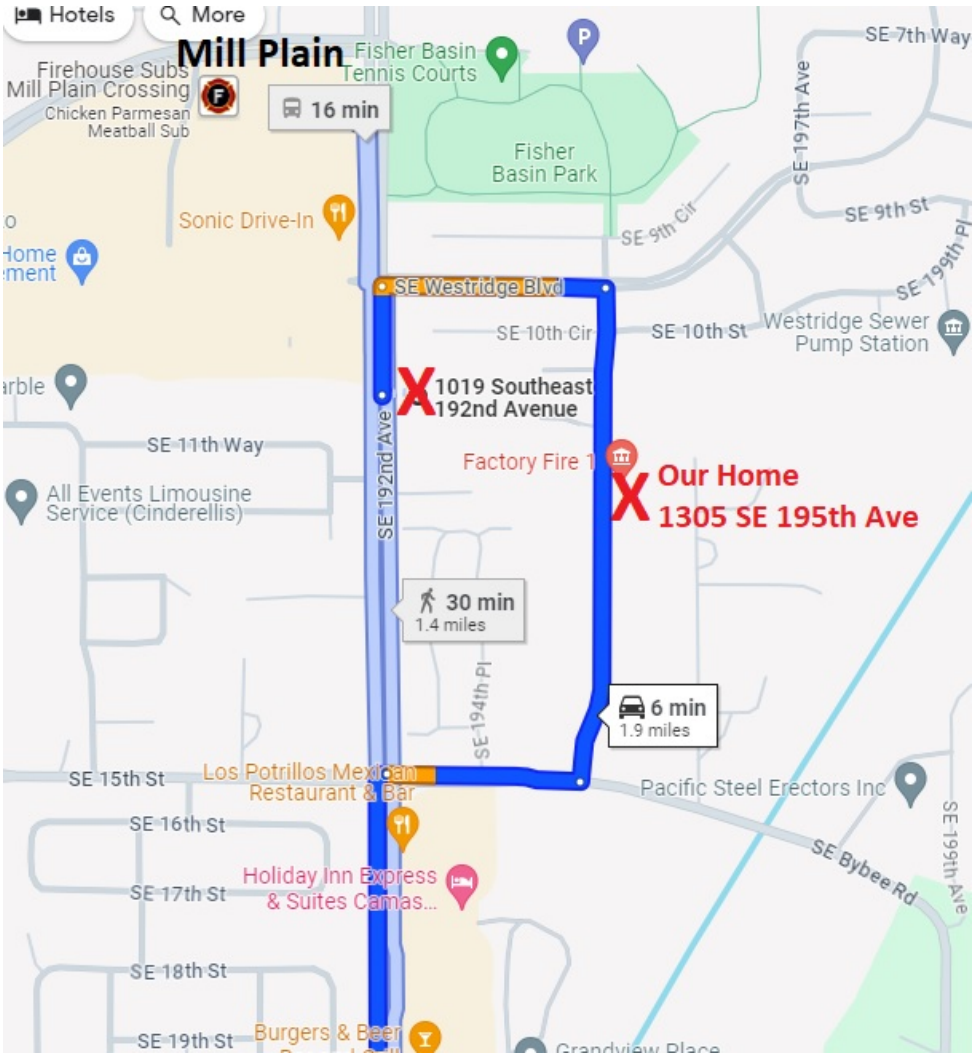
Our City's Transportation Improvement Plan (TIP) states that we will "manage vehicular traffic to encourage livability, interaction, and sense of neighborhood". Vancouver Municipal Code (VMC) stipulates that we will discourage cut-through traffic on our residential street, SE 195th Ave. The proposed South Cascade Terrace traffic flow will violate both our City's TIP and VMC. Traffic from South Cascade Terrace, a major arterial SE 192nd Ave address, is being Engineered

to through-trip our residential neighborhood. Our neighborhood residential street is being Engineered into our City's Traffic Flow Solution, and that is wrong. Please help us.

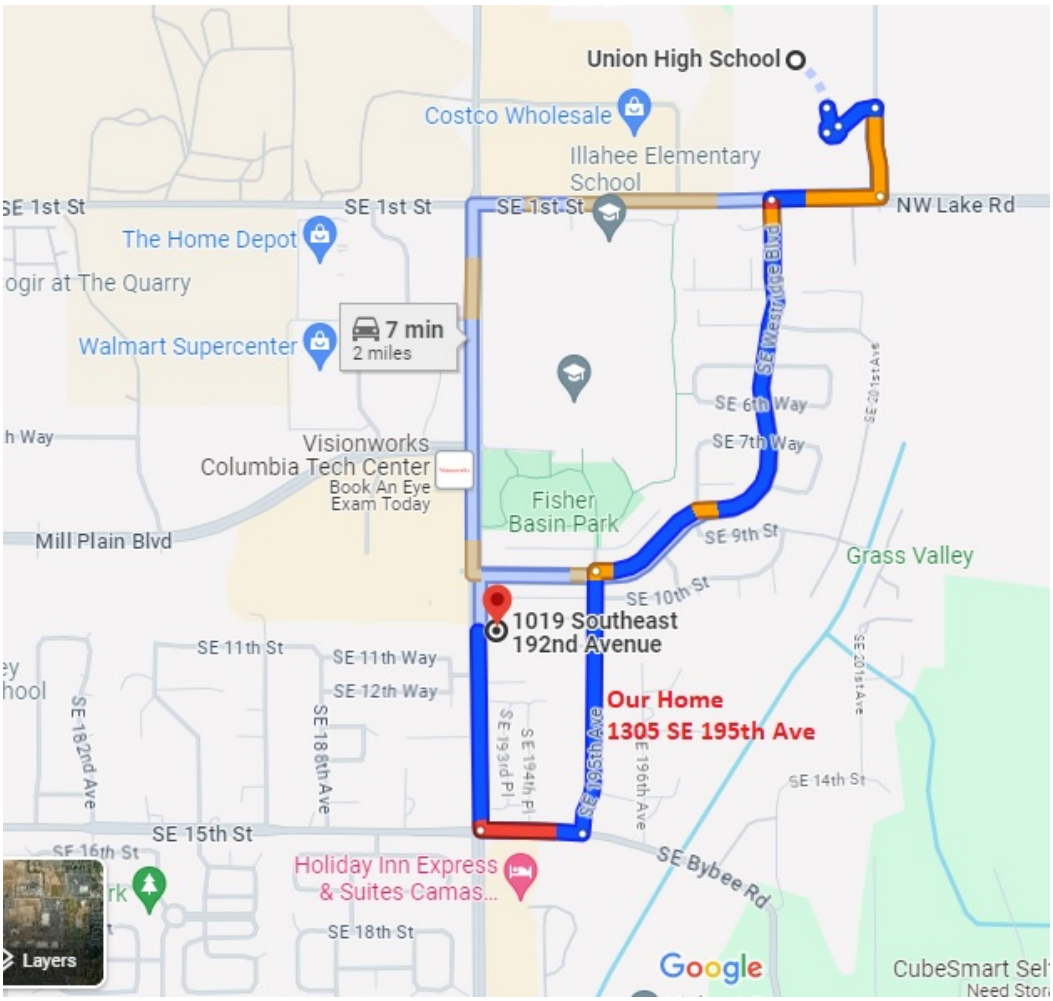
We sincerely appreciate your help,
David and Susan Rehmann
1305 SE 195th Ave

Note[1] City Traffic Engineer Bill Gilchrist wrote "I have been well aware for a number of years of the cut through traffic issue that exists on 195th Avenue in your neighborhood and I am sympathetic to your situation". Traffic Engineering wrote in response to our inquiry to the Mayor's Office "SE 195th Avenue is currently doing exactly what I would hope for. Detering traffic from using that street would only add more traffic to SE 192nd Ave and further congestion on that route". It is clearly evident that Traffic Engineering prioritizes SE 192nd Ave congestion over SE 195th Ave cut-through traffic, in violation of VMC and our City's TIP.

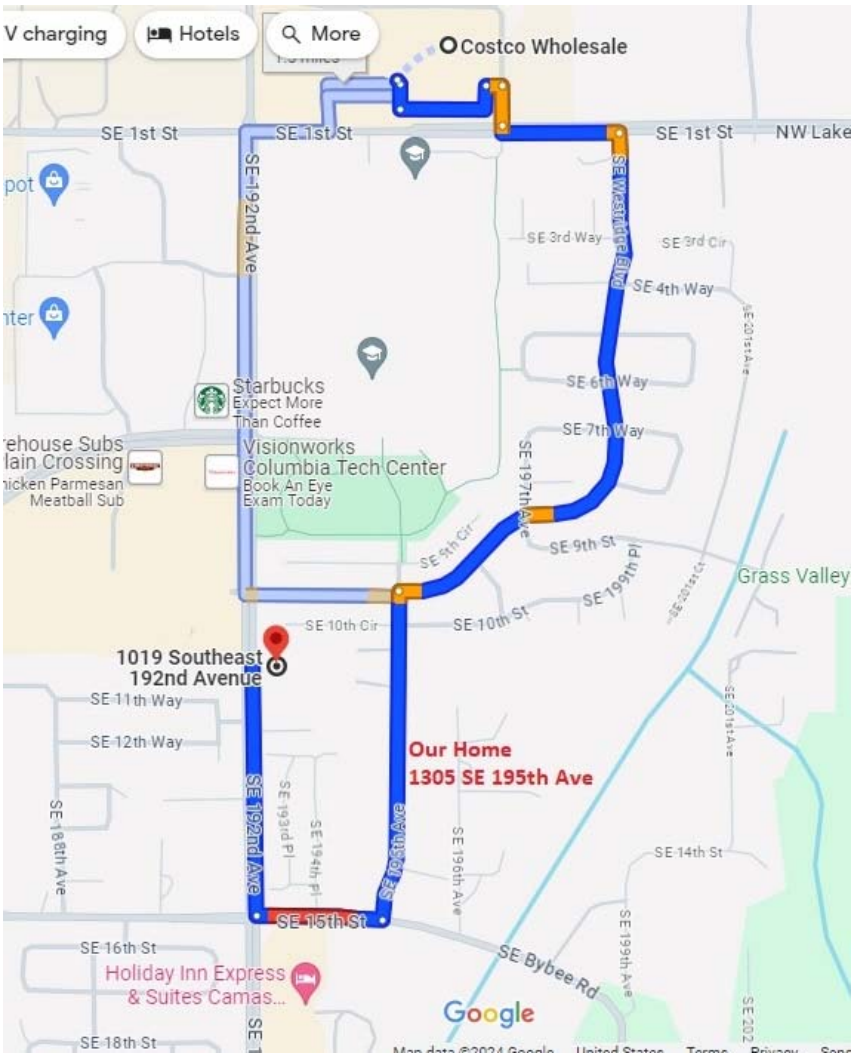
Note[2] It was noted that SE 195th Ave does not meet minimum Right Of Way (ROW) of 54' (per VMC 11.80.0404 Design Table C-1) required for a "Neighborhood Circulator" through the Westridge Neighborhood where ROW=50', and therefore can only be classified as a "Local Access" road. In ANY case, for ALL "Access Roads", "Through Trips" are to be discouraged - NOT engineered into the City's Traffic Flow Solution. Through Trips are definitely being engineered into our neighborhood with the proposed South Cascade Terrace development.



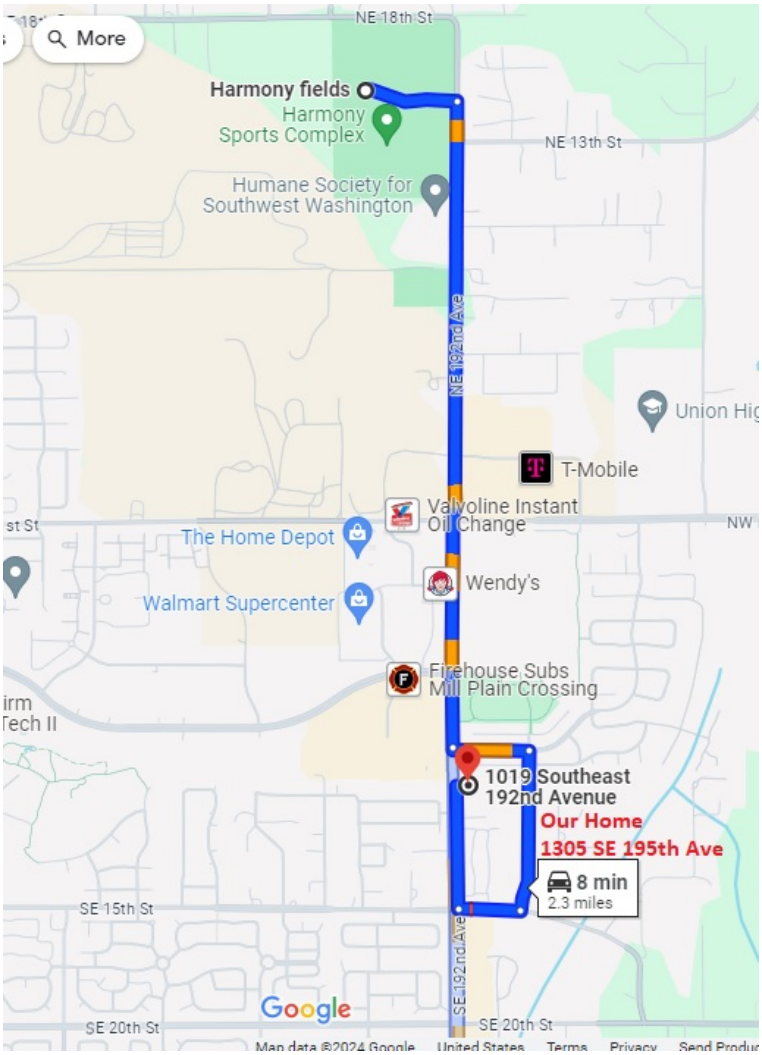
Trips From South Cascade Terrace to *all points south* require a "Through Trip" through our neighborhood in violation of VMC 40.350.030



Return trips from Union High School and ***all points north* require a "Through Trip" through our neighborhood in violation of VMC 40.350.030**



Return trips from Costco and *<u>all points north</u>* require a "Through Trip" through our neighborhood in violation of VMC 40.350.030



Return trips from Harmony Ball Fields and *all points north* require a "Through Trip" through our neighborhood in violation of VMC 40.350.030

Vancouver Arterial Atlas

Thank you for reading our lengthy email. This photo shows the result of speeding drivers leaving the roadway (again) on our neighborhood street shortly after our City NTSA completed installation of their comprehensive Traffic Calming solution. The NTSA told us they "have no more tools in their toolbox". We need your help to implement an Engineered Solution to our rat running problem. We need your help to halt being further Engineered into the Traffic Flow Solution.

On Thu, Feb 22, 2024 at 8:49 AM Corbin, Kristian <Kristian.Corbin@cityofvancouver.us> wrote:

> Good morning David:
>
> I am the point of contact for this proposal and yes, you can send me any questions or concerns that you may have on this one. I would be happy to provide you with any information you are looking for.
>
> Take care,
>
> **Kristian Corbin | Senior Planner**
> **City of Vancouver**

Community Development Department
Office: 360-487-7818
cityofvancouver.us

NEW PERMIT CENTER HOURS:

- **9 a.m. – 4 p.m. Monday, Wednesday, Friday**
- **Virtual Appointments Available Tuesday & Thursday**
- **Closed 12:30 – 1:30 p.m. daily**

Online Anytime: TO LEARN MORE ABOUT building & pERMITTING SERVICES CLICK HERE

From: David <rehmann.david@gmail.com>
Sent: Thursday, February 22, 2024 8:46 AM
To: Corbin, Kristian <Kristian.Corbin@cityofvancouver.us>
Subject: South Cascade Terrace Subdivision

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Good Morning Mr. Corbin,

We are writing to you about the proposed South Cascade Terrace Subdivision. We understand you are the City's Project Manager on this development.

Are you our contact person for project impact concerns? Please let us know.

Thank You,

David & Susan Rehmann

Corbin, Kristian

From: kathleenz24@aol.com
Sent: Wednesday, March 6, 2024 3:02 PM
To: Corbin, Kristian
Subject: Fw: Concerns about South Cascade Terrace proposed subdivision traffic

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----- Forwarded Message -----
From: kathleenz24@aol.com <kathleenz24@aol.com>
To: KathleenZ24@aol.com <kathleenz24@aol.com>
Sent: Wednesday, March 6, 2024 at 02:58:32 PM PST
Subject: Concerns about South Cascade Terrace proposed subdivision traffic

March 5, 2024

To Mr. Kristian Corbin,

My name is Kathleen Zygowicz and I live in Cascade Estates at 1103 SE 195th Ave. Camas, WA 98607. I am writing to you regarding the South Cascade Terrace Subdivision development and I am pleading with you to help us & do the right thing. My concerns & suggestion are:

■ Increased traffic from South Cascade Terrace subdivision will through-trip/cut-through Cascade Estates: SE 195th Ave negatively impacting our neighborhood.

■ South Cascade Terrace traffic is being engineered to through-trip/cut- through SE 195th Ave. Our residential street is also being engineered into our City's Traffic Flow Solution. This is a violation of Vancouver Municipal Code and City's Transportation Improvement Plan.

■ Instead of directing traffic from South Cascade Terrace subdivision onto 195th Ave., consider U-TURN Signs on SE 192nd Ave. both to the north & south of the South Cascade Terrace access point (at SE 15th St., at Westridge Ave., and at Mill Plain Blvd).

I whole heartedly concur with the Feb 2024 email sent to you by my Cascade Estates (SE 195th Ave) neighbors David and Susan Rehmann. They took the time and effort to do

extensive research which they eloquently detailed, thoroughly documented & sent the information to you in an email in February 2024.

Sincerely,
Kathleen Zygowicz
Cascade Estates
1103 SE 19th Ave.
Camas, WA

Corbin, Kristian

From: Carole Robinson <crspin18@yahoo.com>
Sent: Tuesday, February 27, 2024 9:04 AM
To: Corbin, Kristian
Subject: Land Use Hearing for South Cascade Terrace traffic flow concerns

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Good Morning Mr Corbin,

My husband and I were one of the first residents to build our home in 1991 on SE 195th Ave.
At the time SE 195th was a dead end, going north, at a field. We were told at the time that SE 195th would remain a dead end. In the last 33 years, SE 195th is no longer a dead end, the surrounding area has grown and changed dramatically!

Along with new services provided, there has also been an incredible increase in traffic due to new neighborhoods. Our once peaceful road built for the 17 homes in our development, has turned into a cut-through, short cut freeway with most of the traffic exceeding the posted 25mph for all neighborhood traffic.

We understand providing homes for first time homebuyers. However, the South Cascade Terrace neighborhood is being built with traffic being routed down (S) at the expense of the livability of our neighborhood.

South Cascade Terrace is being engineered to cut through our neighborhood, SE 195th. The glaring problem is SCT is only accessible going N on SE 192nd. SCT is a right turn in, right turn out only. Therefore, SCT residents can only access their property by cutting through our neighborhood going S, before then going N on SE 192nd. SE 195th is classified as a Minor Road, not a Neighborhood Circulator or any other arterial. Since SCT will have 60 residents times 2 cars, times more than one trip per day, that's a significant increase in cut through traffic for our neighborhood!

This increase in traffic from SCT WILL cause a significant and adverse environmental impact on SE 195th Ave residents.

Why is the livability, peace and safety, of our neighborhood being taken for granted once again?

As you seriously consider the problems that the SCT cut through traffic will create through our neighborhood, I look forward to learning about your possible solutions.

Sincerely,

Carole Robinson
1304 SE 195th Ave

Corbin, Kristian

From: Justifer Evans <justifer.evans@gmail.com>
Sent: Wednesday, January 10, 2024 9:11 AM
To: Corbin, Kristian; chad@ginngrp.com
Subject: Questions re: PRJ-169060/PIR-83739 - South Cascade Terrace

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CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Kristian & Chad;

As property owners (19305 SE 10th Cir) of an adjacent lot to the proposed development in the subject line of this email, we have a few questions and concerns that we are hoping can be answered / addressed before development plans are approved for Parcel 177228010, and would appreciate to be given the opportunity to state them publicly in any applicable forum.

Regarding request to rezone from R-9 to R-17:

- Quail Crossing (subdivision directly to the south of South Cascade Terrace proposal) is zoned and developed R-9 with detached single family homes. We invite zoning authorities to visit the neighborhood and observe the volume of cars parked on the street during hours where homeowners are typically at home. Then picture having twice as many residents. Spillover parking may affect the neighboring community. Where might that be expected, and what will be the anticipated change in pedestrian patterns?
- There is no common space, green space, or swales as part of the proposed design. While I'm confident the final design will meet all existing laws and codes, has water management / environmental impact been considered? Livability for those with children and pets?
- If there is a homeowners association related to the South Cascade Terrace subdivision, may there be limitations on activities considered risky due to the density of neighboring properties? (e.g. barbecues or recreational fires)

Regarding traffic ingress/egress of South Cascade Terrace:

- Will there be a new traffic light located at the entrance of the subdivision off 192nd Ave? If not, there is no U-turn at 192nd and Westridge Blvd. Motorists intending to egress this subdivision south on 192nd will expedite their route by taking three right turns, likely through Westridge Blvd and 195th Ave - both residential roads that will necessarily become thru-traffic. Residents wishing to walk to Fisher Basin park or Illahee, Shahala, or Union schools will be contending with this added traffic. We walk our children to and from school every day, crossing Westridge Blvd at 195th. Will there be improvements on Westridge Blvd to calm traffic or improve safety? Southbound ingress will be equally challenging for new residents, though probably not as dangerous or problematic.

Regarding the proposal with regards to City of Vancouver's comprehensive and strategic plans:

- We understand that increasing population density is a priority. We also understand that maintaining and improving our tree canopy city-wide is also a priority. Will this development maintain any existing trees or create any new canopy?
- There is an assumption that more volume will create affordability. Each lot is proposed to have >2000 sq-ft of livable space. The market for such square footage in this area supports a 550k-700k price point. If affordability

and housing mix were a true priority, livable square footage on (at least a subset of) lots would be smaller to attract buyers at more affordable price points. 1-2 bdrm bungalows would invite a different class of underserved buyers than two-story family homes. Has this been considered? Might it be part of the eventual mix of homes on the lot?

Regarding nearby developments:

- Neighbors of the 192nd and 15th proposal (PIR-83420) to rezone from R-6 to R-30 addressed community feedback to tentative compromise on a revision to R-22. Key compromises influenced by existing residents included a reduction in building height (50ft to 40ft), tree retention (maintaining trees exceeding a specific diameter) and increased setbacks to existing properties (5ft to 35ft). We would be amenable in collaborating on similar design considerations.

Regarding Ginn group's work in existing Vancouver communities:

- Ginn has previously addressed some of these concerns for other developments, publicly according to the Columbian. Selectively quoting from an article regarding Fircrest Meadows:
- "The pre-planning narrative shows that the project plans to have larger lots on its perimeter adjacent to the current single-family neighborhoods and smaller lots on its interior..."
- "In addition to homes, Ginn plans to retain a grove of trees that is on a slope..."
- "...There would be about an acre of the property set aside as common open space."

We are not presently aware of any comparable community consolations in the existing proposal of South Cascade Terrace, and are eager for Ginn group to consider and propose similar modifications.

We are not against redevelopment by any measure, but we do have some understandable concerns about the development as presently proposed. We agree that this parcel can be better utilized within the comprehensive and strategic plan of the city. Along with our immediate neighbors, we are uniquely impacted and want to make sure we are good neighbors and trust Ginn group is agreeable in building a positive, safe, and sustainable community.

Please let us know how we can continue to be of service in partnership. We have been in dialogue with our immediate neighbors and this email is meant to highlight our collective concerns.

Sincerely,
Justin & Jennifer Evans

Corbin, Kristian

From: Edward Mathewson <epmath2@yahoo.com>
Sent: Wednesday, March 6, 2024 3:10 PM
To: Corbin, Kristian
Subject: South Cascade Terrace Project

You don't often get email from epmath2@yahoo.com. Learn why this is important

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Corbin, my name is Edward Mathewson and I and my wife reside at 1102 SE 195th Ave, Camas (which is actually in the city limits of Vancouver. Our backyard abuts the eastern boundary of the above referenced development project. I understand that you are the person to whom we should direct our inquiries and concerns about this project. From what we have seen, read and heard, this project has, effectively already been approved and your request for public input is simply a matter of complying with the law. That is disappointing to us and our neighbors. We would like to have some real input, but I guess our concerns are not to be taken seriously by the City. In any case, I will express those here in the hope that I am wrong and that the City will take them into consideration.

First of all, can you explain the reasons the City re-zoned the property where the project is to be built. My understanding was that property was zoned R-9 and now it appears about to be re-zoned to R-15 to accommodate the project. If that is so, my question is why would the City allow that? What factors went into that decision?

My second concern and, given that status of this project vis a vis the City, this is a major one and concerns the serious traffic intrusion the project will have on my street and the neighboring streets. I know you have been contacted by many of my neighbors expressing their concerns about this problem, but I have not heard any response from the City as yet. I know that you are aware that the lack of a southbound entrance and exit to the project will inevitably lead to vehicles leaving the project in a northbound direction, turning right on Westridge Blvd. and then turning south on our street to get to 15th Ave (Bybee) to access the southbound lanes on 192nd. What has your traffic engineers recommended to solve this issue? It would appear to us that you should require the creation of a U-turn light at Westridge Blvd. so that the people leaving the development can access southbound lanes on 192nd without having to travel through the neighborhoods. That should rightly be an expense to be borne by the developer. Our neighborhood should not have to bear the burden of significant additional traffic created by a developer who stands to make substantial money by developing property without proper traffic planning. Please tell me what the City plans to do about this.
As you can tell, we are very upset by this entire project. We know that we cannot stop it. At the very least, the City should not let the developer send hundreds of new vehicles down our street every day (for his benefit) when there is another solution.

Edward P. Mathewson epmath2@yahoo.com

Corbin, Kristian

From: ELLEN CHAN <cywellen@gmail.com>
Sent: Wednesday, March 6, 2024 9:13 PM
To: Corbin, Kristian
Subject: South Cascade Terrace Subdivision; PRJ -169060/:UP-83894

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It is good news to hear more houses will be built in our city. I am glad that our city is a very good place to live in. to move in and to retire. Our city will also be getting more tax money which is excellent to run our city well. The owner and contractor will make a lot of money at the expense of the neighborhood.

To build 60 single-family houses in such a small lot will definitely increase the traffic of 192nd Ave which is already getting very busy. 60 houses means there will be about 120 cars and 180 residents considering 2 cars per family and 3 residents per house. Do you think it is too crowded and too tight ? I think the number of houses should be reduced by at least 30 percent to 40 percent to create a healthier and more livable neighborhood so that there will be less disparity and less traffic jams in the area. There will be more open spaces which makes life more enjoyable.

Thanks for consideration for maintaining a very happy neighborhood.

Ellen Chan

Corbin, Kristian

From: DAVID TROUPE <jakeand5@comcast.net>
Sent: Monday, March 11, 2024 12:46 PM
To: Corbin, Kristian
Subject: Proposed South Cascade Terrace Subdivision PRJ-169060/LUP-83894

Follow Up Flag: Follow up
Flag Status: Completed

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March 11, 2024

Dear Mr. Corbin,

As the residents of 19215 SE 10th Circle Parcel number 177496020 of Westridge Place Subdivision, we have obvious concerns and strong objections with the proposed development south of our lot. There are two properties, ours and our neighboring lot to the the East that will be largely negatively impacted by the constructing of a nearly solid 30 foot wall of buildings 5 feet off of our back property lines. To provide context; the distance from my back patio to one of these proposed units based upon a 5 foot rear setback is less than 20 feet total. A wall that will virtually eliminate direct sunlight to our entire southern exposed property and eliminate any natural light into our home as our master bedroom, master bath, kitchen, main living area, and daughters bedroom ALL face the to the south and this proposed wall of two story units. For obvious reasons south facing blinds would have to remain shut at all times.

When we purchased our home 20 years ago, we had no misgivings about the likelihood that the property behind us would one day be sold and developed into a neighborhood similar to Quail Crossing, a subdivision zoned R9, the same as the property behind us. It was safe and reasonable to consider then that there would be homes with back yards and front yards, trees, sidewalks, green grass and areas for families with children and pets to live and thrive, a sustainable, livable addition to the City of Vancouver. We have visited other GINN developments (Parkhouse Vista and Grove at 162nd} and were dismayed at what we saw and disappointed that the our City planners placed their stamp of approval on this type of development. We could not have imagined or predicted that the City of Vancouver would approve of or support a rezoning of this property or any other in creating a mass of concrete, asphalt and buildings devoid of trees, shrubs or grass.

We stand in opposition to the rezoning from R9 to R17 of the property for the reasons above and many more. However, if our concerns are ignored or disregarded and the City elects to approve the development of what will be certainly be some of the most expensive housing per square foot of living space in relation to lot size, (noting this, in case there was any thought that this project was to increase the availability of affordable housing in Vancouver) we ask that you would approve the project under the following reasonable conditions:

- Reduce the number of Units to allow and accommodate for green space, water retention, tree canopy, areas for children and pets.
- Increase setbacks
- Increase lot size on property perimeter adjacent to current single family neighborhoods allowing for smaller lot sizes on the interior in a way that is compatible with the existing single family homes
- Require single story units on perimeter adjacent to current single family neighborhoods allowing for two story units on the interior

The GINN group has many projects that they have completed, are underway or in planning. Looking at their other projects we can see that they have other options for the development of the this property. Options that don't include building expensive project housing that does not improve our cities livability, or enhance our community. If the City of Vancouver is facing a housing shortage, the difference between 60 lots and 30 lots in a neighborhood is a drop in the bucket in solving this issue. I have been a proud employee of the City of Vancouver serving it's citizens as a firefighter for over 28 years. I have had a first hand, close up look at our city and watched neighborhoods that have thrived and neighborhoods that have not. Fires in high density housing with near zero lot lines is one of the greatest challenges that our fire department faces. Engine 9 is one of the busiest units in Vancouver but it's neighboring station 8 is even busier which make them some of the most unreliable fire units in the city. In the event of a fire in units like these with no built in fire suppression, the likely hood of extended response times and rapid fire spread to neighboring units should be considered a real concern and addressed. This of course is not just an East Vancouver problem, it extends to the entire city as population and population density increase. 192nd AVE and SE 15th ST is the wrong place for the development that has been proposed. Please say no to this rezoning request and the requested development.

David and Janel Troupe
19215 SE 10th Circle

360-931-1556

EXHIBIT N

Evergreen Public Schools
Transportation Department

13909 NE 28th St. P.O. Box 8910 Vancouver, WA 98668-8910
(360) 604-4950 Fax: (360) 604-4962

November 3, 2023

Lisa Harker
PLS Engineering
604 W Evergreen Blvd
Vancouver, WA 98660

RE: South Cascade Terrace

Dear Lisa,

After reviewing the information you sent regarding the South Cascade Terrace Subdivision development at 1019, 1119, 1201 SE 192nd Ave, it is determined the proposed development falls within Union High School, Shahala Middle School and Illahee Elementary School.

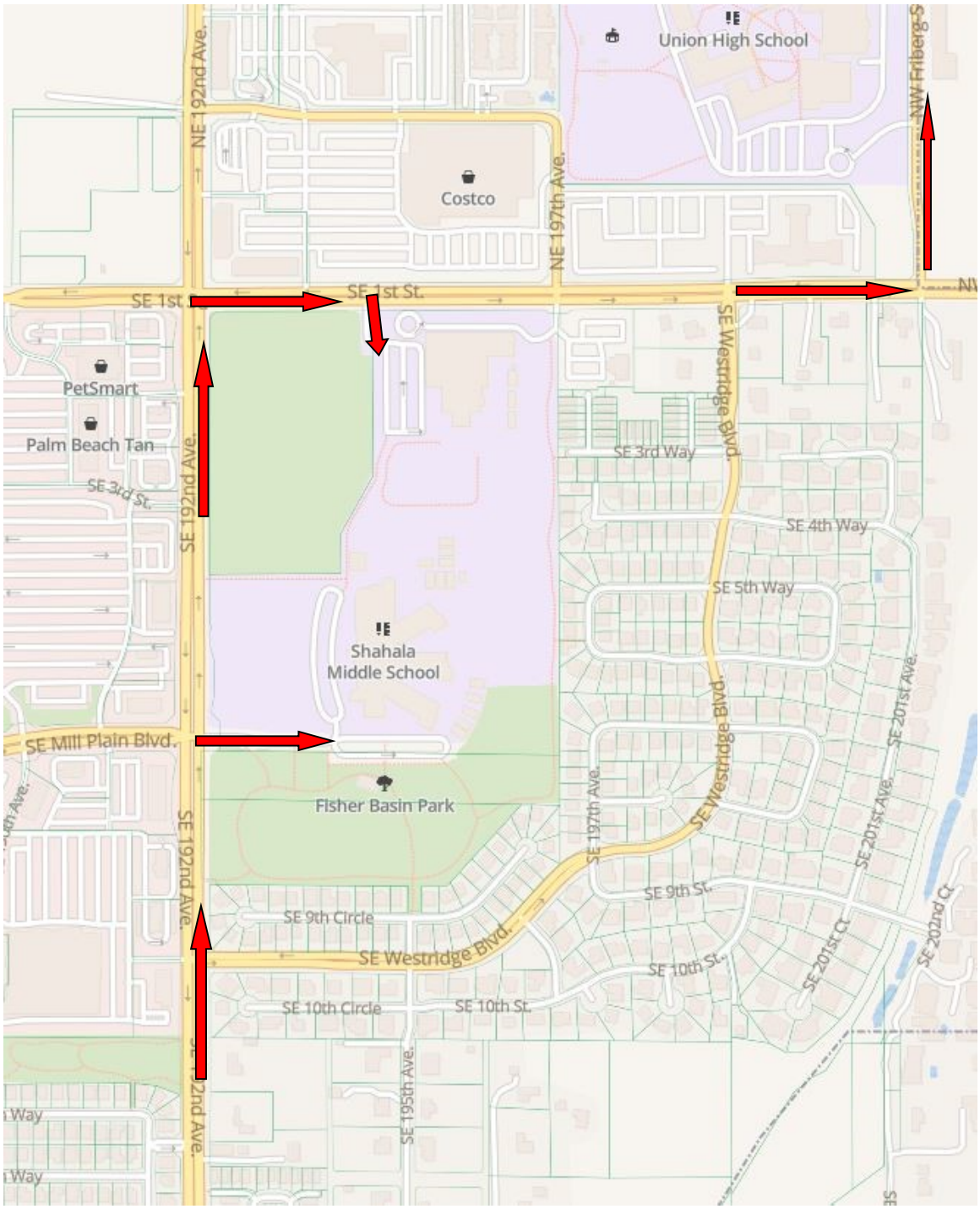
Evergreen School District does not provide busing for that area. It falls within the ½ mile walk out for Elementary School, and one mile walk out for Middle School and High School.

If you have any questions you can reach me at 360-604-4950 ext 1208.

Sincerely,

Doreen Lane

Doreen Lane
Transportation Supervisor
Doreen.lane@evergreenps.org



Walk path for students to Shahala MS, Illahee Elementary, Union HS from South Cascade Terrace

EXHIBIT O

Corbin, Kristian

From: David <rehmann.david@gmail.com>
Sent: Tuesday, March 26, 2024 1:05 PM
To: City Permit ePlans; Corbin, Kristian; Bowen, Clarissa
Subject: Request for Procedural Appeal PRJ-169060/LUP-83894 Final DNS

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Request for Procedural Appeal per VMC 20.790.640(C)(1)(a) Final Determination of Nonsignificance (DNS)

Case Number: PRJ-169060/LUP-83894 South Cascade Terrace Subdivision

Location: 1019, 1119 and 1201 SE 192nd Avenue, Vancouver Washington 98683

Applicant: Travis Johnson, PLS Engineering, 604 W. Evergreen Blvd. Vancouver, WA 98660

Contact: Chad Stewart, Ginn Group LLC, 502 NE 72nd Street, Vancouver, WA 98665

Property Owner: Teresa Mosbauer, 615 Deep Pond Rd., Osteen, Florida 32764

Petitioner: David & Susan Rehmann
1305 SE 195th Ave
Camas, WA 98607
(residents City of Vancouver)

Signatures __David Rehmann Susan Rehmann_____ March 26, 2024

Right to appeal based on submission of written testimony addressing cut-through traffic safety concerns in our neighborhood SE 195th Ave during comment period. This appeal became necessary after lengthy confusing email discussions with the City, leaving us frustrated and feeling unheard.

The Applicant's Traffic Study on our neighborhood street SE 195th Ave did not include Speed information (it was a Traffic Count only - please see image below). According to the NHTSA and AAA, vehicular speed is the leading cause of pedestrian death during collisions. Therefore it is not possible that our cut-through traffic safety concerns were even considered during the DNS decision process, since according to both the NHTSA and AAA decisions regarding traffic safety require knowledge of both traffic volume AND traffic speed. The Applicant's Traffic Study does NOT include speed information and, therefore, is incomplete information for demonstrating compliance with SEPA. This appears to be a procedural oversight that we are appealing to be reconsidered.

Contextual Discussion of Appeal: The root of the problem is that the proposed South Cascade Terrace development is only accessible to/from northbound SE 192nd Ave. Also, there are "NO U-TURN" signs on SE 192nd Ave both to the north AND south of the South Cascade Terrace access point (at SE 15th St, and at Westridge Ave, and at Mill Plain Ave). That means that South Cascade Terrace residents will have no reasonable choice other than to cut-through our neighborhood (SE 195th Ave) to access their homes (please see many examples below and please use GoogleTraffic or Waze or your app of choice to research - the roundtrip route from the proposed site address always includes a through-

trip through our neighborhood residential street; in violation of VMC as described below).

Recently we went downtown to Vancouver City Hall to understand the classification and intended use of our neighborhood street, SE 195th Ave. We came away with an "Arterial Street System and Classification" map (published by the City of Vancouver), and we were shown that SE 195th Ave is classified as a "Minor Road" (page 10, not a "Neighborhood Circulator" or any other type of arterial, please see Note[2] below). We asked what the intended usage of our neighborhood street is and we were referred to VMC 40.350.030 (A.5.c) Functional Classifications for "Access Roads", which states that for our neighborhood residential street "Through trips are discouraged". We were told that Traffic Engineering should be designing the traffic flow to conform to VMC and they should "Discourage Through Trips".

On the contrary - "Through Trips" through our neighborhood are the current solution for proposed South Cascade Terrace. South Cascade Terrace developer Chad Stewart recently paid for a traffic volume study (not speed) on our neighborhood street, SE 195th Ave. Mr. Stewart claims that our street is capable of 1000 vehicles/day and that South Cascade Terrace residents will not push us over that number. Unfortunately Mr. Stewart inappropriately refers to VMC 11.80.040 C-1, which is the City's functional engineering specification - the construction quality standard - and not the roadway's legal and intended usage as covered in VMC 40.350.030.

Our City's Transportation Improvement Plan (TIP) states that we will "manage vehicular traffic to encourage livability, interaction, and sense of neighborhood". Vancouver Municipal Code (VMC) stipulates that we will discourage cut-through traffic on our residential street, SE 195th Ave. The proposed South Cascade Terrace traffic flow will violate both our City's TIP and VMC. Traffic from South Cascade Terrace, a major arterial SE 192nd Ave address, is being Engineered to through-trip our residential neighborhood. Our neighborhood residential street is being Engineered into our City's Traffic Flow Solution, and that is wrong.

Note[1] City Traffic Engineer Bill Gilchrist wrote "I have been well aware for a number of years of the cut through traffic issue that exists on 195th Avenue in your neighborhood and I am sympathetic to your situation". Traffic Engineering wrote in response to our inquiry to the Mayor's Office "SE 195th Avenue is currently doing exactly what I would hope for. Detering traffic from using that street would only add more traffic to SE 192nd Ave and further congestion on that route". It is clearly evident that Traffic Engineering prioritizes SE 192nd Ave congestion over SE 195th Ave cut-through traffic, in violation of VMC and our City's TIP. In a March 12, 2024 email to the Appellant the City's Senior Planner. Kristian Corbin, stated "The City is actively discouraging trips along this road (SE 195th Ave)." The statement is contrary to the City's actions in this matter
when it engineers the traffic from South Cascade Terrace to flow through our neighborhood SE 195th Ave.

