



CITY COUNCIL MEETING MINUTES

Vancouver City Hall | Council Chambers | 415 W. 6th St.

PO Box 1995 | Vancouver, WA 98668-1995

www.cityofvancouver.us

Anne McEnery-Ogle, Mayor

Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

December 4, 2023

WORKSHOPS

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/36081?startStreamAt=0&stopStreamAt=3578

4:00-4:45 p.m. Second Supplemental Budget

Shannon Olsen, Budget Manager, 360-487-8497

Summary

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

4:45-5:30 p.m. Transportation Benefit District/Council Workshop

Summary

Staff led Council through a discussion of the Transportation Benefit District/Council Workshop.

Mayor McEnerny-Ogle was absent for workshops.

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

Mayor Pro Tem Stober announced the Council would be entering into executive session from 5:30-6:00 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/36083?startStreamAt=0&stopStreamAt=10309

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

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

Absent: Mayor McEnerny-Ogle

Motion by Councilmember Paulsen, seconded by Councilmember Fox, and carried unanimously to excuse Mayor McEnerny-Ogle.

Approval of Minutes

Minutes - October 23, 2023

Motion by Councilmember Perez, seconded by Councilmember Harless, and carried unanimously to approve the meeting minutes of October 23, 2023. Councilmember Fox abstained.

Community Communications

Mayor Pro-Tem Stober 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

There being no further testimony, Mayor Pro-Tem Stober closed Community Communication.

Mayor Pro Tem Stober separated the public testimony for Item 10 from the Community Communications. Testimony was provided during the review of Item 10 for each ordinance covered by the item.

Consent Agenda (Items 1-12)

Motion by Councilmember Fox, seconded by Councilmember Harless, and carried unanimously to approve items 1, 2, 5-9, 11, and 12 on the Consent Agenda.

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

Motion by Councilmember Perez, seconded by Councilmember Harless, and carried unanimously to approve item 4 on the Consent Agenda.

Motion by Councilmember Paulsen, seconded by Councilmember Fox, and carried unanimously to approve item 10, Ordinance A on the Consent Agenda.

Motion by Councilmember Fox, seconded by Councilmember Perez, and carried 5-1 to approve item 10, Ordinance B on the Consent Agenda. Mayor Pro Tem Stober voted No.

Motion by Councilmember Paulsen, seconded by Councilmember Fox, and

carried unanimously to approve item 10, Ordinance C on the Consent Agenda.

Motion by Councilmember Paulsen, seconded by Councilmember Fox, and carried unanimously to approve item 10, Ordinance D on the Consent Agenda.

Motion by Councilmember Paulsen, seconded by Councilmember Fox, and carried unanimously to approve item 10, Ordinance E on the Consent Agenda.

Motion by Councilmember Paulsen, seconded by Councilmember Fox, and carried unanimously to approve item 10, Ordinance F on the Consent Agenda.

1. SE 1st Street – 164th to 177th Avenues (PRJ071612), construction acceptance

Staff Report: 215-23

This project installed roadway surfacing, curbs, sidewalks, bicycle paths, storm draining, traffic signals, striping, signing, fiber optic, street lighting, and landscaping on SE 1st Street between SE 164th and SE 177th Avenues. Lee Contractors LLC, of Battle Ground, Washington, has satisfactorily completed the subject improvements in accordance with the plans and specifications.

The original contract bid amount was \$9,887,587.00. The final construction cost was \$10,627,548.39, an increase of approximately 7.0% from original bid amount. The difference between the original contract amount and final contract amount can mostly be attributed to an overrun in the total flagging hours required for the project and design revision to the City's fiber facilities.

There was an 19% Disadvantage Business Enterprise (DBE) goal for the project. The contractor exceeded this goal, achieving 23%.

Request: On December 4, 2023, accept the SE 1st Street – 164th to 177th Avenues Project as constructed by Lee Contractor LLC, of Battle Ground, Washington.

Ryan Knox, Senior Civil Engineer, 360-487-7761

Motion approved the request.

2. Approval for One Year Health Insurance Stop Loss Policy with Voya

Staff Report: 216-23

City staff worked with its broker, Davidson Benefits Planning, to seek stop

loss coverage for its self-insured health benefits program. There was a significant increase in the cost of coverage from 2023 to 2024 of 44.6%, increasing the City's costs for this coverage from \$1.1 million in 2023 to \$1.6 million in 2024. The increase in the number and size of the medical and pharmaceutical claims over the last several years has been the reason for the increase. Voya was the successful bidder with competitive renewal terms, other insurance companies proposals came significantly higher for the same coverage. Council approval of the contract is needed to provide payment on the premium for the policy.

The individual deductible included in the renewed policy remains at \$275,000. There continues to be one claimant that has a higher deductible of \$475,000 due to the type of their medical/pharmaceutical issue. The City's self-insurance covers eligible claims below that threshold. The aggregate reimbursement maximum per policy period included in the insurance is \$2 million. The stop loss insurance covers prescription coverage, as well as vision coverage.

Request: Authorize the payment of premiums to Voya for Stop Loss coverage.

Lee Lofton, Deputy Human Resources Director, 360-487-8415

Motion approved the request.

3. Thrive 2 Survive Service Provider Contract for Safe Park

Staff Report: 217-23

An estimated 500-600 individuals reside in tents or vehicles within the City of Vancouver, which poses significant health and safety risks to individuals experiencing unsheltered homelessness, as well as the rest of the community and the environment. Currently, our community does not have an adequate supply of shelter or housing options to meet the growing need. This Council has observed that many individuals who live unsheltered on public property do so, not by choice, but due to a lack of financial means to afford adequate shelter. These individuals are adversely mentally and physically impacted by living unsheltered. Single females living without adequate shelter experience disproportionately high incidents of violent crime as compared to others. Families with children who lack adequate shelter are also disproportionately adversely impacted through risk of physical danger and impediments to childhood education. Individuals and families living in vehicles on public rights of way are required to move their vehicles frequently to avoid being ticketed and/or having their vehicles towed, leaving them with no sense of shelter at all.

To reduce the negative impacts of unsheltered homelessness and provide for greater safety, stability, and a space for individuals in vehicles to quarantining/isolate during the pandemic, the City of Vancouver established a Safe Parking program in the Vancouver mall parking lot in April of 2020, as a COVID response. In June of 2020, C-Tran allowed the Safe Parking program to move to the unutilized Evergreen Transit Center in East Vancouver. During the pandemic, Safe Park was overseen by Vancouver Parks and Rec and staffed with contracted temporary employees during the day and security officers overnight. In 2021, Safe Park oversight was transitioned to Vancouver's Homeless Response Manager and Council adopted Vancouver's Homeless Response Plan, which included extending the operations of Safe Park beyond the COVID-19 emergency to meet the continuing need for safe places for families and individuals living in vehicles to park as an alternative to living on City right of way.

While Safe Park has accomplished the goal of providing greater safety and stability for households living in vehicles, it has not shown the same level of successful exits to housing as our Safe Stay Communities. This is partially because we were only able to connect the program to HMIS this year for data collection and service tracking purposes, and partially because the program has not had a dedicated operator with adequate staffing to assist participants with system navigation, barrier reduction, and transitioning from homelessness.

A request for Proposals (RFP 60-23) for a Safe Park Service Provider was issued on August 16, 2023. The City received one proposal, Thrive2Survive. The evaluation committee reviewed and confirmed Thrive2Survive is capable of providing these services.

To ensure Safe Park participants have greater access to consistent support and services to assist with transitioning from homelessness to housing, staff is recommending approval of the professional services agreement with Thrive 2 Survive for management and operation of the Safe Park program at the Evergreen Transit Center.

In alignment with operations of our Safe Stay Communities, Thrive 2 Survive will work to:

- - *ensure safety and sanitation within and immediately surrounding the Safe Parking site;*
 - *assist Safe Park residents with reducing barriers, obtaining stability, accessing needed resources, and transitioning into a more permanent housing situation;*
 - *proactively engage with the surrounding neighborhood(s) to mitigate potential negative impacts to the neighborhood, facilitate neighborhood participation and volunteer opportunities within the*

designated Community, and encourage participation in neighborhood/community events, neighborhood association meetings, etc. amongst Safe Park residents.

Request: Authorize the City Manager or designee to execute a Professional Services Agreement between the City of Vancouver and Thrive--Survive for management and operation of Safe Park program for \$809,473.89 for the first year of service.

Jamie Spinelli, Homeless Response Manager, 360-487-8610

Motion approved the request.

4. Update to 2024 Affordable Housing Fund Admin Plan

Staff Report: 218-23

A RESOLUTION relating to low-income housing; providing amendments to the 2024 – 2033 Affordable Housing Financing Plan adopted in 2022 for the collection and use of monies authorized by RCW 84.52.105 to fund very low-income housing; providing for Severability; and an Effective Date.

On September 19, 2022, Council approved the 2024 Affordable Housing Fund (AHF) Administrative and Financial Plan that details the implementation of the \$100 million generated by the AHF funding levy from January 1, 2024, through December 31, 2033. The AHF Admin Plan allows for updates pending review and approval by City Council.

The Economic Prosperity & Housing department is proposing changes to the income limits and per-unit maximum awards for homeownership projects and the guidelines for gross rents for rental housing projects. The changes are aimed at enhancing the feasibility of homeownership projects and providing clarity on gross rent requirements. The following updates are proposed:

- *AMI Limit for Homeownership Projects:*
 - *Previous Limit: 60% AMI*
 - *Updated Limit: 80% AMI*
- *Per-Unit Maximum Award for Homeownership Projects:*
 - *Previous Award Limit: \$50,000*
 - *Updated Award Limit: \$75,000*
- *Inclusion of Required Services in Gross Rent:*
 - *The cost of services mandated as a condition of occupancy, even if offered by building owners as per federal or state law, must now be factored into gross rent. This nonoptional fee should be clearly stated in the income certification and lease agreement/addendum. Additionally, it must ensure that the unit*

remains within the applicable maximum rent limit.

The purpose of these changes is to increase the financial viability of homeownership projects in response to feedback from community members and service providers. The proposed changes will better support households experiencing low-income to purchase homes in the City of Vancouver and will help with City meet its goal of serving 15 households per year with homeownership projects. Additionally, the updated guidance on gross rent will ensure compliance with maximum rent limits.

The updated language is attached in the proposed 2024 Affordable Housing Fund (AHF) Administrative and Financial Plan v.2.

Request: Adopt a resolution amending the 2024 Affordable Housing Fund (AHF) Administrative and Financial Plan.

Samantha Whitley, Housing Programs Manager, 360-487-7952

Motion adopted Resolution M-4258 to approve the request.

5. Approval of Vancouver Housing Authority Bonds for Esther Short Commons and Cougar Creek Apartments

Staff Report: 219-23

A RESOLUTION providing approval, solely for the purposes of Section 147(f) of the Internal Revenue Code, of the issuance of revenue obligations by the Housing Authority of the City of Vancouver in the principal amount of not to exceed \$22,000,000, to finance the acquisition and equipping of two multifamily housing complexes to provide housing for low-income persons in the City of Vancouver, Washington.

The Housing Authority of the City of Vancouver (VHA) plans to acquire and renovate two multifamily housing projects. The first is Esther Short Commons, located at 555 W 8th Street, with 160 units of housing for low-income individuals. The second is Cougar Creek Apartments, a 72-unit multifamily housing development located at 8415 NE Hazel Dell Avenue in unincorporated Clark County.

VHA is seeking approval for the issuance of tax-exempt bonds to finance the acquisition and renovations of both projects. This approval is required by the City but does not imply any financial responsibility on the part of the City.