Note[2] It was noted that SE 195th Ave does not meet minimum Right Of Way (ROW) of 54' (per VMC 11.80.0404 Design Table C-1) required for a "Neighborhood Circulator" through the Westridge Neighborhood where ROW=50', and therefore can only be classified as a "Local Access" road. In ANY case, for ALL "Access Roads", "Through Trips" are to be discouraged - NOT engineered into the City's Traffic Flow Solution. Through Trips are being engineered into our neighborhood with the proposed South Cascade Terrace development. That is wrong.

Specific aspect of the decision and/or SEPA issue being appealed:

1) Approval Criteria VMC 20.260.050(A)(6) Compatibility with adjacent uses. The concept plan must contain traffic management elements that limit conflicts between the planned development and adjacent uses.

The proposed development will generate numerous vehicular trips, including commute and deliveries, creating a significant noise and cut-through traffic safety issue. The Applicant conducted a VOLUME ONLY traffic study on SE 195th Ave which does NOT include Vehicle Speed information and, therefore, cannot address our previously communicated cut-through traffic safety concerns. The Applicant's Traffic Study does NOT include speed information and, therefore, is incomplete information for demonstrating compliance with SEPA.

2) Approval Criteria VMC 20.260.050(A)(7) All potential off-site impacts including ... noise, ... and traffic, will be identified and mitigated to the extent practicable.

Despite multiple requests to the City Planning Department, we have not received written assurance of the practicable permanent removal of both offending north and south SE 192nd Ave "NO U-TURN" signs. **Without written assurance from the City of the permanent removal - in perpetuity - of these two traffic flow restrictions, the issue remains virtually unmitigated.**

3) VMC 20.790.630(B) SEPA Policy, which assures all residents safe, healthful, ..., surroundings.

Routing additional cut-through traffic through our neighborhood SE 195th Ave annihilates our sense of neighborhood, the safety of pedestrians (see photos), and the safety of residents (see photos). Again, the Applicant conducted a VOLUME ONLY traffic study which does NOT address the safety concern associated with speeding cut-through traffic. The AAAfoundation.org states that every 10MPH vehicle speed increase results in a doubling of pedestrian fatality from collision - speed information is imperative to assessing risk. The Applicant's Traffic Study does NOT include speed information and, therefore, is incomplete information for demonstrating compliance with SEPA.

4) VMC 20.790.630(C) SEPA Policy, which assures that we attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;

Routing additional traffic through our neighborhood SE 195th Ave severely increases risk to residents and pedestrians on SE 195th Ave. Included photos show the pedestrian use of our neighborhood is very HIGH. Included photos of high speed wrecks on our neighborhood street show that the risk to pedestrians is also HIGH. And if anyone tries to convince you that the speeding problem in our neighborhood has been solved, please see the most recent traffic study data generated by the City (11/17/2021 reproduced below) documenting speeds on our street up to 88.7MPH (58 vehicles traveling 30-35MPH and two vehicles were recorded at over 70MPH). We live on a 25mph residential street that has gone freeway. According to AAA, every 10MPH additional vehicle speed DOUBLES the safety risk of death to pedestrians. This is not an "enforcement issue"; Vancouver Police have told me that they simply cannot station a patrol car on our street to calm traffic. This is a Traffic Engineering issue. Each and every decision to route more traffic through our neighborhood increases our risk, decreases our safety, and annihilates our sense of neighborhood. Additionally, SE 195th is a major pedestrian thoroughfare for people and children from nearby neighborhoods walking to the local schools, parks and shopping areas. There is also a school bus stop at the corner of SE 195th Ave and 15th Street where children (and their parents) congregate every school morning and afternoon. The City's plan would put all of these people in significant danger from increased cut-through traffic from the project proposed by the City. The Applicant's Traffic Study does NOT include speed information and, therefore, is incomplete information for demonstrating compliance with SEPA.

The evidence relied on to prove the error:
1) Traffic Study City of Vancouver Traffic Engineering Dept. - SE 195th Ave 11/17/2021 "Daily Speed"
2) Traffic Study All Traffic Data Services - SE 195th Ave 01/24/2024 (Traffic Volume only - no Speed data)

Attached Photos showing welcome pedestrian use of our neighborhood street

SE 195th Ave is on the Vancouver Bike Route Map.

SE 195th Ave is on the "Safe Walking Route" Map for schools. Children walk to/from Illahee Grade School, Shahala Middle School, Union HS, and Fishers Basin Park at the north end of our street. We have children gathering at the school bus stop at the south end of our neighborhood street at SE 15th St.

Pedestrians mistake the moments of calm on our street as safe - yet the City has recorded cut-through traffic speeds as fast as 88.7MPH (AFTER the installation of speed bumps!). High pedestrian traffic mixing with high-speed cut-through vehicular traffic is a recipe for disaster.

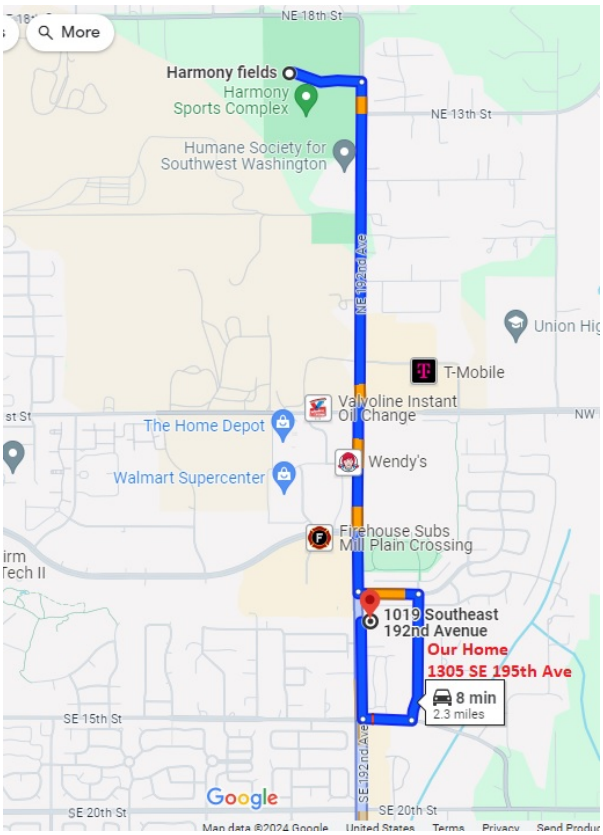
Sidewalk ramps force some residents into the street where safety is in question.

Small children are not aware of the safety concern that additional speeding cut-through traffic presents.

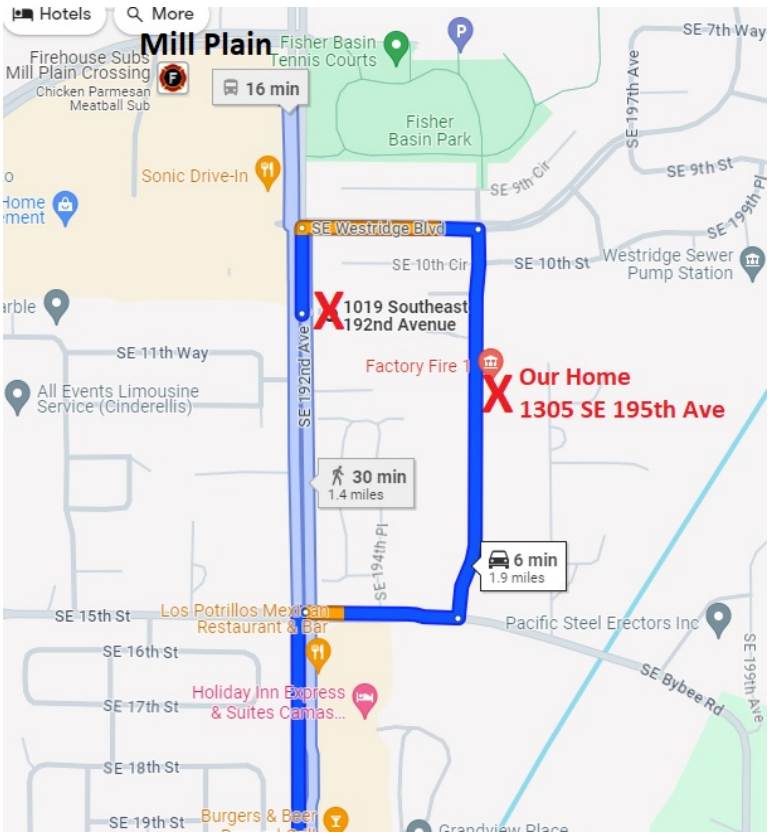
Our neighborhood was awarded the largest NTSA Traffic Calming grant at that time. Shortly after our City installed "traffic calming" devices, a high speed cut-through vehicle jumped the curb and flattened the warning sign.

A high speed cut-through vehicle jumped the curb, crossed the sidewalk, and landed in our neighbor's yard.

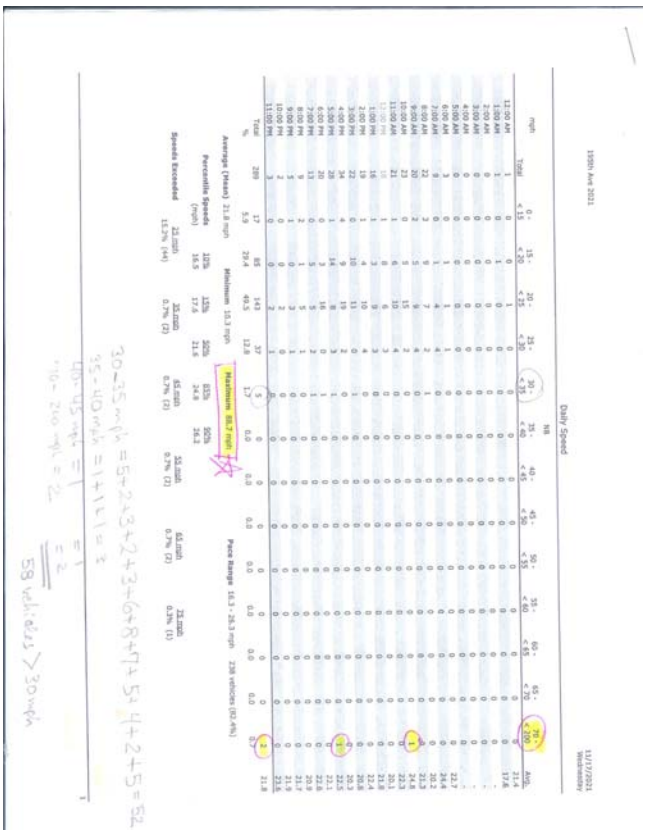
A high speed cut-through vehicle jumped the curb and obliterated our neighborhood entryway. Scenes like this should not be allowed to mix with heavy pedestrian traffic. **It is imperative to consider vehicle SPEED as well as VOLUME when making SAFETY decisions.**



With the "NO U-TURN" signs in place, southbound South Cascade Terrace residents have no other choice than to cut-through our neighborhood to get home.



With the "NO U-TURN" signs in place, southbound South Cascade Terrace residents have no other choice than to cut-through our neighborhood to leave home.



The latest volume/speed traffic study for our neighborhood street SE 195th Ave recorded two vehicles over 70MPH with maximum speed recorded at 88.7MPH. Approving a development that will add even more high-speed cut-through traffic to a street heavily used by pedestrians is a disaster in the making.

All Traffic Data Services, Inc.
alltrafficdata.net

Page 1

Site Code: 1
SE 195TH AVE N.O SE 15TH ST

Start Time	09-Jan-24 Tue	NB	SB	Total
12:00 AM		0	1	1
01:00		0	0	0
02:00		0	0	0
03:00		0	1	1
04:00		0	2	2
05:00		2	3	5
06:00		2	9	11
07:00		3	25	28
08:00		18	38	56
09:00		10	22	32
10:00		10	16	26
11:00		15	24	39
12:00 PM		14	14	28
01:00		10	15	25
02:00		10	13	23
03:00		19	28	47
04:00		23	26	49
05:00		26	23	49
06:00		16	13	29
07:00		7	5	12
08:00		7	5	12
09:00		1	2	3
10:00		2	1	3
11:00		0	0	0
Total		195	286	481
Percent		40.5%	59.5%	
AM Peak	-	08:00	08:00	08:00
Vol.	-	18	38	56
PM Peak	-	17:00	15:00	16:00
Vol.	-	26	28	49
Grand Total		195	286	481
Percent		40.5%	59.5%	
ADT		ADT 481	AADT 481	

The SE 195th Ave Traffic Study conducted by the Applicant does NOT include SPEED information. It is a TRAFFIC COUNT only. As such it is not possible to make safety determinations regarding additional high-speed cut-through traffic impact on our neighborhood street. The Applicant's Traffic Study does NOT include speed information and, therefore, is incomplete information for demonstrating compliance with SEPA.

BEFORE THE HEARING EXAMINER
FOR CITY OF VANCOUVER

In the Matter of the Application of	)	NO. PRJ-169060/LUP-83894
	)	
	)	
Ginn Group LLC	)	**South Cascade Terrace Subdivision**
	)	
	)	
For Approval of a Subdivision and Rezone	)	FINDINGS, CONCLUSIONS,
	)	DECISION, AND RECOMMENDATIONS
and	)	
	)	
In the Matter of the Appeal of	)	
	)	
David and Susan Rehmann	)	
	)	
of the March 12, 2024 SEPA	)	
Determination of Non-Significance for the	)	
Application	)	

SUMMARY OF DECISION AND RECOMMENDATIONS

The appeal of the March 12, 2024 SEPA determination of non-significance for the South Cascade Terrace Subdivision is **DENIED**.

The Hearing Examiner recommends to the Vancouver City Council that the requested rezone of 4.46 acres at 1019, 1119, and 1201 SE 192nd Avenue from R-9 to R-17 and the associated subdivision of the land into 60 single-family residential lots be **APPROVED** subject to conditions.

SUMMARY OF RECORD

Request:

Ginn Group LLC (Applicant) requested a preliminary subdivision to divide 4.46 acres of land into 60 single-family narrow lots and a rezone of the property from R-9 Lower Density Residential to R-17 Lower Density Residential. The subject property is located at 1019, 1119, and 1201 SE 192nd Avenue, Vancouver, Washington.

Having reviewed the proposal as required under the State Environmental Policy Act, the City issued a final determination of non-significance (DNS) for the project on March 12, 2024. David and Susan Rehmann (Appellants) timely filed a procedural appeal of the DNS on March 26, 2024.

Hearing Date:
The Vancouver Hearing Examiner conducted a consolidated virtual open record hearing on the application and appeal on April 16, 2024. The record was held open through April 18, 2024 to allow any members of the public who experienced technology or access barriers to participation in the virtual hearing to submit written comments, with time scheduled for responses by the parties. No post-hearing public comment was submitted, and the record closed on April 18, 2024.

No in-person site view was conducted, but the Examiner viewed the subject property on Google Maps.

Testimony:
At the open record hearing the following individuals presented testimony under oath:

David Rehmann, Appellant

Kristian Corbin, Senior Planner, City of Vancouver

Ryan Lopossa, Transportation Manager, City of Vancouver

Eric Hann, Senior Civil Engineer, City of Vancouver

Chad Stewart, Director of Land Development, Ginn Group

Alexis Pam, Project Coordinator, Ginn Group

Jayson Taylor, Project Planner, PLS Engineering

Daniel Stumpf, Transportation Engineer, Lancaster Mobley

Edward Matthewson

Ruth Matthewson

Attorney Philip Gigler presented legal arguments on behalf of the City.

Exhibits:
The following exhibits were admitted in the record through the open record hearing process:

City Exhibits ("C" Prefix)
C1. Staff Report, with the following attachments:

A. Application

B. Applicant Narrative

C. Proposed Development Plans

D. SEPA Checklist

E. Notice of Application and Optional Determination of Non-Significance, dated February 9, 2024

F. Final Determination of Non-Significance, issued March 12, 2024

G. Traffic Study by Lancaster Mobley, dated December 13, 2023

H. Trip Calculations Worksheet, dated March 12, 2024

I. Development Review Evaluation from Clark County Public Health, dated November 22, 2023

J. Comment letter from Department of Ecology, dated March 8, 2024

K. Stormwater Report

L. Geotechnical Report

M. Public Comment

N. Evergreen School District letter, dated November 3, 2023

O. Electronic Letter of Appeal submitted by David Rehmann, dated March 26, 2024

C2. City PowerPoint Presentation

C3. Memorandum from Daniel Stumpf, Lancaster Mobley, dated February 28, 2004 (Intersection Capacity Analysis)[1]

Appellant Exhibits ("A" Prefix)

A1. Request for Procedural Appeal, dated March 26, 2024

A2. Correspondence between Appellant and City Staff

A3. Appellant PowerPoint Presentation

Applicant Exhibits ("G" Prefix)

G1. Letter from Chad Stewart, Ginn Group, in response to SEPA appeal, dated April 15, 2024

G2. Applicant PowerPoint Presentation

After considering the testimony and exhibits admitted in the record, the Hearing Examiner enters the following findings and conclusions:

FINDINGS

1. Ginn Group LLC (Applicant) requested a preliminary subdivision to divide 4.46 acres of land into 60 single-family narrow lots and a rezone of the property from R-9 Lower Density Residential to R-17 Lower Density Residential. The subject property is located at 1019, 1119, and 1201 SE 192nd Avenue, Vancouver, Washington.[2] *Exhibits C1.A, C1.B, and C1.C.*

2. The application was submitted on December 26, 2023 and deemed fully complete on

[1] This study was referenced by the parties in testimony, but during deliberations, the undersigned realized for the first time it was not in evidence and requested that the record be supplemented to include it. The City provided the document, and it is therefore listed as a City exhibit.

[2] The subject property is comprised of Tax Parcel Numbers 177228010, 177228005, and 177228000. *Exhibits C1 and C1.C.*

February 1, 2024. *Exhibits C1 and C1.E.*

3. The subject property consists of three parcels containing a total of four single-family residences plus associated outbuildings. There are no known prior subdivision conditions that would apply to the proposed subdivision. All existing structures would be removed from the site. *Exhibits C1.B and C1.C.*

4. The subject property is zoned R-9 and has a Comprehensive Plan land use map designation of Urban Lower Density (UL). The purpose of the R-9 zone is "to accommodate detached single dwellings with or without accessory residential units at a minimum lot size of 5,000 square feet and a density of 5.9 to 8.7 units/net acre." *Vancouver Municipal Code (VMC) 20.410.020.D*. The purpose of the UL Comprehensive Plan designation is to allow for "predominantly single-family detached residential development, with some allowances for duplexes, townhouses, and single-family homes on small lots using infill standards." *Exhibit C1, page 9.*

5. The proposed R-17 zone is compatible with the UL Comprehensive Plan designation. *Exhibit C1.* The purpose of the R-17 zone is "to accommodate detached and attached single dwellings with our without accessory residential units at a minimum lot size of 2,000 square feet and a density of 8.8 to 21.8 units/net acre." *VMC 20.410.020.E.*

6. With respect to allowed housing types, the primary difference between the R-9 and R-17 zones is that multi-family housing (limited to two-family, three-family, or four-family dwellings) is allowed in the R-17 zone, subject to the density limitation and development standards of the zone, whereas in the R-9 zone two-family dwellings (i.e., duplexes) are allowed but not three- or four-family dwellings. Both zones allow single-family attached and detached housing. *VMC Table 20.410.030-1.* In this case, single-family detached housing is proposed. *Exhibit C1.C; Jayson Taylor Testimony.*

7. Surrounding land uses include detached single-family residences zoned R-4 to the north, detached single-family residences zoned R-9 to the south, detached single-family residences zoned R-2 to the east, detached single-family residences zoned R-6 across SE 192nd Avenue to the west, and commercial development zoned MX to the northwest across SE 192nd Avenue. A parcel on the west side of SE 192nd Avenue a short distance south of the subject property was rezoned from R-6 to R-22 in 2023. *Exhibits C1 and G2; Chad Stewart Testimony.*

8. The proposed rezone is consistent with 2023 Vancouver Strategic Plan because it would place additional density where there is existing street infrastructure and transit service; increase housing options within the low-density residential area; increase housing affordability through small lot and unit sizes; place additional density near services and amenities such as parks, schools, and shopping; and provide energy-efficient homes. *Exhibits C1 and C1.B; City of Vancouver Strategic Plan, 2023-2029 Update.*[3]

[3] https://www.cityofvancouver.us/wp-content/uploads/2023/11/2023-2029-Vancouver-Strategic-Plan.pdf

9. The proposed rezone is consistent with Comprehensive Plan policies that encourage higher density and more intense development in areas that are more extensively served by facilities (CD-2), encourage efficient land use and redevelopment of underutilized properties (CD-3), provide for a range of housing types and densities for all economic segments of the population (H-1), and encourage affordable housing (H-2). *Exhibit C1.B; City of Vancouver Comprehensive Plan.*

10. The Applicant identified the City's housing and affordability crisis as a change in circumstance warranting approval of the rezone. *Exhibit C1.B; see also Exhibit G2.*

11. Planning Staff identified the City's 2022 housing code update as a change in circumstance that would support approval of the rezone. *Kristian Corbin Testimony.* As described in the preamble to Ordinance M-4377, which created the R-17 zone in 2022, the update was designed to address the affordable housing challenges documented in the 2016 City of Vancouver Affordable Housing Task Force Report. *Ordinance M-4377.* Planning Staff submitted that the proposal is consistent with the goals of the update to add to the range of housing types, expand middle income and workforce housing choices and ownership opportunities, maintain neighborhood livability with incremental rather than wholesale change, provide housing options near schools and employment, and encourage efficient development in areas with existing public services. The proposed change from R-9 to R-17 represents an incremental change because multi-family residential development would be restricted to four units; large multi-family buildings would not be allowed. In this case, because detached single-family residences are proposed, the incremental change would be the reduced lot sizes. *Exhibit C1; Kristian Corbin Testimony.*

12. The subject property is generally flat. It does not contain any geologic hazards or surface waters and it is not within a wellhead protection area. *Exhibit C1.*

13. Consistent with the allowed density range of the proposed R-17 zoning designation (8.8 to 21.8 dwelling units per acre), the net density of the proposed subdivision (i.e., based on buildable area of 3.19 acres) would be 18.8 dwelling units per acre. *Exhibit C1.*

14. The R-17 development standards require a minimum lot area of 2,000 square feet, a maximum lot area of 5,000 square feet, a minimum lot width of 25 feet, and a minimum lot depth of 65 feet. *VMC Table 20.410.050-1.* Consistent with these standards, each lot would be at least 2,080 square feet in area but no more than 3772 square feet in area and would have a minimum width of 26 feet and a minimum depth of 80 feet. Compliance with other development standards such as lot coverage, setback, building height, parking, and landscaping would be verified at the time of building permit application. *Exhibits C1, C1.B, and C1.C.*

15. The Applicant proposes to develop the lots consistent with the zero lot line standards of VMC 20.910.050, which allow a side yard setback of zero feet on one side of the structure but require the setback on the adjacent lot to be either zero or at least five feet. The submitted site plan depicts that the building envelopes would meet this requirement; the proposed detached residences would be spaced at least five feet apart. VMC

20.910.050.B requires covenants guaranteeing that the minimum five-foot setback be kept free of permanent obstructions, and subsection (C) contains building wall requirements. Planning Staff's recommended conditions of approval include a plat note referencing the standards. *Exhibits C1, C1.B, and C1.C.*

16. The proposed lots would comply with the technical requirements for lot configuration contained in the subdivision ordinance. No flag lots are proposed, and each lot would have at least 20 feet of frontage. Side lot lines would run perpendicular to the adjacent streets. *Exhibit C1.C; VMC 20.320.070.*

17. Because the lots would be less than 40 feet wide, the narrow lot criteria of VMC 20.927.030 and the development standards of VMC 20.927.040 apply. The criteria require that conflicts on narrow lots be eliminated, that adequate guest parking be provided, and that solid waste and recycling collection and access be provided. The Applicant has submitted a narrow lot development plan showing that utilities, driveways, street trees, and other features have been located and designed to minimize conflicts with one another. With respect to parking, the narrow lot development standards require one guest parking space for each three narrow lots, which may be located on the street or in common parking areas. In this case, 20 guest parking spaces are required. The Applicant proposes to meet the requirement through street parking along one side of the internal loop road (30 spaces) and three spaces each within Tracts A, B, and C (nine spaces total). With respect to solid waste collection, collection areas would be available on the street in front of most of the lots. Grouped collection areas would be provided for the lots served by private access tracts A, B, and C, as authorized by VMC 20.927.040.A(3)(c). Planning Staff submitted that the narrow lot plan must be revised to show cart set-out locations within the driveways or on sidewalks along the looped road to ensure emergency access road width requirements are satisfied.[4] *Exhibits C1 and C1.C.*

18. Consistent with VMC 20.927.040.A(3)(c), the Applicant submitted a circulation plan demonstrating that the looped road and alley are adequate for collection vehicle circulation within the subdivision. *Exhibits C1 and C1.C.*

19. Access to the subdivision would be from a single right in/right out only entrance from SE 192nd Avenue. Access to individual lots would be from a proposed internal looped road (SE 12th Loop on the preliminary plat map[5]) or from private access tracts A, B, and C, each of which would serve four lots. No "blocks" would be created per VMC 20.320.070. Lots 35 through 48, at the center of SE 12th Loop, would have garages facing a rear alley, which, consistent with VMC 20.927.040.A(4), would have a right-of-way width of 20 feet and would connect to SE 12th Loop at both ends. The Applicant indicated in testimony that the alley would be public. *Exhibits C1 and C1.C; Jayson*

[4] If collection areas are called out on sidewalks, the plan must provide sufficient information to demonstrate that the sidewalks would not be obstructed for all users. *VMC 20.927.040.A(3)(f)*.

[5] Planning Staff submitted that the street name must be modified for consistency with the street naming requirements of VMC 11.04, with the north segment SE 11th Way, the south segment SE 12th Way, the west segment SE 193rd Place, and the east segment SE 194th Place. *Exhibit C1, page 22.*

Taylor Testimony. City Staff were open to either a private or public alley. *Eric Hahn Testimony*.

20. Southeast 192nd Avenue is designated a principal arterial street. It is fully improved along the subject property frontage, although existing driveway curb cuts and sidewalk deficiencies would need to be restored. Of note, the SE 192nd Avenue street section includes a center landscape island that prevents left turns into or out of the subject property. As proposed, all access to the subdivision would be right-in, right-out only. The Applicant's transportation analysis indicated that a right-turn pocket or taper is warranted at the proposed intersection. City Staff recommended that a right-turn pocket (not taper) be required to avoid sight distance issues for exiting vehicles and to reduce vehicle speeds across the sidewalk. *Exhibits C1 and C1.G.*

21. Southeast 192nd Avenue received a pavement overlay in November 2022 and, pursuant to VMC 11.80.100, is subject to a street cut prohibition through November 2027. The Applicant submitted and received City approval of a minor road modification to cut the pavement to install utility connections and other improvements. Staff's recommended conditions of approval address pavement restoration requirements. *Exhibit C1.*

22. All segments of the internal loop road would be designated loop/cul-de-sac streets, requiring 28 feet of pavement, vertical curbs, five-foot planter strips, and five-foot detached sidewalks within 50 feet of right-of-way per standard plan T10-16. The Applicant obtained City approval of a road modification request to reduce the right-of-way width to 48 feet and allow a rolled curb and five-foot curb-tight attached sidewalk on one side of the street. The opposite side of the street would be developed with a standard vertical curb and detached sidewalk. *Exhibits C1 and C1.C.*

23. The Applicant obtained City approval of a road modification request to reduce the driveway spacing requirement of VMC 11.80.110.B(1), which requires driveways providing access from non-arterial streets to be spaced a minimum of five feet from the nearest property line. The approved modification allows the driveways to be set back 1.5 feet from the nearest property line. *Exhibit C1.*

24. The Applicant submitted a professionally prepared transportation analysis dated December 13, 2022. The trip generation rates in the analysis were based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, utilizing Land Use Code 210 - Single-Family Detached Housing. Based on the ITE trip rates, the project is expected to add 570 average daily trips to the local street system (net of traffic generated by the existing residences on-site), including 43 AM and 57 PM peak hour trips. City Staff submitted that the Applicant's trip documentation satisfies the City's requirements for transportation and concurrency analysis. *Exhibits C1 and C1.G.*

25. The subject property is located within the #418 Transportation Analysis Zone. The project would add PM peak hour trips to several Transportation Management Zone corridors, including Mill Plain Blvd, 164th/162nd Avenue, NE 18th Street, 136th/138th Avenue, and 192nd Avenue. Based on this trip distribution, the Applicant would be

required to pay concurrency monitoring fees of $1,500. *Exhibits C1, C1.G, and C1.H*

26. The subdivision would add PM peak hour trips to several intersections with proportionate share mitigation projects, including SE 176th/SE 20th, NE 192nd/NE 13th, SE 192nd/SE 34th, 192nd Ave/SR-14, NE 187th/NE18th, NE 162nd/NE 9th, NE 192nd/NE 9th, and NE 187th/SE 1st. Based on the subdivision's traffic impact to these intersections, the Applicant would be required to pay a total of $33,500 in proportionate share mitigation fees. *Exhibits C1, C1.G, and C1.H.*

27. In addition to the concurrency modeling fees and proportionate share mitigation fees, the Applicant would be required to pay traffic impact fees pursuant to VMC 20.915 for the Cascade transportation zone. The fee would be calculated based on the rate in effect at the time of building permit application and collected prior to building permit issuance. *Exhibits C1 and C1.H.*

28. Pursuant to VMC 11.70.090, the segment of 192nd Avenue between SR-14 and NE 18th Street is designated as a Category 1 Concurrency Corridor, which stipulates that the corridor is operating at or above the City's adopted level of service standards. Based on the Applicant's documentation, the proposed development will add 36 new PM peak hour trips to this corridor, a number which is not anticipated to cause the corridor to drop below the adopted level of service standard. *Exhibits C1 and C1.G.*

29. In addition to the trip generation analysis, the Applicant's transportation engineer prepared an intersection capacity analysis dated February 28, 2024 to evaluate the effect of removing U-turn restrictions from the intersection of SE 192nd Avenue and SE Westridge Blvd to the north of the subject property and from the intersection of SE 192nd Avenue and SE 15th Street to the south of the subject property. Due to the right-in/right-out design of the subdivision and the configuration of the surrounding street network, the presence of U-turn restrictions on SE 192nd Avenue would be expected to cause southbound traffic to or from the site to make a loop using SE 195th Avenue to change direction. Southeast 195th Avenue runs through a lower-density single-family residential neighborhood to the east of the subject property. The result of the intersection capacity analysis was that removal of the U-turn restrictions would not lower the level of service (LOS) of either of the intersections based on traffic projections to year 2031; the intersection of Westridge Blvd and SE 192nd Avenue would operate at LOS B with or without the U-turn restriction, and the intersection of SE 15th Street and SE 192nd Avenue would operate at LOS C with or without the U-turn restriction. Further, both intersections would have sufficient left-turn lane storage capacity to permit U-turns. *Exhibit C3.* Based on this analysis, the City has already removed the U-turn restriction from the intersection of SE 192nd Avenue and Westridge Blvd and is considering removing the U-turn restriction from the intersection of SE 192nd Avenue and SE 15th Street. *Exhibit G2; Ryan Lopossa Testimony.*

30. In the summer of 2015, the City installed traffic calming devices (a series of speed tables) along the SE 195th corridor. Based on traffic data collected prior to installation and in subsequent years, the traffic calming has been successful in reducing traffic speeds and

traffic volume. Prior to installation, the 85th percentile speed was 31 miles per hour and the traffic volume was 1,078 trips per day. In the fall of 2015 after installation, the 85th percentile speed was 26 miles per hour and the traffic volume was 627 trips per day. Speed and volume data collected in 2016 and 2021, and volume data collected in 2024, support that the reduced traffic speeds and volumes have been maintained. In January of 2024 the traffic volume was only 481 vehicle trips per day. *Testimony of Ryan Lopossa and Daniel Stumpf.* The City's Transportation Manager expects that with the traffic calming in place, drivers are likely to choose to use SE 192nd over SE 195th. *Ryan Lopossa Testimony.*

31. Transit service is available to the subject property. C-Tran operates bus routes along SE 192nd Avenue, with the nearest stop approximately 315 feet north of the subject property. Bus rapid transit along SE Mill Plain Blvd is available approximately one-half mile from the subject property. *Exhibit C1.B.*

32. The proposed subdivision would connect to the municipal water system through an existing water main in 192nd Avenue. Planning Staff submitted that the Applicant's preliminary plans indicate the ability to comply with the City's water requirements. *Exhibits C1 and C1.C.*

33. Existing septic systems on-site would be decommissioned, and the lots of the proposed subdivision would be connected to the municipal sewer system through an existing sewer located to the south of the subject property within a public sewer easement. The sewer would be upsized and extended through the site via an easement between proposed Lots 5 and 6. Because the subdivision would be served by the Fisher's Grove Pump Station, a fee of $635 per equivalent dwelling unit would be due at the time of connection. *Exhibits C1, C1.C, and C1.I; Chad Stewart Testimony.*

34. The Fire Department reviewed the proposal and submitted that with recommended conditions the proposal would meet the requirements of VMC Title 16 and the International Fire Code. The Fire Department's recommended conditions of approval require a fire response plan and address fire hydrants, fire apparatus access, and signage. *Exhibit C1.*

35. The soils on-site were evaluated by a geotechnical engineer and determined to be suitable for infiltration. All stormwater runoff would be infiltrated on-site through proposed infiltration trenches. Media filter cartridges would be used to treat runoff from pollution-generating surfaces prior to infiltration. All stormwater improvements would be designed consistent with the City's stormwater ordinance and Department of Ecology requirements. *Exhibits 1, C1.K, and C1.L.*

36. The Applicant has submitted a preliminary erosion control plan. To ensure consistency with VMC 14.24, Planning Staff recommended as a condition of approval that a stormwater pollution prevention plan be submitted prior to civil plan approval. *Exhibit C1.*

37. Pursuant to VMC Title 20.770.080, a minimum tree density of 30 tree units per acre is required, which may be satisfied by existing trees, replacement trees, or a combination of existing and replacement trees. There are currently 57 trees on the subject property, all of which would be removed from the site due to conflict with utilities, building envelopes, and other subdivision features. The Applicant proposes to meet the tree density requirement by planting 134 tree units of trees on-site. City Staff recommended that the Applicant revise the landscape plan to reflect species on the City's approved tree list and recommended that tree protection measures for off-site trees be shown on the final grading plans. *Exhibits C1 and C1.C.*

38. Consistent with VMC 20.925, at least 10% of the net area of each lot must be landscaped, and street trees are required along all public and private street frontages. The Applicant has submitted a preliminary landscaping plan demonstrating compliance with the street tree requirement. Compliance with the landscaping requirements applicable to individual lots would be verified at the time of building permit review. *Exhibits C1 and C1.C.*

39. Although no common open space is proposed on-site (and none is required by ordinance), private open space would be provided on the lots and Fisher Basin Park is within walking distance of the subject property. The Applicant would mitigate park impacts by paying park impact fees for Park Impact Fee District C pursuant to VMC 20.915. The fee would be calculated based on the rate in effect at the time of building permit application and collected prior to building permit issuance. *Exhibits C1 and G2 (vicinity map); VMC 20.915*.

40. The subject property is within the Evergreen School District. Families with school-aged children living in the plat would be served by Illahee Elementary School, Shahala Middle School, and Union High School. Because the subject property is within one-half mile of the elementary school and within one mile of the middle and high schools, the School District does not provide bus service to the area. *Exhibit C1.N*. There are continuous sidewalks between the subject property and the three schools. *Testimony of Chad Stewart and Kristian Corbin.* The Applicant would mitigate impacts to schools through payment of impact fees pursuant to VMC 20.915. *Exhibit C1*.

41. The Applicant had an archeological predetermination report prepared for the site, which did not find evidence of archaeological materials. Planning Staff recommended that the project be conditioned to include a note on the final plat requiring notice to be provided to the City and to the Washington State Department of Archaeology and Historic Preservation if cultural resources are found, consistent with VMC Title 20.710.090. *Exhibit C1*.

42. Pursuant to the State Environmental Policy Act (SEPA), the City of Vancouver acted as lead agency for review of environmental impacts caused by the proposal. After review of the Applicant's environmental checklist (which described, among other things, the proposed access to the subdivision, proposed transportation improvements, the project's trip generation, and traffic mitigation) and application materials, Planning Staff issued a notice of application, remote public hearing, and optional determination of non-significance

(ODNS) on February 9, 2024, which specified a comment period ending March 11, 2024. *Exhibit 1C.E and 1C.D.* Comments were submitted by the Department of Ecology and from members of the public, including the Appellants. *Exhibits C1.J and C1.M.* The City issued a final DNS on March 12, 2024. The DNS specified a 14-day appeal deadline ending March 26, 2024. *Exhibit 1C.F.* David and Susan Rehmann (Appellants) timely filed a procedural appeal of the DNS per VMC 20.790.640.C(1)(a) on March 26, 2024. *Exhibit A1.*

43. The errors alleged in the DNS on appeal included the following (paraphrased):

- The SEPA determination was based on inadequate information because the Applicant's traffic study (referring to traffic counts taken in January of 2024 on SE 195th) did not address traffic speeds on SE 195th, a safety consideration.
- The Applicant did not demonstrate compliance with the planned development approval criteria set forth in VMC 20.260.050.A(6), which require traffic management to limit conflicts with adjacent uses, and which require traffic impacts to be mitigated to the extent practicable.
- The addition of traffic through the SE 195th corridor would be inconsistent with City SEPA policies (VMC 20.790.630) which "assure for all people of Washington safe, healthful, productive and aesthetically and culturally pleasing surroundings" (subsection B) and which "attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences" (subsection C).

Exhibit A1.

44. In support of the appeal, the Appellants submitted SE 195th Avenue traffic data recorded in 2021, which indicated that while the 85th percentile speed was 25 miles per hour, some drivers did speed and the highest speed recorded was 88 miles per hour. The Appellants also submitted traffic data collected in 2024 to demonstrate that it included traffic counts but not a speed analysis. Evidence submitted by Appellants included photos of an accident that occurred after the traffic calming was installed, in which a speeding vehicle jumped the curb and crossed the sidewalk into a neighbor's yard. *Exhibits C1.O, A.1, A.2, and A.3.* The Appellants requested that additional traffic study be conducted, that a traffic mitigation plan be implemented prior to construction (with suggested mitigation to include permanent removal of both U-turn restrictions on SE 192nd Avenue), and that the project be redesigned such that there would not be project-generated trips along the SE 195th corridor. *David Rehmann Testimony; Exhibit A1.*

45. The City argued that the Appellants' arguments are inconsistent with a "procedural" appeal, which the City interprets as being limited to issues such as notice and timing. The City also argued that speeding is regulated through speed limits and not SEPA. *Philip Gigler Argument.* The Applicant also argued that the procedural appeal must be limited to procedural issues, and further noted that the planned development approval criteria referenced in the statement of appeal do not apply to the proposed development because the proposal is not a planned development. *Exhibit G1; Chad Stewart*

Testimony.

46. Although objecting to the Appellants' arguments as being outside the proper scope of a procedural SEPA appeal, the City provided the testimony of the City's transportation manager, Mr. Ryan Lopossa, in response. Mr. Lopossa does not consider there to be a traffic safety issue on SE 195th Avenue, as speeds are consistent with the posted speed limit, the WSDOT collision database does not show any officer-reported collisions from 2015 to 2023, and there are sidewalks on both sides of the street. Mitigation has already been implemented along the SE 195th Street corridor, which was successful in reducing traffic volume and traffic speed (see Finding 30 for details of Mr. Lopossa's testimony on traffic calming). With respect to the SEPA threshold determination process, Mr. Lopossa reviewed and was satisfied with the completed environmental checklist. *Ryan Lopossa Testimony.*

47. Public comment on the application included concerns that there would not be a homeowners' association and CC&Rs, that street parking would prevent fire access, that the units would be used as short-term rentals, and that there would be traffic impacts on SE 195th Avenue. There was objection to the proposed density and lack of open space. The Appellants, during the public comment portion of the hearing, requested that the project be conditioned on permanent removal of the U-turn restrictions on SE 192nd Avenue to discourage project-generated traffic from using SE 195th Street. *Testimony of Edward Matthewson, Ruth Matthewson, and David Rehmann; Exhibit 1.M.*

48. In response to public comment, City Staff submitted that, with parking on one side of the proposed internal streets, there would be sufficient road width for emergency and waste collection vehicles. *Kristian Corbin Testimony.* The City cannot guarantee permanent removal of the U-turn restrictions because they might be needed in the future to address traffic operational issues. *Eric Hahn Testimony.* With respect to short-term rentals, the City now requires a short-term rental permit. *Kristian Corbin Testimony.* The proposed subdivision would be governed by CC&Rs and a homeowners' association. *Chad Stewart Testimony*.