The financing sources for the project will include low-income housing tax credits, the Bond, and other loans. VHA will issue the Bond and provide a loan to Esther Cougar Rehab LLLP, of which VHA is the sole general partner.

Section 147(f) of the Internal Revenue Code necessitates approval by the applicable elected representative for qualified private activity bonds, which includes this Bond. The Mayor of the City of Vancouver, as the chief elected executive officer of the City, is treated as the applicable elected representative to approve the Bonds. Approval by City Council will satisfy both the “issuer” approval for the bonds and the “jurisdiction” approval with respect to Esther Short Commons. Because the Cougar Creek project is located in unincorporated Clark County, VHA will seek separate approval from the County Council with respect to the “jurisdiction” approval for that project.

A public hearing regarding the projects and the bonds was held on October 31, 2023, and no public testimony was provided.

Approval of the City is solely to comply with Section 147(f) of the Code and does not indicate any further financial responsibility or approval of other aspects of the project.

Request: Approve the execution of the resolution indicating the City’s approval of the issuance of the bonds for the projects.

Samantha Whitley, Housing Programs Manager, 360-487-7952

Motion adopted Resolution M-4259 to approve the request.

6. Visit Vancouver 2024 Lodging Tax Grant

Staff Report: 220-23

A RESOLUTION relating to the award of lodging tax grant funds to Visit Vancouver Washington for 2024 as recommend by the City Council appointed Lodging Tax Advisory Committee.

RCW 67.28.180 and 67.28.181 allow municipalities to impose a lodging tax of up to 4% on overnight stays in a lodging establishment such as a hotel, motel, bed and breakfast facility, or campground; and these funds can be used by municipalities and community organizations and for the purpose of supporting tourism-related events, activities, and facilities. Of the 4% collected, 2% goes to pay the debt service on the Convention Center with the other 2% available for tourism activities. RCW 67.28.1816 and 67.28.1817 require that to expend lodging tax funds, municipalities must appoint a Lodging Tax Advisory Committee comprised of equal numbers of lodging tax generators and potential lodging tax recipients who will make recommendations on proposed expenditures to the City Council.

The Lodging Tax Advisory Committee reviewed Visit Vancouver Washington’s proposal to provide tourism activities and recommends that

\$700,000 of Lodging Tax revenue be allocated to Visit Vancouver Washington. Per state regulations, the City Council only may approve awards recommended by the Lodging Tax Advisory Committee and only at the amount recommended unless Council submits its change in the amount to the LTAC for comment.

Request: Adopt a resolution approving the recommendation of the Lodging Tax Advisory Committee and authorizing the City Manager or their designee to execute a professional service agreement for \$700,000 in Lodging Tax grant funds to Visit Vancouver, Washington.

Chris Harder, Deputy Economic Development Director, 360-487-7934

Motion adopted Resolution M-4260 to approve the request.

7. Right-of-Way Franchise Agreement for Ziplly Fiber

Staff Report: 221-23

AN ORDINANCE relating to management of the public rights-of-way, granting to Ziplly Fiber Pacific LLC and its affiliates (hereinafter referred to as the "Franchisee"), a Delaware Limited Liability Company, a non-exclusive and revocable franchise to install, operate and maintain a telecommunications system in, on, over, upon, along, and across public rights-of-way of the City of Vancouver, Washington (hereinafter referred to as the "City"), prescribing certain rights, duties, terms and conditions with respect to such franchise; and setting an effective date and conditions.

Ziplly Fiber Pacific LLC wishes to occupy and utilize portions of the public rights of-way in the City. Cities may require a permit or franchise for the use of its right-of-way for telecommunication facilities (RCW 35.99.030); however, the City may not charge a franchise fee for the franchise (RCW 35.21.860). The proposed ordinance establishes the terms and conditions of the right to construct and maintain telecommunications facilities within the City's right-of-way.

City staff has worked with Ziplly Fiber to negotiate a franchise ordinance, which manages the deployments of a telecommunications system in a way that balances local aesthetics, character, and public health and safety, while also deriving the benefits of this technology for the City's residents to the greatest extent practicable.

Request: On Monday, December 4, 2023, approve ordinance on first reading, setting date of second reading and public hearing for Monday, December 11, 2023.

Aaron Lande, Program and Policy Development Manager, 360-487-8612

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

Motion approved the request.

8. Professional Services Agreement for Armored Car Services

Staff Report: 222-23

AN ORDINANCE authorizing the execution of a contract amendment with Loomis Armored US, LLC ("Contractor"), to continue providing armored car services ("Services") to the City of Vancouver, Washington ("City"); authorizing a contract amendment extending the contract beyond its original five-year duration; providing for severability; and setting an effective date.

The City currently utilizes armored car services through a contract with Loomis Armored US, LLC.

The City and Clark County went through a joint Request for Proposal (RFP) process in May 2015 for armored car services, with the goal that if the City and County combined efforts, the responding companies would offer more competitive pricing in order to receive the award of contracts from both the City and the County. No responses were received for the RFP.

The City and Clark County then looked at the option of piggy-backing on the State of Oregon or the State of Washington's armored car contract. After review and negotiations, Loomis agreed to offer its professional services to perform work per the Oregon Price Agreement 3396; RFP No. 102-1894-12R. On September 11, 2023, the State of Oregon signed Amendment 12 to this agreement, which extended the term of the price agreement with Loomis through November 2024.

Loomis has provided armored car services to the City under the current agreement since February 1, 2016; the City's current agreement expires November 25, 2023. To ensure continuity of armored car services, staff recommends extending the City's agreement with Loomis, in alignment with the State of Oregon's agreement, until November 25, 2024, with the ability to extend an additional period until December 31, 2025, if such a term is available.

It is anticipated that additional procurement options for armored car services may become available in the next 24-30 months, but extending this agreement through that timeframe will ensure the City continues to receive this critical service while maintaining greater flexibility in the future.

Request: On December 4, 2023, approve the ordinance on first reading, setting the date of second reading and public hearing for December 11, 2023.

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

Motion approved the request.

9. Vancouver Municipal Code Title 14 changes

Staff Report: 223-23

AN ORDINANCE relating to the water, sewer and surface water utility miscellaneous fees and regulations, amending Chapters 14.04, 14.08, 14.10, and 14.24 of the Vancouver Municipal Code; providing for savings, severability and an effective date.

Staff regularly proposes code updates, clarifications, and changes as needed. VMC Title 14 pertains to water and sewer utilities. staff is proposing a number of changes that will update miscellaneous fees, improve accuracy, comply with current practices, correct inaccuracy, and provide additional clarity. The attached summary provides a complete list of the proposed amendments to Title 14.

Request: On Monday, December 4, 2023, approve ordinance on first reading, setting date of second reading and public hearing for Monday, December 18, 2023.

Chris Malone, Public Works Finance & Asset Manager, 360-487-7711

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

Motion approved the request.

10. 2023 Comprehensive Plan and Zoning Map and Text Changes

Staff Report: 224-23

Ordinance A

AN ORDINANCE relating to zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending the Vancouver Comprehensive Plan and Zoning map designation for adjacent tax lots 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000, and approximately 12,015 square feet of unimproved right-of-way, all located at the northwest corner of SE 192nd Avenue and SE 15th Street; authorizing the City Manager to enter into a Development Agreement related to future use of the site; and providing for severability; and providing for

an effective date.

Ordinance B

AN ORDINANCE relating to zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending the Vancouver Comprehensive Plan and Zoning map designation for adjacent tax lots 105145000, 105150000, and 105155000, at 7318 NE 63rd Street, Vancouver, WA 98662; providing for severability; and providing for an effective date.

Ordinance C

AN ORDINANCE relating to zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending the Vancouver Comprehensive Plan and Zoning map designation for adjacent tax lots 105241000, 105242000, 105190005, 105190010, and 105190000 at 8208 and 8122 NE 63rd St. & 6506 and 6510 NE 82nd Ct, and unaddressed tax lot 986042813 providing for severability; and providing for an effective date.

Ordinance D

AN ORDINANCE relating to zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending the Vancouver Comprehensive Plan and Zoning map designation for adjacent tax lots 29373013, 29373062, 986034665, and 29283002 at 3607, 3701 and 3701 ½ E 18th St Vancouver, WA 98661; authorizing the City Manager to enter into a Development Agreement related to future use of the site; and providing for severability; and providing for an effective date.

Ordinance E

AN ORDINANCE relating to zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending the Vancouver Zoning map designation for tax lot 159112000 at 6103 NE 152nd Avenue; providing for severability; and providing for an effective date.

Ordinance F

AN ORDINANCE relating to Comprehensive Plan and Zoning for the City of Vancouver, Vancouver Municipal Code (VMC) Title 20, and the Vancouver Parks, Recreation & Cultural Services Comprehensive Plan; amending Chapter 5 and Appendix E of the Vancouver Comprehensive Plan 2011-2030; amending VMC 20.150, 20.160, 20.170, 20.180, 20.210, 20.245, 20.270, 20.330, 20.410, 20.740, 20.790, and 20.950; amending the Vancouver Parks, Recreation & Cultural Services Comprehensive Plan (2022-2031); providing for severability; and establishing an effective date.

The following are proposed:

Map Change – 192nd Avenue – Urban Low/R-9 to Urban High Density/R-22 on 9.8 acres in the Bennington Neighborhood, at the northeast corner of 192nd Avenue and 15th Street. If approved future application for development of 210 to 223 apartment units anticipated, 95% market rate and 5% affordable at 80% Area Median Income (AMI). Planning Commission unanimously recommended approval based on need for housing, commercial and public services near site, and mitigation offered by applicant in proposed Development Agreement.

- Map Change - Miller – Urban Low Density/R-9 to Urban High Density/R-30 on 4 acres at the northeast corner of NE 63rd Street and 72nd Avenue. If approved future application for roughly 102 market rate apartment units anticipated, although yield may differ pending site plan review of stormwater needs. Planning Commission recommended approval 4-2, citing need for housing, nearby commercial and public services, and ability to address stormwater specifics at site plan review stage.

Map Change – Wood Duck Springs - Urban Low Density/R-9 to Urban High Density R-22 and Commercial/CC on 13 acres on the north side of NE 63rd Avenue at NE 82nd Court. If approved future application for development of 244 market rate townhome and apartment units with a commercial component anticipated. Planning Commission unanimously recommended approval of the rezone based on need for housing, and applicant's conceptual future site plan proposing townhomes on the site perimeter abutting existing residential, with apartment buildings and commercial development in the interior.

Map Change – Datepark - R-18 to R-30 on 1.2 acre on the south side of 18th Street near Todd Road. If approved future application for development of 72 affordable housing units anticipated. Planning Commission unanimously recommended approval based on need for housing, and proposed Development Agreement ensuring future development will be consistent with conceptual site plan locating proposed apartment building on east portion of site abutting park and ensuring affordability.

Map Change – Burnt Bridge Creek West - OCI to IL on 33 acres west of 162nd Avenue and south of Fourth Plain Boulevard. If approved future application for development of 275,000 square foot warehouse had been contemplated, but property owner indicates potential developer has withdrawn. Planning Commission voted 4-2 to approve based on prevalence of IL zoning surrounding the site, opportunity for site development, and fact that City Critical Areas Protection standards would apply under either existing or proposed zoning. Dissenting votes noted proposal was premature pending finalization of City warehousing standards, green building policy, and Comprehensive Plan update.

- Text Changes – Comprehensive Plan - Amend reference to parks service

area distances, and parks capital facilities summary table; Update Appendix E list of documents adopted by reference to include updated parks and Urban Forestry Management Plan; Add two capital parking projects to citywide capital project list. Planning Commission unanimously recommended approval.