49. Having heard all testimony, the City maintained its recommendations for denial of the SEPA appeal and approval of the rezone and subdivision subject to the conditions in the staff report. *Exhibit 1; Kristian Corbin Testimony.* Applicant representatives waived objection to the recommended conditions. *Testimony of Chad Stewart and Jayson Taylor*.

CONCLUSIONS

Jurisdiction:

The Hearing Examiner has jurisdiction to review and make a recommendation to City Council on the rezone - a Type IV application - pursuant to VMC 20.285.040.C(2).

Per Vancouver Municipal Code 20.210.020 Table 20.210-1, preliminary subdivisions are Type III development applications, which are decided by the Hearing Examiner. Pursuant to VMC

20.210.020.D, when more than one permit is required for a given proposal, all applications are consolidated into a single review subject to the highest type of procedure that applies to any of the applications. Thus, the Hearing Examiner also has jurisdiction to issue findings and a recommendation to City Council on the subdivision application.

Pursuant to VMC 20.970.640.D, SEPA appeals must be consolidated with the hearing on the underlying governmental action. VMC 20.970.640.F(2)(b) grants the Hearing Examiner jurisdiction to issue a final decision on SEPA procedural appeals.

SEPA:

The State Environmental Policy Act (Chapter 43.21C RCW or "SEPA") specifies the environmental review procedures the City must follow for proposals that may have an impact on the environment. *RCW 43.21C.030(b).* The SEPA threshold determination is a determination as to whether a proposal is "likely to have a probable significant adverse environmental impact." *WAC 197-11-330.* The lead agency must make its threshold determination "based upon information reasonably sufficient to evaluate the environmental impact of a proposal." *WAC 197-11-335; see also Moss v. City of Bellingham,* 109 Wn.App. 6, 14, 31 P.3d 703 (2001). When making the impact determination, the lead agency must consider mitigation measures that the agency or Applicant will implement, including any required by adopted development regulations, comprehensive plans, or other adopted laws. *WAC 197-11-330.*

The City's procedures for appealing a SEPA threshold determination are set forth in VMC 20.790.640. Pursuant to VMC 20.790.640.C(1), procedural appeals "shall consist of an appeal of the responsible official's compliance with the provisions of SEPA, the SEPA rules,[6] and this Chapter with respect to the following:

a. Determination of non-significance;

b. Determination of significance;

c. Adoption or issuance of a Final Environmental Impact Statement."

VMC 20.790.640.C(1).

VMC 20.790.640.B specifies that the City's appeal procedures are to be constructed consistently with RCW 43.21C.075.[7] RCW 43.21C.075, in describing appeal procedures, distinguishes between procedural determinations and substantive determinations, with an appeal of a procedural determination including "the adequacy of a determination of significance/non-significance or of a final environmental impact statement." *RCW 43.21C.075(3)(a).* The question of the adequacy of a threshold determination requires consideration of facts relating to the environment. Thus, the Hearing Examiner is not persuaded by City arguments that a "procedural" appeal precludes discussion of facts other than those relating to the procedures of

[6] The City has explicitly adopted by reference many of the SEPA rules, including WAC 197-11-060 (content of environmental review), WAC 197-11-158 (reliance on existing plans, laws, and regulations), WAC 197-11-330 (threshold determination process), and WAC 197-11-660 (appeals). *VMC 20.790.610; VMC 20.790.110; VMC 20.790.210.*

[7] The specific citation given - 43.21.075 - appears to be in error, as the SEPA appeal procedures are codified in RCW 43.21C.075. RCW 43.21.075 (without a letter) does not exist.

timing and notice. The procedure at issue is the responsible official's decision to issue a particular threshold determination.

The City's SEPA procedural determination is entitled to substantial weight, and the burden is on the Appellant to establish a violation of SEPA, the SEPA rules, or the provisions of VMC 20.790. *VMC 20.790.640.F(2)(a)(1)(d).*

Rezone Criteria for Review:
Pursuant to VMC 20.285.060, the approval criteria for a standalone zoning map amendment (i.e., a map amendment not involving a comprehensive plan amendment) require demonstration of 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.

Subdivision Criteria for Review:
Pursuant to VMC 20.320.040, to obtain approval of a preliminary subdivision, the Applicants must demonstrate compliance with 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.

Narrow Lot Development Approval Criteria:

Pursuant to VMC 20.927.030, in order for the City to grant approval of a preliminary short subdivision or subdivision that proposes narrow lots, the Applicant shall demonstrate compliance with the following criteria:

A. Conflicts on narrow lots shall be eliminated. The development has been designed to eliminate conflicts between on-site and off-site improvements and features associated with narrow lots. Specifically, the location, size, and design of features including driveways, public and private utilities (water, fire hydrants, sewer, roof infiltration, gas, cable, phone, electricity, etc.), on-street parking spaces, street trees, existing trees, light poles, common mailboxes, street signs, etc., shall be considered in the design of the development and coordinated to eliminate conflicts with one another and meet minimum spacing requirements.

B. Adequate guest parking shall be provided. The development has been designed to provide for at least one guest parking space for every three narrow lots in the development. Such spaces may be located on-street (on local access or loop classification roadways only) or in common parking areas subject to the development standards of VMC 20.927.040.A(2).

C. Solid waste and recycling collection and access shall be provided. The development shall be designed to provide for safe access and maneuvering by solid waste and recycling collection vehicles to designated collection points for each lot.

RCW 58.17.110 requires as follows:

(1) The city, town, or county legislative body shall inquire into the public use and interest proposed to be served by the establishment of the subdivision and dedication. It shall determine: (a) If appropriate provisions are made for, but not limited to, the public health, safety, and general welfare, for open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and schoolgrounds, and shall consider all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and (b) whether the public interest will be served by the subdivision and dedication.

(2) A proposed subdivision and dedication shall not be approved unless the city, town, or county legislative body makes written findings that: (a) Appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and schoolgrounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from

school; and (b) the public use and interest will be served by the platting of such subdivision and dedication.

Conclusions Based on Findings:

SEPA Appeal

1. The Appellants have not satisfied their burden of proving that the City's decision to issue a DNS was in error. The Appellants did not explicitly allege that a different threshold determination - such as a determination of significance (requiring preparation of an environmental impact statement) - is warranted. Lacking evidence from a qualified transportation professional capable of disputing that provided by the Applicant and accepted as adequate by the City, the record does not support a conclusion that the project would result in impacts that are probable, significant, and adverse as those terms are used in SEPA. The City based its decision on sufficient environmental information, including the environmental checklist and professionally prepared traffic reports. Based on previous complaints regarding cut-through traffic, the City has already installed traffic calming on SE 195th Avenue, and those measures have been successful. The City has also removed one of the U-turn restrictions on SE 192nd Avenue. The Appellants have not pointed to authority vested in the Hearing Examiner to direct the removal of the remaining U-turn restriction, nor authority for an Examiner-imposed requirement for the City to provide permanent assurance that U-turn restrictions would not be reimposed in the future if circumstances warrant. The Hearing Examiner is not convinced that updated traffic speed information is needed for the project threshold determination, as speed monitoring has occurred multiple times over the years, the information is not directly indicative of project-related impacts, and traffic speed is enforced outside of the SEPA process. Having failed to demonstrate error, the procedural appeal must be denied. *Findings 24, 29, 30, 42, 43, 44, 45, and 46.*

Rezone

2. By allowing for increased housing supply, and by providing higher-density housing in an area within walking distance of public transit and facilities such as parks and schools, the proposed rezone to R-17 is more consistent with the Vancouver Strategic Plan and the Comprehensive Plan than the existing R-9 designation. *Findings 5, 8, 9, 31, and 40.*

3. The City's need for additional and affordable housing, as reflected in the 2022 housing code updates that created the R-17 zone, represents a change in circumstances since the R-9 zone was adopted. *Findings 10 and 11.*

Subdivision

4. As conditioned, appropriate provision has been made for transportation, water, storm drainage, erosion control, and sewage disposal. The local street system has capacity to serve the development. Impact fees and proportionate share mitigation fees would mitigate the impact of the project's increased trips on the surrounding transportation system. *Findings 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 33, 35, and 36.*

5. As conditioned, appropriate provision has been made for streets, alleys, utilities, and other improvements consistent with City and State standards, as modified through the road modification process. *Findings 19, 20, 21, 22, 23, 32, 33, and 35.*
6. Park and school impacts would be mitigated through payment of impact fees. *Findings 39 and 40.*

7. The design of the subdivision takes into account the physical features of the site. The proposed use of infiltration trenches for stormwater management is compatible with soil conditions. There are no regulated critical areas on-site. *Findings 12 and 35.*

8. There are no prior subdivision terms or conditions that affect the proposal. *Finding 3*.

9. As conditioned, the subdivision complies with the applicable requirements of VMC 20.320, which address subdivision layout and access requirements. *Findings 16 and 19.*

10. The above criteria largely address the requirements of RCW 58.17.110. The state subdivision statute also includes a requirement that a subdivision make appropriate provision for safe walking conditions for students who only walk to and from school. In this case, there would be continuous sidewalks within the subdivision and along the walking routes to the public schools. The public interest would be served by the provision of housing consistent with the Strategic Plan, Comprehensive Plan, and the density standard of the R-17 zone. The proposal to develop detached residences is consistent with the UL Comprehensive Plan designation and adjacent land uses. *Findings 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, and 40.*

11. As conditioned, the proposal is consistent with the narrow lot development criteria. *Finding 17.*

DECISION AND RECOMMENDATIONS

Based on the foregoing findings and conclusions, the appeal of the March 12, 2024 SEPA DNS is **DENIED**.

The Hearing Examiner recommends to the Vancouver City Council that the requested rezone of 4.46 acres at 1019, 1119, and 1201 SE 192nd Avenue from R-9 to R-17 and the requested subdivision of the land into 60 single-family residential lots be **APPROVED** subject to the following conditions:

Prior to Civil Plan Approval

1. Upload the civil plan review set showing the revisions requested as well as all necessary reports (geotechnical, hydrology, traffic analysis, road modification, etc.). Include a detailed site plan in the civil plan review set. For questions on these requirements please contact (360) 487-7804.

2. Grading plan review fees will be due upon submittal of civil plans for review. Contact Permit Center staff at (360) 487-7802 to obtain a fee quote.

3. Add the following note to the grading plans stating: "In the event that archaeological deposits are encountered during construction, work shall be halted immediately, and the City of Vancouver's Community Development Department and the Washington State Department of Archaeology and Historic Preservation shall be notified in order for the findings to be investigated and assessed by a professional archaeologist."

4. Revise the landscape plan to replace the Rocky Mountain Maple with a tree from the approved CDD Tree and landscape list.

5. Show tree and root protection on Grading Plans for street trees and off-site trees. Silt fencing shall go around tree and root protection areas not along the property lines and through tree and root protection areas.

6. Revise plans to show cart set-out locations on the driveways or sidewalks along SE 12th Loop in order to meet fire emergency access width requirements on SE 12th Loop.

7. Revise the street naming as follows: the south segment of the proposed loop shall be named SE 12th Way, and the north segment shall be named SE 11th Way. The west segment of the loop shall be named SE 193rd Place, and the east segment shall be named SE 194th Place.

8. Pay concurrency modeling fees totaling $1,500.

9. Pay proportionate share fees totaling $33,500.

10. Include the City of Vancouver standard advanced pavement restoration requirements on the civil drawings.

11. Complete the sanitary sewer design on the civil drawings. The design shall be completed in accordance with the City of Vancouver's General Requirements and Details for the Design and Construction of Public Sanitary Sewers. Address redline comments and submit the final design for civil plan approval.

12. Provide a Construction Stormwater Pollution Prevention Plan (SWPPP) to the City.

13. The on-site stormwater facilities in the private tracts will be owned by the property owners. An easement in the form of a covenant running with the land shall be dedicated to the City of Vancouver around the stormwater facilities for access and inspection.

14. Add a note on the water utility pages as follows: "Underground fire sprinkler supply mains shall be installed only by contractors in compliance with WAC 212-80 and endorsed in accordance with VMC 16.04.095 under separate permit."

15. Provide a fire response plan.

Prior to Commencing Public Improvement Construction

16. All fire hydrants for emergency use shall be established and maintained clear for emergency use.

17. Fire apparatus access roads shall be established.

18. A final summary report by the geotechnical engineer of record shall be prepared and submitted to the City of Vancouver that states that the project soils were prepared in accordance with the governing geotechnical report and construction documents. Provide a current report with lot specific conditions and compaction test results by final grading. Please send to planreview@cityofvancouver.us.

During Public Improvement Construction

19. Secure construction permits and schedule and attend a pre-construction meeting. Construct new public sewer and service laterals as shown on the approved plans. Satisfy construction services inspection requirements and secure construction acceptance.

20. Satisfy submittal and other requirements itemized in the Notification of Civil Plan Approval and secure final civil project acceptance.

21. Temporary address signage shall be visible and legible from the street fronting the property for emergency response during construction.

22. Fire hydrants shall not be obstructed in any manner.

23. Fire apparatus access roads shall be maintained clear for emergency response.

24. FDC/Standpipes shall be provided and accessible during construction, if applicable.

25. Fire Extinguishers and no smoking signs shall be provided during construction.

Prior to Final Plat Approval

26. Submit a final plat application. Applications can be found under Building, Planning and Environment on the City of Vancouver website, www.cityofvancouver.us.

27. Comply with all requirements set forth on the civil drawings pursuant to the minor road modification approval.

28. Provide the following improvements to SE 192nd Avenue, per City of Vancouver standards:

    - Construct a northbound right-turn pocket at the intersection of SE 192nd Avenue and SE 12th Way.
    - Remove all existing driveway accesses.

- There are open sidewalk code cases against the development parcels along SE 192nd Avenue (SWK-84424 and SWK-84425). The Applicant must repair the sidewalk deficiencies along the project frontage to ensure ADA compliance and conduct a street tree evaluation to determine if the existing trees are causing sidewalk trip hazards. For questions regarding the repairs that are required to be made, contact the Operations Department at sidewalks@cityofvancouver.us.
- The proposed development is located within one mile of a school. Therefore, all existing pedestrian routes shall be protected until completion of construction. A right-of-way construction permit is required for any project that intends to close or alter a sidewalk or curb ramp for construction purposes. Each permit must include a Pedestrian Traffic Control Plan (PTCP). In general, the PTCP must limit sidewalk closures and avoid detouring of pedestrians to the opposite side of the street during construction. The designers of the PTCP must make every effort to allow pedestrians to continue using the sidewalk on the same side of the street as the construction project, if possible. PTCPs will be evaluated on a case-by-case basis, specific requirements will vary depending on location.
- Street lighting must be installed or upgraded to current standards, see street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the City stormwater ordinance.

29. Provide the following improvements for all four segments of the looped public street:

- Dedicate 48 feet of right-of-way and install an asphalt street with 28-foot paved width. Install rolled curb and gutter, and five-foot curb-tight attached sidewalk on one side of the street, per the applicable city standards and the conditions of the approved road modification. The attached sidewalk must be thickened to six inches, minimum. On the other side of the street install curb, gutter, and detached sidewalk, per T10-16.
- Construct a new intersection on SE 192nd Avenue with 35-foot curb return radii and standard directional ADA ramps, per the applicable city standards.
- Install a stop sign with stop bar at the intersection with SE 192nd Avenue to stop-control westbound traffic approaching the intersection. Also install a stop sign and stop bar at the intersection of SE 12th Way and SE 193rd Place to stop-control southbound traffic approaching the intersection.
- Install 'No Parking – Fire Lane' signs at appropriate spacing along one side of the looped street.
- Street lighting must be installed to current standards, see street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

30. Dedicate the alley right-of-way, whether public or private, and install City of Vancouver standard alley improvements including a 20-foot paved alley width, inverted crown section, a two-foot concrete gutter pan in the center of the ally, and storm drainage as required by the City stormwater ordinance. Also, Applicant must install 'No Parking – Fire Lane' signs at appropriate spacing along both sides of the alley.

31. Provide the following improvements to the private streets, per City of Vancouver standards:

- Dedicate an appropriate easement or tract at least 15 feet wide and install a minimum 12-foot-wide paved street surface, per T10-18. (The Applicant may increase the width of the street, if desired or if required by the fire dept.)
- If the paved street width is less than 28 feet, Applicant must install "No Parking – Fire Lane" signs on both sides of the street.

32. Provide a shared access and maintenance agreement recorded on all parcels that are party to the private roadway.

33. *Notes Required on Plat*

Archeology

If any cultural resources are discovered in the course of undertaking the development activity, the Department of Archaeology and Historic Preservation in Olympia and the City of Vancouver Community Development Department shall be notified. Failure to comply with these State requirements may constitute a Class C felony, subject to imprisonment and/or fines.

Impact Fees

Pursuant to VMC 20.915, Park, School, and Traffic impact fees will be calculated at time of building permit application and shall be due and payable at the time the building permit is issued, except as provided in Section 20.915.075. Notwithstanding the foregoing, all impact fees shall be recalculated for building permit applications that have not been issued within one year of submittal.

Infiltration

Individual infiltration systems to be installed on each lot. Homeowner is responsible for the maintenance of the infiltration system.

Private Streets

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, streetlights, curbs, or landscaping.

Tracts
Tracts A, B, and C (private parking tracts, private roads, public stormwater) are to be owned and maintained by the Homeowners' Association.

Trees
Development within this subdivision is subject to an approved tree plan. Tree removal is subject to approval by the City of Vancouver. All trees shall be planted prior to occupancy per the approved plan.

Zero Lot Lines
Zero lot line development subject to the standards of VMC 20.910.050.

Alternative Process for Vacation or Modification of Dedicated Easements (VMC 20.320.080 and RCW 64.04.175)
Easements dedicated or granted to the City of Vancouver on this plat may be modified by City Council using the easement vacation process and by recording of an updated plat. A Type II or Type III plat alteration process shall not generally be required to modify and/or vacate City of Vancouver easements on this plat. All other easements created by this plat may be amended through a Type II plat alteration process and recording an updated plat.

Public Utility Easement
An easement is hereby reserved under and upon the exterior six feet of all boundary lines of the lots and tracts adjacent to public/private roads for the installation, construction, renewal, operation, and maintenance of electric, telephone, TV, cable, and water. All lots containing pad mount transformers are subject to the minimum clearances as defined by Clark Public Utilities Construction standards. All proposed building designs on these lots must provide adequate clearance for all combustible materials. Also, sidewalk easement, as necessary to comply with ADA slope requirements, shall be reserved upon the exterior six feet along the front boundary lines of all lots and tracts adjacent to public streets.

Prior to Issuance of any Building/Development Permits

34. Pay all required fees, including impact fees.

Prior to Issuance of Certificate of Occupancy

35. Pay sewer application fees, Fisher's Grove Pump Station surcharge fee of $635 per EDU, and system development charges. Secure connection permits and connect the new building sewers to the new laterals in accordance with the plumbing code.

36. A certificate from a licensed landscape architect shall be provided verifying that landscaping indicated on the final landscape plan has been installed, for all commercial, multi-family and industrial projects.

37. All UIC wells are required to be registered with Washington State Department of Ecology. Proposed public UIC wells shall receive Washington State Department of Ecology UIC Program rule authorization prior to civil plan approval. Provide a copy of

the authorization in the final stormwater report during the plan review process. A copy of the registration application will be accepted if rule authorization notification has not been received from Ecology within 60 days of application for well registration. Registration forms shall include the following: ownership, facility/site information, and NPDES number for proposed public UICs.

38. Install required street trees and landscape buffer plantings per VMC 20.925.030.E.

Decided May 9, 2024.

By:

Sharon A. Rice
City of Vancouver Hearing Examiner

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:

$ 16,415,471.18 **this 3rd day of June 2024.**

MAYOR

COUNCILMEMBER

AUDITING OFFICER

COUNCILMEMBER

DATE	INCLUSIVE CHECK NUMBERS	CHECK TOTAL
May 13, 2024 - May 26, 2024	Accounts Payable Checks (see attached)	**$ 12,025,553.34**
May 13, 2024 - May 26, 2024	Hansen City Payments (see attached)	**$ 24,964.08**
May 13, 2024 - May 26, 2024	Visa Refunds (see attached)	**$ 5,566.23**
May 13, 2024 - May 26, 2024	Payroll Checks (see attached)	**$ 4,359,387.53**
TOTAL		**$ 16,415,471.18**

INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
Ad Hoc Payment	Check	18633	5/15/2024	169.00	Acosta,Albert	Utility Refunds: 0032050200-09
Ad Hoc Payment	Check	18634	5/15/2024	15.55	Addington,Jill L or Alan C	Utility Refunds: 0022009000-04
Ad Hoc Payment	Check	18635	5/15/2024	205.94	Barcus,Greg	Utility Refunds: 0010030900-13 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18636	5/15/2024	112.09	Bigelow,Traci	Utility Refunds: 0005027900-33
Ad Hoc Payment	Check	18637	5/15/2024	201.96	Deegan,Pamela or Michale	Utility Refunds: 0079072500-04
Ad Hoc Payment	Check	18638	5/15/2024	165.09	Guidinger,Casey C	Utility Refunds: 0137005802-02
Ad Hoc Payment	Check	18639	5/15/2024	156.18	Hoffman,Brenda or Kenneth	Utility Refunds: 0028034300-03
Ad Hoc Payment	Check	18640	5/15/2024	260.13	Maynard,Justin R or Michelle T	Utility Refunds: 0141005272-03
Ad Hoc Payment	Check	18641	5/15/2024	167.00	Melton,Joseph	Utility Refunds: 0064067390-19
Ad Hoc Payment	Check	18642	5/15/2024	138.12	Real Property Management	Utility Refunds: 0011030400-10
Ad Hoc Payment	Check	18643	5/15/2024	97.36	Roeder,Angela C or Scott	Utility Refunds: 0117052294-03
Ad Hoc Payment	Check	18644	5/15/2024	213.96	SFC Properties LLC	Utility Refunds: 0020002801-02
Ad Hoc Payment	Check	18645	5/15/2024	156.92	The Estate of Nobue Erickson	Utility Refunds: 0108003730-10
Ad Hoc Payment	Check	18646	5/15/2024	112.00	Tuttle,John C	Utility Refunds: 0097001292-02
Ad Hoc Payment	Check	18647	5/15/2024	94.28	Wake,Orvie G or Karen L	Utility Refunds: 0067014200-16
Ad Hoc Payment	Check	18648	5/15/2024	132.00	Williams,Kenneth D	Utility Refunds: 0500001276-01
Miscellaneous Payment	Check	18649	5/15/2024	100.00	Airport Green Neighborhood Association	2024 Resource Conservation Challenge
Miscellaneous Payment	Check	18650	5/15/2024	216.60	D R Horton Inc	CMI-353817 (jobsite: 4517 NE 103rd Place)
Miscellaneous Payment	Check	18651	5/15/2024	100.00	Emerald Landing Neighborhood Association	2024 Resource Conservation Challenge
Miscellaneous Payment	Check	18652	5/15/2024	100.00	Fircrest Neighborhood Association	2024 Resource Conservation Challenge
Miscellaneous Payment	Check	18653	5/15/2024	12,414.72	Julie Ballou	Claim #GCVPD2018004142
Miscellaneous Payment	Check	18654	5/15/2024	50.00	Living Church of God	Damage Deposit Refund
Supplier Payment	Check	18655	5/15/2024	17,059.22	Action Technology Systems	
Supplier Payment	Check	18656	5/15/2024	1,960.00	AKS Engineering & Forestry LLC - Remit-To: Tualatin Address	
Supplier Payment	Check	18657	5/15/2024	1,109.74	A-Line Asphalt Maintenance Inc	
Supplier Payment	Check	18658	5/15/2024	136.00	American Sani-Can	
Supplier Payment	Check	18659	5/15/2024	395.56	Archaeological Services LLC	
Supplier Payment	Check	18660	5/15/2024	299,331.46	Axon Enterprises Inc	
Supplier Payment	Check	18661	5/15/2024	477.56	Cellco Partnership - Remit-To: Cellco - Dallas	
Supplier Payment	Check	18662	5/15/2024	7,196.10	City of Vancouver - Remit-To: COV Main	
Supplier Payment	Check	18663	5/15/2024	715.36	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Supplier Payment	Check	18664	5/15/2024	13.78	Clark Public Utility District No. 1	
Supplier Payment	Check	18665	5/15/2024	51.59	Clark Public Utility District No. 1	
Supplier Payment	Check	18666	5/15/2024	104.23	Clark Public Utility District No. 1	

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
Supplier Payment	Check	18667	5/15/2024	4,200.00	Colliers International Valuation & Advisory Services LLC - Remit-To: Colliers - Chicago	
Supplier Payment	Check	18668	5/15/2024	956,701.98	Columbia Non-Profit Housing	
Supplier Payment	Check	18669	5/15/2024	701.12	Custom Crane Works, LLC	
Supplier Payment	Check	18670	5/15/2024	617.73	Day Management Corp - Remit-To: Day Wireless - Milwaukie	
Supplier Payment	Check	18671	5/15/2024	868.51	Deep Roots Pest and Wildlife Innovations LLC	
Supplier Payment	Check	18672	5/15/2024	3,000.00	Echo Electric LLC	
Supplier Payment	Check	18673	5/15/2024	9,497.12	Eric Thomas Lanciault	
Supplier Payment	Check	18674	5/15/2024	963.05	Examworks Inc	
Supplier Payment	Check	18675	5/15/2024	35,850.00	Fitch and Associates - Remit-To: Fitch and Associates	
Supplier Payment	Check	18676	5/15/2024	37,638.37	Fourth Plain Forward	
Supplier Payment	Check	18677	5/15/2024	27,359.55	Friends of Trees	
Supplier Payment	Check	18678	5/15/2024	5,170.75	Geographic Technologies Group	
Supplier Payment	Check	18679	5/15/2024	2,194.54	Goble Sampson Associates	
Supplier Payment	Check	18680	5/15/2024	2,853.38	GrantAnalyst.com LLC	
Supplier Payment	Check	18681	5/15/2024	16,385.97	Herrera Environmental Consultants Inc	
Supplier Payment	Check	18682	5/15/2024	11,314.35	HMI Oregon - Remit-To: Pacific WRO	
Supplier Payment	Check	18683	5/15/2024	9,672.83	Howmedica Osteonics Corp	
Supplier Payment	Check	18684	5/15/2024	5,965.63	Invintus Media LLC	
Supplier Payment	Check	18685	5/15/2024	1,173.98	Kurita America Inc - Remit-To: US Water - Minneapolis	
Supplier Payment	Check	18686	5/15/2024	7,010.19	Lakeside Industries Inc - Remit-To: Lakeside - LB Seattle	
Supplier Payment	Check	18687	5/15/2024	2,442.88	Level 3 Financing, Inc	
Supplier Payment	Check	18688	5/15/2024	12,000.00	Linda Ann Ricci	
Supplier Payment	Check	18689	5/15/2024	700.00	LSW Architects PC	
Supplier Payment	Check	18690	5/15/2024	10,467.07	Mallory Safety & Supply LLC	
Supplier Payment	Check	18691	5/15/2024	369.58	Mark IV Enterprises Inc	
Supplier Payment	Check	18692	5/15/2024	1,416.72	McFarlanes Bark Inc	
Supplier Payment	Check	18693	5/15/2024	2,653.72	Municipal Emergency Services Inc - Remit-To: Municipal Emergency Services - Chicago	
Supplier Payment	Check	18694	5/15/2024	13,315.75	North Pacific Construction and Remodeling Inc	
Supplier Payment	Check	18695	5/15/2024	11,745.00	Parkeon	
Supplier Payment	Check	18696	5/15/2024	8,424.45	Passport Labs Inc. - Remit-To: Passport Labs Inc	
Supplier Payment	Check	18697	5/15/2024	875.00	Performance Occupational Health Services, LLC	
Supplier Payment	Check	18698	5/15/2024	1,084.00	Portland Adventist Medical Center	
Supplier Payment	Check	18699	5/15/2024	633.65	PPC Solutions Inc	
Supplier Payment	Check	18700	5/15/2024	3,500.00	Precision Approach Engineering, Inc	
Supplier Payment	Check	18701	5/15/2024	10,024.00	Prestige Care & Rehabilitation - Camas	
Supplier Payment	Check	18702	5/15/2024	8,164.38	R & W Engineering Inc	
Supplier Payment	Check	18703	5/15/2024	20,427.00	Rapid Response Bio Clean Inc.	
Supplier Payment	Check	18704	5/15/2024	38,324.90	Safeware Inc.	
Supplier Payment	Check	18705	5/15/2024	1,482.84	SeaWestern Inc	

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INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
Supplier Payment	Check	18706	5/15/2024	5,869.80	Selectron Technologies	
Supplier Payment	Check	18707	5/15/2024	10,770.00	Senior Haven LLC	
Supplier Payment	Check	18708	5/15/2024	81.53	Shrums Pest Control	
Supplier Payment	Check	18709	5/15/2024	91.92	Software House International SHI - Remit-To: SHI - Dallas	
Supplier Payment	Check	18710	5/15/2024	1,242.48	Solid Waste Systems, Inc.	
Supplier Payment	Check	18711	5/15/2024	4,500.00	Sonar Insights, LLC	
Supplier Payment	Check	18712	5/15/2024	148.00	Southwest Clean Air Agency	
Supplier Payment	Check	18713	5/15/2024	62,001.93	Southwest Washington Humane Society	
Supplier Payment	Check	18714	5/15/2024	15,295.18	Spacesaver Specialists	
Supplier Payment	Check	18715	5/15/2024	6,626.16	Stantec Consulting Services Inc - Remit-To: Stantec - Chicago	
Supplier Payment	Check	18716	5/15/2024	300.56	State of Washington Department of Licensing - Remit-To: Notary Public Program	
Supplier Payment	Check	18717	5/15/2024	252.61	State of Washington Department of Transportation	
Supplier Payment	Check	18718	5/15/2024	1,612.75	State of Washington State Patrol	
Supplier Payment	Check	18719	5/15/2024	1,304.40	Sunbelt Controls Inc - Remit-To: Sunbelt Controls - Pasadena	
Supplier Payment	Check	18720	5/15/2024	1,077.00	Terraphase Engineering Inc	
Supplier Payment	Check	18721	5/15/2024	2,984.98	The ADT Security Corporation	
Supplier Payment	Check	18722	5/15/2024	417.42	Towing & Recovering Services Inc	
Supplier Payment	Check	18723	5/15/2024	4,940.00	Triangle Resources Inc	
Supplier Payment	Check	18724	5/15/2024	19,063.35	United States Postal Service - Remit-To: United States Postal Service Caples	
Supplier Payment	Check	18725	5/15/2024	120.00	Vancouver Aire LLC	
Supplier Payment	Check	18726	5/15/2024	6,000.00	Vancouver Arena	
Supplier Payment	Check	18727	5/15/2024	107.12	Vestis Group, Inc - Remit-To: Vestis - Pasadena	
Supplier Payment	Check	18728	5/15/2024	12,600.00	Wahl and Associates LLC	
Supplier Payment	Check	18729	5/15/2024	1,312.84	Walter E Nelson Company	
Supplier Payment	Check	18730	5/15/2024	29,679.27	Waste Connections of Washington - Remit-To: Waste Connections - Vancouver	
Supplier Payment	Check	18731	5/15/2024	9,080.64	Western Systems Inc	
Supplier Payment	Check	18732	5/15/2024	49.28	XPO Logistics Enterprise Services, Inc - Remit-To: XPO - Portland	
Ad Hoc Payment	Check	18733	5/22/2024	900.00	Beebe,Marlo	Utility Refunds: 0140012024-05
Ad Hoc Payment	Check	18734	5/22/2024	84.45	Breanna Martin or Jason Shipman	Utility Refunds: 0070088702-05
Ad Hoc Payment	Check	18735	5/22/2024	141.69	Carleton,Steven	Utility Refunds: 0126000756-04
Ad Hoc Payment	Check	18736	5/22/2024	250.90	Chavez,Carlos	Utility Refunds: 0066028400-02
Ad Hoc Payment	Check	18737	5/22/2024	529.99	Ciarra, Dalton, Deborah or Robert Gagldari	Utility Refunds: 0061041300-11
Ad Hoc Payment	Check	18738	5/22/2024	37.20	Clark,Kevin or Renae	Utility Refunds: 0072000328-02

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INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
Ad Hoc Payment	Check	18739	5/22/2024	160.00	Columbia Redevelopment LLC	Utility Refunds: 0063079072-07 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18740	5/22/2024	47.70	Co- Trustees of the Rowan Family Trust,Dorothy J Rowan or Nancy K Herron	Utility Refunds: 0036021300-00
Ad Hoc Payment	Check	18741	5/22/2024	746.52	Cox,Terrie	Utility Refunds: 0132000316-04
Ad Hoc Payment	Check	18742	5/22/2024	164.87	Crabtree,Javin or Kimberly	Utility Refunds: 0112096030-05
Ad Hoc Payment	Check	18743	5/22/2024	61.08	Curtis,Michael or Kristen	Utility Refunds: 0108006694-03
Ad Hoc Payment	Check	18744	5/22/2024	146.01	Day,Steven	Utility Refunds: 0000002563-02
Ad Hoc Payment	Check	18745	5/22/2024	53.60	Dejarnett,Dawn	Utility Refunds: 0043065400-04
Ad Hoc Payment	Check	18746	5/22/2024	598.32	Estate of Salli Ann Hilborn	Utility Refunds: 0056080100-07 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18747	5/22/2024	130.00	Ferrell,Linda K	Utility Refunds: 0063046120-03 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18748	5/22/2024	65.37	Govshtein,David	Utility Refunds: 0074086200-06
Ad Hoc Payment	Check	18749	5/22/2024	639.68	Granite Construction Company	Utility Refunds: 0500006403-01 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18750	5/22/2024	143.92	Grove,Lori M	Utility Refunds: 0037037900-07
Ad Hoc Payment	Check	18751	5/22/2024	144.33	Haefer,Michael or Cassidy	Utility Refunds: 0006037700-14
Ad Hoc Payment	Check	18752	5/22/2024	37.30	Hatfield,Charlotte	Utility Refunds: 0077000204-01
Ad Hoc Payment	Check	18753	5/22/2024	85.03	Iwata,Nathanael or Erin	Utility Refunds: 0004042100-18
Ad Hoc Payment	Check	18754	5/22/2024	79.87	Janice Stotts or Tanna Lambert	Utility Refunds: 0028017600-00
Ad Hoc Payment	Check	18755	5/22/2024	117.24	Jason Louis Muhly-West or Wafa Zouyed	Utility Refunds: 0082004500-16
Ad Hoc Payment	Check	18756	5/22/2024	225.84	Jones,Charles or Sharon A	Utility Refunds: 0128000752-02
Ad Hoc Payment	Check	18757	5/22/2024	142.08	Kempter,William	Utility Refunds: 0045027205-06
Ad Hoc Payment	Check	18758	5/22/2024	106.40	Kibukevich,Andrey	Utility Refunds: 0026004000-02
Ad Hoc Payment	Check	18759	5/22/2024	66.67	Lao,Huy	Utility Refunds: 0043077300-05
Ad Hoc Payment	Check	18760	5/22/2024	1,403.79	Loewen,Zachary	Utility Refunds: 0093033400-04
Ad Hoc Payment	Check	18761	5/22/2024	124.00	Logan,Albert	Utility Refunds: 0018033400-05 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18762	5/22/2024	203.97	Luke Kolb or Matthew Lehmkuhl	Utility Refunds: 0009081500-05
Ad Hoc Payment	Check	18763	5/22/2024	38.35	McIntire,Mary	Utility Refunds: 0063008828-04
Ad Hoc Payment	Check	18764	5/22/2024	44.28	McKell Graff,Meredith or Eugene	Utility Refunds: 0028023207-02
Ad Hoc Payment	Check	18765	5/22/2024	83.00	Mihalos,Daniel or Ann	Utility Refunds: 0030083600-02

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INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
Ad Hoc Payment	Check	18766	5/22/2024	260.65	Mihalos Jr,Daniel	Utility Refunds: 0030083600-02 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18767	5/22/2024	156.02	Minton,Kathy	Utility Refunds: 0500004346-02
Ad Hoc Payment	Check	18768	5/22/2024	26.39	Nylund Inc	Utility Refunds: 0105001704-04
Ad Hoc Payment	Check	18769	5/22/2024	23.67	OD Labs Property	Utility Refunds: 0000008354-03
Ad Hoc Payment	Check	18770	5/22/2024	57.89	OD Labs Property	Utility Refunds: 0016048800-06
Ad Hoc Payment	Check	18771	5/22/2024	262.04	Ogaz,Daniel	Utility Refunds: 0094024900-03 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18772	5/22/2024	55.55	Patten,Debra	Utility Refunds: 0074034500-06
Ad Hoc Payment	Check	18773	5/22/2024	105.58	Pinnell,Pamela	Utility Refunds: 0059038010-24
Ad Hoc Payment	Check	18774	5/22/2024	162.89	Randle or Terri Stetzer or Dana Linscott	Utility Refunds: 0124001156-01
Ad Hoc Payment	Check	18775	5/22/2024	230.50	Rotschy Inc	Utility Refunds: 0000006616-01
Ad Hoc Payment	Check	18776	5/22/2024	177.78	Schram,Stephen E or Sally D	Utility Refunds: 0118015192-03
Ad Hoc Payment	Check	18777	5/22/2024	131.88	Shishkin,Igor	Utility Refunds: 0500002611-02 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18778	5/22/2024	200.82	Starr,Valerie	Utility Refunds: 0089000932-02
Ad Hoc Payment	Check	18779	5/22/2024	1,067.80	Stauffer,Keith or Keelin	Utility Refunds: 0107009400-03
Ad Hoc Payment	Check	18780	5/22/2024	119.51	Swope,Ian or Clara	Utility Refunds: 0030052900-08
Ad Hoc Payment	Check	18781	5/22/2024	57.68	Ta,Cuong	Utility Refunds: 0000001033-05
Ad Hoc Payment	Check	18782	5/22/2024	60.75	The Glenn Arnold Trust	Utility Refunds: 0158001480-02
Ad Hoc Payment	Check	18783	5/22/2024	220.06	Thompson,Maria	Utility Refunds: 0061098515-01
Ad Hoc Payment	Check	18784	5/22/2024	1,729.42	Torres,Steven	Utility Refunds: 0000004214-02
Ad Hoc Payment	Check	18785	5/22/2024	17.03	Torres,Steven	Utility Refunds: 0000004214-02
Ad Hoc Payment	Check	18786	5/22/2024	183.00	Trustee of the Bruce Clow Living Trustee,Susan Sears,	Utility Refunds: 0101000700-03 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18787	5/22/2024	38.19	Turpyn,Patricia	Utility Refunds: 0089018786-08
Ad Hoc Payment	Check	18788	5/22/2024	111.36	Valaile,Dominic L	Utility Refunds: 0000006400-02
Ad Hoc Payment	Check	18789	5/22/2024	208.42	Van Kirk,Marta	Utility Refunds: 0128543430-07
Ad Hoc Payment	Check	18790	5/22/2024	356.37	Vasquez-Santos,Isabel	Utility Refunds: 0031003500-03
Ad Hoc Payment	Check	18791	5/22/2024	114.81	Vogel,Olivia	Utility Refunds: 0123002728-04
Ad Hoc Payment	Check	18792	5/22/2024	492.25	Voyager PS LLC	Utility Refunds: 0135000360-03 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18793	5/22/2024	43.43	Yun Tian or Quan Wang	Utility Refunds: 0039014005-05