Text Changes – Title 20 Zoning code - Changes to definitions and use classifications, measurements, outdated references, submittal requirements, effective dates, and pre-existing home allowances in cluster developments. As allowed by recent statutory changes, also increase SEPA categorical exemption thresholds for residential projects based on number of units, while retaining SEPA review requirements for residential projects of any size if critical lands are present. Planning Commission unanimously recommended approval.

Text Changes - Parks, Recreation and Cultural Services Comprehensive Plan (2022-2031) - Updates to capital facilities plans, service area provisions, and other amendments. These were recommended by the Parks and Recreation Advisory Committee on September 20, as well as by the Planning Commission.

Request: On December 4, 2023, approve Ordinance A (192nd Avenue Map Change), B (Miller Map Change), C (Wood Duck Springs Map Change), D (Datepark Map Change), E (Burnt Bridge Creek West Map Change) and F (Text Changes), setting date of second reading and public hearing for December 18, 2023.

Bryan Snodgrass, Principal Planner, 360-487-7946

Mayor Pro Tem Stober read the titles of the ordinances into the record.

Mayor Pro Tem separated the ordinances out individually for public testimony and voting.

Mayor Pro-Tem Stober opened Community Communication and received testimony from the following community members regarding Item 10.

Ordinance A

- Jacob Billingsley, Vancouver
- Norman Seiyt, Vancouver
- Kimberlee Goheen Elbon, La Center, Washington

Ordinance B

- Jeff Prussack, Vancouver
- Leigh Anne Carter, Vancouver
- Kimberlee Goheen Elbon, La Center, Washington
- Dave Larson, Vancouver

- Jeff Mays, Vancouver

Ordinance C

- Kimberlee Goheen Elbon, La Center, Washington

Ordinance F

- Kimberlee Goheen Elbon, La Center, Washington

There being no further testimony, Mayor Pro Tem Stober closed Community Communication.

Motion approved the request.

11. Appointments to the Transportation and Mobility Commission

The Transportation and Mobility Commission provides advice to Vancouver City Council, the City Manager and city staff on a variety of transportation and mobility-related projects, programs and policies. It also provides ongoing feedback and guidance on development of citywide transportation policy through the update of the city's Transportation System Plan.

Council Committee 2 recently interviewed candidates for the following four full-term seats on the Transportation and Mobility Commission:

- *Person age 16-19*
- *Person age 65 or older*
- *Person who uses public transit is their primary mode of transportation*
- *Person who bicycles as their primary mode of transportation*

Committee 2 recommends the appointment of Devon Fender to the seat representing persons age 16-19, term beginning Jan. 1, 2024, and expiring Dec. 31, 2024; appointment of Sara Schmit to the seat representing cycling as a primary mode of transportation, term beginning Jan. 1, 2024, and expiring Dec. 31, 2026; reappointment of Mario Raia to the seat representing age 65 or older, term beginning Jan. 1, 2024, and expiring Dec. 31, 2026; and Eduardo Ramos to the seat representing public transit as primary mode of transportation, term beginning Jan. 1, 2024, and expiring Dec. 31, 2026.

If there are no objections, appointments will be presented for Council action at the Monday, December 4, 2023, City Council meeting.

Request: Appoint to the Transportation and Mobility Commission: Devon Fender to the seat representing persons age 16-19, term beginning Jan. 1, 2024, and expiring Dec. 31, 2024; Sara Schmit to the seat representing cycling as a primary mode of transportation, term beginning Jan. 1, 2024, and expiring Dec. 31, 2026. and reappoint Mario Raia to the seat representing

age 65 or older, term beginning Jan. 1, 2024, and expiring Dec. 31, 2026; and Eduardo Ramos to the seat representing public transit as primary mode of transportation, term beginning Jan. 1, 2024, and expiring Dec. 31, 2026.

Council Committee 2

Motion approved the request.

12. Approval of Claim Vouchers

Request: Approve claim vouchers for December 4, 2023.

Motion approved claim vouchers in the amount of \$15,637,784.98.

Public Hearings (Item 13)

13. Humane Society of Southwest Washington Contract Extension

Staff Report: 212-23

AN ORDINANCE authorizing the execution of a contract amendment with Humane Society of Southwest Washington ("Contractor"), to continue providing animal shelter and care ("Services") to the City of Vancouver, Washington ("City"); authorizing a contract amendment extending the contract beyond its original five-year duration; providing for severability; and setting an effective date.

Additional time is required to complete negotiations on a new contract with the Humane Society of Southwest Washington for animal shelter and care services. City staff request that Council authorize an extension to the current contract with HSSW so that a fair and mutually agreeable contract can be developed.

Request: On Monday, subject to second reading and a public hearing, approve the ordinance and authorize the City Manager, or designee, to execute the contract extension to the Professional Service Agreement with HSSW for animal shelter and care services to extend the end date as indicated above.

Rebecca Small, Senior Policy Analyst, 360-487-8601

Rebecca Small, Senior Policy Analyst, provided an overview of the Humane Society of Southwest Washington Contract Extension.

Council discussed the item briefly with staff.

Mayor Pro Tem Stober opened the public hearing and received testimony

from the following community members:

- Kimberlee Goheen, La Center, WA

There being no further testimony, Mayor Pro Tem Stober closed the public hearing.

Motion by Councilmember Paulsen, seconded by Councilmember Perez, and carried unanimously to approve Ordinance 4429.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

Homelessness Emergency Situation Report #1

Aaron Lande, Program and Policy Development Manager, discussed the Homelessness Emergency Situation Report #1.

Adjournment

9:21 p.m.

Anne McEnery-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.