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INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
Miscellaneous Payment	Check	18794	5/22/2024	50.00	Jennifer Bolds	Damage deposit refund
Miscellaneous Payment	Check	18795	5/22/2024	65.81	Landerholm	Refund parking permit fee from switching to a business account.
Miscellaneous Payment	Check	18796	5/22/2024	389.00	Perlo Construction	CMI-337710 (jobsite: 6301 NE 159th Ave)
Miscellaneous Payment	Check	18797	5/22/2024	50.00	Santiago Aristeo	Damage deposit refund
Miscellaneous Payment	Check	18798	5/22/2024	1,265.80	SPHEREMD	Refund Parking Permit #COV13207, COV13203 and COV13210
Miscellaneous Payment	Check	18799	5/22/2024	50.00	Victorrea Crane	Refund damage deposit for VOUCHER 2008547.030
Miscellaneous Payment	Check	18800	5/22/2024	51.38	Whitney Nhor	Refund permit sold in error.
Customer Refund	Check	18801	5/22/2024	58.54	ETHAN ESPARZA	Overpayment on Diversion contract.
Supplier Payment	Check	18802	5/22/2024	9,416.25	Action Onsite Inc	
Supplier Payment	Check	18803	5/22/2024	3,420.70	Action Technology Systems	
Supplier Payment	Check	18804	5/22/2024	22.40	Airgas, Inc	
Supplier Payment	Check	18805	5/22/2024	192.00	Allegiance Benefit Plan Management Inc	
Supplier Payment	Check	18806	5/22/2024	872.84	AL VAN EQUIP NW INC	
Supplier Payment	Check	18807	5/22/2024	3,324.05	Apex Hydrovac Tools LLC	
Supplier Payment	Check	18808	5/22/2024	2,010.00	Arborscape Ltd Inc	
Supplier Payment	Check	18809	5/22/2024	156.46	AT & T Mobility National Accounts LLC	
Supplier Payment	Check	18810	5/22/2024	25,149.25	Berry Dunn McNeil & Parker LLC	
Supplier Payment	Check	18811	5/22/2024	625.03	BowFlex Inc.	
Supplier Payment	Check	18812	5/22/2024	10,778.05	Brown & Wilson Partnership LLC	
Supplier Payment	Check	18813	5/22/2024	52,156.44	CECO Inc	
Supplier Payment	Check	18814	5/22/2024	1,457.15	Chicago Title Company of WA	
Supplier Payment	Check	18815	5/22/2024	1,207.70	Chinook Restoration	
Supplier Payment	Check	18816	5/22/2024	3,347.19	Cintas	
Supplier Payment	Check	18817	5/22/2024	491.70	City of Vancouver - Remit-To: COV Main	
Supplier Payment	Check	18818	5/22/2024	33,369.00	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Supplier Payment	Check	18819	5/22/2024	400.00	Clark County Title Company - Remit-To: Clark County - Reconveyance Fees	
Supplier Payment	Check	18820	5/22/2024	448,871.04	Clark Public Utility District No. 1	
Supplier Payment	Check	18821	5/22/2024	186,897.86	Clary Longview LLC	
Supplier Payment	Check	18822	5/22/2024	2,100.00	Columbia Dance	
Supplier Payment	Check	18823	5/22/2024	9,298.83	Columbia Resource Company	
Supplier Payment	Check	18824	5/22/2024	108.33	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	18825	5/22/2024	193.33	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	18826	5/22/2024	151.15	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	18827	5/22/2024	32.54	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	

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INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
Supplier Payment	Check	18828	5/22/2024	215.46	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	18829	5/22/2024	134.88	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	18830	5/22/2024	13,600.00	Concord Adult Care Home, LLC	
Supplier Payment	Check	18831	5/22/2024	5,477.50	Consor North America Inc	
Supplier Payment	Check	18832	5/22/2024	35,501.09	DLT Solutions LLC	
Supplier Payment	Check	18833	5/22/2024	3,134.86	Epic Land Solutions, Inc.	
Supplier Payment	Check	18834	5/22/2024	300.00	ERF Company Inc	
Supplier Payment	Check	18835	5/22/2024	9,433.47	Esther Short Commons LLP	
Supplier Payment	Check	18836	5/22/2024	718.05	Ferox Fleet Services, INC	
Supplier Payment	Check	18837	5/22/2024	32,929.52	FFA Architecture and Interiors, Inc	
Supplier Payment	Check	18838	5/22/2024	9,180.00	Foster Garvey PC	
Supplier Payment	Check	18839	5/22/2024	1,552.79	Genuine Parts Company - Remit-To: NAPA - Vancouver	
Supplier Payment	Check	18840	5/22/2024	45,590.00	GeoTerra, Inc.	
Supplier Payment	Check	18841	5/22/2024	1,385.11	Gray & Osborne Inc	
Supplier Payment	Check	18842	5/22/2024	2,557.50	Groundwater Solutions, Inc.	
Supplier Payment	Check	18843	5/22/2024	401.48	Harper Houf Peterson Righellis Inc	
Supplier Payment	Check	18844	5/22/2024	8,205.00	Hawks Ridge Assisted Living	
Supplier Payment	Check	18845	5/22/2024	5,452.08	HDJ Design Group - Remit-To: HDJ - Portland	
Supplier Payment	Check	18846	5/22/2024	1,287.01	Herren Printing Co	
Supplier Payment	Check	18847	5/22/2024	20.00	HM Pacific Northwest, Inc - Remit-To: Cadman - Chicago	
Supplier Payment	Check	18848	5/22/2024	9,995.00	HSRE Oakmont TRS LLC	
Supplier Payment	Check	18849	5/22/2024	3,719.72	ICC Codification, Inc.	
Supplier Payment	Check	18850	5/22/2024	489.20	Iron Mountain Inc - Remit-To: Iron Mountain - New York	
Supplier Payment	Check	18851	5/22/2024	925.00	Jason C. Bailes PLLC	
Supplier Payment	Check	18852	5/22/2024	68,119.12	JRH LLC	
Supplier Payment	Check	18853	5/22/2024	400.00	Julia A Weiss	
Supplier Payment	Check	18854	5/22/2024	75,584.54	KBT Distributing LLC	
Supplier Payment	Check	18855	5/22/2024	4,680.58	Kittelson & Associates Inc	
Supplier Payment	Check	18856	5/22/2024	45,478.49	Life Insurance Company of North America	
Supplier Payment	Check	18857	5/22/2024	15,952.90	LSW Architects PC	
Supplier Payment	Check	18858	5/22/2024	6,000.00	Megan N. Carter Psy D, PLLC	
Supplier Payment	Check	18859	5/22/2024	40,469.73	Motorola Solutions Inc	
Supplier Payment	Check	18860	5/22/2024	600.00	Nagra & Atwal Corporation	
Supplier Payment	Check	18861	5/22/2024	5,204.38	National Park Service - Remit-To: National Park Service - Pearson Lease	
Supplier Payment	Check	18862	5/22/2024	495.67	National Safety Inc	
Supplier Payment	Check	18863	5/22/2024	10,818.81	Nelson Nygaard Consulting Associates Inc - Remit-To: Nelson Nygaard Consulting Associates Inc	
Supplier Payment	Check	18864	5/22/2024	1,914.12	Peck Rubanoff & Hatfield PC	
Supplier Payment	Check	18865	5/22/2024	105.00	Porter W Yett Company	
Supplier Payment	Check	18866	5/22/2024	3,189.00	Portland Adventist Medical Center	

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INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
Supplier Payment	Check	18867	5/22/2024	10,301.87	Qwest Corporation - Remit-To: Qwest Corp- Seattle	
Supplier Payment	Check	18868	5/22/2024	10,000.00	River City Church Vancouver	
Supplier Payment	Check	18869	5/22/2024	300.00	Rush Locates, LLC	
Supplier Payment	Check	18870	5/22/2024	6,633.98	SafeFire LLC	
Supplier Payment	Check	18871	5/22/2024	1,593.35	Software House International SHI - Remit-To: SHI - Dallas	
Supplier Payment	Check	18872	5/22/2024	2,963.11	Solid Waste Systems, Inc.	
Supplier Payment	Check	18873	5/22/2024	150.00	State of Washington Department of Ecology - Remit-To: State of Washington Department of Ecology	
Supplier Payment	Check	18874	5/22/2024	300.00	State of Washington Department of Licensing - Remit-To: Notary Public Program	
Supplier Payment	Check	18875	5/22/2024	706.26	State of Washington Department of Transportation	
Supplier Payment	Check	18876	5/22/2024	466.23	Synergy Litigation Support Services Inc	
Supplier Payment	Check	18877	5/22/2024	21,593.10	The Arts Centered	
Supplier Payment	Check	18878	5/22/2024	9,221.08	Thomas G Wood	
Supplier Payment	Check	18879	5/22/2024	423.94	Towing & Recovering Services Inc	
Supplier Payment	Check	18880	5/22/2024	1,900.00	TRC Environmental Corp - Remit-To: TRC - Pittsburgh	
Supplier Payment	Check	18881	5/22/2024	1,875.04	Trilogy MedWaste West, LLC	
Supplier Payment	Check	18882	5/22/2024	8,679.15	Triple J Enterprises	
Supplier Payment	Check	18883	5/22/2024	50.00	Vancouver for Peace	
Supplier Payment	Check	18884	5/22/2024	107.12	Vestis Group, Inc - Remit-To: Vestis - Pasadena	
Supplier Payment	Check	18885	5/22/2024	407.65	W.B. Sprague Co. Inc.	
Supplier Payment	Check	18886	5/22/2024	2,000.00	Washington FIRST Robotics	
Supplier Payment	Check	18887	5/22/2024	5,456.91	Waste Connections of Washington - Remit-To: Waste Connections - Vancouver	
Supplier Payment	Check	18888	5/22/2024	4,345.71	Water Systems Consulting Inc	
Supplier Payment	Check	18889	5/22/2024	6,868.74	Wire Works LLC	
Supplier Payment	Check	18890	5/22/2024	93.90	XPO Logistics Enterprise Services, Inc - Remit-To: XPO - Portland	
Supplier Payment	Check	18891	5/24/2024	6,261.77	Aflac	
Supplier Payment	Check	18892	5/24/2024	5,935.39	AFSCME Local #307	
Supplier Payment	Check	18893	5/24/2024	334.00	California State Disbursement Unit	
Supplier Payment	Check	18894	5/24/2024	1,033.50	Chapter 13 - Trustee	
Supplier Payment	Check	18895	5/24/2024	491.00	Hawaii SDU	
Supplier Payment	Check	18896	5/24/2024	774.90	IAM Local #1374	
Supplier Payment	Check	18897	5/24/2024	8,836.07	Life Insurance Company of North America	
Supplier Payment	Check	18898	5/24/2024	1,000.00	MFS Service Center Inc	
Supplier Payment	Check	18899	5/24/2024	4,230.68	OPEIU Local #11	
Supplier Payment	Check	18900	5/24/2024	814.00	Teamsters Local #58	
Supplier Payment	Check	18901	5/24/2024	262.50	UA Local #290	
Supplier Payment	Check	18902	5/24/2024	3,620.49	Western Conference of Teamsters	
Supplier Payment	Check	18903	5/24/2024	1,548.36	Western Metal Industry Pension Plan	
			Check	**3,243,950.58**		

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INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
Expense Payment	Direct Deposit	EFT-00245966	5/16/2024	249.99	Nick Massey	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245967	5/16/2024	299.00	Nathan Copewin	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245968	5/16/2024	15.00	Judson McCauley	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245969	5/16/2024	761.16	Michelle Henry	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245970	5/16/2024	315.01	Nathan Leek	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245971	5/16/2024	87.00	Carlos Cedeno-Contreras	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245972	5/16/2024	16.00	Daphine Harris	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245973	5/16/2024	184.74	Patric Tandy	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245974	5/16/2024	156.43	Kady Mercer	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245975	5/16/2024	27.47	Lee Lofton	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245976	5/16/2024	26.00	Colton Price	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245977	5/16/2024	11.74	John Bilderback	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245978	5/16/2024	31.68	Maria Ryan	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245979	5/16/2024	949.44	Beau Hull	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245980	5/16/2024	983.14	Reed Crosson	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245981	5/16/2024	40.00	Jason Nicholson	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245982	5/16/2024	35.00	Jake Carlow	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245983	5/16/2024	253.93	Julie Patterson	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245984	5/16/2024	493.59	Emily Benoit	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245985	5/16/2024	71.00	Christopher Nerton	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245986	5/16/2024	141.32	Anne McEnerny-Ogle	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00245987	5/16/2024	225.00	Jaime Blas lopez	Employee Reimbursement
Cash Advance Payment	Direct Deposit	EFT-00245988	5/16/2024	282.88	Tanya Wollstein	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00245989	5/16/2024	300.50	Lee Gelsinger	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00245990	5/16/2024	300.50	Jeremy Vanroyce	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00245991	5/16/2024	137.75	Anne McEnerny-Ogle	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00245992	5/16/2024	163.50	Geraldene Moyle	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00245993	5/16/2024	163.50	Jean Singer	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00245994	5/16/2024	248.00	Christopher LeBlanc	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00245995	5/16/2024	310.50	Dale Barnette	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00245996	5/16/2024	333.00	Sheila Andrews	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00245997	5/16/2024	178.25	Troy Price	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00245998	5/16/2024	323.00	Jordan Macfarlane	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00245999	5/16/2024	197.50	Neil Martin	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00246000	5/16/2024	139.50	Koko Olszewski	Travel Advance

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INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
Cash Advance Payment	Direct Deposit	EFT-00246001	5/16/2024	188.75	Tige Harmon	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00246002	5/16/2024	333.00	Jonathan Schetky	Travel Advance
Expense Payment	Direct Deposit	EFT-00246137	5/23/2024	278.64	Frank Dick	Employee Reimbursement
Cash Advance Payment	Direct Deposit	EFT-00246138	5/23/2024	259.00	Amanda Trygg	Travel Advance
Expense Payment	Direct Deposit	EFT-00246139	5/23/2024	129.99	Chris Riches	Employee Reimbursement
Cash Advance Payment	Direct Deposit	EFT-00246140	5/23/2024	281.50	Amanda Cestnik	Travel Advance
Expense Payment	Direct Deposit	EFT-00246141	5/23/2024	781.28	Julie Ballou	Employee Reimbursement
Cash Advance Payment	Direct Deposit	EFT-00246142	5/23/2024	255.00	Brian Schaffer	Travel Advance
Expense Payment	Direct Deposit	EFT-00246143	5/23/2024	136.00	Jim Bullinger	Employee Reimbursement
Cash Advance Payment	Direct Deposit	EFT-00246144	5/23/2024	255.00	Clesson Werner	Travel Advance
Expense Payment	Direct Deposit	EFT-00246145	5/23/2024	340.19	Amanda Akers	Employee Reimbursement
Cash Advance Payment	Direct Deposit	EFT-00246146	5/23/2024	259.00	Tammy Michelson	Travel Advance
Expense Payment	Direct Deposit	EFT-00246147	5/23/2024	260.51	Jake Carlow	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00246148	5/23/2024	50.00	Steven Forgette	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00246149	5/23/2024	472.90	Margaret Leedom	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00246150	5/23/2024	223.15	Tanner Muonio	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00246151	5/23/2024	2,367.19	Katherine Kelly	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00246152	5/23/2024	243.88	Mikhail Shapoval	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00246153	5/23/2024	100.00	John Scukanec	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00246154	5/23/2024	1,096.46	Mehrin Selimgir	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00246155	5/23/2024	35.08	Chad Eiken	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00246156	5/23/2024	109.75	Jenn Amadeo	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00246157	5/23/2024	244.58	Ethan Autrey	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00246158	5/23/2024	356.00	Nathanael Bambilla	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00246159	5/23/2024	134.67	Jordan Macfarlane	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00246160	5/23/2024	259.96	Timothy Buck	Employee Reimbursement
			Direct Deposit	**17,903.50**		
Supplier Payment	EFT	EFT-00246003	5/16/2024	6,385.00	Sustainability Solutions Group USA, Inc. - Remit-To: Sustainability Solutions Group USA, Inc	
Supplier Payment	EFT	EFT-00246004	5/16/2024	11,117.78	Hermanson Company, LLC - Remit-To: Hermanson Company, LLC	
Supplier Payment	EFT	EFT-00246005	5/16/2024	1,794.57	PC Specialists Inc - Remit-To: TIG - San Diego	
Supplier Payment	EFT	EFT-00246006	5/16/2024	78,448.81	PC Specialists Inc - Remit-To: TIG - San Diego	
Supplier Payment	EFT	EFT-00246007	5/16/2024	2,180.82	PC Specialists Inc - Remit-To: TIG - San Diego	
Supplier Payment	EFT	EFT-00246008	5/16/2024	141,778.00	Jeffrey D. Barrar, PS	

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INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
Supplier Payment	EFT	EFT-00246009	5/16/2024	468.40	Praxair Distribution Inc	
Supplier Payment	EFT	EFT-00246010	5/16/2024	239.14	Oregon Rifleworks LLC	
Supplier Payment	EFT	EFT-00246011	5/16/2024	11,638.75	Alta Planning & Design	
Supplier Payment	EFT	EFT-00246012	5/16/2024	19,608.09	Wapiti NW LLC	
Supplier Payment	EFT	EFT-00246013	5/16/2024	830.73	Pitney Bowes Inc	
Supplier Payment	EFT	EFT-00246014	5/16/2024	4,840.53	Consolidated Supply Co	
Supplier Payment	EFT	EFT-00246015	5/16/2024	301.97	Bound Tree Medical LLC	
Supplier Payment	EFT	EFT-00246016	5/16/2024	1,001.00	QuickCaption	
Supplier Payment	EFT	EFT-00246017	5/16/2024	129,415.37	Key Code Media, Inc	
Supplier Payment	EFT	EFT-00246018	5/16/2024	1,028,353.18	Operations Management International Inc	
Supplier Payment	EFT	EFT-00246019	5/16/2024	3,129.98	Commonstreet Consulting, LLC	
Supplier Payment	EFT	EFT-00246020	5/16/2024	10,756.72	The Suddath Companies	
Supplier Payment	EFT	EFT-00246021	5/16/2024	27,326.91	Pacific Landscape Services Inc	
Supplier Payment	EFT	EFT-00246022	5/16/2024	815.25	Nolan Merriman	
Supplier Payment	EFT	EFT-00246023	5/16/2024	2,300.00	Fair Housing Council of Oregon	
Supplier Payment	EFT	EFT-00246024	5/16/2024	2,230.00	CBG Communications Inc	
Supplier Payment	EFT	EFT-00246025	5/16/2024	2,935.84	Better Air Northwest, LLC	
Supplier Payment	EFT	EFT-00246026	5/16/2024	133,134.91	Avolve Software Corp	
Supplier Payment	EFT	EFT-00246027	5/16/2024	5,176.46	Waxie's Enterprises Inc	
Supplier Payment	EFT	EFT-00246028	5/16/2024	3,207.33	Universal Field Services Inc	
Supplier Payment	EFT	EFT-00246029	5/16/2024	509,116.02	SDB Inc	
Supplier Payment	EFT	EFT-00246030	5/16/2024	20,109.50	Nearmap US Inc	
Supplier Payment	EFT	EFT-00246031	5/16/2024	570.75	SWCA Environmental Consultants	
Supplier Payment	EFT	EFT-00246032	5/16/2024	40,960.20	North Sky Communication LLC	
Supplier Payment	EFT	EFT-00246033	5/16/2024	22,797.65	Consolidated Electrical Distribution	
Supplier Payment	EFT	EFT-00246034	5/16/2024	23,101.71	Northwest Staffing Resources Inc - Remit-To: Northwest Staffing Resources	
Supplier Payment	EFT	EFT-00246035	5/16/2024	4,089.50	EnviroIssues Inc	
Supplier Payment	EFT	EFT-00246036	5/16/2024	7,289.72	Power Systems West	
Supplier Payment	EFT	EFT-00246037	5/16/2024	9,370.36	Tapani Inc	
Supplier Payment	EFT	EFT-00246038	5/16/2024	20,961.35	Precision Painting & Construction LLC	
Supplier Payment	EFT	EFT-00246039	5/16/2024	95.00	T2 Systems Inc - Remit-To: T2- Atlanta	
Supplier Payment	EFT	EFT-00246040	5/16/2024	12,500.00	Kenneth Wallace Law PLLC	
Supplier Payment	EFT	EFT-00246041	5/16/2024	580.00	Rotschy Inc	
Supplier Payment	EFT	EFT-00246042	5/16/2024	4,400.00	First Forty Feet LLC	
Supplier Payment	EFT	EFT-00246043	5/16/2024	132,769.18	Doolittle Acquisitions	
Supplier Payment	EFT	EFT-00246044	5/16/2024	934.82	CoStar Reality Information Inc.	
Supplier Payment	EFT	EFT-00246045	5/16/2024	1,704.38	Fehr & Peers	
Supplier Payment	EFT	EFT-00246046	5/16/2024	118,286.40	Share	
Supplier Payment	EFT	EFT-00246093	5/23/2024	940.00	Ankrom Moisan Associated Architects, Inc	
Supplier Payment	EFT	EFT-00246094	5/23/2024	1,668.13	Waxie's Enterprises Inc	
Supplier Payment	EFT	EFT-00246095	5/23/2024	1,108.40	Purple Communications Inc	
Supplier Payment	EFT	EFT-00246096	5/23/2024	9,575.54	Northwest Staffing Resources Inc - Remit-To: Northwest Staffing Resources	
Supplier Payment	EFT	EFT-00246097	5/23/2024	507.50	MacKay Sposito Inc	
Supplier Payment	EFT	EFT-00246098	5/23/2024	4,437.50	Coffman Engineers Inc	
Supplier Payment	EFT	EFT-00246099	5/23/2024	40.81	Ziply Fiber	
Supplier Payment	EFT	EFT-00246100	5/23/2024	10,000.00	Southwest Washington Victory Food Project	
Supplier Payment	EFT	EFT-00246101	5/23/2024	10,000.00	Vancouver Farmers Market Association	

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INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
Supplier Payment	EFT	EFT-00246102	5/23/2024	20,677.22	State of Washington Auditor's Office	
Supplier Payment	EFT	EFT-00246103	5/23/2024	5,490.75	EnviroIssues Inc	
Supplier Payment	EFT	EFT-00246104	5/23/2024	22,120.95	Live Love Outreach	
Supplier Payment	EFT	EFT-00246105	5/23/2024	254.36	Harrys Key Service Inc	
Supplier Payment	EFT	EFT-00246106	5/23/2024	140.00	Brad Piesch Aggressive Enterprises, Inc	
Supplier Payment	EFT	EFT-00246107	5/23/2024	32,840.62	Walker Consultants, Inc	
Supplier Payment	EFT	EFT-00246108	5/23/2024	10,000.00	Vancouver Ballet Forklorico	
Supplier Payment	EFT	EFT-00246109	5/23/2024	1,556.94	Sharon Rice	
Supplier Payment	EFT	EFT-00246110	5/23/2024	13,880.50	Tierra Right of Way Services LTD	
Supplier Payment	EFT	EFT-00246111	5/23/2024	7,140.00	Police Activities League of SW Washington	
Supplier Payment	EFT	EFT-00246112	5/23/2024	304,126.74	Brown and Caldwell - Remit-To: Brown & Caldwell - San Francisco	
Supplier Payment	EFT	EFT-00246113	5/23/2024	71,936.13	Thrive2Survive	
Supplier Payment	EFT	EFT-00246114	5/23/2024	780.00	Andrews Terry Jeffers LLP	
Supplier Payment	EFT	EFT-00246115	5/23/2024	398.43	Praxair Distribution Inc	
Supplier Payment	EFT	EFT-00246116	5/23/2024	10,000.00	The Salvation Army A California Company	
Supplier Payment	EFT	EFT-00246117	5/23/2024	663.08	Loma Media Partners	
Supplier Payment	EFT	EFT-00246118	5/23/2024	101,884.63	Continuant, Inc.	
Supplier Payment	EFT	EFT-00246119	5/23/2024	6,155.92	Jacobs Engineering Group Inc	
Supplier Payment	EFT	EFT-00246120	5/23/2024	8,079.07	Power Systems West	
Supplier Payment	EFT	EFT-00246121	5/23/2024	3,505.00	Woodland Meadows Neighborhood Association	
Supplier Payment	EFT	EFT-00246122	5/23/2024	49,630.00	United Site Services of Nevada, Inc.	
Supplier Payment	EFT	EFT-00246123	5/23/2024	10,000.00	Queer Youth Resource Center	
Supplier Payment	EFT	EFT-00246124	5/23/2024	133,989.00	Jeffrey D. Barrar, PS	
Supplier Payment	EFT	EFT-00246125	5/23/2024	4,070.83	Distinctive Landscape LLC	
Supplier Payment	EFT	EFT-00246126	5/23/2024	8,904.59	HDR Engineering Inc - Remit-To: HDR Engineering - Chicago	
Supplier Payment	EFT	EFT-00246127	5/23/2024	20,262.50	CBRE, Inc.	
Supplier Payment	EFT	EFT-00246128	5/23/2024	3,328.58	Bound Tree Medical LLC	
Supplier Payment	EFT	EFT-00246129	5/23/2024	7,500.00	Arbutus Consulting LLC	
Supplier Payment	EFT	EFT-00246130	5/23/2024	2,363.02	Key Code Media, Inc	
Supplier Payment	EFT	EFT-00246131	5/23/2024	3,325.00	StreamlineAM LLC	
Supplier Payment	EFT	EFT-00246132	5/23/2024	11,696.12	Consolidated Electrical Distribution	
Supplier Payment	EFT	EFT-00246133	5/23/2024	3,261.00	Better Air Northwest, LLC	
Supplier Payment	EFT	EFT-00246134	5/23/2024	4,642.85	The Amy VanCamp Experience LLC	
Supplier Payment	EFT	EFT-00246135	5/23/2024	4,987.78	Apex Hood Cleaning	
Supplier Payment	EFT	EFT-00246136	5/23/2024	12,004.42	PBS Engineering and Environmental Inc	
Supplier Payment	EFT	EFT-00248025	5/24/2024	33,841.54	IAFF Local #452	
Supplier Payment	EFT	EFT-00248026	5/24/2024	153.91	Legal Shield	
Supplier Payment	EFT	EFT-00248027	5/24/2024	1,259.64	Vancouver Command Guild	
Supplier Payment	EFT	EFT-00248028	5/24/2024	17,310.43	Allegiance Benefit Plan Management Inc	
Supplier Payment	EFT	EFT-00248029	5/24/2024	12,397.85	Vancouver Police Officer Guild	
			EFT	**3,563,889.36**		
Supplier Payment	Manual Wire		5/7/2024	221.00	Allegiance Benefit Plan Management Inc	
Supplier Payment	Manual Wire		5/13/2024	239,793.09	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire		5/13/2024	21,114.85	Washington Dental Service	
Supplier Payment	Manual Wire		5/13/2024	1,299,017.04	Internal Revenue Service	
Supplier Payment	Manual Wire		5/14/2024	13,298.82	Bank Of America N.A. - Remit-To: Charlotte NC	

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
Supplier Payment	Manual Wire		5/14/2024	46,283.33	State of Oregon Department of Revenue	
Supplier Payment	Manual Wire		5/14/2024	1,636.68	VSP Vision Care Inc	
Supplier Payment	Manual Wire		5/14/2024	89,962.60	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire		5/14/2024	6,921.03	Washington Dental Service	
Supplier Payment	Manual Wire		5/14/2024	135,790.25	Reliastar Life Insurance Co	
Supplier Payment	Manual Wire		5/14/2024	247,359.29	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Supplier Payment	Manual Wire		5/14/2024	4,749.45	Superion, LLC	
Procurement Card Payment	Manual Wire		5/14/2024	951,538.85	CoV JPM Procurement Card	
Supplier Payment	Manual Wire		5/15/2024	945,505.30	State of Washington Department of Retirement Systems (DRS)	
Supplier Payment	Manual Wire		5/15/2024	153.90	Bank Of America N.A. - Remit-To: Account Analysis	
Supplier Payment	Manual Wire		5/15/2024	165.34	JP Morgan Chase Bank, N.A.	
Supplier Payment	Manual Wire		5/17/2024	89,362.99	Liberty Mutual Group Inc.	
Supplier Payment	Manual Wire		5/20/2024	15,312.08	Washington Dental Service	
Supplier Payment	Manual Wire		5/20/2024	135,330.22	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire		5/22/2024	403,568.26	Kaiser Permanente - Remit-To: Kaiser Permanente	
Supplier Payment	Manual Wire		5/24/2024	604.00	Oregon SDU	
Supplier Payment	Manual Wire		5/24/2024	22,072.24	Western States Health & Welfare Trust	
Supplier Payment	Manual Wire		5/24/2024	6,488.33	Washington SDU	
Supplier Payment	Manual Wire		5/24/2024	323,224.58	International City Management Association Retirement Corporation	
Supplier Payment	Manual Wire		5/24/2024	30,000.00	Washington State Firefighters	
Supplier Payment	Manual Wire		5/24/2024	34,747.50	Vancouver Firefighters Union Health & Welfare Trust	
Supplier Payment	Manual Wire		5/24/2024	73,140.56	Liberty Mutual Group Inc.	
Supplier Payment	Manual Wire		5/24/2024	62,448.32	State of Washington Department of Retirement Systems (DRS)	
			Manual Wire	**5,199,809.90**		
			Checks	**3,243,950.58**		
			Direct Deposit	**17,903.50**		
			EFT	**3,563,889.36**		
			5/20/2024	2,584.79	City Payments	Posted 05-13-24 to 05-19-24
			5/28/2024	22,379.29	City Payments	Posted 05-20-24 to 05-26-24
			Hansen Total	**24,964.08**		
			5/20/2024	972.00	Miscellanous	Parks Class Refunds FCC 05-13-24 to 05-19-24
			5/20/2024	1,178.37	Miscellanous	Parks Class Refunds MCC 05-13-24 to 05-19-24
			5/28/2024	1,172.86	Miscellanous	Parks Class Refunds FCC 05-20-24 to 05-26-24
			5/28/2024	1,465.50	Miscellanous	Parks Class Refunds MCC 05-20-24 to 05-26-24

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

INVOICE PAYMENTS REPORT

Category	Type	Transaction Reference	Date	Amount	Payee	Memo
			5/28/2024	777.50	Miscellanous	Water Resources Education Center 05-20-24 to 05-26-24
			VISA Total	**5,566.23**		
			Payroll Total	**4,359,387.53**		
			GRAND TOTAL	**16,415,471.18**		

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

City of Vancouver
Payroll Council Report
May 13, 2024 - May 26, 2024

Check No.	Date	Explanation	Amount
2101 - 2123	05/24/24	May 25th Payroll	$ 10,986.28
246161 - 248024	05/24/24	May 25th Direct Deposits	$ 4,348,401.25

$ 4,359,387.53

Staff Report: 083-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 6/3/2024

SUBJECT Comcast Cable Franchise Renewal

Key Points

- The current cable franchise agreement between the City and Comcast expires on June 30, 2024.
- The renewed cable franchise agreement with Comcast would be for 10 years, effective July 1, 2024 – July 1, 2034.
- The City/County Telecommunications Commission on April 10, 2024, recommended approval of the proposed cable franchise.

Strategic Plan Alignment

Culture and Heritage – celebrating culture and heritage.

High Performing Government – a government that is reliable, fiscally responsible, equitable, and open to compromise.

Present Situation

The current cable franchise agreement between the City (and Clark County) and Comcast will expire June 30, 2024. Federal law outlines the process which local governments must follow in determining whether to renew a franchise with an existing operator. Beginning in 2021, the Vancouver/Clark County Telecommunications Commission (Commission) conducted an extensive public process, consistent with the requirements of federal law, to determine community needs and priorities regarding a renewed franchise with Comcast. A City/County team has negotiated a proposed new agreement which reflects those needs and priorities, as highlighted in the attached "Priority Issues of the Vancouver/Clark County Franchise Renewal Process." The Commission conducted public hearings and adopted Findings and Recommendations (attached), unanimously recommending that the City and Clark County each award Comcast a renewed franchise agreement to be effective July 1, 2024 through July 1, 2034. ***(NOTE: City charter requires that franchise agreements be published for at least 30 days between first and second reading.)***

The Commission finds that the proposed renewed franchise agreement, if approved, would meet the identified community needs and interests as follows:

1. Franchise term of 10 years, effective July 1, 2024 – July 1, 2034;
2. Comcast would continue to pay 5% of gross revenues in franchise fees to the City and County;
3. Comcast would switch from collecting $1/month per residential subscriber PEG Capital Fees to support capital equipment needs of Public, Education and Government (PEG) channels to 1% of gross revenues;
4. The proposed franchise would provide expanded customer service provisions;
5. The density buildout requirements for extending the cable service moves from requiring 30 homes per cable mile to 20 homes in aerial neighborhoods;
6. Comcast would provide two additional High-Definition ("HD") simulcast PEG channels by November 2024 for a maximum of five HD channels;
7. PEG channels would be available to all cable subscribers; and
8. Comcast would maintain where possible Washington State and local programming (including continuation of TVW, the Washington State public affairs station).

Advantage(s)

1. The PEG provisions of the proposed franchise present an opportunity for substantial public benefit; and
2. The proposed franchise is responsive to the special and unique needs of Vancouver and Clark County.

Disadvantage(s)

Although this would be a nonexclusive franchise, Comcast remains the only cable operator in Vancouver\Clark County, which means that consumers don't have the opportunity to benefit from the competition another cable operator would provide. However, Comcast has committed to positively impacting the future of this community by agreeing to the proposed new franchise.

Budget Impact

Franchise fees and PEG Capital Support would continue to be paid under the current franchise. PEG Capital Support will change from being $1 per subscriber per month to 1% of gross revenue. Due to the impacts of the Federal Communications Commission Order 621, the proposed cable franchise agreement will not allow for future award of funds to public users of Comcast Business Services to offset transport costs from the PEG Capital Support Grant Program. Under the expiring cable franchise, the City was receiving $64,000 annually to help offset the transport costs of Comcast Business Services for certain public facilities. The impact of the new agreement will result in a reduction of annual revenue to the PEG grant in excess of $400,000 per year. The budget for PEG grants will be adjusted accordingly in the next Supplemental action and incorporated into the 2025-2026 biennial budget.

Prior Council Review

November 20, 2023, Council Workshop
April 22, 2024, Council Consent Agenda

Action Requested

On Monday, June 3, 2024, subject to second reading and public hearing, approve the franchise ordinance.

Jim Demmon, Video Services Manager, 360-487-8706

ATTACHMENTS:

- Presentation
- Ordinance
- 2024-01 TCC Resolution
- Comcast Cable Franchise
- Comcast Cable Franchise Exhibit A - Access Centers
- Comcast Franchise Renewal Side Letter Agreement
- Cable Franchise Renewal Priority Issues Recap

CITY OF Vancouver WASHINGTON

Comcast Cable Franchise Renewal

Jim Demmon
Video Services Manager
June 3, 2024

Agenda

- Comcast Cable Franchise Overview
- Franchise Renewal Process Review
- Council Questions

Comcast Cable Franchise Renewal

Comcast Cable Franchise Overview

- Separate 10-year Cable Franchises for both City of Vancouver and County
- Non-exclusive franchises
- 50,405 cable subscribers as of December 2022
- Covers cable television service only

Comcast Cable Franchise Renewal

Renewal Process – Cable Needs Ascertainment Study

- CBG Communications, Inc. conducted Needs Ascertainment beginning in May 2021
- 4,000 randomly selected mailed survey – cable and non-cable subscribers
- 532 online survey respondents

Comcast Cable Franchise Renewal

Renewal Process – Cable Needs Ascertainment Study

- Focus groups, including youth, arts & culture, neighborhoods
- CVTV and TV ETC site visits and interviews
- Comcast Business Services users focus group
- Final Ascertainment Study released in December 2021

Comcast Cable Franchise Renewal

Renewal Process – Comcast Franchise Negotiations

- Comcast Negotiations start in August 2022 – two sessions per month
- Work Sessions held with Telecommunications Commission and elected officials end of 2023 to discuss priority issues
- Telecommunications Commission recommends franchise approval on June 3, 2024

Questions

4/22/24 (Date of First Reading)
6/03/24 (Date of Public Hearing)

ORDINANCE NO. M- [Ordinance Number]

AN ORDINANCE relating to cable television, renewing with revised terms and conditions, a nonexclusive and revocable franchise to Comcast Cable Communications Management, LLC, a limited liability corporation organized under the laws of the State of Washington ("Comcast"), pursuant to state and federal law, City Charter and City ordinance codified at Chapter 5.19, Vancouver Municipal Code, to operate, maintain, reconstruct and repair a Cable System for the purpose of providing only cable service, subject to the terms set forth in the Franchise Agreement.

WHEREAS, City Charter Section 2.12, consistent with Article 11, Section 11 of the State Constitution and state law at RCW 35.22.280, RCW 35.22.570 and RCW 35.27.280, and with the Cable Communications Policy Act of 1984, the Cable Television Consumer Protection and competition Act of 1992 and any amendments thereto, including those contained in the Telecommunications Act of 1996, (collectively, the "Cable Acts"), authorize the City Council to issue franchises to use the rights-of-way of city streets and highways for the construction and maintenance of cable television lines and other cable television facilities; and

WHEREAS, the Cable Acts at 47 USC §546 identify specific procedures to be followed by local franchising authorities, which in this case is the City of Vancouver, in order to renew a cable television franchise; and

WHEREAS, under Chapter 5.19 of the Vancouver Municipal Code ("V.M.C."), the City Council has adopted comprehensive and detailed regulations relating to the granting and renewal of cable television franchises and the provision of cable television and related services; and

WHEREAS, the City has granted a series of nonexclusive franchises for cable television services, has approved transfer of such franchises, and has approved the change of control of the franchise-holders, resulting in cable television services being provided to the residents of Vancouver continuously since 1981; and

WHEREAS, on June 3, 2013, by Ordinance M-4053, the most recent such nonexclusive franchise for cable television services was granted to Comcast of Washington V, LLC for the period July 1, 2013, through June 30, 2023; and

WHEREAS, in order to provide additional time to complete the renewal process in an orderly manner, a twelve-month extension of the current cable franchise was granted to Comcast on June 5, 2023, by Ordinance M-4412, not to exceed June 30, 2024; and

WHEREAS, the Vancouver-Clark Telecommunications Commission ("Commission") is established by Ch. 5.19 V.M.C. to, among other duties, review and make recommendations on all applications for franchises (including renewed franchises) to provide cable television service within the city, and in such connection hold public hearings thereon and to make written reports and recommendations to the City Council; and

WHEREAS, the Commission established a process for franchise renewal negotiations with Comcast which provided for public education as well as ascertainment of the community's future cable-related needs and interests starting in June 2021; and

WHEREAS the Commission established priority issues following extensive public discussion and ascertainment activities as outlined in Commission Resolution 2024-01, attached as EXHIBIT A; and

WHEREAS, CBG Communications, Inc., a telecommunications consulting firm engaged by the City and County, conducted a community ascertainment process and prepared assessment reports at the request of the Commission; and

WHEREAS, City and County staff, working with the guidance of the Commission, negotiated a proposed renewed franchise agreement with Comcast; and

WHEREAS, the Commission received such proposed draft franchise agreement on April 10, 2024; and

WHEREAS, in a public meeting on April 10, 2024, the Commission unanimously adopted Resolution 2024-01, which included Findings and Recommendations regarding a proposed renewed franchise agreement with Comcast; and

WHEREAS, Commission Resolution 2024-01 concludes that the "proposed renewed franchise agreement with Comcast Cable Communications Management, LLC as detailed in the cable franchise draft and side letter agreement, would meet or exceed the criteria established by federal law and would meet or exceed the Commission's identified priorities for a renewed franchise agreement with Comcast.;" and

WHEREAS, the City Council has considered all the testimony and arguments, both oral and written, and the Commission's Findings and Recommendations as contained in Commission

Resolution 2024-01 including study of all the records and the community ascertainment and assessment reports, and has analyzed all of these on the basis of the standards and criteria of federal and state law, and local ordinance, and the City Council has also relied on its own understanding and judgment as to the future cable television-related needs of the city.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Findings. Based upon the detailed and unanimous Findings and Conclusions contained in the report from the Commission dated April 10, 2024, contained in Commission Resolution 2024-01, which findings and conclusions are hereby adopted and incorporated herein as EXHIBIT A by this reference, and upon the testimony and argument presented to Council at public hearing on this Franchise Ordinance, the City Council finds and concludes that the proposed renewed Franchise Agreement with Comcast Cable Communications Management, LLC, a limited liability corporation organized under the laws of the State of Washington (hereinafter "Comcast"), provides for a cable television system that meets or exceeds the future cable-related needs of the Vancouver/Clark County community.