From: [City Council](#)
To: [Dollar, Sarah](#)
Cc: [Snodgrass, Bryan](#)
Subject: FW: Written Comments for 12/4/23 City Council Meeting
Date: Monday, December 4, 2023 11:43:31 AM
Attachments: [Miller's Zoning adjacency letter.docx](#)

From: [REDACTED]
Sent: Monday, December 4, 2023 11:23 AM
To: City Council <council@cityofvancouver.us>
Cc: 'Jeff Prussack' [REDACTED]
Subject: Written Comments for 12/4/23 City Council Meeting

You don't often get email from lcarters@comcast.net. [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.

Good Morning,

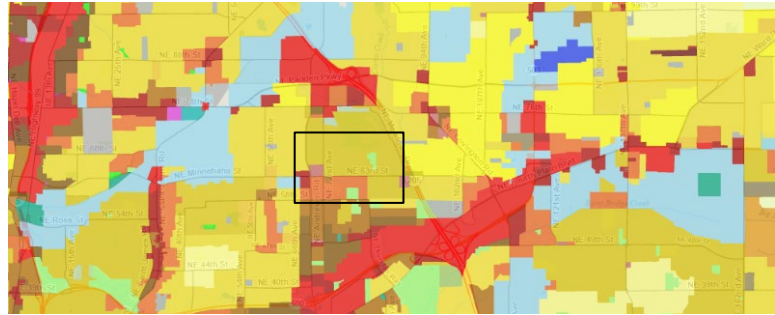
The attached document is submitted as written comments for the City Council Meeting this evening, 12/4/23.

(Item 10 Ordinance B of the 2023 Comprehensive Plan and Zoning Map, 7318 NE 63rd Street, Vancouver, WA 98662)

Thank you,
Leigh Anne Carter & Jeff Prussack

Fall 2023 Comprehensive Plan and Zoning

MILLER'S ZONING at 63rd St & 72nd Ave



Council Members and The Mayor:

On 9/12/23 when Principle Planner Brian Snodgrass introduced Amendment C for the Miller's Parcel he noted: "Council Rejected the R-30 for the site across the street because they didn't want the contrast with the R-9 to the North..." **My question to the Council is... What has Changed?**

Brian Snodgrass says that the updated master plan directs that where appropriate we want to push for higher density... All we are left with is accepting his statement... "It Seems Like an Appropriate Site"

Brian supports the position by noting... "It's fairly close to a pretty complete commercial site..."

- It's a Neighborhood Safeway surrounded by 50% occupied retail maybe 10k sqft.
- No... Look up where R-22 and R-30 exist? It's off the Andresen, The 4th Plain Retail Corridor and Vancouver Mall.

Brian states regarding transportation proximity... "bus service is not far away".

- Again the existing R-22 and R-30 projects sit at major nodes and on transit lines.
- This site is totally inconsistent.

Planning is trying to force a designation on this site and they are asking you to simply trust them. *It's irresponsible.*

The planning department should be asking the developer to work through the proposal and provide sufficient information. Not telling them to provide no information and ask for a higher zoning than the developer sees to be appropriate for the site. Those are Brian's words from 9/12 not mine.

Here is how Commissioner Pyle closed his review...

"I find myself frustrated because we [commissioners] so often find ourselves spoiled by the amount of information we receive... the developer on the last project we reviewed spoiled us with information [related to zoning]. I almost wish we hadn't seen this [the Miller's] project's conceptual site plan because that's not what's going to happen... I'm trying to ignore it completely to get a sense for what the outcomes of an R-30 zoning could be... Again, I'm trying to zoom out to get a sense for the adjacencies... I feel that, as we just walked through in the previous application... the development standards of an R-22 and R-30 can be appropriate next to the High Capacity Commercial areas... I stress to the applicant that Council may not see it the same way... and may want the adjacency [issue] addressed more head on. It doesn't change my leniency to approval. But it doesn't feel baked. I hear Commissioner Baufus's point.. "It doesn't feel baked." And on a site that is constrained it makes it harder to approve.

I close with the question... Why is this parcel's rezoning being forced on the community without due diligence as an amendment to the comprehensive plan?

JEFF PRUSSACK AND LEIGH ANNE CARTER

20.420.025 Higher-Density Residential Zone Function and Location Criteria.

<https://vancouver.municipal.codes/VMC/20.420.025>

From: [City Council](#)
To: [Dollar, Sarah](#)
Cc: [Snodgrass, Bryan](#)
Subject: Written comment - 12/4/23
Date: Monday, December 4, 2023 11:16:24 AM

From: City of Vancouver, WA <noreply@cityofvancouver.us>
Sent: Monday, December 4, 2023 11:14 AM
To: City Council <council@cityofvancouver.us>
Subject: Submission: Contact City Council

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.

Contact the City Council

Name

Terrence Dunn

Email

[REDACTED]

Address

[REDACTED]
Vancouver 98683
United States
[Map It](#)

Subject

Share an Opinion of a City project or Initiative

Choose Recipient

All the Council

Message

I am writing to argue against the approval of the R-22 zone change at the northeast corner of SE 15th street and SE 192nd Avenue that was approved by the Planning Commission on October 24.

I note that Councilor Fox has support rezoning areas in single-family neighborhoods to R-18 to allow for duplex and triplex housing. This would constitute a reasonable compromise to the Vance R-30/R-22 Vance proposal. I request that when this rezoning request comes before the city council, that the council support an R-18 rezone and reject the R-22 approved by the Planning Commission.

From: [City Council](#)
To: [Dollar, Sarah](#)
Subject: FW: Agenda items 4 and 5 today, Dec 4, 2023
Date: Monday, December 4, 2023 10:10:23 AM

From: Don Steinke <[REDACTED]>
Sent: Monday, December 4, 2023 10:09 AM
To: City Council <council@cityofvancouver.us>
Subject: Agenda items 4 and 5 today, Dec 4, 2023

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.

From Don Steinke

To the City of Vancouver Council and staff

Re agenda items 4 and 5 affordable housing

Hello everyone,

The Washington State Dept of Commerce expects to get about \$100 million from the Federal *Solar for all* program.

This money will provide free solar for low-income residents. The ideal place to install them might be on VHA buildings and parking lots.