Section 2. Franchise Award. There is hereby granted to Comcast, pursuant to state and federal law, city charter and Chapter 5.19 of the Vancouver Municipal Code, the nonexclusive and revocable authorization to make reasonable and lawful use of the streets of the City of Vancouver to construct, operate, maintain, reconstruct, and repair a cable system for the purpose of providing only Cable Service, subject to the terms and conditions set forth in the Franchise Agreement incorporated herein by reference.

Section 3. Franchise Area. The rights and privileges granted herein shall apply within all of the City of Vancouver as now exists or as it may come to exist as a result of any annexations hereto.

Section 4. Incorporation of Franchise Agreement. The Franchise Agreement agreed to and attached hereto as EXHIBIT B is incorporated herein by this reference as if fully set forth as part of this ordinance. A copy of the Franchise Agreement is and shall be maintained on file in the office of the City Clerk and the City/County Cable Television Office.

Section 5. Cable Television Ordinance. In addition to other applicable ordinances, laws and regulations, this franchise shall be subject to the terms and provisions of Chapter 5.19 of the Vancouver Municipal Code, as amended.

Section 6. Effective Date of Ordinance and Term of Franchise. Subject to the provisions of Section 7 of this ordinance, this ordinance and the franchise awarded hereby shall go into effect July 1, 2024. The term of the franchise awarded hereby shall extend from such effective date for ten (10) years through and including July 1, 2034, unless otherwise terminated or extended as provided by the franchise.

Section 7. Acceptance of Franchise. Pursuant to Ch. 5.19 V.M.C. and the franchise agreement, Comcast shall, within 30 (thirty) days of approval by the City of award of this franchise, file with the Commission its written and sworn unconditional acceptance and promise to comply with all terms of the franchise and shall post with the Commission the security required by the franchise or this ordinance and the franchise granted hereby shall become null and void and any and all rights of Comcast to own or operate a cable system within the city under the franchise shall be terminated.

DATE OF FINAL PASSAGE by the Vancouver City Council: _____.

SIGNED this _____ day of _____, 2024.

_____
Anne McEnerny-Ogle, Mayor

Attest:

_____
Natasha Ramras, City Clerk

Approved as to form:

_____
Jonathan Young, City Attorney

EXHIBITS:

Exhibit A - Commission Resolution 2024-01

Exhibit B – Franchise Agreement and Franchise Agreement Exhibit:

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE relating to cable television, renewing with revised terms and conditions, a nonexclusive and revocable franchise to Comcast Cable Communications Management, LLC, a limited liability corporation organized under the laws of the State of Washington ("Comcast"), pursuant to state and federal law, City Charter and City ordinance codified at Chapter 5.19, Vancouver Municipal Code, to operate, maintain, reconstruct and repair a Cable System for the purpose of providing only cable service, subject to the terms set forth in the Franchise Agreement.

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

City/County Telecommunications Commission

RESOLUTION 2024 – 01

Regarding Findings and Recommendations to the Vancouver City Council and the Clark County Council Regarding Approval of a Renewed Franchise Agreement with Comcast Cable Communications Management, LLC

Section 1. Findings

1.1 The City of Vancouver ("City"), Washington and Clark County ("County"), Washington granted separate, but parallel, non-exclusive ten-year franchises for cable television services to Comcast of Washington V, LLC, for the period July 1, 2013, through July 1, 2023.

1.2 In order to provide additional time to complete the renewal process in an orderly manner, a twelve-month extension of the current cable franchise was granted to Comcast of Washington V, LLC, not to exceed June 30, 2024.

1.3 The Commission is established by chapter 5.19 Vancouver Municipal Code ("VMC") and chapter 36 Clark County Code ("CCC") to, among other duties, review and make recommendations on all applications for franchises (including renewed franchises) to provide cable television service within the City or the unincorporated County, and in such connection to hold public hearings thereon and to make written reports and recommendations to the Vancouver City Council ("City Council") and the Clark County Council ("County Council").

1.4 Section 626 of the Federal Cable Act of 1984 ("Act") as amended in 1992 and 1996 (47 USC 546) identifies specific procedures to be followed by local franchising authorities (in this case the City and County) in order to renew a cable franchise.

1.5 Factors the franchise authorities may consider in renewing a franchise with an existing cable operator (in this case, Comcast Cable Communications Management, LLC) pursuant to Section 626 of the Act are limited to the following areas:

1.5.1 Whether the current cable operator has substantially complied with material terms of the existing franchise and with applicable law;

1.5.2 The quality of the operator's service including signal quality, response to consumer complaints and billing practices, and whether the services provided have been reasonable in light of community needs;

1.5.3 Whether the operator has the financial, legal, and technical ability to provide the services, facilities, and equipment proposed in a new agreement; and

1.5.4 Whether the proposed agreement is reasonable to meet the future cable-related needs and interests of the community, taking into account the cost of meeting such needs and interests.

1.6 Beginning in 2020 and continuing through this date, the Commission initiated an informal process (under the definition of the Act) that provided for public education as well as ascertainment of the community's needs and interests in preparing for franchise renewal discussions with Comcast.

1.7 The public education and community ascertainment process included workshop sessions of the Commission as well as more conventional ascertainment surveys, focus groups and public hearings. Most of the public sessions were televised on CVTV Channel 23, the government access channel. Details of the Commission's public education and ascertainment efforts are outlined in Exhibit 1.

1.8 To assist with the community ascertainment process in determining the future cable-related needs and interests of the community, the Commission retained the services of CBG Communications, Inc. ("CBG"). Their report is available as an appendix to this Resolution and their findings and recommendations are hereby incorporated as part of the Commission's Findings and Recommendations.

1.9 Based upon the expressed needs and interests of the community, as determined through the ascertainment process outlines above, the Commission identified the following priorities which must be met or exceeded in a renewed franchise agreement with Comcast:

1.9.1 Expand customer service provisions;

1.9.2 Improve density buildout requirements;

1.9.3 Increase number of High-Definition ("HD") simulcast channels for Public, Education and Governmental ("PEG") programming;

1.9.4 Retain or expand the current level of Washington State programming;

1.9.5 Assure adequate funding for PEG capital needs;

1.9.6 Update, modify and clarify certain language in the agreement.

1.10 Franchise renewal negotiations proceeded between Comcast and representatives of the City and County. The City/County negotiation team was composed of Jim Demmon, Cable Television Manager of the City/County Cable Television Office; Taylor Hallvik, Assistant City Attorney; and Stephen Archer, Deputy County Prosecutor. Additional support was provided to the negotiation team by Tracie Ramirez, Support Specialist III from the City/County Cable Television Office and Cary Driskell, Assistant City Attorney. Samantha Ridderbusch, Director of Government and Regulatory Affairs, for the Pacific Northwest Region and Tim

Goodman, Senior Director of Government and Regulatory Affairs, for the Pacific Northwest Region represented Comcast.

1.11 Between October 18, 2023, and November 20, 2023, the City/County negotiation team briefed the Commission, City Council and County Council separately on the progress of negotiations. In addition, separate briefings were provided to representatives of TV ETC, the educational access provider, and public users of Comcast Business Services. The City/County negotiation team received direction and feedback during these sessions.

1.12 Based upon review and deliberations of the community ascertainment process, public testimony, and review of the written and oral record of all proceedings, the Commission evaluates the proposed franchise agreement draft, Exhibit 2, and side letter agreement, Exhibit 3, with Comcast as follows:

1.12.1 Past Performance

Based upon the Commission's most recent review of Comcast performance as documented in the June 7, 2023 "Progress Report on the Comcast Corporation Vancouver/Clark County Franchise Agreement," Comcast was, and remains, in compliance with all requirements of the current franchise agreement.

1.12.2 Quality of Service

Records on file with the Commission indicate that fewer than 1% of total subscribers have registered complaints about Comcast service, billing and related customer service issues since Comcast received a renewed cable television franchise in July 2013.

1.12.3 Financial, Technical and Legal Ability

Comcast has the legal ability to operate the cable system in Vancouver/Clark County. The performance guarantees outlined in the proposed renewed agreement demonstrate that Comcast has the financial, technical and legal ability to continue to operate a cable system in Vancouver/Clark County.

1.12.4 Meeting Future Cable-Related Community Needs and Interests

Based upon the community ascertainment process, testimony received during Commission proceedings, and a total review of the record, the Commission finds that the proposed new franchise agreement would meet the Future Cable-Related Needs and Interests of the Community as follows:

i) Comcast's commitment to simultaneously carry five of the existing PEG access channels in High-Definition ("HD") by November 2024;

ii) Expansion of customer service provisions within the cable television franchise;

iii) Preserve PEG channel access to the lowest tier available to subscribers;

iv) Washington State and local programming identified as broad programming categories to be provided by the operator;

v) Maintenance and potential increase to capital funding support for education, and government access programming.

1.13 Based upon the foregoing findings, the Commission concludes that the proposed renewed franchise agreement with Comcast Cable Communications Management, LLC as detailed in the cable franchise draft and side letter agreement, would meet or exceed the criteria established by federal law and would meet or exceed the Commission's identified priorities for a renewed franchise agreement with Comcast.

NOW, THEREFORE BE IT RESOLVED:

Section 2.

2.1 The City/County Telecommunications Commission adopts the findings and recommendations as presented in Section 1 above, including all attachments, and incorporations by reference regarding a proposed renewed franchise agreement with Comcast Cable Communications Management, LLC.

2.2 The Commission unanimously recommends that after all appropriate and required public hearings that the Vancouver City Council and the Clark County Council respectively award Comcast Cable Communications Management, LLC a renewed franchise effective July 1, 2024, through June 30, 2034, by ordinance to be based upon the proposed franchise agreement and these findings.

2.3 The Commission is confident of its recommendation; however it realizes that the final decision will be made by the legislative bodies after hearings and realizes that this Resolution will only be one factor in the final decisions of the respective Councils and that they are not bound by the findings and/or conclusions herein, which are advisory only.

2.4 The Commission expresses its sincere appreciation to Comcast for listening to and hearing the concerns of the residents of Vancouver/Clark County in preparing to agree to a renewed franchise agreement that is expected to meet the needs and interests of the community over the life of the franchise.

2.5 The Commission directs staff to immediately forward a copy of this Resolution 2024 – 01 and its attachments to the Vancouver City Council and Clark County Council.

Approved (Date): 04/10/2024 ~~, 2024~~

Chair, Paul Dicker, City/County Telecommunications Commission

Exhibits:

Exhibit 1 – City of Vancouver/Clark County Cable Television Franchise Renewal Process – Community Ascertainment Public Process, submitted April 10, 2024

Exhibit 2 – Draft of Cable Television Franchise Agreement with Comcast Cable Communications Management, LLC, dated April 10, 2024

Exhibit 3 – Draft of Letter Agreement between Clark County and Comcast

2024 -01.doc

Exhibit 1

City of Vancouver/Clark County
Cable Television Franchise Renewal Process

Community Ascertainment Public Process

August 2020 – April 2024

Note: All meetings and work sessions of the City/County Telecommunications Commission have been open to the public and televised LIVE on CVTV Channel 23/323HD.

I. Telecommunications Commission

A. August 2020 – Comcast sends letter to initiate informal franchise renewal process

B. September 2020 – City/County acknowledge Comcast's letter of February to initiate informal renewal process

C. June 2021 –Regular session discussing cable franchise priority issues, summary of current franchise, legal & regulatory framework, comparison of recently negotiated Comcast national and local franchises, and review of initial timeline

D. January 2022 – Work session with CBG Communications to review Community Ascertainment Report

E. October 2023 - Work session to review highlights of negotiated franchise and solicit feedback

F. March 2024 – Work session to review proposed cable franchise

II. Vancouver City Council & Clark County Council

A. November 2023 – Separate workshop sessions to review highlights of negotiated franchise and solicit feedback

III. Focus Groups & Surveys

A. June 2021 – Residential Subscribers/Non-subscriber mail survey conducted with both cable subscribers and non-subscribers (598 responses received)

B. August 2021 –CBG Communications, Inc. met with the designated educational and government access providers to discuss needs and tour facilities

C. August 2021 – CBG Communications, Inc. held community and stakeholder focus groups. Included representatives from: WSU Vancouver Creative Media and Digital Culture Program, Clark County Arts Commission, West Hazel Dell Neighborhood Association, East Fork Alliance Neighborhood Association and the Clark County Youth Council

D. September – November 2021 – Conducted on-line survey of subscribers and non-subscribers (532 people completed the survey)

IV. Negotiation Sessions – City/County Negotiation Team/Comcast

1. August 2, 2022
2. August 16, 2022
3. September 6, 2022
4. September 22, 2022*
5. October 4, 2022
6. October 11, 2022
7. October 17, 2022*
8. November 1, 2022
9. December 1, 2022*
10. December 5, 2022*
11. December 6, 2022
12. January 3, 2023
13. January 13, 2023*
14. January 17, 2023
15. February 7, 2023
16. February 15, 2023*
17. February 21, 2023
18. March 2, 2023*
19. March 7, 2023
20. March 14, 2023*
21. March 21, 2023
22. April 4, 2023
23. April 17, 2023*
24. April 18, 2023
25. May 1, 2023*
26. May 2, 2023
27. May 15, 2023*
28. May 16, 2023
29. May 24, 2023*
30. June 6, 2023
31. June 20, 2023
32. June 29, 2023*
33. July 18, 2023
34. July 26, 2023*
35. August 1, 2023
36. August 15, 2023
37. August 29, 2023
38. September 1, 2023*
39. September 5, 2023
40. September 14, 2023*
41. September 19, 2023
42. September 28, 2023*
43. October 3, 2023
44. October 12, 2023*
45. October 16, 2023*
46. October 17, 2023
47. November 7, 2023
48. November 13, 2023
49. November 21, 2023
50. November 27, 2023*
51. December 5, 2023
52. December 15, 2023*
53. December 19, 2023
54. January 10, 2024*
55. January 16, 2024
56. January 22, 2024*
57. January 23, 2024
58. February 6, 2024
59. February 8, 2024*
60. February 20, 2024*
61. February 22, 2024*
62. March 5, 2024
63. March 7, 2024*
64. March 26, 2024*

**City/County Staff only negotiation planning sessions*

V. Community Outreach

A. Franchise renewal information and updates on Telecommunications Commission page on City's website (linked to CVTV and County sites)

B. Telecommunications Commission regular meeting updates

1. June 2, 2021
2. September 1, 2021
3. December 1, 2021
4. January 19, 2022
5. March 2, 2022
6. June 1, 2022
7. June 15, 2022
8. December 7, 2022
9. March 1, 2023
10. April 19, 2023
11. June 7, 2023
12. October 18, 2023
13. December 6, 2023
14. March 6, 2024
15. March 20, 2024
16. April 3, 2024

Exhibit B

CABLE TELEVISION SYSTEM

FRANCHISE RENEWAL AGREEMENT

Between

CITY OF VANCOUVER, WASHINGTON

and

COMCAST CABLE COMMUNICATIONS MANAGEMENT, LLC

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CABLE TELEVISION SYSTEM FRANCHISE AGREEMENT

This Cable Television System Franchise Agreement ("Agreement") is entered into in Vancouver, Washington, this _____ day of _____, 2024, by and between the **CITY OF VANCOUVER** ("Grantor" or "City"), and **COMCAST CABLE COMMUNICATIONS MANAGEMENT, LLC** ("Grantee").

WHEREAS, the Grantor is authorized to grant one or more nonexclusive Franchises to construct, operate and maintain a cable television system within the municipal boundaries of the City; and

WHEREAS, the Grantor has considered the financial condition, technical ability and legal qualifications of Grantee; and

WHEREAS, the Grantor, after such consideration, analysis and deliberation as are required by applicable law, has approved and found sufficient the financial, technical and legal qualifications of Grantee to provide cable television service within the City; and

WHEREAS, the Grantee is willing to accept this Agreement subject to such terms and conditions, and to abide by those terms and conditions; and

WHEREAS, the public has had adequate notice and opportunity to comment on Grantee's application to provide cable television service within the City;

NOW, THEREFORE, in consideration of the mutual promises made herein, and other good and valuable consideration, the receipt and the adequacy of which is hereby acknowledged, the Grantor and Grantee do hereby agree as follows:

SECTION 1. DEFINITIONS

For the purposes of this Agreement and all exhibits attached hereto, the following terms, phrases, words and their derivations shall have the meaning given herein. When not inconsistent with the context, words used in the present tense include the future, words in the plural include the singular, and words in the singular include the plural. Words not defined shall be given their common and ordinary meaning. The word "shall" is always mandatory and not merely directory.

1.1 **"Access"** means the availability for noncommercial use by various agencies, institutions, organizations, groups and individuals in the community, including Grantor and its designees, of the Cable System to acquire, create, receive, and distribute video, Cable Service, and signals as permitted under applicable law, including, but not limited to:

(A) **"Public Access"** which means Access where organizations, groups or individual members of the general public, on a nondiscriminatory basis, are the primary users;

(B) **"Educational Access"** which means Access where Schools, colleges and universities are the primary users of programming and service;

(C) **"Governmental Access"** which means Access where governmental institutions or their designees are the primary users of programming and service; and

(D) **"PEG Access"** which means Public Access, Educational Access, and Governmental Access, collectively.

1.2 "Access Center" means a facility or facilities where Public, Educational, or Governmental use signals are managed and delivered to the Grantee for Downstream transmission to Subscribers or to other Access Centers via a dedicated connection.

1.3 "Access Channel" means any Channel, or portion thereof, designated for non-commercial Access purposes or otherwise made available to facilitate or transmit Access programming or service.

1.4 "Affiliate" when used in connection with Grantee means any corporation, Person or entity who owns or controls, is owned or controlled by, or is under common ownership or control with, Grantee.

1.5 "Basic Service" means any service tier which includes the retransmission of local television broadcast signals and Public, Educational and Governmental Access Channels or as such service tier may be further defined by federal law.

1.6. "Cable Act" means the Cable Communications Policy Act of 1984 and the Cable Television Consumer Protection and Competition Act of 1992 and any amendments thereto, including those contained in the Telecommunications Act of 1996, as amended.

1.7 "Cable Operator" means any Person or groups of Persons, including Grantee, who provide Cable Service over a Cable System and directly or through one or more Affiliates own a significant interest in such Cable System or who otherwise control or are responsible for, through any arrangement, the management and operation of such a Cable System.

1.8 "Cable Service" means the one-way transmission of video programming or other programming service to Subscribers, and Subscriber interaction, if any, which is required for the selection or use of such video programming or other programming service.

1.9 "Cable System" shall have the meaning set forth in the Cable Act.

1.10 "Telecommunications Commission" means the Telecommunications Commission which advises the City of Vancouver/Clark County on matters pertaining to cable television.

1.11 "Channel" means a time or frequency slot or technical equivalent on the Cable System in a specified format, discretely identified and capable of carrying full motion color video and audio, and may include other non-video subcarriers and digital information.

1.12 "Designated Access Provider" means the entity or entities designated by the Grantor to manage or co-manage Public, Educational or Governmental use Channels and facilities. The Grantor may be a Designated Access Provider.

1.13 "Downstream" means the transmission from the Headend to remote points on the Cable System or to Interconnection points on the Cable System.

1.14 "FCC" means the Federal Communications Commission.

1.15 "Franchise" means the non-exclusive and revocable authorization or renewal thereof for the construction or operation of a Cable System such as is granted by this Agreement, whether such authorization is designated as a Franchise, license, resolution, contract, certificate, agreement or otherwise.

1.16 "Franchise Area" means the area within the jurisdictional boundaries of the City, including any areas annexed by Grantor during the term of this Agreement.

1.17 "Gross Revenues" means all amounts earned by the Grantee and derived from the operation of Grantee's Cable System to provide Cable Services within the Franchise Area in accordance with Generally Accepted Accounting Principles and shall be construed broadly to include, all revenues derived by Grantee or an Affiliated Entity that is the cable operator of the Cable System from the operation of Grantee's Cable System to provide Cable Services within the Franchise Area. Gross revenues include, by way of illustration and not limitation:

- fees for Cable Services, regardless of whether such Cable Services are provided to residential or commercial customers, including revenues derived from the provision of all Cable Services (including, but not limited to, pay or premium Cable Services, digital Cable Services, pay-per-view, pay-per-event, video-on-demand Cable Services and other video services);

- broadcast retransmission fees;

- regional sports programming fees;

- inside wiring service plans and maintenance charges;

- installation, reconnection, downgrade, upgrade or similar charges associated with changes in subscriber Cable Service levels;

- fees paid to Grantee for channels designated for commercial leased access use and shall be allocated on a pro rata basis using total Cable Service subscribers within the Franchise Area;

- converter, remote control, set-top unit, and other Cable Service equipment rentals, leases, or sales;

- Advertising Revenues as defined herein;

- late fees, convenience fees and administrative fees which shall be allocated on a pro rata basis using Cable Services revenue as a percentage of total subscriber revenues within the Franchise Area;

- revenues from program guides;

- franchise fees;

- Public, Education and Government ("PEG") Fees;

- FCC Regulatory Fees;

- commissions from home shopping channels and other Cable Service revenue sharing arrangements which shall be allocated on a pro rata basis using total Cable Service subscribers within the Franchise Area; and

- all other revenues derived from the operation of Grantee's Cable System to provide Cable Services within the Franchise Area, regardless of whether initially recorded to an Affiliate.

"Gross Revenues" shall also include any amounts received or earned by any Affiliate of the Grantee in whatever form and from all sources, derived from the operation of the Grantee's Cable System to provide cable services within the Franchise Area. However, "Gross Revenues" shall not be double counted. Revenues of both Grantee and an Affiliate that represent a transfer of funds between the Grantee and the Affiliate, and that would otherwise constitute "Gross Revenues" of both the Grantee and the Affiliate, shall be counted only once for purposes of determining "Gross Revenues."

"Advertising Revenues" shall mean revenues derived from sales of advertising that are made available to Grantee's Cable System subscribers within the Franchise Area and shall be allocated on a pro rata basis using total Cable Service subscribers reached by the advertising. Additionally, Grantee agrees that Gross Revenues subject to franchise fees shall include all commissions, rep fees, Affiliated Entity fees, or rebates paid to Comcast EffecTV or their successors associated with sales of advertising on the Cable System within the Franchise Area allocated according to this paragraph using total Cable Service subscribers reached by the advertising.

"Gross Revenues" shall exclude revenues from high speed cable modem service unless it is determined to be a Cable Service under federal law or regulation, programming launch fees, reimbursements by programmers of marketing costs incurred by Grantee for introduction of new programming pursuant to written marketing agreements, 3rd party ad sales commissions, bad debt written off by Grantee in the normal course of business, provided, however, that bad debt recoveries shall be included in Gross Revenue during the period collected, and any taxes of general applicability collected from subscribers and paid to a governmental entity.

To the extent revenues are received by Grantee for the provision of a discounted bundle of services which includes Cable Services and non-Cable Services, Grantee shall calculate revenues to be included in Gross Revenues using a methodology that allocates revenue on a pro rata basis when comparing the bundled service price and its components to the sum of the published rate card, except as required by specific federal, state or local law, it is expressly understood that equipment may be subject to inclusion in the bundled price at full rate card value. This calculation shall be applied to every bundled service package containing Cable Service from which Grantee derives revenues in the Franchise Area. Grantor reserves its right to review and to challenge Grantee's calculations. Late fees will be treated like bundled services as described in this Section.

Grantee reserves the right to change the allocation methodologies set forth in this definition in order to meet the standards required by governing accounting principles as promulgated and defined by the Financial Accounting Standards Board ("FASB"), Emerging Issues Task Force ("EITF") and/or the U.S. Securities and Exchange Commission ("SEC"). Grantee will explain and document the required changes to Grantor as part of the next quarterly franchise fee report, upon request and as part of any audit or review of franchise fee payments, and any such changes shall be subject to the following subsection.

Resolution of any disputes over the classification of revenue should first be attempted by agreement of the Parties, but should no resolution be reached, the Parties agree that reference shall be made to generally accepted accounting principles ("GAAP") as promulgated and defined by the Financial Accounting Standards Board ("FASB"), Emerging Issues Task Force ("EITF") and/or the U.S. Securities and Exchange Commission ("SEC"). Notwithstanding the forgoing, Grantor reserves its right to challenge Grantee's calculation of Gross Revenues, including the interpretation of GAAP as promulgated and defined by the FASB, EITF and/or the SEC.

1.18 "Headend" means a facility for signal reception and dissemination on a Cable System, including cables, antennas, wires, satellite dishes, monitors, switches, modulators, processors and all other related equipment and facilities.

1.19 "High Definition" ("HD") means, for the purposes of this Franchise, a display format for digital television transmissions of PEG Channels transmitted in a 16:9 aspect ratio with a resolution of 1080p, or the highest resolution used for the delivery of HD signals of local broadcast stations, if lower than 1080p.

1.20 "Interconnect" means the provision by Grantee of technical, engineering, physical, and all other necessary components to provide and adequately maintain a physical linking of Grantee's Cable System for PEG Access programming under Section 9.7 of this Franchise with any other designated cable system or any separate communications network so that services of technically adequate quality may be sent to and received from such other cable systems to the extent required by this Franchise.

1.21 "Leased Access Channel" means any Channel or portion of a Channel commercially available for programming for a fee or charge by Grantee to members of the general public.

1.22 "Origination Point" means a location other than an Access Center, where Public, Educational or Governmental use programming is delivered to the Grantee for Upstream transmission.

1.23 "Person" means any individual, natural Person, sole proprietorship, partnership, association, or corporation, or any other form of entity or organization.

1.24 "Programming" means the process of causing television programs or other patterns of signals in video, voice or data formats to be transmitted on the Cable System, and includes all programs or patterns of signals transmitted or capable of being transmitted, on the Cable System.

1.25 "Public Right-of-Way" means the surface of, the space below and above, along, and upon each of the following which have been dedicated to the public or are hereafter dedicated to the public and maintained under City authority or by others authorized by the City and located within the Franchise Area: streets, roadways, highways, avenues, lanes, alleys, sidewalks, planter areas not including moveable planter boxes, easements, other City rights-of-way and similar areas.

1.26 "School" means any accredited educational institution public or private primary and secondary schools.

1.27 "Standard Definition" ("SD") means, for the purposes of this Franchise, a display format for digital television transmissions of PEG Channels transmitted in a 4:3 aspect ratio with a resolution of 480p, or the highest resolution used for the delivery of SD signals of local broadcast stations, if lower than 480p.

1.28 "Subscriber" means any Person who elects to subscribe to, for any purpose, Cable Service provided by Grantee by means of, or in connection with, the Cable System, and whose premises are physically wired and lawfully activated to receive Cable Service from Grantee's Cable System.

(A) "Residential Subscriber" which means any Subscriber who receives Cable Service delivered to single or multiple dwelling units, excluding such multiple dwelling units billed on a

bulk-billing basis. For the purpose of this definition, "dwelling unit" means any building, or portion thereof, that has independent living facilities, including provisions for cooking, sanitation and sleeping, and that is lawfully occupied for residential purposes. Buildings with more than one set of facilities for cooking shall be considered multiple dwelling units unless the additional facilities are clearly accessory.

1.29 "Upstream" means the carrying of a transmission to the Headend from remote points on the Cable System or from Interconnection points on the Cable System.

SECTION 2. GRANT OF FRANCHISE

2.1 Grant

(A) Grantor hereby grants to Grantee a nonexclusive and revocable authorization to make reasonable and lawful use of the Public Rights-of-Way within the Franchise Area to construct, operate, maintain, reconstruct, and repair a Cable System for the purpose of providing only Cable Services, subject to the terms and conditions set forth in this Agreement.

(B) This Agreement is intended to convey limited rights and interests only as to those Public Rights-of-Way in which the Grantor has an actual interest. It is not a warranty of title or interest in any right-of-way; it does not provide the Grantee any interest in any particular location within the right-of-way; and it does not confer rights other than as expressly provided in the grant hereof. This Agreement does not deprive the Grantor of any powers, rights or privileges it now has, or may later acquire in the future, to use, perform work on or to regulate the use of and to control the Grantor's Public Rights-of-Way covered by this Agreement, including without limitation the right to perform work on its roadways, right-of-way or appurtenant drainage facilities, including constructing, altering, paving, widening, grading, or excavating thereof.

(C) This Agreement is subject to the general lawful police power of Grantor affecting matters of municipal concern and not merely existing contractual rights of Grantee. Nothing in this Agreement shall be deemed to waive the requirements of the other codes and ordinances of general applicability enacted, or hereafter enacted, by Grantor.

(D) This Agreement authorizes Grantee to engage in providing Cable Service, as that term is defined in 47 U.S.C. Sec. 522(6), as amended. This Agreement shall not be interpreted to prevent the Grantor from imposing lawful additional conditions, including additional compensation conditions for use of the rights-of-way should Grantee provide service other than Cable Service. However, this Agreement shall not be read as a concession by Grantee that it needs authorization to provide service other than Cable Service.

(E) Grantee promises and guarantees, as a condition of exercising the privileges granted by this Agreement, that any Affiliate or joint venture or partner of the Grantee directly involved in the offering of Cable Service in the Franchise Area, or directly involved in the

management or operation of the Cable System in the Franchise Area will also comply with the terms and conditions of this Agreement.

2.2 Use of Public Rights-of-Way

Subject to Grantor's supervision and control, Grantee may erect, install, construct, repair, replace, reconstruct, and retain in, on, over, under, upon, across, and along the Public Rights-of-Way, and public easements within the Franchise Area such wires, cables, conductors, ducts, conduits, vaults, amplifiers, pedestals, attachments and other property and equipment as are necessary and appurtenant to the operation of a Cable System for the provision of Cable Service within the Franchise Area. Grantee shall comply with all applicable construction codes, laws, ordinances, regulations and procedures, now in effect or enacted hereafter, and must obtain any and all necessary permits from the Public Works Department prior to commencing any construction activities. Grantee, through this Agreement, is granted extensive and valuable rights to operate its Cable System for profit using Grantor's public rights-of-way and public utility easements within the Franchise Area in compliance with all applicable Grantor construction codes and procedures. As trustee for the public, Grantor is entitled to fair compensation to be paid for these valuable rights throughout the term of this Agreement.

2.3 Duration

The term of this Agreement shall be for ten (10) years and all rights, privileges, obligations and restrictions pertaining thereto shall be from the effective date of this Agreement through July __, 2034, unless extended or terminated sooner as hereinafter provided.

2.4 Effective Date

The effective date of this Agreement shall be July __, 2024, unless Grantee fails to file an unconditional written acceptance of this Agreement and post the security required hereunder by the date specified by Grantor’s approving ordinance, in which event this Agreement shall be null and void, and any and all rights of Grantee to own or operate a Cable System within the Franchise Area under this Agreement are hereby terminated.

2.5 Franchise Nonexclusive

This Agreement shall be nonexclusive, and is subject to all prior rights, interests, agreements, permits, easements or licenses granted by Grantor to any Person to use any public right-of-way, easement, or property for any purpose whatsoever, including the right of Grantor to use same for any purpose it deems fit, including the same or similar purposes allowed Grantee hereunder. Grantor may at any time grant authorization to use the public rights-of-way for any purpose not incompatible with Grantee's authority under this Agreement and for such additional Franchises for Cable Systems as Grantor deems appropriate, upon such terms and conditions as Grantor deems appropriate.

2.6 Grant of Other Franchises – Competitive Equity

(A) The Grantee acknowledges and agrees that the Grantor may be required by federal law, and reserves the right, to grant one or more additional franchises to provide Cable Service within the Franchise Area. If any additional competitive franchise is granted by the Grantor to provide Cable Service in the Grantee's Franchise Area, and the competitive franchise is for an area where services have been extended by the Grantee and the Grantee believes the competitive franchise contains material terms and conditions that are, taken together, more favorable or less burdensome than the terms or conditions of this Franchise Agreement, then Grantor and Grantee shall negotiate amendments to this Franchise to ensure that the material provisions of such other franchises and this Franchise are, taken together, materially equivalent or to the extent as may be required by law. "Material terms and conditions" include but are not limited to: franchise fees; system build-out requirements, except for the exemptions as described in Section (B) below; performance bonds or similar instruments; public, education and government access channels and PEG capital support; customer service standards; required reports and related record keeping; and notice and opportunity to cure breaches. The parties agree that this provision shall not require a word for word identical franchise or authorization for a competitive entity. The parties agree that, notwithstanding any provision of this subsection, the Grantor shall not be obligated to comply with the provisions of this subsection to the extent doing so would cause the Grantor to violate applicable laws or FCC rules. Video Programming services delivered over broadband internet service networks are specifically exempted from the requirements of this Section so long as Grantor does not have lawful authority to regulate the provision of video programming services over such broadband internet service networks within the Franchise Area.

(B) The provisions of subsections (A) and (C) do not apply if the Grantor is ordered or required to issue a Franchise on different terms and conditions or it is legally unable to do so; and the relief is contingent on the new Cable Operator actually commencing provision of service in the market to its first customer. In the event that this agreement is modified pursuant to subsection (A) and the new Cable Operator's franchise is revoked by Grantor within five (5) years from the effective date of this Agreement, then the Grantor, upon one hundred eighty (180) days' notice to the Grantee, may implement this Agreement with its original terms. These subsections (A) and (C) also do not apply to open video systems, nor do they apply to common carrier systems exempted from Franchise requirements pursuant to 47 U.S.C. Section 571; or to systems that serve less than five percent (5%) of the geographic area of the Grantor, if that geographic area is not being provided service by the Grantee at the time an application is made for a franchise by a new Cable Operator.

(C) In the event that a competitive franchise is granted by Grantor and does not meet an exemption as described in Section 2.6(A) and (B) above which contains material terms and conditions that, taken together, are more favorable or less burdensome than the terms of this Franchise, and notice thereof is duly provided by Grantee, the Grantee shall submit to Grantor in writing (1) the basis for Grantee's belief that certain provisions of its Franchise place Grantee at a competitive disadvantage; (2) the provisions of this Franchise that Grantee desires to be

amended; and (3) specific language modifying any such Franchise provisions. Grantor and Grantee shall negotiate in good faith such amendments to the Franchise within one hundred twenty (120) days, unless otherwise agreed to by the parties. If the parties fail to reach agreement in informal negotiations, either party may thereafter initiate mediation and the other agrees to participate in mediation in good faith. Each party shall bear its own cost for mediation. In the event the parties are not able to reach agreement in informal negotiations or mediation, Grantee may exercise its rights under Subsection (D) below.

(D) Grantee's notice to Grantor under this Subsection (C) shall be deemed to be Grantee's renewal notification pursuant to Section 626 of the Cable Act. Grantee may elect at any time prior to the commencement of the Grantee's thirty-six (36) month renewal window provided by 47 USC §546 to file a written notice indicating an election to shorten the term of this Franchise, and thereafter the term of Grantee's Franchise shall, one hundred twenty (120) days from the Grantee's written notice, be shortened so that the Franchise shall be deemed to expire on a date thirty six (36) months from the end of the one hundred twenty (120) days. Grantee shall immediately thereafter secure franchise renewal rights pursuant to Section 626 of the Cable Act with no further notice to the Grantor required. The Grantor and Grantee shall then enter into proceedings consistent with Section 626 for renewal of this Franchise. The Grantor and Grantee shall have all rights and obligations provided under said Section 626 (47 U.S.C. Section 546).

2.7 Police Powers

Grantee's rights hereunder are subject to the lawful police powers of Grantor to adopt and enforce ordinances necessary to the safety, health, and welfare of the public, and Grantee agrees to comply with all applicable laws and ordinances enacted, or hereafter enacted, by Grantor or any other legally-constituted governmental unit having lawful jurisdiction over the subject matter hereof.

2.8 Relations to Other Provisions of Law

This Franchise Agreement and all rights and privileges granted under the Franchise are subject to, and the Grantee must exercise all rights in accordance with, applicable law, including the Cable Ordinance, as amended over the Franchise term. However, this Franchise is a contract, subject only to the Grantor's exercise of its police and other powers and applicable law, and any amendments based on changes in federal and state law, made by agreement of Grantee and Grantor in accordance with Section 2.9. This Franchise does not confer rights or immunities upon the Grantee other than as expressly provided herein. In the case of any conflict between the express terms of the Cable Ordinance and this Franchise Agreement, the Franchise Agreement shall govern. Grantee does not waive its right to challenge the lawfulness of a particular enactment, including on the grounds that a particular action is an unconstitutional impairment of contractual rights. The Franchise issued and the Franchise fee paid hereunder are not in lieu of any other required permit, authorization, fee, charge or tax, unless expressly stated herein.

2.9 Change of Law

In the event there is a change in federal or state statute or regulation applicable to the Cable System or to this Agreement, the Grantor or Grantee may notify the other party of its desire to amend this Agreement in order to comply with the change in statute or regulation. The Grantor and Grantee may amend this Agreement to comply with such change in statute or regulation provided such amendment is approved by the Grantor and Grantee. Grantor and Grantee shall work diligently within a one hundred twenty (120) day period after notification to negotiate a mutually agreeable amendment.

2.10 Effect of Acceptance

By accepting the Agreement, the Grantee: (1) acknowledges and accepts the Grantor's legal right to issue and enforce the Agreement; (2) agrees that it will not oppose the Grantor's intervening in any proceeding affecting the Cable System; (3) accepts and agrees to comply with each and every provision of this Agreement; and (4) agrees that the Agreement was granted pursuant to processes and procedures consistent with applicable law, and that it will not raise any claim to the contrary. Notwithstanding the provisions of Section 5.3, the Grantee shall not be obligated to indemnify Grantor in a proceeding affecting the Cable System in which the Grantor chooses to intervene.

SECTION 3. FRANCHISE FEE AND FINANCIAL CONTROLS

3.1 Franchise Fee

As compensation for the benefits and privileges granted under this Agreement and in consideration of permission to use Grantor's Public Rights-of-Way, Grantee shall pay as a Franchise fee to Grantor, throughout the duration of this Agreement, an amount equal to five percent (5%) of Grantee's Gross Revenues derived from the operation of the Cable System to provide Cable Service in the Franchise Area. Accrual of such Franchise fees shall commence as of the effective date of this Agreement. The Franchise fees are in addition to all other fees, assessments, taxes or payments of general applicability that the Grantee may be required to pay under any federal, state or local law. This Agreement and the Franchise fees paid hereunder are not in lieu of any other generally applicable required permit, authorization, fee, charge or tax.

3.2 Payments

Grantee's Franchise fee payments to Grantor shall be computed quarterly. Each quarterly payment shall be due and payable no later than forty-five (45) days after the last day of the preceding quarter.

3.3 Acceptance of Payment and Recomputation

No acceptance of any payment shall be construed as an accord by Grantor that the amount paid is, in fact, the correct amount, nor shall any acceptance of payments be construed as a release of any claim Grantor may have for further or additional sums payable or for the performance of any other obligation of Grantee.

3.4 Quarterly Franchise Fee Reports

Each payment shall be accompanied by a written report to Grantor, containing an accurate statement in summarized form, as well as in detail, of Grantee's Gross Revenues and the computation of the payment amount.

3.5 Annual Franchise Fee Reports

Upon request, Grantee shall, no later than one-hundred twenty (120) days after the end of the calendar year, furnish to Grantor a certified statement by an officer of the company stating the total amount of Gross Revenues and all payments, deductions and computations for the period covered by the payments.

3.6 Audits

On an annual basis, upon thirty (30) days' prior written notice, Grantor shall have the right to conduct an independent audit of Grantee's records reasonably related to the administration or enforcement of this Agreement, in accordance with generally accepted accounting principles. The audit may review payments made and supporting records up to and including three (3) years of previously unaudited years, prior to the date of initiation of the audit. The Telecommunications Commission may hire for both the Grantor and Clark County an independent certified public accountant to audit the Grantee's financial records, in which case the Grantee shall provide all necessary records to the certified public accountant. If the audit shows that Franchisee fees have been underpaid by five percent (5%) or more, Grantee shall pay the reasonable cost of the combined audit up to $30,000.

3.7 Interest on Late Payments

In the event that a franchise fee payment or other sum is not received by the Grantor on or before the due date, or is underpaid, the Grantee shall pay in addition to the payment, or sum due, interest from the due date at a rate equal to the interest rate specified for judgments entered in the Superior Court of the State of Washington.

3.8 Alternative Remedies

If any Section, subsection, paragraph, term or provision of this Franchise Agreement or any ordinance, law, or document incorporated herein by reference is held by a court of competent jurisdiction to be invalid, unconstitutional or unenforceable, such holding shall be confined in its operation to the Section, subsection, paragraph, term or provision directly involved in the controversy in which such holding shall have been rendered and shall not in any way affect the validity of any other Section, subsection, paragraph, term or provision hereof. Under such a circumstance, the Grantee shall, upon the Grantor's request, meet and confer with the Grantor to consider amendments to the Franchise Agreement. The purpose of the amendments shall be to place the parties, as nearly as possible, in the position that they were in prior to such determination, consistent with applicable law. In the event the parties are unable to agree to a modification of this Agreement within one hundred twenty (120) days, either party may either (1) resort to litigation to amend the Agreement; or (2) shorten the Agreement to 36 months, at which point either party may invoke the renewal procedures under 47 U.S.C. subsection 546. Each party agrees to participate in up to thirty-two (32) hours of negotiation during the one hundred twenty (120) day period.

3.9 Additional Commitments Not Franchise Fees

No term or condition in this Agreement shall in any way modify or affect Grantee's obligation to pay Franchise fees to Grantor. Although the total sum of Franchise fee payments and additional commitments set forth elsewhere in this Agreement may total more than five percent (5%) of Grantee's Gross Revenues in any 12-month period, Grantee agrees that the additional commitments herein are not Franchise fees as defined under any federal law, nor are they to be offset or credited against any Franchise fee payments due to Grantor.

3.10 Costs of Publication

Grantee shall pay the reasonable cost of newspaper notices and publication pertaining to the renewal of this Agreement and any amendments thereto, as such notice or publication is reasonably required by applicable law.

3.11 Tax Liability

Payment of the Franchise fees under this Agreement shall not exempt Grantee from the payment of any generally applicable license, permit fee or other generally applicable fee, tax or charge on the business, occupation, property or income of Grantee that may be lawfully imposed by Grantor.

3.12 Payment on Termination

If this Agreement terminates for any reason, the Grantee shall file with the Grantor within ninety (90) calendar days of the date of the termination, a financial statement, showing the Gross

Revenues received by the Grantee since the end of the previous fiscal year. The Grantor reserves the right to satisfy any remaining financial obligations of the Grantee to the Grantor by utilizing the funds available in a performance bond or other security provided by the Grantee.

SECTION 4. ADMINISTRATION AND REGULATION

4.1 Authority

Grantor is vested with the power and right to regulate the exercise of the privileges permitted by this Agreement in the public interest, or to delegate that power and right, or any part thereof, to the extent permitted under state and local law, to any agent, in its sole discretion.

4.2 Rates and Charges

All of Grantee's rates and charges related to or regarding Cable Service shall be subject to regulation by Grantor to the full extent authorized by applicable federal, state and local laws.

4.3 Filing of Rates and Charges

(A) Throughout the term of this Agreement, Grantee shall maintain on file with Grantor a complete schedule of applicable rates and charges for Cable Service provided under this Agreement. Nothing in this subsection shall be construed to require Grantee to file rates and charges under temporary reductions or waivers of rates and charges in conjunction with promotional campaigns.

(B) Grantee shall provide upon request from Grantor a complete schedule of current rates and charges for any and all Leased Access Channels, or portions of such Channels, provided by Grantee. The schedule shall include a description of the price, terms and conditions established by Grantee for Leased Access Channels.

4.4 Time Limits Strictly Construed

Whenever this Agreement sets forth a time for any act to be performed by Grantee, such time shall be deemed to be of the essence, and any failure of Grantee to perform within the allotted time may be considered a material violation of this Agreement and sufficient grounds for Grantor to invoke any relevant provision of this Agreement. However, in the event that Grantee is prevented or delayed in the performance of any of its obligations under this Agreement by reason beyond the reasonable control of Grantee, such as acts of God (for example, floods, tornadoes, earthquakes or unusually severe weather conditions), Grantee's performance shall be excused during the force majeure occurrence and Grantee thereafter shall, under the circumstances, promptly perform the affected obligations under this Agreement or procure a substitute for such obligation which is satisfactory to Grantor. Grantee shall not be excused by mere economic hardship nor by misfeasance or malfeasance of its directors, officers or employees.

4.5 Performance Evaluation Sessions

(A) Grantor may hold performance evaluation sessions every three (3) years on the anniversary date of the effective date of this Agreement. All such evaluation sessions shall be conducted by Grantor.

(B) Special evaluation sessions related to potential franchise violations may be held at any time by Grantor during the term of this Agreement.

(C) All performance evaluation sessions shall be open to the public and announced at least one week in advance in the Franchise Area.

(D) Evaluation sessions shall deal with the Grantee's performance of the terms and conditions of the Franchise and compliance with state and federal laws and regulations**.**

(E) As part of the performance evaluation session, Grantee shall submit to the Grantor a plant survey report, or map, acceptable to the Grantor which includes a description of the portions of the Franchise Area that are cabled and have all Cable Services available. Such report shall also include the number of miles of overhead and underground cable plant. If the Grantor has reason to believe that a portion or all of the Cable System does not meet the applicable FCC technical standards or other required codes and standards, the Grantor, at its expense, retains the right to appoint a qualified independent engineer to evaluate and verify the technical performance of the Cable System.

(F) During evaluations under this Section, Grantee shall fully cooperate with Grantor and shall provide such information and documents as necessary and reasonable for Grantor to perform the evaluation.

SECTION 5. FINANCIAL AND INSURANCE REQUIREMENTS

5.1 Insurance Requirements

(A) General Requirement. Grantee must have adequate insurance in full force and effect at its own cost and expense during the entire term of this Agreement to protect against claims for injuries to Persons or damages to property which in any way relate to, arise from, or are connected with this Agreement or involve Grantee, its agents, representatives, contractors, subcontractors and their employees.

(B) Initial Insurance Limits. Grantee must keep insurance in effect in accordance with the minimum insurance limits herein set forth by the Grantor from time to time. The Grantee shall obtain policies for the following initial minimum insurance limits:

(1) Commercial General Liability insurance with limits of no less than three

million dollars ($3,000,000.00) per occurrence and three million dollars ($3,000,000.00) general aggregate. Coverage shall include severability of interests with respect to each additional insured. Such insurance shall cover liability arising from premises, operations, property damage, independent contractors, products-completed operations, bodily injury, personal injury and advertising injury, and liability assumed under an insured contract. There shall be no exclusion for liability arising from explosion, collapse, or underground property damage. The Grantor shall be included as an additional insured under the Grantee's Commercial General Liability insurance policy with respect to this Franchise Agreement.

(2) Commercial Automobile Liability Insurance covering all owned, non-owned, hired and leased vehicles, with a minimum combined single limit for bodily injury and property damage of three million dollars ($3,000,000.00) per accident. The policy shall contain a severability of interest provision with respect to each additional insured.

(3) Employer's Liability: Three million dollars ($3,000,000);

(4) Workers Compensation: With coverages and limits in accordance with applicable State of Washington statutes;

(5) Excess or Umbrella Liability Insurance shall be written with limits of not less than three million dollars ($3,000,000.00) per occurrence and annual aggregate. The Excess or Umbrella Liability requirements and limits may be satisfied instead through Grantee's Commercial General Liability and Automobile Liability Insurance, or any combination thereof that achieves the overall required limits.

(C) The Grantee shall cause each of its subcontractors to provide insurance coverage reasonably appropriate to the scope of each such subcontractor's work.

(D) Failure on the part of the Grantee to maintain the insurance as required may constitute a material breach of this Agreement.

5.2 Deductibles and Self-Insured Retentions

If Grantee changes its policy to include a self-insured retention, the Grantee shall give notice of such change to the Grantor. Grantor's approval will be given if the self-insured retention is consistent with standard industry practices. Any deductible or self-insured retention of the policies shall not in any way limit Grantee's liability to the Grantor.

(A) Endorsements.

(1) All policies shall contain, or shall be endorsed so that:

(a) The Grantor, its officers, officials, employees, boards, commissions and agents are to be covered as, and have the rights of, additional insureds with

respect to liability arising out of activities performed by, or on behalf of, Grantee under this Agreement or applicable law, or in the construction, operation or repair, or ownership of its Cable System;

(b) The Grantee's insurance coverage shall be primary insurance with respect to the Grantor, its officers, officials, employees, boards, commissions and agents. Any insurance or self-insurance maintained by the Grantor, its officers, officials, employees, boards, commissions and agents shall be in excess of the Grantee's insurance and shall not contribute to it; and

(c) Grantee's insurance shall apply separately to each insured against whom a claim is made or lawsuit is brought, except with respect to the limits of the insurer's liability.

(2) All policies shall contain, or shall be endorsed so that:

(a) The policy shall not be suspended, voided, canceled, or reduced in coverage or in limits, nor shall the intention not to renew be stated by the insurance company except after forty-five (45) days prior written notice, return receipt requested, has been provided to Grantor's representative pursuant to Section 19.2.

(B) Acceptability of Insurers. The insurance obtained by Grantee shall be placed with insurers with a Best's rating of no less than "A: VII."

(C) Verification of Coverage. The Grantee shall furnish the Grantor with certificates of insurance and endorsements or a copy of the page of the policy reflecting blanket additional insured status. The certificates and endorsements for each insurance policy are to be signed by a Person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements for each insurance policy are to be on standard forms or such forms as are consistent with standard industry practices and are to be received and approved by the Grantor prior to the commencement of activities associated with this Agreement. The Grantee hereby warrants that its insurance policies satisfy the requirements of this Agreement.

(D) Adequacy of Limits and Coverage. It is agreed that the insurance requirements shall not in any way act to reduce or otherwise alter the liability of Grantee herein. No representation is made that the minimum insurance requirements of this Franchise are sufficient to cover the obligations of Grantee hereunder.

5.3 Indemnification

(A) Scope of Indemnity. Grantee shall, at its sole cost and expense, indemnify, hold harmless, and defend the Grantor and its officers, officials, boards, commissions, agents, volunteers and employees against any and all claims for injury, damage, loss, liability, cost or expense, including court and appeal costs and reasonable attorneys' fees or reasonable expenses,

including, but not limited to, third party claims, suits, causes of action, proceedings, and judgments for damages or equitable relief arising out of, or by reason of, the design, construction, excavation, reconstruction, operation, maintenance or repair of its Cable System or any other act done under this Franchise, by or for Grantee, its agents, or its employees, or by reason of any neglect or omission of Grantee, regardless of whether the act or omission complained of is authorized, allowed, or prohibited by this Agreement provided, however, the Grantee will not be obligated to indemnify Grantor for damage or injury resulting from the sole and willful negligence of Grantor. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Grantee and the Grantor, its officers, officials, employees, and volunteers, the Grantee's liability hereunder shall be only to the extent of the Grantee's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Grantee's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. The provisions of this section shall survive the expiration or termination of this Agreement. Without limiting in any way the Grantee's obligation to indemnify the Grantor and its officers, officials, boards, commissions, agents, and employees, as set forth above, this indemnity provision also includes damages and liabilities such as:

(1) Casualty or accident to Persons or property, in any way arising out of or through the acts or omissions of the Grantee, its contractors, subcontractors and their officers, employees, or agents, or to which the Grantee's negligence shall in any way contribute;

(2) Arising out of any claim for invasion of the right of privacy; for defamation of any Person, firm or corporation; for the violation or infringement of any copyright, trademark, trade name, service mark, or patent; for a failure by the Grantee to secure consents from the owners, licensees/licensors or authorized distributors of programs to be delivered by the Cable System, whether or not any act or omission complained of is authorized, allowed or prohibited by this Franchise; or for violation of any other right of any Person, provided, however, that Grantee will not be required to indemnify Grantor for any claims arising out of use of PEG Access Channels by Grantor and/or Designated Access Providers;

(3) Arising out of Grantee's failure to comply with the provisions of any federal, state or local statute, ordinance, rule or regulation applicable to the Grantee with respect to any aspect of its business to which this Agreement applies; and

(4) Arising from any third party suit, action or litigation, whether brought by a competitor to Grantee or by any other Person or entity, whether such Person or entity does or does not have standing to bring such suit, action or litigation if such action (1) challenges the authority of the Grantor to issue this Agreement to Grantee; or (2) alleges that, in issuing this Agreement to Grantee, the Grantor has acted in a disparate or discriminatory manner.

(B) Indemnification for Relocation. Grantee shall indemnify Grantor for any damages, claims, documented additional costs or reasonable expenses assessed against, or

payable by, Grantor arising out of, or resulting from, Grantee's failure to remove, adjust or relocate any of its facilities in the Rights-of-Way in a timely manner in accordance with a relocation required by Grantor. Grantee shall always be provided reasonable notice to perform such relocation, except in the case of an emergency and therefore the obligation to indemnify would not apply.

(C) Additional Circumstance. Grantee shall also indemnify, defend and hold Grantor harmless for any claim for injury, damage, loss, liability, cost or expense, including court and appeal costs and reasonable attorneys' fees or reasonable expenses in any way arising out of the lawful actions of Grantor in granting this Franchise to the extent such actions are consistent with this Franchise and Applicable Law.

(D) Duty to Give Notice and Tender Defense. The Grantor shall give the Grantee timely written notice of any claim or of the commencement of any action, suit or other proceeding covered by the indemnity in this Section. In the event any such claim arises, the Grantor or any other indemnified party shall tender the defense thereof to the Grantee and the Grantee shall have the obligation and duty to defend, settle or compromise any claims arising thereunder, and the Grantor shall cooperate fully therein. Grantee shall consult and cooperate with Grantor while conducting its defense of Grantor. Grantor may participate in the defense of a claim, but if Grantee provides a defense at Grantee's expense, then Grantee shall not be liable for any attorneys' fees, expenses or other costs that Grantor may incur if it chooses to participate in the defense of a claim, unless and until separate representation as described below in Paragraph 5.3(F) is required. In that event, the provisions of Paragraph 5.3(F) shall govern Grantee's responsibility for Grantor's attorney's fees, expenses or other costs. In any event, Grantee may not agree to any settlement of claims affecting Grantor without Grantor's approval. In the event that the Grantee declines defense of the claim in violation of Section 5.3, the Grantor may defend such claim and seek recovery from Grantee its expenses for reasonable attorneys' fees and disbursements, including expert witness fees, incurred by Grantor for defense and in seeking such recovery.

(E) Non-waiver. The fact that Grantee carries out any activities under this Franchise through independent contractors shall not constitute an avoidance of or defense to Grantee's duty of defense and indemnification under this subsection.

(F) Expenses. If separate representation to fully protect the interests of both parties is or becomes necessary, such as a conflict of interest between Grantor and the counsel selected by Grantee to represent Grantor, Grantee shall pay, from the date such separate representation is required forward, all reasonable expenses incurred by Grantor in defending itself with regard to any action, suit or proceeding indemnified by Grantee. Provided, however, that in the event that such separate representation is or becomes necessary, and Grantor desires to hire counsel or any other outside experts or consultants and desires Grantee to pay those expenses, then Grantor shall be required to obtain Grantee's consent to the engagement of such counsel, experts or consultants, such consent not to be unreasonably withheld. Grantor's expenses shall include all reasonable out-of-pocket expenses, such as consultants' fees, and shall also include the

reasonable value of any services rendered by Grantor's Attorney or his/her assistants or any employees of Grantor or its agents but shall not include outside attorneys' fees for services that are unnecessarily duplicative of services provided Grantor by Grantee.

(G) Exclusions. The indemnification set forth in this section shall not apply to claims arising between the Grantor and Grantee related to the obligations set forth in this Franchise, such as: franchise fee audit disputes, non-compliance with customer service standards, or the franchise renewal process. In all such matters the parties shall each bear their own costs of the dispute unless otherwise provided by applicable law.

5.4 Faithful Performance Bond

(A) The Grantee shall furnish proof of the posting of a faithful performance bond running to the Grantor, in a form approved by the Grantor, with good and sufficient surety approved by the Grantor in the total sum of two hundred thousand dollars ($200,000.00), conditioned that the Grantee shall well and truly observe, fulfill, and perform each term and condition of this Franchise. Such bond shall be posted as provided in Section 2.4 and by the Grantee throughout the term of this Franchise.

(B) Grantee shall pay all premiums charged for any bond required under Section 5.4 (A), and unless the Grantor specifically directs otherwise, shall keep the same in full force and effect at all times through the later of either:

(1) The remaining term of this Franchise; or

(2) If required by the Grantor, the removal of all of Grantee's system installed in Grantor's Public Rights-of-Way and other public property.

(C) The bond shall contain a provision that it shall not be terminated or otherwise allowed to expire without thirty (30) days written notice first given to the Grantor. During the term of the bond, Grantee shall file with the Grantor a duplicate copy of the bond along with written evidence of payment of the required premiums unless the bond otherwise provides that the bond shall not expire or be terminated without thirty (30) days prior written notice to the Grantor. Notice shall be given in conformity with section 19.2 of this Franchise Agreement.

(D) In a form approved by the Grantor, the Grantee may provide an irrevocable letter of credit, guaranty in lieu of bond, or other form of financial assurance in lieu of a faithful performance bond. The alternative form of financial assurance shall give the Grantor in all material respects the same rights and guarantees provided by a faithful performance bond.

SECTION 6. CUSTOMER SERVICE

6.1 Customer Service Standards

The Grantee shall meet the following customer service standards and requirements. The term "normal operating conditions" as used in the subsections below shall mean those service conditions within the control of Grantee as defined under 47 C.F.R. Section 76.309 (c)(4)(ii).

(A) Telephone Responsiveness. The Grantee shall maintain, on average as verifiable by statistical data, sufficient customer service staff and telephone line capacity to handle normal call volume with a minimum of delay to customers measured as follows:

(1) Under normal operating conditions, the customer will receive a busy signal less than 3% of the time during any quarter.

(2) Under normal operating conditions, telephone answer time by a trained customer representative, including wait time, shall not exceed thirty (30) seconds. Grantee may use an Automated Response Unit ("ARU") or Voice Response Unit ("VRU") in answering and distributing calls from customers. If a foreign language option is provided, and the subscriber does not enter an option, the menu may default to the first tier menu of English options. After the first tier menu (not including a foreign language rollout) has run through three (3) times, if customers do not select any option, the ARU or VRU may forward the call to a queue for a live representative. Grantee may reasonably substitute this requirement with another method of handling calls from customers who do not have touch-tone telephones. These standards shall be met no less than ninety (90) percent of the time under normal operating conditions, measured on a quarterly basis. Measurement of this standard shall include all calls received by Grantee from subscribers whether they are answered by a live representative, by an automated attendant, or abandoned after 30 seconds of call waiting. If a call needs to be transferred, transfer time shall not exceed an additional 30 seconds.

(B) Service and Repair Calls.

(1) Under normal operating conditions, at least 95% of the time measured on a quarterly basis, requests from subscribers for repair and maintenance service must be responded to, and repairs must commence within twenty-four (24) hours of being notified for service interruptions and within twenty-four (24) hours or prior to the end of the next business day, whichever is earlier, for all other repair and maintenance service. Grantee will work diligently to complete repair and maintenance for service interruptions or other repairs not requiring on-premises work within twenty-four (24) hours under normal circumstances and diligently to complete all other repairs within seventy-two (72) hours under normal circumstances.

(2) Under normal operating conditions, at least ninety-five percent (95%) of the time measured on a quarterly basis, as a normal operating procedure, upon subscriber request

the Grantee shall offer either a specific appointment time or a pre-designated block of time (not to exceed four hours) for subscriber service appointments to be scheduled Monday through Saturday in the morning, the afternoon, and after 5:00 p.m.

(a) The Grantee shall not cancel an appointment with a customer after the close of business on the business day prior to the scheduled appointment.

(b) If a Grantee representative is running late for an appointment with a customer and will not be able to keep the appointment as scheduled, the customer will be contacted. The appointment will be rescheduled, as necessary, at a time which is convenient for the customer.

(3) As a normal operating procedure, and with particular regard to the needs of working or mobility-limited customers, upon subscriber request the Grantee shall arrange for pickup and/or replacement of converters or other company equipment at the subscriber's address, or else a satisfactory equivalent (such as the provision of a postage-prepaid mailer).

(4) Under normal operating conditions, at least ninety-five percent (95%) of the time measured on a quarterly basis, where the service requested is installation of service, standard installations shall be performed by the Grantee within seven (7) business days after an order has been placed. "Standard" installations, for the purposes of this Section, shall mean those that are located up to one-hundred twenty-five (125) feet from the existing distribution system.

(C) Disconnection.

(1) The Grantee may disconnect a subscriber if:

(a) at least thirty (30) days have elapsed without payment after the due date for payment of the bill of the affected subscriber; and

(b) the Grantee has provided at least ten (10) days written notice to the affected subscriber prior to disconnection, specifying the effective date after which cable services are subject to disconnection.

(2) Regardless of Subsection 1 hereof, the Grantee may disconnect a subscriber for cause at any time if the Grantee in good faith determines that the subscriber has tampered with or abused company equipment, is proven to be abusive or threatening to employees or representatives, or is or may be engaged unlawfully in theft of cable services, or is causing a system violation of FCC rules or regulations.

Nothing in these standards shall limit the right of Grantee to deny Cable Service for non-payment of previously provided Cable Services, refusal to pay any required deposit, theft of Cable Service, damage to Grantee’s equipment, proven abusive and/or

threatening behavior towards Grantee's employees and representatives, or, unless prohibited by law, refusal to provide credit history information or refusal to allow Grantee to validate the identity, credit history and credit worthiness via an external credit agency.

(3) The Grantee shall promptly disconnect any subscriber who so requests from the Grantee's cable system. No period of notice prior to voluntary termination of service may be required of subscribers by the Grantee. No charge may be imposed by the Grantee for any cable services delivered after the date of the disconnect request, other than contractually obligated early termination fees or charges. Upon the later of the date of actual disconnection or the return of all company equipment to Grantee, the Grantee shall under normal operating conditions, within thirty (30) days return to such subscriber the amount of the deposit, if any, collected by Grantee from such subscriber, less any disputed amounts owed to Grantee for cable services or charges prior to the date of disconnection.

(D) Credits Upon Outage. Except for planned outages where subscribers are provided reasonable notification in advance, upon a subscriber's request the Grantee shall provide a pro-rated twenty-four (24) hour credit to the subscriber's account for any period of four (4) hours or more during which that subscriber experienced the effective loss or substantial impairment of video or audio service on the system.

(E) Downgrade Charges. Grantee may impose Downgrade Charges in a manner consistent with applicable law.

(F) Billing Information Required. The Grantee's bill to subscribers shall itemize each category of service, equipment, or other applicable fees, and state clearly the charge therefore. The Grantee shall make its best effort to inform subscribers as clearly as possible when payments are due and when late fees and disconnection may occur.

(G) Information to Subscribers.

(1) Upon installing initial service to or reconnecting each customer, and upon request thereafter, the Grantee shall advise the customer, in writing, of:

(a) the equipment and services currently available (including parental lock-out devices) and the rates and charges which apply;

(b) the amount and criteria for any deposit required by Grantee, if applicable, and the manner in which the deposit will be refunded;

(c) the Grantee's policies and procedures by which complaints or inquiries of any nature will be addressed;

(d) the toll-free telephone number and address of the Grantee's office to which complaints and inquiries may be reported;

(e) the Grantee's practices and procedures for protecting against invasions of subscriber privacy;

(f) service termination policy;

(g) billing procedures shall be clearly explained and easily accessible in a customer friendly location; additionally, the portion of the Grantee's bill retained by the customer shall include a phone number for requesting billing procedures;

(h) the notice and referral information, as set forth in Subsection 2 hereof;

(i) liability specifications;

(j) converter/subscriber terminal policy; and

(k) breach of agreement policy.

(2) Notice to Subscribers.

(a) The Grantee shall inform the Grantor and subscribers in writing within thirty (30) days, prior to any changes in programming or increases in rates, costs, or charges to subscribers, or any channel repositioning within the control of Grantee.

(b) All Grantee promotional materials, announcements, and advertising of residential cable services to subscribers and the general public, where price information is listed in any manner, shall clearly and accurately disclose price terms. In the case of pay-per-view or pay-per-event programming, all Grantee prepared promotional materials must clearly and accurately disclose price terms and any restrictions for use. Likewise, in the case of telephone orders, the Grantee shall take appropriate steps to ensure that Grantee customer service representatives clearly and accurately disclose price terms and any restrictions for use to potential customers in advance of taking the order.

(c) Grantee must provide the name, address and phone number of the Grantor on subscriber's monthly bills unless Grantor, in writing, requests that such information be omitted.

(3) Complaint Acknowledgment. Within ten (10) days following receipt of a complaint by e-mail, telephone, written letter or other means, received at the Grantee's principal business from a subscriber, the Grantee shall provide an acknowledgment to the subscriber of receipt of the complaint. Within ten (10) days following receipt of a complaint made by or forwarded by the Grantor via e-mail, telephone, written letter or other means, received by a representative of the Grantee, the Grantee shall advice the Grantor of any action the Grantee has

taken or intends to take in response to the complaint. This requirement does not apply to complaints submitted for processing by a regulatory agency other than the City, such as the FCC.

H. Complaint Resolution.

(1) The Grantor may take all necessary steps to ensure that all subscribers and members of the general public have recourse to a satisfactory hearing of any complaints, where there is evidence that the Grantee has not settled the complaint of the person initiating the complaint.

(2) For purposes of this section, a "complaint" is a grievance received by Grantee pursuant to subsection (G)(3) of this Section related to Cable Service provided within the Franchise Area that is reasonably remediable by the Grantee, but does not include grievances regarding the content of programming or information services other than grievances regarding broad categories of programming, and does not include customer contacts resulting in routine service calls that resolve the customer's problem satisfactorily to the customer.

I. Failure to Resolve Complaints. If Grantee fails to resolve a “complaint” within thirty (30) days following the date on which a complaint was made to the Grantor and communicated to Grantee, then Grantee may be deemed in violation of the Franchise, and Grantor may assert any of the remedies set out in Section 15.1 and Section 15.3.

6.2 Subscriber Privacy

Grantee will comply with privacy rights of Subscribers in accordance with federal, state and local law.

6.3 Local Office

Throughout the Agreement term, the Grantee must maintain, at a minimum, one (1) customer service center conveniently located in the City of Vancouver/Clark County Franchise Area to provide Subscribers the opportunity for the receipt and pickup of Subscriber equipment and for bill payments and complaints. Under normal operating conditions the Customer Service Center must be adequately staffed and able to respond to subscribers and the public not less than forty-five (45) hours per week, with a minimum of eight (8) hours per day on weekdays, including some evening hours, and five (5) hours on weekends. Grantee shall install telephones and other equipment so that customer complaints and service requests can be received by Grantee on a 24-hour basis at a toll-free telephone number. Grantee shall also provide online chat capability to answer questions on a 24/7 basis. Grantee shall have the option to substitute the service center requirement by providing for pick up or drop off of equipment free of charge in any one of the following manners: (a) by having Grantee representative going to the customer’s residence, or (b) by using a prepaid mailer. Grantee also has the option to provide payment drop off locations within the Franchise Area. Grantee shall provide Grantor and

Subscribers with at least one hundred twenty (120) days' notice of election to discontinue the service center.

6.4 Emergency Broadcast

Grantee will activate the Emergency Alert System (EAS) in compliance with the provisions and amendments of FCC Regulations Part 11, the Washington State EAS plan, and the local area EAS plan that applies to Clark County.

SECTION 7. REPORTS AND RECORDS

7.1 Open Records

(A) Grantee shall manage all of its operations in accordance with a policy of keeping its documents and records open and accessible to Grantor. Grantor shall have access to, and the right to inspect, any books and records of Grantee, its parent corporations and Affiliated entities which are reasonably related and necessary to the administration or enforcement of the terms of this Agreement. Grantee shall not deny Grantor access to any of Grantee's records on the basis that Grantee's records are under the control of any parent corporation, affiliated entity or a third party. Grantor may, in writing, request copies of any such records or books and Grantee shall provide such copies within thirty (30) days of the transmittal of such request. One copy of all reports and records required under this or any other Section shall be furnished to Grantor at the sole expense of Grantee. If the requested books and records are too voluminous, or for security reasons cannot be copied or removed, then Grantee may request, in writing within ten (10) days, that Grantor inspect them at one of Grantee's local area offices. If any books or records of Grantee are not kept in a local area office and not made available in copies to Grantor upon written request as set forth above, and if Grantor determines that an examination of such records is necessary or appropriate to the performance of any of Grantor's duties, administration or enforcement of this Agreement, then all reasonable travel expenses incurred in making such examination shall be paid by Grantee. If any books or records of Grantee are not kept in a local office, Grantee will provide or otherwise make such documents available for inspection and review at the local office within ten (10) working days.

(B) Grantee shall at all times maintain and allow Grantor access and the right to review a full and complete set of plans, records and "as built" maps showing the exact location of all Cable System equipment installed or in use in the Franchise Area, exclusive of electronics, Subscriber drops and equipment provided in Subscribers' homes. These maps shall be maintained in a standard geospatial format and medium agreed upon by the Grantor and the Grantee.

7.2 Confidentiality

Grantor agrees to treat as confidential any books and records that constitute proprietary or confidential information under federal or state law, to the extent Grantee makes Grantor aware of

such confidentiality. Grantee shall be responsible for clearly and conspicuously marking or identifying as "Confidential" on each page that contains confidential or proprietary information. If Grantor believes it must release any such books and records marked or identified as "Confidential" in the course of enforcing this Agreement, in response to a public record request, subpoena or other court order, or for any other reason, it shall advise Grantee in advance so that Grantee may take appropriate steps to protect its interests. If Grantor receives a demand from any Person for disclosure of any information designated by Grantee as confidential, Grantor shall, so far as consistent with applicable law, advise Grantee and provide Grantee with a copy of any written request by the party demanding access to such information within a reasonable time so Grantee may take appropriate steps to protect the information from disclosure.

7.3 Copies of Federal and State Documents

Upon request, Grantee shall submit to Grantor a list, or copies of actual documents, of all pleadings, applications, notifications, communications and documents of any kind, submitted by Grantee or its parent corporations or Affiliates to any federal, state or local courts; regulatory agencies or other government bodies if such documents specifically relate to the operations of Grantee's Cable System within the Franchise Area. Grantee may claim such information and documents are confidential, privileged or proprietary consistent with applicable public records law.

7.4 Complaint File and Reports

(A) Grantee shall keep an accurate and comprehensive file of any and all complaints regarding the Cable System, in a manner consistent with the privacy rights of Subscribers, and Grantee's actions in response to those complaints. Those files shall remain open to Grantor during normal business hours. Upon written request, Grantee shall provide an executive summary report of previous quarter (within 45 days of the end of the preceding quarter) to Grantor, which shall include the following information:

(1) Nature, type, status and resolution of customer complaints;

(2) Number, duration, general location and customer impact of unplanned service interruptions;

(3) Any significant construction activities which affect the quality or otherwise enhance the service of the Cable System;

(4) Average response time for service calls;

(5) Phone activity report that includes use of automated response unit or voice response unit in answering and distributing calls from Subscribers at all call centers whether the calls are answered by a live representative, by an automated attendant or abandoned after 30 seconds of call waiting;

(6) New areas constructed and available for Cable Service, including multiple dwelling units;

(7) Video programming changes (additions/deletions);

(8) Subscriber reports indicating the total number of Subscribers by service categories in such format as Grantee customarily prepares such reports and may be considered confidential per Section 7.2; and

(9) Such other information about special problems, activities, or achievements as Grantee may want to provide Grantor.

(B) Grantor shall also have the right to request such information as appropriate and reasonable to determine whether or not Grantee is in compliance with applicable Customer Service Standards as referenced in Section 6.1, Technical Standards and other requirements of this Franchise. Grantee shall fully cooperate with Grantor and shall provide such information and documents as necessary and reasonable for Grantor to evaluate compliance. Grantee reserves the right to object to any request made under this Section as unnecessary, unreasonable or inappropriate under the circumstances.

7.5 Inspection of Facilities

Grantor may inspect upon request any of Grantee's facilities and equipment to confirm performance under this Agreement at any time upon at least twenty-four (24) hours' notice, or, in case of an emergency upon demand without prior notice**.** Nothing herein shall prevent Grantor or its agents from performing inspections of the Cable System in the Rights-of-Way or on private property, with owners' permission as needed, at any time and without prior notice.

7.6 False Statements

Any intentional false or misleading statement or representation in any report required by this Agreement may be deemed a material violation of this Agreement and may subject Grantee to all remedies, legal or equitable, which are available to Grantor under this Agreement or otherwise.

SECTION 8. PROGRAMMING

8.1 Broad Programming Categories

Grantee's cable television system shall provide the widest diversity of programming possible. Grantee shall provide at least the following broad categories of programming to the extent such categories are reasonably available:

(1) Educational programming;

(2) Washington State news and information;

(3) Sports;

(4) General entertainment (including movies);

(5) Children/family-oriented;

(6) Arts, culture and performing arts;

(7) Foreign language;

(8) Science/documentary;

(9) Weather information;

(10) Programming addressed to diverse ethnic and minority interests in the Franchise Area;

(11) National, state, and local government affairs; and

(12) Local programming regarding the City/Clark County, as well as regional issues, events and affairs.

8.2 Parental Control Device

Upon request by any Subscriber, Grantee shall make available a parental control or lockout device, traps or filters to enable a Subscriber to control access to both the audio and video portions of any or all Channels. Grantee shall inform its Subscribers of the availability of the lockout device at the time of their initial subscription and periodically thereafter.

8.3 Leased Access Channels

Grantee shall meet the requirements for Leased Access Channels imposed by federal law.

8.4 Continuity of Service

(A) It shall be the right of all Subscribers to continue to receive Cable Service from Grantee insofar as their financial and other obligations to Grantee are satisfied. Subject to the *force majeure* provisions of this Agreement, Grantee shall use its best efforts to ensure that all Subscribers receive continuous, uninterrupted Cable Service regardless of the circumstances.

(B) In the event of a change in ownership, or in the event a new Cable Operator acquires the Cable System in accordance with this Agreement, Grantee shall cooperate with Grantor and such new Cable Operator in maintaining continuity of service to all Subscribers.

8.5 Service for the Disabled

Grantee shall comply with the Americans with Disabilities Act, any amendments thereto and any other applicable federal, state or local laws or regulations.

SECTION 9. PUBLIC, EDUCATIONAL AND GOVERNMENTAL ACCESS

9.1 General Definitions

With respect to purposes of this section, the following definitions will apply with respect to Public, Educational and Governmental use of the Cable Channels as provided herein.

(A) The term "channel", as used in this Section, referencing access channels, refers to the channels designated for Public, Educational and Governmental (PEG) access use. The channels can be used to transmit signals in any format, and can be used to transmit audio only, video, or other information (including, by way of example and not limitation, secondary audio, text, digital information, high definition signals and compressed signals). A non-standard NTSC use shall be subject to the Grantee's prompt prior review and approval to ensure that the use will not cause unreasonable technical interference with other channels. Such uses must be in furtherance of PEG uses. Additionally, there shall not be any lease of such PEG capacity without the express written permission of the Grantee.

(B) The term "Access Center" refers to a facility or facilities listed in Exhibit A where Public, Educational or Governmental use signals are managed and delivered to the Grantee for Downstream transmission to Subscribers, or to other Access Centers via a dedicated connection.

(C) "Designated Access Providers" refers to the entity or entities designated by the Grantor to manage or co-manage Public, Educational and Governmental use channels. The Grantor can be a Designated Access Provider.

(D) The term "Origination Point" refers to a location listed in Exhibit A, other than an Access Center, where Public, Educational and Governmental use programming is delivered to the Grantee for Upstream transmission.

(E) The term "PEG" refers to "Public, Educational and Governmental."

9.2 Management and Control of Access Channels

(A) Grantor may authorize Designated Access Providers to control and manage the use of any and all Access facilities provided by Grantee under this Agreement, including,

without limitation, the operation of Access channels. To the extent of such designation by Grantor, as between the Designated Access Provider and Grantee, the Designated Access Provider shall have sole and exclusive responsibility for operating and managing such Access facilities. The Grantor or its designee may formulate rules for the operation of the Public Access channel, consistent with this Franchise; such rules shall not be designed to control the content of Public Access programming. Nothing herein shall prohibit the Grantor from authorizing itself to be a Designated Access Provider.

(B) Grantee shall cooperate with Grantor and Designated Access Providers in the use of the Cable System and Access facilities for the provision of PEG Access.

(C) Except as provided in this Franchise, the Grantor shall allocate Access resources to Designated Access Providers only. Grantee shall cooperate with the Grantor in such allocations, in such manner as the Grantor shall direct.

(D) If the Grantor designates new Access providers, or if a current Designated Access Provider moves its site or location at its own instigation after the effective date of this Franchise, the direct costs to construct the Cable System from the new site or location to the nearest distribution point of the Cable System shall not be the responsibility of Grantee and may be funded from the Capital Access Contribution under Section 9.8 of this Franchise.

9.3 Channel Capacity and Use

(A) Upon the Effective Date of this Agreement, all Access channels provided for herein are administered by the Grantor or designee.

(B) Downstream Channels. As of the Effective Date, Grantee shall provide five (5) Downstream High Definition (HD) channels for distribution of Public, Educational, and Governmental Access programming; and one (1) standard definition ("SD") Downstream Channel for distribution of Public Access Programming. Grantee shall continue to also provide all of the PEG Access channels in Standard Definition (SD) format, until SD format is no longer utilized on the Cable System. If Grantee discontinues carriage of the "Community Area Network" Public Access on channel 11 on all of Grantee's cable systems located in the Portland Oregon Designated Market Area, Grantee may also discontinue carriage of this channel on the cable system in the Franchise Area, as the term Franchise Area is defined in the Franchise.

(C) Initially and throughout the term of this Franchise, Grantee shall provide operating fiber-optic cable-based connections sufficient to enable character generated, pre-recorded and live cablecasts from Origination Points and Access Centers listed in Exhibit A to enable the distribution of PEG Access programming to Residential Subscribers on Access channels and to all Interconnection points on the Cable System.

9.4 Standard Definition (SD) Channels

Grantee shall carry all components of the standard definition Access Channel signals provided by the Designated Access Provider including, but not limited to, closed captioning, stereo audio and other elements associated with the programming. SD PEG channels shall be made available on Grantee's channel lineup in the same manner as regular commercial SD channels. With respect to signal quality, Grantee shall not be required to carry a PEG Access Channel in a higher quality format than that of the Channel signal delivered to Grantee, but Grantee shall distribute the Access Channel signal without degradation. Upon reasonable written request by a Designated Access Provider, Grantee shall verify signal delivery to Subscribers with the Designated Access Provider, consistent with the requirements of this Section.

9.5 High Definition (HD) Channels

Grantee shall continue to carry three (3) existing Access Channels in high definition (HD) format Channels for PEG Access use. In addition, within 120 days written notice from Grantor, Grantee will provide two (2) additional existing Access Channels in high definition (HD) format Channels for PEG Access use. Grantee shall also simultaneously carry the standard digital Access Channels provided under Section 9.4. Grantee shall carry all components of the HD format Access Channel Signals provided by the Designated Access Provider including, but not limited to, closed captioning, stereo audio and other elements associated with the programming. The Designated Access Provider shall be responsible for providing the Access Channel signal in an HD format to the demarcation point at the designated point of origination for the Access Channel. Grantee shall transport and distribute the Access programming without degradation. Grantee shall provide all necessary equipment including HD encoders or its equivalent outside the demarcation point at the Designated Access Provider Channel origination point, at its Headend and hubs or similar distribution facilities necessary to deliver the Access Channel(s) in the HD format to Subscribers. HD PEG channels shall be made available on Grantee's channel lineup in the same manner as regular commercial HD channels. With respect to signal quality, Grantee shall not be required to carry an HD PEG Access Channel in a higher quality format than that of the Channel signal delivered to Grantee, but Grantee shall distribute the HD Access Channel Signal without degradation. Grantee shall verify signal delivery to Subscribers with the Designated Access Provider, consistent with the requirements of this Section, in a manner and on a timetable as to ensure that the HD format Access Channels are continuously and reliably offered to Subscribers.

The Grantor acknowledges that receipt of HD format Access Channels may require Subscribers to buy or lease special equipment, or pay additional HD charges applicable to HD services. Grantee shall not be obligated to provide complimentary HD receiving equipment to institutional or courtesy accounts as a result of the obligations set forth in this Section 9.5, except for HD receiving equipment provided to Access Centers to verify reliable delivery of the Access Channels to subscribers, consistent with required standards.