Consider making new VHA buildings solar ready.

Also, the *Solar for All* grants are likely to go first to those applicants that are ready to apply in June 2024.

Also, on a side note, the Clark County Council is moving forward with the Climate Amendment to the GMA. I'm concerned that proxies for fossil fuel companies will be sabotaging the process. Fyi

Thanks for all you do!

From: [City of Vancouver - Office of the City Manager](#)
To: [Dolar, Sarah](#)
Subject: FW: Council meeting 12/4 - Failure to implement Alpha Project plan lead to Homeless Civil Emergency
Date: Monday, December 4, 2023 8:46:39 AM
Attachments: [Vancouver Executive Summary and Report.pdf](#)

Hi Sarah, we got this in the CMO inbox

-Amelia Pilipchuk

From: PETER BRACCHI [REDACTED]
Sent: Monday, December 4, 2023 6:56 AM
To: City Council <council@cityofvancouver.us>; City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Council meeting 12/4 - Failure to implement Alpha Project plan lead to Homeless Civil Emergency

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.

This is a written submission only for the city council meeting on December 4, 2023

In 2019, the city of Vancouver had a study done on the current homeless crisis in the city by the Alpha Project group of San Diego. See attached PDF

The homeless crisis at that time in 2019 was considered still manageable if the recommendations were taken up.

City has failed the citizens of our community when they did not take up this recommendation 2019 or the consecutive year after.

The city also failed to present a plan to the citizens on the cost per bed to implement 150 bed homeless shelter versus the costly few beds in five safe stay sites.

As it says below this document just became another document lost in archives.

Please review the attached plan at the city of Vancouver paid for, and failed to implement.

I ask all city counselors to Please review the plan received in 2019 especially the new counselors who were not involved at that time.

First page



October 16, 2019

Eric Holmes, City Manager
City Hall
415 W. 6th St., 2nd Floor
Vancouver, Washington 98660

Dear Eric:

It is my pleasure to offer insights, observations and recommendations in the attached report in response to the City of Vancouver's request for an independent evaluation of its response to homelessness. I'm also pleased to tell you that in my honest opinion, and that of my staff who contributed to this report, the City is well ahead of a problem that has already overwhelmed most of Vancouver's bigger neighbors, including Portland and Seattle/Tacoma.

The elements included in this report will inform the City's strategic, focused plan to address what is still a manageable homeless crisis. Alpha Project has been involved in the development of many plans for multiple jurisdictions over the course of decades. A plan is an inert thing that, without consistent follow through and resources devoted to its implementation, becomes just another document forgotten in the archives. The City will address its homelessness crisis, serve its most vulnerable citizens and revitalize neighborhoods affected by homelessness through putting this plan into action.

While the contents of this report are ordered in accordance with the City's request for an independent evaluation and recommendations, in this executive summary we present the City with our recommendations in order of greatest importance.

Executive Summary

1. Opening a Temporary Bridge Shelter with a minimum of 150 beds for single adults, ages 18 and older, should be the City's paramount priority to address its current homeless crisis. The availability of shelter is essential to all other components of a working Homeless Crisis Response System. Without a place to stabilize people and engage them actively in preparing for housing placement, other system components cannot make an impact on the issues arising from concentrated populations of unsheltered homeless people in the City's neighborhoods, especially the area surrounding 2018 Grand Boulevard. The three programs at the core of this report, the Day Center, Housing Navigation Center and Temporary Bridge Shelter should operate from a single site under a single operator as a seamless system.

Thanks Peter



October 16, 2019

Eric Holmes, City Manager
City Hall
415 W. 6th St., 2nd Floor
Vancouver, Washington 98660

Dear Eric:

It is my pleasure to offer insights, observations and recommendations in the attached report in response to the City of Vancouver's request for an independent evaluation of its response to homelessness. I'm also pleased to tell you that in my honest opinion, and that of my staff who contributed to this report, the City is well ahead of a problem that has already overwhelmed most of Vancouver's bigger neighbors, including Portland and Seattle/Tacoma.

The elements included in this report will inform the City's strategic, focused plan to address what is still a manageable homeless crisis. Alpha Project has been involved in the development of many plans for multiple jurisdictions over the course of decades. A plan is an inert thing that, without consistent follow through and resources devoted to its implementation, becomes just another document forgotten in the archives. The City will address its homelessness crisis, serve its most vulnerable citizens and revitalize neighborhoods affected by homelessness through putting this plan into action.

While the contents of this report are ordered in accordance with the City's request for an independent evaluation and recommendations, in this executive summary we present the City with our recommendations in order of greatest importance.

Executive Summary

1. Opening a Temporary Bridge Shelter with a minimum of 150 beds for single adults, ages 18 and older, should be the City's paramount priority to address its current homeless crisis. The availability of shelter is essential to all other components of a working Homeless Crisis Response System. Without a place to stabilize people and engage them actively in preparing for housing placement, other system components cannot make an impact on the issues arising from concentrated populations of unsheltered homeless people in the City's neighborhoods, especially the area surrounding 2018 Grand Boulevard. The three programs at the core of this report, the Day Center, Housing Navigation Center and Temporary Bridge Shelter should operate from a single site under a single operator as a seamless system.
2. The City must enforce contract standards and demand measurable outcomes in accordance with specific objectives included in a clear scope of work for all City-funded programs. This includes the Day Center and proposed Housing Navigation Center and Temporary Bridge Shelter. Objectives should include performance outcomes in terms of housing placements

and other client-level impacts as well as outcomes measured by community engagement and mitigation of the current impact of homelessness on the neighborhood.