9.6 Relocation of Access Channels

Grantee shall provide Grantor with a minimum of sixty (60) days' notice, and use its best efforts to provide one-hundred-twenty (120) days notice, prior to the time Public, Educational, and Governmental Access channel designations are changed. Grantee shall consult with Grantor prior to making a final determination regarding any changes in PEG Access channel designations/assignments. Any new channel designations for the Public, Educational and Governmental Access channels provided pursuant to this Agreement shall be in full compliance with FCC signal quality standards and the requirements in Section 9.12 of this Franchise.

9.7 Access Interconnections

(A) Upon request by the Grantor, and based on a demonstrated need, Grantee shall work in good faith with the Grantor to interconnect with other cable operators at a designated meet point and not at Grantee's headend or hubs in order to hand off PEG Access Channel signals for the purposes of sharing PEG Programming throughout the Franchise Area. Such interconnection shall preserve the technical quality of the PEG Access Channels without degradation to Grantee's demarcation at the designated meet point of the interconnect. The Grantor shall not require such interconnection without the prior consent of Grantee, which shall not be unreasonably withheld. Grantee shall not be obligated to interconnect with any cable system providing competitive Cable Services within the Franchise Area, except that Grantee shall use reasonable efforts to agree with a competitive Cable Services provider on reasonable terms, conditions and costs of a viable interconnection of the PEG Access Channel signals. Any incremental, direct capital costs incurred by Grantee to interconnect may be paid by the Grantor from the Capital Access Contribution or other arrangement.

(B) Grantee shall take all necessary technical steps to ensure that technically adequate signal quality and routing/switching systems are initially and continuously provided for all Access Interconnections. The cost for any equipment dedicated to Access Interconnection shall be shared on a pro rata basis or as mutually agreed upon among all participating jurisdictions and paid to Grantee.

9.8 Support for Access Capital Costs

(A) Except as otherwise provided herein, during the term of this Agreement, Grantee shall provide to the Grantor one percent (1 %) of Gross Revenues (the "Capital Access Contribution") for Public, Educational and Governmental Access, including, but not limited to, PEG Access facilities and equipment (and repair of such equipment). Grantee shall make payments quarterly, following the effective date of this Agreement for the preceding quarter ending March 31, June 30, September 30, and December 31. Each payment shall be due and payable no later than forty-five (45) days following the end of the quarter. Grantor shall have discretion to allocate such payments for Access costs in accordance with applicable law.

(B) The Grantor shall provide a report annually to the Grantee on the use of the funds provided to the Grantor under Section 9.8 (A). Reports shall be submitted to the Grantee within one hundred twenty (120) days of the close of the Grantor's fiscal year. Grantee may review records of the Grantor and Designated Access Providers regarding the use of funds described in such report. Grantor agrees that the report shall document that, for each dollar spent on PEG support for Access, an equivalent amount will be spent, in aggregate, by Grantor and Designated Access Providers on operating support for PEG Access.

(C) Grantee may conduct a financial review or audit for the purpose of verifying whether use of the PEG fee is in accordance with this Franchise. The Grantee shall notify the Grantor in writing at least thirty (30) days prior to the date of an audit or review and identify the relevant financial records of Grantor and the Designated Access Provider that Grantee wants to review. The time period of the review or audit shall be for PEG fee payments received no more than thirty-six (36) months prior to the date the Grantee notifies the Grantor of its intent to perform an audit or review. The Grantor and recipients of the PEG fee shall make such documents available for inspection and copying. Documents shall be reviewed during normal business hours at a time and place made available by the Grantor or the Designated Access Provider.

Grantee shall promptly provide the Grantor with written notice of the audit or review's conclusions and reasons therefor. The Grantor shall have sixty (60) days to provide a written response. If the Grantor disputes Grantee's conclusions, the parties shall attempt in good faith to reach a mutually acceptable resolution. If the parties are unable to agree, either party may submit the issue to non-binding mediation or pursue any legal remedies. If it is determined that any PEG fee has not been used in accordance with this Franchise, then within 30 days, one of the following actions shall occur:

(1) If the Grantor determines that the recipient has access to sufficient unrestricted funds, the Grantor may require either:

(a) That the recipient expend its unrestricted funds to achieve the stated purposes of the original PEG funding not spent in accordance with this Franchise; or,

(b) Upon demand, the recipient shall return the full amount of the PEG funding amount not spent in accordance with this Franchise to the PEG funding account.

(2) If the Grantor determines that the recipient does not have access to sufficient unrestricted funds, the Grantor may decide to either:

(a) Directly reimburse the PEG funding account for the amount not spent in accordance with this Franchise; or,

(b) Allow the Grantee to reduce future PEG payments by the amount not spent in accordance with this Franchise.

(3) The decision as to which of these options to exercise, under this Section shall be at the Grantor's sole discretion.

9.9 Access Support Not Franchise Fees

(A) Grantee agrees that financial support for Access Capital Costs arising from or relating to the obligations set forth in this Section shall in no way modify or otherwise affect Grantee's obligations to pay franchise fees to Grantor. Grantee agrees that although the sum of Franchise Fees and the payments set forth in this Section may total more than five percent (5%) of Grantee's Gross Revenues in any 12-month period, the additional commitments shall not be offset or otherwise credited in any way against any franchise fee payments under this Agreement.

(B) Grantor recognizes franchise fees and certain additional commitments are external costs as defined under the Federal Communications Commission rate regulations in force at the time of adoption of this Franchise and Grantee has the right and ability to include franchise fees and certain other commitments on the bills of cable customers.

9.10 Access Channels On Lowest Tier

All Access channels provided to Subscribers under this Agreement shall be included by Grantee on its lowest tier available to Subscribers. If Basic Service or its equivalent is no longer provided to all Subscribers, then Grantee shall ensure that PEG channels continue to be provided to all Subscribers.

9.11 Technology Changes and Migrations

(A) Except as otherwise provided in Section 9.5 of this Agreement, in the event Grantee makes any change in the Cable System and related equipment and Facilities or in Grantee's signal delivery technology, which directly or indirectly substantially affects the signal quality or transmission of Access services or programming, Grantee shall, at its own expense, take necessary technical steps or provide necessary technical assistance, including the acquisition of all necessary equipment, and full training of Grantor's Access Personnel to ensure that the capabilities of Access services are not diminished or adversely affected by such change.

(B) Whenever Grantee or its affiliates provide PEG Access channels in a more advanced, successor format (such as HD4K) in any Cable System in the Portland Metropolitan area, Grantee shall also migrate the HD channels described in this Franchise to such more advanced format. The Grantor acknowledges any such change may require the purchase of special equipment.

9.12 Technical Quality

Grantee shall maintain all Upstream and Downstream Access services, channels and Interconnections at the same level of technical quality and reliability required by this Agreement and all other applicable laws, rules and regulations for Residential Subscriber channels. Grantee shall provide routine maintenance and shall repair and replace all transmission equipment, including modulators, associated cable and equipment in use upon the effective date of this Franchise, necessary to carry a quality signal to and from Grantor's facilities.

SECTION 10. GENERAL PUBLIC RIGHT-OF-WAY USE AND CONSTRUCTION

10.1 Construction

(A) Subject to applicable laws, regulations and ordinances of Grantor and the provisions of this Franchise, Grantee may perform all construction necessary for the operation of its Cable System. All construction and maintenance of any and all Grantee's facilities within Public Rights-of-Way incidental to Grantee's Cable System shall, regardless of who performs the construction, be and remain Grantee's responsibility. Grantee shall apply for, and obtain, all permits necessary for construction or installation of any facilities, and for excavating and laying any facilities within the Public Rights-of-Way including rebuilding pavement, sidewalk, curb and gutter plus associated traffic control to Grantor's standards. The Grantee will warrant the condition of any pavement patches, curb work and sidewalk work until such time as the Grantor reconstructs or structurally rehabilitates those facilities. Grantee shall pay all applicable fees of the requisite construction permits.

(B) Prior to beginning any construction, Grantee shall provide Grantor with a construction schedule for work in the Public Rights-of-Way. All construction shall be performed in compliance with this Franchise and all applicable Grantor Ordinances and Codes. When obtaining a permit, Grantee shall inquire in writing about other construction currently in progress, planned or proposed, in order to investigate thoroughly all opportunities for joint trenching or boring. The Grantor reserves the right to limit days and hours of construction activity. Whenever it is possible and reasonably practicable to joint trench or share bores or cuts, Grantee shall work with other providers, licensees, permittees and franchisees so as to reduce as far as possible the number of street cuts or other excavations in the Public Rights-of-Way.

(C) If the Grantee proposes street excavations or borings in order to install maintain, or alter its facilities, then Grantee shall apply for utility-street/right-of-way permit. If Grantee damages Grantor's underground facilities, then Grantee, at Grantee's cost, shall immediately repair the damaged facilities to as good as prior condition. All Grantee work to repair or replace damaged facilities shall be warranted until such time as the Grantor reconstructs or structurally rehabilitates the facility that is repaired or replaced.

10.2 Location of Facilities

In doing work in the Public Right-of-Way, Grantee shall comply with all applicable statutes, including but not limited to contacting the Utility Notification Center established pursuant to Chapter 19.122 RCW. Grantee shall further comply with applicable ordinances, standards, rules, regulations and ordinances of Grantor when working within the Public Right-of-Way. If the Grantee's facilities create a safety hazard, such as impeding the sight distances or a hazard such as a fixed object, the Grantee shall immediately remedy the situation to the satisfaction of the City Public Works Director or designee upon notice by the Grantor.

10.3 Relocation

(A) Relocation Within Public Rights-of-Way. Grantor shall have the right to require Grantee to change the location of any part of Grantee's Cable System within the Public Rights-of-Way when the public convenience requires such change, and the expense thereof shall be paid by Grantee. Should Grantee fail to remove or relocate any such facilities by the date established by Grantor, Grantor may effect such removal or relocation, and the expense thereof shall be paid by Grantee, including all costs and expenses incurred by Grantor due to Grantee's delay. If Grantor requires Grantee to relocate its facilities located within the Public Rights-of-Way, Grantor shall make a reasonable effort to provide Grantee with an alternate location within the Public Rights-of-Way.

If funds which Grantor received, are available to impacted occupants of the Public Rights-of-Way for the purpose of defraying the cost of relocating or removing facilities and Grantee relocates or removes its facilities as required by Grantor under this Franchise, the Grantor shall notify Grantee of such funding available to reimburse Grantee for such costs to the extent permitted or allowed by the funding source or applicable state law.

(B) Movement of Cable System For and By Grantor. The Grantor may remove, replace, modify or disconnect Grantee's facilities and equipment located in the public right-of-way or on any other property of the Grantor in the case of fire, disaster, or other emergency, or when a project of the Grantor's makes the removal, replacement, modification or disconnection necessary. Except during an emergency, the Grantor shall attempt to provide reasonable notice to Grantee prior to taking such action and shall, when feasible, provide Grantee with the opportunity to perform such action. Following notice by the Grantor, Grantee shall remove, replace, modify or disconnect any of its facilities or equipment within any Public Right-of-Way, or on any other property of the Grantor, except that the Grantor shall provide at least sixty (60) days' written notice of any major capital improvement project which would require the removal, replacement, modification or disconnection of Grantee's facilities or equipment. If the Grantee fails to complete this work within the time prescribed and to the Grantor's satisfaction, the Grantor may cause such work to be done and bill the reasonable cost of the work to the Grantee. Within thirty (30) days of receipt of an itemized list of those costs, the Grantee shall pay the Grantor. If in response to a request by the Grantor the Grantee removes or replaces any portion of its Cable System at its own expense in order to accommodate the installation or repair of a

communications system used by the Grantor to provide commercial services in competition with Grantee, then Grantor shall reimburse Grantee for the reasonable expense of the removal or replacement.

(C) Movement for Other Franchise Holders or Utilities. If any removal, replacement, modification or disconnection is requested by another franchise holder or utility to accommodate the construction, operation or repair of the facilities or equipment of such other franchise holder or utility, Grantee shall, after at least thirty (30) days' advance written notice, take action to effect the necessary changes requested by the responsible entity. Grantee and such other franchise holder or utility shall determine how costs associated with the removal or relocation shall be allocated.

(D) Movement for Other Permittees. At the request of any Person holding a valid over legal load or structure move permit issued by Grantor, and upon reasonable advance notice by the Person holding the permit, Grantee shall temporarily raise, lower or remove its wires as necessary to permit the moving of a building, vehicle, equipment or other item. The expense of such temporary changes must be paid by the permit holder, and Grantee may require a reasonable deposit of the estimated payment or payment of the full amount in advance.

10.4 Restoration of Public Rights-of-Way and Property

(A) Disturbance of Public Right-of-Way Surface. Whenever Grantee disturbs the surface of any Public Right-of-Way for any purpose, Grantee shall promptly restore the Public Right-of-Way in accordance with applicable ordinances, standards, rules, and regulations of Grantor. When any opening is made by Grantee in a hard surface pavement in any Public Right-of-Way, Grantee shall refill within twenty-four (24) hours the opening and restore the surface to a condition satisfactory to Grantor. In cases where seasonal conditions do not allow full restoration within twenty-four (24) hours, Grantee will patch the surface consistent with the requirements of the Grantor, and then permanently restore the surface as soon as conditions allow.

(B) Public Right-of-Way Excavations**.** If Grantee excavates the surface of any Public Right-of-Way, Grantee shall be responsible for restoration in accordance with applicable ordinances, standards, rules, and regulations of Grantor within the area affected by the excavation. Grantor may, after providing notice to Grantee, refill or repave any opening made by Grantee in the Public Right-of-Way, and the expense thereof shall be paid by Grantee. Grantor may, after providing notice to Grantee, perform any required work, or remove or repair any work done by Grantee which, in the determination of Grantor, is inadequate. The cost thereof, including the costs of inspection and supervision, shall be paid by Grantee. All excavations made by Grantee in the Public Rights-of-Way shall be properly safeguarded for the prevention of accidents. All of Grantee's work under this Agreement, and this Section in particular, shall be done in compliance with applicable rules, regulations and ordinances of Grantor. Prior to making any Public Right-of-Way cuts or openings, Grantee shall obtain the required construction permit from Grantor.

(C) Protection, Repair and Restoration of Property.

(1) The Grantee shall protect public and private property from damage in connection with construction, maintenance and repair of its Cable System. If damage occurs the Grantee shall promptly notify the property owner within twenty-four (24) hours in writing.

(2) If public or private property is disturbed or damaged, the Grantee shall restore the property to as good as the former condition, normal wear and tear excepted. The Grantee agrees to undertake all work related to the installation, construction or maintenance of its Facilities within the Public Rights-of-Ways in compliance with federal, state and local law as adopted or amended. Public Rights-of-Way or other Grantor property shall be restored, in a manner consistent with applicable ordinances, standards, rules and regulations of Grantor. If restoration of Public Right-of-Way or other property of the Grantor is not satisfactorily performed within a reasonable time, the City Public Works Director or designee may, after prior notice to the Grantee, or without notice where the disturbance or damage may create an immediate risk to public health or safety, or cause delay or added expense to a public project, cause the repairs to be made at the Grantee's expense and recover the cost of those repairs from the Grantee. Within thirty (30) days of receipt of an itemized list of those costs, including the costs of labor, materials and equipment, the Grantee shall pay the Grantor. If suit is brought upon Grantee's failure to pay for repair or restoration, and if judgment in such a suit is entered in favor of the Grantor, then the Grantee shall pay all of the Grantor's actual costs and expenses resulting from the non-payment, including damages, interest from the date the bill was presented, disbursements, attorneys' fees and litigation-related costs. Private property must be restored promptly, considering the nature of the work that must be performed and in no event later than seventy-two (72) hours except for circumstances beyond Grantee’s control.

(D) Notice – Private Property. Prior to entering onto private property to construct, operate or repair its Cable System, Grantee shall give the Person residing on or using the property adequate written notice (such as a door hanger which clearly identifies the anticipated construction) that it intends to work on the property, a description of the work it intends to perform and a name and phone number the Person can call to protest or seek modification of the work. Work shall be done in a manner that causes the least interference with the rights and reasonable convenience of property owners, residents and users.

10.5 Maintenance and Workmanship

(A) Grantee's Cable System shall be constructed and maintained in such manner as not to interfere with sewers, water pipes, or any other property of Grantor, or with any other pipes, wires, conduits, pedestals, structures, equipment or other facilities that may have been laid in the Public Rights-of-Way by, or under, Grantor's authority.

(B) Grantee shall provide and use any equipment necessary to control and carry Grantee's cable television signals so as to prevent injury to Grantor's property or property

belonging to any Person. Grantee, at its own expense, shall repair, change and improve its facilities to keep them in good repair, and safe and presentable condition.

10.6 Reservation of Grantor Public Right-of-Way Rights

(A) Nothing in this Agreement shall prevent Grantor or utilities owned, maintained or operated by public entities other than Grantor, from constructing or repairing sewers; grading, paving, repairing or altering any Public Right-of-Way; constructing, repairing or removing water mains, sewers, surface water or storm sewers; or constructing, repairing, or establishing any other public work or improvement. All such work shall be done, insofar as practicable, so as not to obstruct, injure or prevent the use and operation of Grantee's Cable System.

(B) However, if any of Grantee's Cable System interferes with the construction or repair of any Public Right-of-Way or public improvement, including, but not limited to construction, repair or removal of streets, sidewalks, traffic signals, street lighting, water mains, sewers, surface water or storm sewers, Grantee shall remove or replace Grantee's Cable System in the manner Grantor shall direct. Should Grantee fail to remove, adjust or relocate its facilities within a reasonable period of time established by Grantor in its written notice to Grantee, Grantor may effect such removal, adjustment or relocation, and the expense thereof shall be paid by Grantee, including all reasonable costs and expenses incurred by Grantor due to Grantee's delay. Grantor shall in no event be liable for any damage to any portion of Grantee's Cable System on account of the removal, adjustment or relocation of Grantee’s facilities pursuant to this subsection.

10.7 Public Right-of-Way Vacation

If any Public Right-of-Way or portion thereof used by Grantee is vacated by Grantor during the term of this Agreement, unless Grantor specifically reserves to Grantee the right to continue its installation in the vacated Public Right-of-Way, Grantee shall, without delay or expense to Grantor, remove its facilities from such Public Right-of-Way, and restore, repair or reconstruct the Public Right-of-Way where such removal has occurred, and place the Public Right-of-Way in such condition as may be required by Grantor. In the event of failure, neglect or refusal of Grantee, after thirty (30) days' notice by Grantor, to restore, repair or reconstruct such Public Right-of-Way, Grantor may do such work or cause it to be done, and the reasonable cost thereof shall be paid by Grantee within thirty (30) days of receipt of an invoice and documentation, and failure to make such payment shall be considered a material violation of this Agreement.

10.8 Discontinuing Use of Facilities

Whenever Grantee intends to discontinue using any facility within the Public Rights-of-Way, Grantee shall submit for Grantor's approval a complete description of the facility and the date on which Grantee intends to discontinue using the facility. Grantee may remove the facility or request that Grantor allow it to remain in place. Notwithstanding Grantee's request that any

such facility remain in place, Grantor may require Grantee to remove the facility from the Public Right-of-Way or modify the facility to protect the public health, welfare, safety, and convenience, or otherwise serve the public interest. Grantor may require Grantee to perform a combination of modification and removal of the facility. Grantee shall complete such removal or modification in accordance with a schedule set by Grantor. Until such time as Grantee removes or modifies the facility as directed by Grantor, or until the rights to and responsibility for the facility are accepted by another Person having authority to construct and maintain such facility, Grantee shall be responsible for all necessary repairs and relocations of the facility, as well as maintenance of the Public Right-of-Way, in the same manner and degree as if the facility were in active use, and Grantee shall retain all liability for such facility. If Grantee abandons its facilities, Grantor may choose to use such facilities for any purpose whatsoever including, but not limited to, public, governmental, or educational purposes.

10.9 Hazardous Substances

(A) Grantee shall comply with all applicable local, state and federal laws, statutes, regulations and orders concerning hazardous substances relating to Grantee's Cable System in the Public Rights-of-Way.

(B) Grantee shall maintain and inspect its Cable System located in the Public Rights-of-Way. Upon reasonable notice to Grantee, Grantor may inspect Grantee's facilities in the Public Rights-of-Way to determine if any release of hazardous substances has occurred, or may occur, from or related to Grantee's Cable System. In removing or modifying Grantee's facilities as provided in this Agreement, Grantee shall also remove all residue of hazardous substances related thereto.

10.10 Undergrounding of Cable

(A) Wiring. Where all electric and telephone utility wiring is installed underground at the time of Cable System construction, or when all such wiring is subsequently placed underground, Grantee’s Cable System lines or wiring and equipment shall also be placed underground on a nondiscriminatory basis with other wire line service at no additional expense to the Grantor. Related Cable System equipment such as pedestals must be placed in accordance with applicable ordinances, standards, rules, and regulations of Grantor. However, nothing in this Franchise shall be construed to require Grantee to place underground its pedestals, appurtenances and equipment. In areas where electric or telephone utility wiring is aerial, the Grantee may install aerial cable, except when a property owner or resident requests underground installation and agrees to bear the additional cost in excess of aerial installation.

(B) Poles, Conduit and Equipment.

(1) The Grantee shall utilize existing poles and conduit wherever possible.

(2) This Agreement does not grant, give or convey to the Grantee the right or privilege to install its facilities in any manner on specific utility poles or equipment of the City or any other Person without their permission. Grantor may request copies of agreements for use of poles, conduits or other utility facilities upon demonstrated need and subject to protecting Grantee's proprietary information from disclosure to third parties.

If the Grantee has infrastructure that is on private easements, or is on private property by prescriptive rights, the Grantee will be responsible in all cases for the costs associated with relocating the infrastructure from the private easement or unperfected easements on private land to new locations due to roadway projects requiring moving of the infrastructure. The Grantee shall be entitled to recoup its costs for such relocating from the entity that requested the relocation including the Grantor when applicable.

10.11 Codes

Grantee shall adhere to all applicable building and zoning codes currently or hereafter in effect. Grantee shall arrange its lines, cables and other appurtenances, on both public and private property, in such a manner as to not cause unreasonable interference with the use of said public or private property by any Person. In the event of such interference, Grantor may require the removal or relocation of Grantee's lines, cables and other appurtenances from the property in question.

10.12 Standards

(A) All work authorized and required hereunder shall be done in a safe, thorough and workmanlike manner. The Grantee must comply with all safety requirements, rules and practices and employ all necessary devices as required by applicable law during construction, operation and repair of its Cable System. By way of illustration and not limitation, the Grantee must comply with applicable National Electrical Code, National Electrical Safety Code, Occupational Safety and Health Administration (OSHA) Standards and the Vancouver Municipal Code.

(B) Grantee shall ensure that the drops are properly bonded to the electrical power ground at the home, consistent with the applicable requirements of the National Electrical Code and the National Electrical Safety Code. All non-conforming or non-performing drops shall be replaced by Grantee as necessary.

10.13 Tree Trimming.

Subject to acquiring prior written permission of the Grantor, the Grantee shall have the authority to trim trees that overhang a Public Right-of-Way of Grantor so as to prevent the branches of such trees from coming in contact with its Cable System, in accordance with applicable codes and regulations and current, accepted professional tree trimming practices.

SECTION 11. SYSTEM DESIGN

(A) As of the effective date of this Franchise, the Cable System utilizes a fiber to the node architecture. All active electronics will be 750 MHz capable equipment, or equipment of higher bandwidth.

The Cable System is two-way capable and able to support two-way high speed cable modem service via the Cable System. Passive devices will pass a minimum bandwidth of 750MHz.

As of the effective date of this Franchise, the Cable System is capable of delivering as many as 200 channels or more including but not limited to digital music and video on demand to Subscribers.

(B) The system performance, capacity and services offered may be reviewed to assure the system keeps pace with changes in technology and is at least comparable to other systems in the Portland Metropolitan area.

SECTION 12. Compliance Procedures

(A) Grantee shall comply with technical standards required by the FCC and this Franchise. Compliance shall include, at a minimum:

(1) Initial proof of performance for any construction;

(2) Responding to subscriber complaints; and

(3) Responding to Grantor's requests relating to compliance with applicable technical standards, in accordance with 47 CFR § 76.1717.

(B) Grantee shall promptly take such corrective measures as are necessary to correct any performance deficiencies fully and to prevent their recurrence as far as possible. Grantee's failure to correct deficiencies identified shall be a violation of this Franchise.

(C) As required by FCC Rules, Grantee shall conduct cumulative leakage index tests and other tests designed to demonstrate compliance with FCC requirements. Grantee shall provide Grantor summary written reports of the results of such tests.

SECTION 13. SERVICE EXTENSION, CONSTRUCTION, AND INTERCONNECTION

13.1 Equivalent Service

It is Grantee's general policy that all residential dwelling units in the Franchise Area have equivalent availability to Cable Service from Grantee's Cable System under nondiscriminatory rates and reasonable terms and conditions. Grantee shall not arbitrarily refuse to provide Cable Service to any Person within its Franchise Area, provided that Grantee is authorized to activate the upgraded system node by node.

13.2 Service Availability

(A) New Construction. Except for circumstances beyond Grantee's control and subject to Section 13.2 (B) and (C), Grantee shall provide Cable Service within thirty (30) days following request for service in newly constructed areas. For purposes of this Section, a request shall be deemed made on the date of signing a service agreement, receipt of funds by Grantee, receipt of a written request by Grantee or receipt by Grantee of a verified verbal request.

(B) Required Extensions of Service. The Cable System, as constructed as of the date of the passage and final adoption of this Franchise, substantially complies with the material provisions hereof. Whenever the Grantee shall receive a request for service from a potential customer where there are at least four (4) residences within 1,056 aerial cable-bearing strand feet (one-fifth cable mile) or twenty (20) residences within a mile of its trunk or distribution cable capable of supporting the additional distance, or at least eight (8) residences within 1,056 underground trench feet (one-fifth mile) of trunk or distribution cable or forty (40) residences within a mile of its trunk or distribution cable capable of supporting the additional distance it shall extend its Cable System to such customers at no cost to said customers for Cable System extension, other than the usual connection fees for all customers within ninety (90) days except for circumstances beyond Grantee's control.

(C) Customer Charges for Extensions of Service. Potential subscribers requesting service but not entitled to availability of service under Section 13.2 (B) shall be provided service under the following circumstances, through contractual agreement between the Grantee and the person requesting service for payment of line extension construction costs:

(1) Grantee shall provide service at its normal, published installation charge for the initial 125 (one-hundred twenty-five) feet of extension.

(2) The subscriber and the Grantee shall share equally the actual cost of the extension for the distance over 125 (one-hundred twenty-five) feet but less than five hundred (500) feet.

(3) The subscriber shall pay all costs for the extension for the distance greater than five hundred (500) feet.

(4) The amount of cable extension as measured in feet, which is the basis for the cost sharing, will be computed as follows: The starting point shall be a point at the nearest reasonably usable existing cable plant using public right-of-way, exclusive of a street crossing; provided that the Grantee shall make a reasonable effort to secure and use private rights of way if the use of such rights of way reduces the cost of the line extension to the subscriber. The actual length of cable needed from the starting point to the subscriber's home shall be the total number of feet. The cost of the project from the starting point to the home shall be divided by the total number of feet. The resultant cost per foot shall be used to compute each party's share. Street bores or crossings needed to bring the existing cable plant to the requesting subscriber's side of the street shall be included as part of any line extension greater than 125 (one-hundred twenty-five) feet, otherwise these costs shall not be charged to the subscriber.

13.3 Connection of Public Facilities

(A) As voluntary initiative, Grantee shall, at no cost to Grantor, provide at least one (1) outlet of Basic and expanded basic programming or its equivalent to all Grantor's buildings, as designated by the Grantor, and all libraries and Schools passed by the Cable System within the Franchise Area, except for home schools and buildings or facilities housing jail populations. In addition, Grantee shall provide, at no cost to the Grantor or other agency, one (1) outlet of Basic and expanded basic programming or its equivalent to all future public buildings passed by the Cable System within the Franchise Area if the drop line to such building does not exceed one-hundred twenty-five (125) cable feet or if Grantor or other agency agrees to pay the incremental cost of such drop line in excess of one-hundred twenty-five (125) cable feet, including the cost of such excess labor and materials. Outlets of Basic and expanded basic programming provided in accordance with this subsection may be used to distribute Cable Service throughout such buildings at the cost of Grantor or agency, provided such distribution can be accomplished without causing Cable System disruption and general technical standards are maintained. The Cable Service provided in this Section shall not be used for commercial purposes, and such outlets shall not be located in areas open to the public. The Grantor shall take reasonable precautions to prevent any use of the Grantee's Cable System in any manner that results in the inappropriate use thereof or any loss or damage to the Cable System. The Grantor shall hold the Grantee harmless from any and all liability or claims arising out of the provision and use of Cable Service required by this Section. If additional outlets of Basic Cable and expanded basic service and other services are provided to such buildings, the building owner/occupant shall pay Grantee's usual installation and service fees.

(B) The parties acknowledge that as of the Effective Date of this Franchise agreement, Grantee continues to provide Complimentary Services to certain schools, libraries, and public institutions within the Franchise Area. In the event Grantee elects, to the extent permitted by applicable laws, to charge the marginal cost to Grantee of providing Complimentary Services, Grantee agrees that it will do so only after providing Grantor with one hundred twenty (120) days' prior written notice. Grantee agrees not to unfairly or unreasonably

discriminate against the Grantor with respect to other Washington served local franchising authorities, with respect to the deduction or calculation of costs for Complimentary Services.

The Grantor shall have the right to have all or a portion of the Complimentary Services provided by the Grantee discontinued, directly billed to the recipient, or offset against franchise fee payments, in the event Grantee elects to impose a charge against the Grantor for the Complimentary Services as set forth in the preceding paragraph.

SECTION 14. STANDBY POWER AND STATUS MONITORING

(A) Grantee shall provide standby power generating capacity at the Cable System Headend capable of providing at least twelve (12) hours of emergency operation. Grantee shall maintain standby power system supplies, rated for at least four (4) hours duration, throughout the trunk and distribution networks. In addition, throughout the term of this Agreement, Grantee shall have a plan in place, along with all resources necessary for implementing such plan, for dealing with outages of more than four (4) hours.

(B) Grantee shall continue to utilize status monitoring of the cable system which can continually monitor the system for signal quality on the forward and return spectrums of the system. In addition, the Grantee shall maintain status monitoring for all power supplies in its headend(s) and hub(s) as well as the distribution system.

Status monitoring shall be capable of notifying the Grantee, 24/7 of system problems including utility power outages that will negatively affect its customers.

SECTION 15. FRANCHISE VIOLATIONS; REVOCATION OF FRANCHISE

15.1 Procedure for Remedying Franchise Violations

(A) If Grantor believes that Grantee has failed to perform any obligation under this Agreement or has failed to perform in a timely manner, Grantor shall notify Grantee in writing, stating with reasonable specificity the nature of the alleged violation. Grantee shall have thirty (30) days from the date of receipt of such notice to:

(1) Respond to Grantor, contesting Grantor's assertion that a violation has occurred, and request a hearing in accordance with subsection C below; or

(2) Cure the violation; or

(3) Notify Grantor that Grantee cannot cure the violation within the thirty (30) days, because of the nature of the violation and notify the Grantor in writing of what steps the Grantee shall take to cure the violation including the Grantee’s projected completion date for

such cure. In such case, Grantor shall set a hearing date within thirty (30) days of receipt of such response in accordance with subsection (B) below.

(B) In the event that the Grantee notifies the Grantor that it cannot cure the violation within the thirty (30) day cure period, Grantor or its designee may set a public hearing within thirty (30) days of Grantor's receipt of such notice to review and determine whether the Grantee has taken reasonable steps to cure the violation and whether the Grantee's proposed plan and completion date for cure are reasonable. In the event such plan and completion date are found to be reasonable, the same shall be approved by the Grantor, who may waive all or part of the liquidated damages for such extended cure period in accordance with the criteria set forth in subsection (E) of this section.

(C) In the event that the Grantee fails to cure the violation within the thirty (30) day basic cure period, or within an extended cure period approved by the Grantor or designee pursuant to subsection (B), the Grantor or designee shall set a public hearing to determine what sanctions shall be applied. In the event that the Grantee contests the Grantor's assertion that a violation has occurred, and requests a hearing in accordance with subsection (A)(1) above, the Grantor or designee shall set a public hearing within sixty (60) days of the Grantor's receipt of the hearing request to determine whether the violation has occurred, and if a violation is found, what sanctions shall be applied.

(D) In the case of any hearing pursuant to this Section, Grantor shall notify Grantee of the hearing in writing and at the hearing, Grantee shall be provided an opportunity to be heard and to present evidence in its defense. The Grantor shall also hear any other Person interested therein.

(E) The liquidated damages set forth in Section 15.3 of this Agreement may be reduced at the discretion of the Grantor or designee, taking into consideration the nature, circumstances, extent and gravity of the violation as reflected by one or more of the following factors:

(1) Whether the violation was unintentional;

(2) Whether substantial harm resulted;

(3) Whether there is a history of prior violations of the same or other requirements;

(4) Whether there is a history of overall compliance; and/or

(5) Whether the violation was voluntarily disclosed, admitted or cured.

(F) If, after the public hearing, Grantor or designee determines that a violation exists, Grantor or designee may utilize one or more of the following remedies:

(1) Order Grantee to correct or remedy the violation within a reasonable timeframe as Grantor or designee shall determine;

(2) Establish the amount of liquidated damages set forth in Section 15.3, taking into consideration the criteria provided for in subsection (E) of this Section; provided that amounts in excess of fifty thousand dollars ($50,000) shall be subject to Subsection (G) of this Section;

(3) Revoke this Agreement, subject to subsection (G) of this Section; and/or

(4) Pursue any other legal or equitable remedy available under this Franchise or any applicable law.

(G) This Agreement shall not be revoked nor shall liquidated damages in an amount in excess of fifty thousand dollars ($50,000) be imposed except by the Vancouver City Council after notice and hearing as set forth in this Section.

(H) The determination as to whether a violation of this Agreement has occurred shall be within the sole discretion of the Grantor or its designee, provided that any such final determination shall be subject to review by a court of competent jurisdiction under applicable law.

15.2 Revocation

(A) In addition to all other rights and powers retained by the Grantor under this Franchise or otherwise, the Grantor reserves the right to revoke this Franchise and all rights and privileges of the Grantee hereunder, in whole or in part, in the event of a material violation of its terms and conditions. A material violation by the Grantee shall include, but shall not be limited to, the following:

(1) Violation of any material provision of this Franchise, or any material rule, order, regulation or determination of the Grantor or authorized agent made pursuant to this Franchise;

(2) Attempt to evade any material provision of this Franchise or to practice any fraud or deceit upon the Grantor or its Subscribers;

(3) Failure to restore service after forty-eight (48) consecutive hours of interrupted service system-wide, except when approval of such interruption is obtained from the Grantor or designee or;

(4) Material misrepresentation of fact in the application for or negotiation of this Franchise.

15.3 Liquidated Damages

(A) Amounts. Because the Grantee's failure to comply with provisions of the Agreement will result in injury to the Grantor, and because it will be difficult to estimate the extent of such injury in certain instances, the Grantor and the Grantee agree to the following liquidated damages for the following violations. These damages represent both parties' best estimate of the damages resulting from the specified injury.

(1) For failure to extend Cable Service within the Franchise Area as required in this Franchise: two-hundred fifty dollars ($250) per incident per day.

(2) For failure to provide for Public, Educational, and Governmental Access Channels required in this Franchise: five-hundred dollars ($500) per incident per day.

(3) For violation of applicable customer service standards: two hundred fifty dollars ($250) per incident per day.

(4) For all other material violations of this Franchise, other than those specified in this section, for which actual damages may not be ascertainable: one-hundred fifty dollars ($150) per incident per day for such material provision of this Franchise that is violated.

(B) Date of Violation, Notice and Opportunity to Cure. The date of violation will be the date of the event and not the date the Grantee receives notice of the violation, provided, if Grantor has actual knowledge of the violation and fails to give the Grantee the notice called for herein, then the date of the violation shall be no earlier than ten (10) business days before the Grantor gives Grantee the notice of the violation. The Grantor must provide written notice of a violation. Upon receipt of notice, the Grantee will have a period of thirty (30) days to cure the violation or thirty (30) days to present to the Grantor a reasonable remedial plan. The Grantor shall decide whether to accept or reject the remedial plan presented by the Grantee. Liquidated damages occur only in the event that either a cure has not occurred within thirty (30) days or the Grantor rejects the remedial plan. The procedures provided in Section 15, shall be utilized to impose any liquidated damages.

(C) Collection of Liquidated Damages. The collection of liquidated damages by the Grantor shall in no respect affect:

(1) Compensation owed to Subscribers; or

(2) The Grantee's obligation to comply with all of the provisions of this Agreement or applicable law; or

(3) Equitable remedies available to the Grantor, provided that collection of liquidated damages shall be the exclusive monetary remedy for the particular incident for which it is imposed other than reasonable attorney fees and costs if applicable.

15.4 Removal

(A) In the event of revocation of this Franchise, pursuant to Section 15.2 of this Franchise, or expiration, following the renewal process pursuant to Section 17.1 of this Franchise, Grantor may order the removal of the above-ground Cable System facilities and such underground facilities as required by Grantor in order to achieve reasonable engineering or Public Right-of-Way-use purposes, from the Franchise Area at Grantee's sole expense within a reasonable period of time as determined by Grantor. In removing its plant, structures and equipment, Grantee shall refill, at its own expense, any excavation that is made by it and shall leave all Public Rights-of-Way, public places and private property in as good a condition as that prevailing prior to Grantee's removal of its equipment.

(B) If Grantee fails to complete any required removal to the satisfaction of Grantor, Grantor may cause the work to be done and Grantee shall reimburse Grantor for the reasonable costs incurred within thirty (30) days after receipt of an itemized list of the costs or Grantor may recover the costs through the Performance Bond provided by Grantee.

15.5 Receivership and Foreclosure

(A) At the option of Grantor, subject to applicable law, this Agreement may be revoked one-hundred twenty (120) days after the appointment of a receiver or trustee to take over and conduct the business of Grantee whether in a receivership, reorganization, bankruptcy or other action or proceeding unless:

(1) The receivership or trusteeship is vacated within one-hundred twenty (120) days of appointment; or

(2) The receiver(s) or trustee(s) have, within one-hundred twenty (120) days after their election or appointment, fully complied with all the terms and provisions of this Agreement, and have remedied all violations under the Agreement. Additionally, the receiver(s) or trustee(s) shall have executed an agreement duly approved by the court having jurisdiction, by which the receiver(s) or trustee(s) assume and agree to be bound by each and every term and provision of this Agreement.

(B) If there is a foreclosure or other involuntary sale of the whole or any part of the plant, property and equipment of Grantee, Grantor may serve notice of revocation on Grantee and to the purchaser at the sale, and the rights and privileges of Grantee under this Agreement shall be revoked sixty (60) days after service of such notice, unless:

(1) Grantor has approved the transfer of the Agreement, in accordance with the procedures set forth in this Agreement and as provided by law; and

(2) The purchaser has agreed with Grantor to assume and be bound by all of the terms and conditions of this Agreement.

15.6 No Recourse Against Grantor

Grantee shall not have any monetary recourse against Grantor or its officials, boards, commissions, agents or employees for any loss, costs, expenses or damages arising out of any provision or requirement of this Agreement or the enforcement thereof, as provided by applicable federal, state and local law. The rights of the Grantor under this Agreement are in addition to, and shall not be read to limit, any immunities the Grantor may enjoy under federal, state or local law.

15.7 Nonenforcement by Grantor

Grantee is not relieved of its obligation to comply with any of the provisions of this Agreement by reason of any failure of Grantor to enforce prompt compliance. Grantor's forbearance or failure to enforce any provision of this Agreement shall not serve as a basis to stop any subsequent enforcement. The failure of the Grantor on one or more occasions to exercise a right or to require compliance or performance under this Agreement or any applicable law shall not be deemed to constitute a waiver of such right or a waiver of compliance or performance, unless such right has been specifically waived in writing. Any waiver of a violation is not a waiver of any other violation, whether similar or different from that waived.

15.8 Relationship of Remedies

The remedies provided for in this Agreement are cumulative and not exclusive except as provided in Section 15.3 hereof; the exercise of one remedy shall not prevent the exercise of another, or any rights of the Grantor at law or equity.

SECTION 16. ABANDONMENT

16.1 Effect of Abandonment

If the Grantee abandons its System during the Agreement term, or fails to operate its Cable System in accordance with its duty to provide continuous service, the Grantor, at its option, may operate the Cable System; designate another entity to operate the Cable System temporarily until the Grantee restores service under conditions acceptable to the Grantor or until the Agreement is revoked and a new Franchisee is selected by the Grantor; or obtain an injunction requiring the Grantee to continue operations. If the Grantor is required to operate or designate another entity to operate the Cable System, the Grantee shall reimburse the Grantor or its designee for all reasonable costs, expenses and damages incurred.

16.2 What Constitutes Abandonment

The Grantor shall be entitled to exercise its options and obtain any required injunctive relief if:

(A) The Grantee fails to provide Cable Service in accordance with this Agreement over a substantial portion of the Franchise Area for forty-eight (48) consecutive hours, unless the Grantor authorizes a longer interruption of service; or

(B) The Grantee, for any period, willfully and without cause refuses to provide Cable Service in accordance with this Agreement.

SECTION 17. FRANCHISE RENEWAL AND TRANSFER

17.1 Renewal

(A) The Grantor and Grantee agree that any proceedings undertaken by the Grantor that relate to the renewal of Grantee's Agreement shall be governed by and comply with the provisions of Section 626 of the Cable Acts, unless the procedures and substantive protections set forth therein shall be deemed to be preempted and superseded by the provisions of any subsequent provision of federal or state law.

(B) In addition to the procedures set forth in said Section 626(a), the Grantor agrees to notify Grantee of the completion of its assessments regarding the identification of future cable-related community needs and interests, as well as the past performance of Grantee under the then current Franchise term. Notwithstanding anything to the contrary set forth herein, Grantee and Grantor agree that at any time during the term of the then current Franchise, while affording the public adequate notice and opportunity for comment, the Grantor and Grantee may agree to undertake and finalize negotiations regarding renewal of the then current Agreement and the Grantor may grant a renewal thereof. Grantee and Grantor consider the terms set forth in this Section to be consistent with the express provisions of Section 626 of the Cable Acts.

17.2 Transfer of Ownership or Control

(A) The Cable System and this Agreement shall not be sold, assigned, transferred, leased, or disposed of, either in whole or in part, either by involuntary sale or by voluntary sale, merger, consolidation, nor shall title thereto, either legal or equitable, or any right, interest, or property therein pass to or vest in any Person or entity, without the prior written consent of the Grantor, which consent shall not be unreasonably withheld.

(B) The Grantee shall promptly notify the Grantor of any actual or proposed change in, or transfer of, or acquisition by any other party of control of the Grantee. The word "control" as used herein is not limited to majority stockholders but includes actual working control in whatever manner exercised. A rebuttable presumption that a transfer of control has occurred shall arise on the acquisition or accumulation by any Person or group of Persons of fifty-one percent (51%) of the shares or the general partnership interest in the Grantee. No consent shall be required, however, for (i) a transfer in trust, by mortgage, hypothecation, or by assignment of any rights, title, or interest of the Grantee in the Franchise or in the Cable System in order to

secure indebtedness, or (ii) a transfer or change in control to an entity directly or indirectly owned or controlled by Comcast Corporation. Every change, transfer or acquisition of control of the Grantee shall make this Franchise subject to cancellation unless and until the Grantor shall have consented thereto.

(C) The parties to the sale or transfer shall make a written request to the Grantor for its approval of a sale or transfer and furnish all information required by law and the Grantor.

(D) The Grantor shall render a final written decision on the request within one-hundred twenty (120) days of the request, provided it has received all requested information. Subject to the foregoing, if the Grantor fails to render a final decision on the request within one-hundred twenty (120) days, such request shall be deemed granted unless the requesting party has failed to provide required documentation regarding the transferee's qualifications or the requesting party and the Grantor agree to an extension of time.

(E) Within thirty (30) days of any transfer or sale, if approved or deemed granted by the Grantor, Grantee shall file with the Grantor a copy of the deed, Agreement, lease or other written instrument evidencing such sale or transfer of ownership or control, certified and sworn to as correct by Grantee and the transferee.

(F) In reviewing a request for sale or transfer, the Grantor may inquire into the legal, technical and financial qualifications of the prospective controlling party or transferee, and Grantee shall assist the Grantor in so inquiring. The Grantor may condition said sale or transfer upon such terms and conditions as it deems reasonably appropriate, provided, however, any such terms and conditions so attached shall be related to the legal, technical, and financial qualifications of the prospective controlling party or transferee and to the resolution of outstanding and unresolved issues of noncompliance with the terms and conditions of this Agreement by Grantee.

(G) The consent or approval of the Grantor to any transfer by the Grantee shall not constitute a waiver or release of any rights of the Grantor, and any transfer shall, by its terms, be expressly subordinate to the terms and conditions of this Franchise.

(H) Notwithstanding anything to the contrary in this Section, the prior approval of the Grantor shall not be required for any sale, assignment or transfer of the Agreement or Cable System for cable television system usage to an entity controlling, controlled by or under the same common control as Grantee provided that the proposed assignee or transferee must show financial responsibility as may be determined necessary by the Grantor and must agree in writing to comply with all provisions of the Agreement. No consent shall be required for a transfer in trust, by mortgage, by other hypothecation, by assignment of any rights, title, interest of Grantee in the Franchise or Cable System in order to secure indebtedness.

SECTION 18. SEVERABILITY

If any Section, subsection, paragraph, term or provision of this Agreement is determined to be illegal, invalid or unconstitutional by any court of competent jurisdiction or by any state or federal regulatory authority having jurisdiction thereof, such determination shall have no effect on the validity of any other Section, subsection, paragraph, term or provision of this Agreement, all of which will remain in full force and effect for the term of the Agreement.

SECTION 19. MISCELLANEOUS PROVISIONS

19.1 Preferential or Discriminatory Practices Prohibited

Grantee shall not discriminate in hiring, employment or promotion on the basis of race, color, creed, ethnic or national origin, religion, age, sex, sexual orientation, marital status, or physical or mental disability. Throughout the term of this Agreement, Grantee shall fully comply with all equal employment or nondiscrimination provisions and requirements of federal, state and local law and, in particular, FCC rules and regulations relating thereto.

19.2 Notices

Throughout the term of the Agreement, Grantee shall maintain and file with Grantor a designated legal or local address for the service of notices by mail. A copy of all notices from Grantor to Grantee shall be sent, postage prepaid, to such address and such notices shall be effective upon the date of mailing. General updates may be communicated electronically as appropriate, agreed to and acknowledged by both parties. At the effective date of this Agreement, such addresses shall be:

(1) Comcast Cable
Attn: Government Affairs
11308 SW 68th Parkway
Tigard, OR 97223

With copy to: Comcast Cable
Attn: West Division/Government Affairs
9401 E Panorama Cir.
Centennial, CO 80122

All notices to be sent by Grantee to Grantor under this Agreement shall be sent, postage prepaid, and such notices shall be effective upon the date of mailing. At the effective date of this Agreement, such address shall be:

City of Vancouver
Cable TV Office
P.O. Box 1995
Vancouver, WA 98668-1995

With copy to:
Vancouver City Attorney
P.O. Box 1995
Vancouver, WA 98668-1995

19.3 Binding Effect

This Agreement shall be binding upon the parties hereto, their permitted successors and assigns.

19.4 Authority to Amend

This Agreement may be amended at any time by written agreement between the parties.

19.5 Governing Law

This Agreement shall be governed in all respects by the laws of the State of Washington.

19.6 Captions

The captions and headings of this Agreement are for convenience and reference purposes only and shall not affect in any way the meaning or interpretation of any provisions of this Agreement.

19.7 Construction of Agreement

The provisions of this Agreement shall be liberally construed to promote the public interest.

19.8 Force Majeure

(A) For purposes of this Franchise, the term "Force Majeure" shall mean acts of God, landslides, earthquakes, lightning, fires, hurricanes, volcanic activity, storms, floods, washouts, droughts, civil disturbances, acts of terrorism or of the public enemy, strikes, explosions, lockouts or other industrial disturbances, insurrections, public riots, large-scale failure of utilities, documented work delays caused by waiting for utility providers to service or monitor utility poles to which Grantee's facilities are attached and documented unavailability of materials and/or qualified labor to perform the work necessary; and other similar events which are not reasonably within the control of the distressed party.

(B) If either party is wholly or partially unable to carry out or perform its obligations under this Franchise as a result of Force Majeure, the distressed party shall not be deemed in violation or default during the duration of the Force Majeure. The distressed party shall take

immediate and diligent steps to comply as soon as possible under the circumstances, and shall take all necessary corrective steps to remedy as expeditiously as possible the non-compliant responsibilities and duties affected by the Force Majeure. The distressed party shall give prompt notice of such Force Majeure, describing the same in reasonable detail. The distressed party's obligations under this Franchise shall not be deemed in violation or default for the duration of the Force Majeure.

19.9 Attorneys' Fees

In the event of litigation between the parties, the prevailing party in such action shall be entitled to recover, in addition to damages, injunctive relief, reasonable costs and expenses, including, but not limited to, reasonable attorney fees, court costs and expert witness fees subject to court approval. Such costs such shall include reasonable attorney fees, costs and expenses incurred at trial and appeal.

19.10 Survival

The provisions of Sections 3.12 - Payment on Termination, 5.3 - Indemnification, 7.2 - Confidentiality, 10.3 - Relocation, 10.8 - Discontinuing Use of Facilities, 15.3 - Liquidated Damages, Section 15.4 - Removal, and 16 - Abandonment and of any other indemnity provisions elsewhere contained in this Agreement shall survive the expiration or earlier revocation of this Agreement.

AGREED TO THIS _____DAY OF _____ ,2024

CITY OF VANCOUVER	COMCAST CABLE COMMUNICATIONS MANAGEMENT, LLC
By: _____	By: _____
Title: _____	Title: _____

Approved as to form:

_____

City Attorney

EXHIBIT "A"

ORIGINATION SITES and ACCESS CENTERS
VANCOUVER/CLARK COUNTY CABLE TELEVISION SYSTEM

Origination Points and Access Centers

City/County Cable TV Office – CVTV Studio*
415 W. 6th Street
Vancouver, WA 98668

Vancouver City Hall, Council Chambers
415 W. 6th Street
Vancouver, WA 98668

Vancouver Community Library
901 C. Street
Vancouver, WA 98660

Clark County Public Service Center
1300 Franklin Street
Vancouver, WA 98660

City of Vancouver Water Resource Education Center
4600 S.E. Columbia Way
Vancouver, WA 98661

Port of Vancouver, USA
3103 Lower River Road
Vancouver, WA 98660

Clark County Emergency Communications Center
710 W. 13th Street
Vancouver, WA 98663

Gaiser Hall, Clark College
1800 E. McLoughlin Blvd.
Vancouver, WA 98663

Firstenburg Community Center
700 N.E. 136th Ave.
Vancouver, WA 98684

Vancouver Hilton
301 W. 6th Street
Vancouver, WA 98660

Educational Service District 112*
2500 N.E. 65th Ave.
Vancouver, WA 98661

Fire District 5 Regional Training Center
11606 N.E. 66th St. Bldg. B
Vancouver, WA

*Denotes Access Centers

LETTER AGREEMENT

By and Between City of Vancouver, WA and Comcast Cable Communications Management, LLC

Access Program Listings in Subscriber Guides.

(1) For purposes of this letter, "Electronic Program Guide" or "EPG" means the program guide, navigation system and search functions accessible on Comcast's digital Cable Services through the Subscriber set-top unit and remote control, or their successor technology.

(2) Comcast shall include the Access Channels and programming information in all EPG menus that are available to Subscribers. Access Channels and programming shall be listed in a substantially similar manner and placement as the local broadcast channels, including individual program descriptions, in a non-discriminatory manner.

(3) The City and its designated access providers shall be responsible for providing the Access Channel programming information through an RSS feed or equivalent format and within the appropriate timeframe for insertion into program guides to the third party guide providers.

(4) The City's designated access providers shall be responsible for all capital, implementation and operating costs for any additional Access Channel programming information to be provided in the EPG available to Subscribers.

(5) The parties agree to continue discussions toward a goal of permitting the City or its designated access providers to engage with and pay third party guide providers directly.

Acknowledged and agreed to this ___ day of _____, 2024.

Comcast Cable Communications Management, LLC

By:_____
Its:_____
Date:_____

City of Vancouver, WA

By:_____
Its:_____
Date:_____

Priority Issues of the Vancouver/Clark County Franchise Renewal Process
April 22, 2024

1. **Customer Service – Technical Requirements**
   Proposed Franchise: Section 6 Customer Service, pgs. 21 - 26

   Outcome: Based off feedback received in the "Report on the Cable Television-Related Needs and Interest Ascertainment for Vancouver/Clark County, WA" ("Ascertainment Report") the Vancouver/Clark County Telecommunications Commission ("Commission") recommended an expansion of the customer service provisions in the renewed cable franchise. The current cable television franchise deferred to the customer service standards of the Federal Communications Commission, ("FCC)."

   The proposed cable franchise greatly expands the number of customer service provisions. Based largely from the 2021 cable franchise with Comcast and Clackamas County, OR, the proposed franchise provides guidelines for complaint handling, service response and outage credits. In addition, the system testing requirements were expanded to allow for reporting and additional testing for areas where there are noted customer service issues.

2. **Buildout Requirements**
   Proposed Franchise: Section 13, pgs. 44-46

   Outcome: The Ascertainment Report was completed in late 2021 at the height of the pandemic. At that time, residents in rural Clark County wanted Comcast cable in their neighborhoods to provide both cable and Internet connectivity for remote schooling and work. The current Clark County franchise buildout requirements included a diagram that was unclear. In the proposed franchise language, mainly taken from the Clackamas County, OR, franchise, the number of residences needed in an area where expansion is requested moves from 30 residences per cable mile in aerial neighborhoods to 25 residences. The city franchise will require 20 homes per cable mile. Aerial neighborhoods means those areas where there are telephone poles and overhead cables. In areas with undergrounding requirements, it moves to 40 residences per cable mile for both the city and county.

3. **Public, Educational and Government ("PEG) Channels**
   Proposed Franchise: Section 9, pgs. 30-36

   Outcome: Negotiators had to deal with the competing needs of more PEG channel viewing options, vs. the desire for Comcast to capture more bandwidth for other services. The proposed cable franchise provides two additional High-Definition ("HD") channel simulcasts for the educational access provider, TV ETC, so all three of their channels will be simulcast in HD, for an overall total of five HD channels, including two for Clark/Vancouver Television,

the governmental access provider. In exchange, Comcast requested to discontinue the Video-on-Demand provisions of the existing franchise. Currently, only TV ETC utilizes the video-on-demand options and have indicated they are willing to go without if they get the additional HD channels.

In addition, CVTV loses a discreet cable channel that was used mainly for training firefighters and paramedics. Prior to the pandemic, CVTV would televise live monthly trainings. Once the pandemic hit, the trainings went virtual, which proved to be a better service than CVTV coverage. The Vancouver Fire Chief was alerted about this issue several months ago.

As you may know, there has not been a local public access provider for several years. Currently on public access channel 11, Comcast is airing the Community Area Network, ("CAN"). This group is made up of public access facilities in the Portland-Metro area. The access stations each share time on CAN for airing their programming. Local Clark County/Vancouver access producers can submit programming to CAN and it airs in Clark County. In the proposed franchise, Comcast has only agreed to keep cable channel 11 in Standard Definition as long as CAN is still operating. If CAN stops operating, local cable viewers will lose cable channel 11.

4. **PEG Fee**
   Proposed Franchise: Section 9.8 pgs. 33 - 35

   Outcome: The current PEG fee is a capital fund that collects $1/month from residential cable subscribers. The $1 fee hasn't changed since the fee was established in 1998. PEG fees pay for capital equipment needed to produce programming by CVTV and TV ETC. We also set currently aside approximately $226,000 per year for offsetting a portion of the cost of Comcast Business Services for local non-profits, including the City, County and Library District.

   The Ascertainment Study identified approximately $10 million in capital needs over the next 10 years for CVTV and TV ETC. From 2020 to 2023, the PEG fee lost approximately 32%, $732,000 collected in 2020 to $552,000 collected in 2023. Staff compared the rate of decline with the franchise fee, which is 5% of gross revenue, over the same period and found it only decreased 5.51%.

   To better stabilize the PEG fund, the proposed cable franchise moves the PEG fee from $1/month to 1% of Gross Revenue. In 2022 the PEG fee collected $552,455 in the $1/month model. By moving to 1% Gross Revenue, the PEG fee would have collected $750,181. This would decrease the amount Limited Basic subscribers pay from $1 to $0.60/month; the fee for Popular TV subscribers would increase to $1.06/month; and Ultimate TV subscribers

would see an increase to $1.28/month. Gross Revenues are only for cable services. Revenue from broadband or other services are not included.

5. **PEG Fee – Unmet Needs**
   Proposed Franchise: No I-Net/Comcast Business Services section in franchise, Side-Letter Agreement

   Outcome: Under the current cable franchises PEG fees can help offset the transport costs for public agencies utilizing Comcast Business Services. Currently staff reimburses a total of $226,000 from the PEG fund annually, split between the City of Vancouver, Clark County, Fire District 5 and the Ft. Vancouver Regional Library District. Unfortunately, though all parties spent several months trying to find a creative solution, staff and Comcast were unable to navigate through the impacts of the FCC 621 Order which further restricts the use of PEG funds. Staff have notified all impacted agencies of this possibility over the past few years. The entire I-NET section has been removed from the proposed franchise.
   There are adequate PEG fund reserves collected under the current franchise, so staff is proposing one final reimbursement payment in December of this year from existing PEG funds. This will help the agencies better prepare their upcoming budgets. The Commission will be forwarding elected officials a recommendation for this one last reimbursement later this spring.

   The current franchise requires Comcast to purchase the channel listing guides for two PEG channels. Currently this is for CVTV channels 21 and 23. Comcast is no longer willing to continue paying for this service. TV ETC has long wanted to start using the guide service as well. The channel guide service is managed by an outside company, Gracenotes Content Solutions. The cost for a channel listing, both SD and HD would be $600/month or $7,200/year which totals $36,000 for all five PEG channels. As with Comcast Business Services, we could not overcome the tightened capital restrictions from the FCC 621 to pay for this service from the PEG Fund. CVTV and TV ETC will need to cover these costs if they chose from their operational budgets.

CITY OF Vancouver WASHINGTON

Staff Report: 099-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 6/3/2024

SUBJECT 2024 First Supplemental Budget

Key Points

- Budget adjustments are made each year to reflect changes in revenues and expenditures that occur after the biennial budget is adopted.
- It includes a total increase in the City's 2023-24 appropriation of $38.7 million.

Strategic Plan Alignment

High Performing Government – a government that is reliable, fiscally responsible, equitable, and open to compromise.

Present Situation

The first supplemental of 2024 includes administrative items, expenditures associated with new external revenues, as well as requests based on newly identified needs.

The recommended expenditure appropriation increases for the City's Operating and Capital funds included in the 2024 First Supplemental Budget totals $38.7 million. An increase of $30.7 million relates to recommended changes in the Operating budget, with the remaining appropriation increase of $8.0 million representing changes in capital projects and supporting funding transfers. The Supplemental will result in utilizing $9.3 million in city resources; of that amount, the General Fund's share is $4.9 million.

Appropriation increases to the General, Street and Fire funds total $5.3 million over the biennium. Major items are summarized below.

- Miscellaneous grants include: Burlington Northern Santa Fe Foundation for Vancouver Safe Stay communities; Commerce Planning Grant for comprehensive plan & climate-related activities; Office of Public Defense Grant for indigent defendant services; and Environmental Protection Agency (EPA) Grant for the Brownfield assessment. Grants specific to Public Safety include: Domestic Violence (DV) Stop Grant for DV unit training and cell phones for victims; Internet Crimes Against Children Grant to enhance investigative capabilities; Anna Hammon donation for marine equipment; WA State Department of Health

Participation Grant for a Pneumothorax Training Simulator; Community Foundation Grant for match funding for the Project Home Safe Grant; and United Grain Donation for marine equipment and training.
- New items include: Conversion of several temporary employees in Recreation Services into 4.0 FTE Recreation Specialists and 4.5 FTE Dual Certified Lifeguards; Fourth Plain Commons maintenance utility costs; Vancouver Arts and Music Festival; Personal property box services for homeless; 2024 increases for Liability and Workers Compensation claims costs and Insurance; fleet replacement and 2024 fleet rate model true-up; 2024 Cost Allocation Plan Model true-up; replacement of Police timekeeping software; vehicle for Assistant Police Chief; reserve Fire truck; and temporary help for the Fire Marshal's Office.

The remaining appropriation increase relates to changes in other operating city funds. Major changes are summarized below:

- Miscellaneous grants include: Community Development Block Grant (CDBG) for additional coronavirus funding; Connecting Housing to Infrastructure Program (CHIP) Grants for Datepark Residence, Lincoln Place II, Parkhouse Vista, and Waterfront Gateway; Urban Forestry Green Workforce Grant for a Summer Green Workforce training program; 2024 Public Education Grants (PEG) to provide upgrades to school studios and equipment.
- New items include: adding 0.5 FTE Airport Program Coordinator and reducing 1.0 FTE Senior Civil Engineer consistent with an internal reorganization in the Public Works Wastewater division; new parking pay stations and installation; increase to Lodging Tax Advisory Committee Grant program; funding for Esther Short Park Bell Tower; Marine Park Building remodel for space needs (phase 2); fleet equipment and vehicle replacements; 2024 fleet rate model true-up; realignment of funds for Fleet Services Consultant; 2024 increases for Liability and Workers Compensation claims costs and Insurance; and 2024 Cost Allocation Plan Model true-up.

The total net Capital Budget appropriation of $8.0 million (including capital funding) is included in the First Supplemental of 2024. Expenditures by project are outlined in Attachment C to the ordinance. Highlights of Attachment C are listed below:

- General Capital/Asset Management projects totaling $1.4 million:
  - Fire Station 5 Logistics Warehouse Increase
  - Land clearing for construction of Fire Station 6 station replacement
  - HVAC Replacement (Water Center & Marine Park)
- Parks Capital projects totaling $5.0 million:
  - Civic Gateway Plaza Construction
  - Heights Plaza Design
  - Oakbrook Community Park (increase)
  - Evergreen School Park Improvements
- Streets/Transportation Capital projects totaling $4.2 million:
  - Heights District Redevelopment
  - Fourth Plain Road Diet (WA Dept of Transportation Grant)
  - First Street Utility Relocation
  - Hazel Dell Ave & Burnt Bridge Creek Trail Crossing Improvements
  - NE 192nd Ave & NE 13th Street Signal Improvement
  - Main Street – 5th to 15 budget reduction (Transportation Benefit District funding alignment)
- Water/Surfacewater/Wastewater Capital projects budget alignment of -$12.5 million:
  - Ellsworth Well Rehabilitation
  - Water Station 4 Hypochlorite Generation System

    - Burlington Northern Santa Fe (BNSF) 4th Plain Crossing
    - Water Station 3 Reservoir Improvements
    - Columbia Way to Columbia River Retrofits
    - Wastewater Program Funding
    - East Vancouver - North
    - Central Vancouver South
    - Lagoon Upgrade Engineering Design
- Capital funding transfers supporting the City's capital projects budget total $9.9 million.

Attachment B of the ordinance outlines changes to full-time equivalent (FTE) employees, with an overall net new increase of 4.0 FTEs recommended in the 2024 First Supplemental. Staffing changes are listed below:

- Add 4.0 FTE, Recreation Specialists to support the conversion of temporary help staff and provide support for year-round programs and operations of City pools
- Add 4.5 FTE, Dual Certified Lifeguards to support the conversion of temporary help staff and provide consistent year-round support for the Learn to Swim and Lifeguard programs
- Add 0.5 FTE, Program Coordinator to provide additional support at the Pearson Airport
- Reduce 1.0 FTE, Senior Civil Engineer consistent with an internal reorganization in the Public Works Wastewater division
- Amendment to Attachment B to correct errors in authorized FTEs within Fire and Parking. There are no monetary impacts to these corrections, they are only administrative in nature:
    - Reduce 1.0 FTE, Material Control Coordinator (Fire)
    - Reduce 2.0 FTE, Senior Support Specialists (Fire)
    - Reduce 0.5 FTE, Support Specialist (Fire)
    - Reduce 0.5 FTE, Senior Support Specialist (Economic Prosperity & Housing – Parking)

Advantage(s)

1. The proposed budget adjustments will ensure that the City remains in compliance with state statutes that require all City expenditures to have an appropriation approved by ordinance.
2. Appropriations are provided for important City programs, services, and capital projects.

Disadvantage(s)

Proposed supplemental recommends spending a net amount of $9.3 million of existing city resources across all funds.

Budget Impact

The recommended expenditure appropriation increases for the City's Operating and Capital funds included in the 2024 First Supplemental Budget totals $38.7 million. An increase of $30.7 million relates to recommended changes in the Operating budget, with the remaining appropriation increase of $8.0 million representing changes in capital projects and supporting funding transfers. The Supplemental will result in utilizing $9.3 million in city resources; of that amount, the General Fund's share is $4.9 million.

Prior Council Review

City Council Workshop - May 13, 2024

Action Requested

On Monday, June 3, 2024, subject to second reading and public hearing, approve the ordinance.

Shannon Olsen, Budget Manager, 360-487-8497

ATTACHMENTS:

- Ordinance
- Attachment A
- Attachment B
- Attachment C

5/20/2024
6/03/2024

ORDINANCE M-_____

AN ORDINANCE relating to the 2023-24 Biennial Budget and making various appropriations in various funds; declaring an emergency.

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Supplemental appropriations are needed to meet certain necessary expenditures to be incurred in 2023-24 which were not and could not reasonably have been foreseen at the time of adoption of the 2023-24 Budget. As required by RCW 35.34.120, there is hereby set forth in summary form the total adjustments of expenditure appropriations for each separate fund adjusted 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 2023-24 City of Vancouver Capital Budget.

Section 2. That a total of 4.0 full-time equivalent positions is added as identified in Attachment “B” to this ordinance. The position adjustments shall be made consistent with applicable civil service rules and personnel regulations.

Section 3. As reported in SR No. _____ the appropriations made in this ordinance are necessary to meet certain necessary expenditures that will be incurred in 2023-24 which were not and could not reasonably have been foreseen at the time of adoption of the 2023-24 Budget; an emergency is hereby declared, and this ordinance shall go into effect immediately upon final passage.

Section 4. **Amendment**. Vancouver Municipal Code Section 3.12.231 entitled "Building inspection fund" as codified by Ordinance Ord. M-2684 is hereby amended as follows:

A fund is established and designated as the "Building inspection fund." Moneys appropriated, budgeted or recovered and used for the review and processing of building permit applications, conducting building inspections, ~~demolishing dangerous buildings~~, administration of a building permit and inspection program, and capital expenses necessary to support a building permit and inspection programs~~, and housing code enforcement of regulations related to the use and occupancy of buildings, per city codes and ordinances,~~ shall be paid into such fund. (Ord. M-2684 §5, 1987)

DATE OF FINAL PASSAGE by the Vancouver City Council: _____.

SIGNED this _____ day of _____, 2024.

_____
Anne McEnerny-Ogle, Mayor

Attest:

_____
Natasha Ramras, City Clerk

Approved as to form:

_____
Jonathan Young, City Attorney

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE relating to the 2023-24 Biennial Budget and making various appropriations in various funds; declaring an emergency. Supplemental appropriations are needed to meet certain necessary expenditures to be incurred in 2023-24 which were not and could not reasonably have been foreseen at the time of adoption of the 2023-24 Budget: providing for an immediate effective date.

City of Vancouver
Expenditures by Fund

Attachment A

Fund		2024 First Supplemental (2024)
Operating Budget		
General, Street, and Fire Funds		
General Fund	$	3,815,675
Street Fund	$	(301,685)
Street Funding Initiative - Operating Fund	$	(51,517)
Fire Fund	$	1,846,790
Total General, Street, and Fire Funds	**$**	**5,309,262**
Special Revenue Funds		
Investigative Fund	$	15,257
Drug Enforcement Fund	$	(4,128)
CED Grants	$	3,614,176
Tourism Fund	$	160,924
Affordable Housing	$	(106,490)
Parkhill Cemetery Improvement Fund	$	(2,413)
Criminal Justice Fund	$	204,066
Affordable Housing Local Sales Tax Fund	$	5,524
Affordable Housing State Sales Tax Credit Fund	$	2,577,780
Transportation Special Revenue Fund	$	3,786
REET 1 (2002 Special Revenue Fund)	$	(57,738)
Economic Development Fund	$	13,820
VNHR Properties	$	(6,255)
Fire Equipment Fund	$	93,430
Emergency Ambulance Services Contract Admin Fund	$	(202)
PIF District 6	$	141,356
Capital Funds		
Parks Construction Fund (Capital Projects only)	$	141,356

City of Vancouver
Expenditures by Fund

Attachment A

Fund		2024 First Supplemental (2024)
Enterprise Funds		
City Tree Reserve Fund	$	59,862
Surface Water Management Fund	$	560,422
Water Utility Fund	$	2,612,372
SCIP Fund	$	(23,134)
Sewer Utility Fund	$	(48,193)
Airport Fund	$	11,299
Building Inspection Fund	$	219,552
Solid Waste Fund	$	51,520
Parking Services Fund	$	301,375
Tennis Center Fund		
Internal Service Funds		
Facilities Asset Management and Replacement Reserve	$	7,406
Equipment Services Operations Fund	$	748,821
Equipment Services Capital Fund	$	4,259,623
Computer Repair & Replacement	$	(2,545)
Facilities Maintenance Services Fund	$	378,212
Grounds Services Fund	$	255,554
Self-Insured Worker's Comp & Liability Fund	$	8,295,615
Internal Administrative Services Fund	$	276,471
Benefits Fund	$	88,210
Self-Insured Health Insurance Fund	$	106,639
Fiduciary Funds		
SW Washington Regional SWAT Team Fund	$	85,500
Police Pension Trust Fund	$	(2,703)
Fire Pension Trust Fund	$	3,094
City/County Cable TV Fund	$	(77,974)
PEG Capital Support Fund	$	381,658
Total Other Funds Expense Budget	**$**	**25,342,902**
Total Operating Expense Budget	**$**	**30,652,164**

City of Vancouver
Expenditures by Fund

Attachment A

Fund		2024 First Supplemental (2024)
Capital Budget		
Capital Project Funds		
Street Funding Initiative - Capital Fund	$	4,200,000
Fire Acquisition Fund	$	1,023,270
Capital Improvement Fund	$	402,610
Parks Construction Fund (Capital Projects only)	$	5,001,559
Drainage Construction Fund	$	(619,778)
Water Construction Fund	$	(8,746,136)
Sewer Construction Fund	$	(3,095,245)
Total Capital Project Funds	**$**	**(1,833,720)**
Capital Funding Transfers Supporting COV Capital Projects Budget		
General Fund	$	3,151,555
Street Fund	$	-
Street Funding Initiative Operating	$	(1,100,000)
Transportation Special Revenue Fund	$	1,100,000
Cascade TIF District	$	300,000
Fire Fund	$	218,050
TIF - Evergreen	$	(300,000)
PIF - District B	$	709,886
Water Utility Fund	$	300,000
Facilities Asset Mgmt and Replacement Reserve Fund	$	5,432,451
Self-Insured Worker's Comp & Liability Fund	$	65,000
Total Transfers for Capital	**$**	**9,876,942**
Total Capital Expense Budget	**$**	**8,043,222**
Total Operating and Capital Expense Budget	**$**	**38,695,386**

City of Vancouver **ATTACHMENT B**

2024 First Supplemental Summary of FTE Changes

Fund - Department	Job Classification	Position Type	2024 FTE Changes
001 General Fund			
Legal	Legal Secretary	Administrative	0.50
Parks, Recreation & Cultural Services	Park Development Services Manager	Reclassification	(1.00)
	Recreation Specialist	New - Regular	4.00
	Senior Park Developer	Reclassification	1.00
	Dual Certified Lifeguard	New - Regular	4.50
001 General Fund Total			**9.00**
102 Street Fund			
Streets & Transportation	Traffic Signal Technician Lead	Administrative	(1.00)
	Lead Traffic Signal & Street Light Technician	Administrative	1.00
102 Street Fund Total			**0.00**
111 Affordable Housing Fund			
Economic Prosperity and Housing	Associate Housing Project Coordinator	Administrative	(1.00)
	Associate Project Coordinator	Administrative	1.00
111 Affordable Housing Fund Total			**0.00**
151 Fire Fund			
Fire	Material Control Coordinator	Administrative	(1.00)
	Senior Support Specialist	Administrative	(2.00)
	Support Specialist	Administrative	(0.50)
151 Fire Fund Total			**(3.50)**
475 Sewer Utility Fund			
Engineering & Construction Services	Engineering Program Manager	Reclassification	1.00
	Senior Civil Engineer	Reclassification	(1.00)
		Remove Position	(1.00)
475 Sewer Utility Fund Total			**(1.00)**
481 Airport Fund			
Operations & Maintenance	Program Coordinator	New - Regular	0.50
481 Airport Fund Total			**0.50**
491 Parking Services Fund			
Economic Prosperity and Housing	Senior Support Specialist	Administrative	(0.50)
491 Parking Services Fund Total			**(0.50)**
504 Fleet Services Operation Fund			
Operations & Maintenance	Emergency Equipment Mechanic	Administrative	(1.00)
	Mechanic	Administrative	(1.00)
	Fleet Services Technician	Administrative	1.00
	Fleet Services Emergency Technician	Administrative	1.00
504 Fleet Services Operation Fund Total			**0.00**
509 Self-Insured Worker's Comp & Liability Fund			
Risk	ADA Coordinator	Reclassification	(1.00)
509 Self-Insured Worker's Comp & Liability Fund Total			**(1.00)**
510 Internal Administrative Services Fund			
City Manager's Office - Diversity, Inclusion & Equity (DEI)	ADA Coordinator	Reclassification	1.00
Information Technology	Lead Help Desk Specialist	Administrative	(1.00)
	Senior Computer Technician	Administrative	1.00
Legal	Legal Secretary	Administrative	(0.50)
510 Internal Administrative Services Fund Total			**0.50**
655 City/County Cable TV Fund			
City Manager's Office	Associate Video Multimedia Producer	Administrative	1.00
	Associate Video Producer/Multimedia Journalist	Administrative	(1.00)
	TV/Video Director & Editor	Administrative	2.00
	Video Director/Video Editor	Administrative	(2.00)
655 City/County Cable TV Fund Total			**0.00**
Grand Total			**4.00**

City of Vancouver 2023 Second Supplemental budget — Attachment C
Capital Project Changes

Projects	Capital Project Budget Change
General - Asset Management	
HVAC Replacement Water Center	100,000
HVAC Replacement Marine Park Engineering	200,000
Fleet Shop Door Support and Lift Mechanism	65,000
Contingency	50,000
Interfunds	(12,390)
General - Asset Management Total	**402,610**
General - Fire Construction	
Fire Station 6 Relocation	350,000
2023 State Department of Commerce	766,000
Interfunds	(90,798)
General - Fire Construction Total	**1,025,202**
Parks	
Waterfront Gateway	2,577,780
Oakbrook Park Development	709,886
Heights Park	1,573,775
Evergreen School Park Improvements	193,364
Interfunds	(53,246)
Parks Total	**5,001,559**
Surfacewater	
Columbia Way to Columbia River Retrofits	(650,000)
Interfunds	30,222
Surfacewater Total	**(619,778)**
Transportation/Streets - Street Initiatives	
Main Street - 5th to 15th (ARPA)	(2,000,000)
Heights District Redevelopment	4,000,000
Transportation/Streets - Street Initiatives Total	**2,000,000**
Transportation/Streets - Transportation	
NE 192nd Ave and 13th St Signal Improvement	150,000
Fourth Plain Road Diet - F St to Fort Vancouver Way	1,450,000
1st St - 164th to 192nd Utility Relocation	300,000
Hazel Dell Avenue and Burnt Bridge Creek Trail Crossing Improvements	300,000
SE 25th Street (176th Avenue to 192nd Avenue)	(100)
SE 29th Street (176th Avenue to 192nd Avenue)	100
Interfunds	(1,932)
Transportation/Streets - Transportation Total	**2,198,068**
Wastewater - Collection & Treatment	
East Vancouver - North(392 Parcels)	(195,245)
Central Vancouver South (SCIP)	(1,300,000)
Standby Power "PROGRAM FUNDS"	(100,000)
Lagoon Upgrade Engineering Design	(1,500,000)
Wastewater - Collection & Treatment Total	**(3,095,245)**

City of Vancouver 2023 Second Supplemental budget
Capital Project Changes

Attachment C

Projects	Capital Project Budget Change
Water	
Water Station 3 Reservoir/Tower/Booster Replace/Hypo	(5,395,000)
BNSF 4th Plain Crossing (T-3)	(2,170,000)
Ellsworth Well Rehabilitation	(64,025)
Water Station 4 Hypochlorite Generation System	(1,000,000)
Interfunds	(117,111)
Water Total	**(8,746,136)**
Grand Total	**(1,833,720)**

CITY OF Vancouver WASHINGTON

City of Vancouver 2024 Charter Review

Aaron Lande
Policy and Program Manager
City Manager's Office
June 3, 2024

Charter Committee Proposal

Inclusive Language Updates

- **Problem:** There is out of date language in the Charter.

- **Proposed Solution:** Remove non-inclusive language statements found in the charter.

Charter Committee Recommended Language

Inclusive Language Updates

Section 2.06 Vacancies Defined: *An office, either appointive or elective, becomes vacant upon failure to qualify within the time limited by law; upon the death or removal from office; ~~or~~ resignation of the incumbent~~,~~; ~~or~~ removal from or absence from the city for sixty days without leave of the city council~~, or upon an adjudication of insanity; by virtue of a mental health condition that renders the person substantially incapable of doing their duty; by a conviction of drunkenness or by any permanent disability, preventing the proper discharge of duty~~; upon the inability to properly discharge their duty with or without a reasonable accommodation; by ceasing to be a resident of the city; by conviction of an infamous crime, or any crime involving a violation of official oath; by refusal or neglect to take the oath of office, or to give or renew the official bond or deposit such oath or bond within the time prescribed by law; a decision of a court of competent jurisdiction declaring void the election or appointment; or whenever a judgment is obtained against such officer for breach of condition of the official bond.*

Council Directed Language

Inclusive Language Updates

Section 2.06 Vacancies Defined: *An office, either appointive or elective, becomes vacant upon failure to qualify within the time limited by law; upon the death or removal from office; ~~or~~ resignation of the incumbent~~,~~; ~~or removal from or~~ absence from the city for sixty consecutive days without leave of the city council~~, or upon an adjudication of insanity; by virtue of a mental health condition that renders the person substantially incapable of doing their duty; by a conviction of drunkenness or by any permanent disability, preventing the proper discharge of duty~~; upon the inability to properly discharge their duty with or without a reasonable accommodation; by ceasing to be a resident of the city; by conviction of an infamous crime, or any crime involving a violation of official oath; ~~by refusal or neglect to take the oath of office, or to give or renew the official bond or deposit such oath or bond within the time prescribed by law~~; by a decision of a court of competent jurisdiction declaring void the election or appointment; or otherwise proscribed by state law. ~~whenever a judgment is obtained against such officer for breach of condition of the official bond~~.*

Thank You

2024 Charter Review Committee Members:

Russ Beacock
Cherry Bisquera (Districting Subcommittee)
Jon DeBellis (Inclusive Language Updates Subcommittee Lead)
Terah Ebie (Signatures for Petition Subcommittee Lead)
Joshua Egan (Councilmember Pay Subcommittee Lead, Districting Subcommittee)
Lisa Ghormley (Councilmember Pay Subcommittee, Districting Subcommittee)
Nelson Holmberg (Districting Subcommittee Lead)
Janet James
Janet Landesberg (Districting Subcommittee)
Mark Meckler
Ben Moll
Mike Pond
Lynn Samuels (Districting Subcommittee)
Ron Zito (Councilmember Pay Subcommittee)