3. It is unclear that the City has an operator for the connected Day Center, Housing Navigation Center and Temporary Bridge Shelter with the demonstrated capacity, experience and philosophy required to achieve the change desired in how the Day Center is operated and managed, as well as its impact on the neighborhood. Options to address this concern include a) putting the project out to bid, with all three programs connected under a single operator, and b) creating a nonprofit headed by community leaders, including private and public sector officials, with a passion for the work required to transform the status quo response to homelessness. However it chooses to proceed, the City must demand a much different operational approach and connection to the community.
4. The Police Department is committed, involved and eager to cooperate with service providers to make a difference in the community and the City should support the creation and roll out of HOT and HART teams to strengthen the overall response to homelessness City-wide. Law enforcement should be included in project planning and should be welcome at the facilities at all times. The contents of this report stress the need for a program operator to work hand-in-hand with law enforcement as good neighbors.
5. Community-oriented policing will be an important part of addressing the issues that currently affect the neighborhood around 2018 Grand Boulevard. Police officers are role models and visible representatives of the City's collective will to improve and maintain quality of life for all citizens. Officers should engage neighboring citizens proactively and should participate in neighborhood meetings, planning groups and other networks. This report recommends the formation of an Advisory Board with neighborhood representation to help connect the Day Center, Housing Navigation Center and Temporary Bridge Shelter to the community in a positive relationship. The Police Department should be represented on that board.
6. The City's Homeless Resource Manager is a critical new addition to the Homelessness Crisis Response System and should be empowered to enforce City policy with clear lines of communication linking him up to City officials and also to program operators and all other stakeholders. Similar positions in many cities frequently provide convenient scapegoats when public officials are dissatisfied with the state of homelessness. Alpha Project urges the City to give the Homeless Resource Manager the authority, resources, time and support necessary to transform the status quo and demonstrate improvement in the current system and its impact on the community.
7. The City should ensure that the combined Day Center, Housing Navigation Center and Temporary Bridge Shelter operate programs that save taxpayer dollars. This goal can be achieved in part merely by providing shelter as an alternative to the high cost of interventions with people in crisis living on the streets. However, the program operator

should also provide direct benefit to the community by operating programs that give homeless people a chance to engage in meaningful work of direct benefit to the City and the neighborhood around 2018 Grand Boulevard. The report includes many recommendations for community benefit programs.

We welcome any request from the City for further contributions to its strengthened response to homelessness. Likewise, we are available to provide any training, review or other service that can benefit the City's homeless programs during their design, implementation or operational phases.

In closing, again, my staff and I appreciate the opportunity to prepare this report and we commend the City for taking a strong leadership role in a commitment to address an issue that can be solved.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bob", with a stylized flourish above the name.

Bob McElroy
President & CEO

Independent Evaluator's Report to the City of Vancouver

BACKGROUND AND ACKNOWLEDGMENTS	1
OVERVIEW	4
CLARK COUNTY CONTINUUM OF CARE	5
HOMELESSNESS STATISTICS	7
EXISTING FUNDING BY SOURCE AND PROJECT TYPE	8
OBSERVED GAPS	9
JOINT EXECUTIVE BOARD ON HOMELESSNESS	11
RECOMMENDED APPROACH TO IMPROVE THE CITY'S RESPONSE TO HOMELESSNESS	12
SYSTEM COORDINATION	13
BLEND OF FACILITIES AND SERVICES	14
STAKEHOLDERS INVOLVED	14
BUILDING ON CURRENT INFRASTRUCTURE	15
ACHIEVING THE GOAL OF PERMANENT HOUSING	15
CHANGING PERCEPTIONS OF HOMELESSNESS	16
MANAGERIAL AND OPERATIONAL PRACTICES FOR AN OPTIMALLY EFFECTIVE DAY CENTER	17
CONTROLLING ACCESS	19
BUSINESS HOURS	20
CLOSURE POLICY	20
MONITORING CONTRACTOR PERFORMANCE	21
CODE OF CONDUCT	22
STAFF-TO-CLIENT RATIOS	23
PROVISION OF SHOWERS, LAUNDRY, STORAGE AND OTHER BASIC SERVICES	23
ADDITIONAL SERVICES NEEDED	23
SECURITY IN THE DAY CENTER AND SURROUNDING COMMUNITY	24
ENTRY AND EXIT PROCEDURES	25
RESOURCES REQUIRED TO IMPROVE NEIGHBORHOOD SAFETY AND QUALITY OF LIFE	26
OPERATION OF OUTWARD-FACING COMMUNITY PROGRAMS	27
OUTREACH AND ENGAGEMENT PROGRAMS	27
DESIGN AND OPERATION OF A HOUSING NAVIGATION CENTER	28
LINKING THE DAY CENTER TO THE HOUSING NAVIGATION CENTER	29
PROVIDERS AND SERVICES NEEDED AT THE HOUSING NAVIGATION CENTER	29
FOCUSING ON HOUSING PLACEMENT THROUGH COORDINATED ENTRY AND ASSESSMENT	30
CONNECTION TO TEMPORARY BRIDGE SHELTER	31
APPROPRIATENESS OF TEMPORARY BRIDGE SHELTER CONNECTED TO THE DAY CENTER AND HOUSING NAVIGATION CENTER	31
DESIGN AND USAGE OF 2018 GRAND AS A TEMPORARY BRIDGE SHELTER	31
COORDINATION OF SERVICES	32
POLICIES, PROCEDURES AND OPERATIONAL GUIDELINES FOR A TEMPORARY BRIDGE SHELTER	34
ESSENTIAL SERVICES AND HOUSING PLACEMENT GOALS	35
MITIGATION OF NEIGHBORHOOD IMPACTS	37
RESPONSE TO CRIMINAL ACTIVITY	37
REDUCING NEIGHBORHOOD IMPACT DURING DAY CENTER HOURS OF NON-OPERATION	38
OPTIONS FOR SHELTER PLACEMENT	38
ENGAGEMENT OF COMMUNITY INTERESTS	38
COMPLIANCE OVERSIGHT AND OTHER CITY RESPONSIBILITIES	39
PERFORMANCE MONITORING	39
MEETING GENERAL OVERHEAD AND ADMINISTRATIVE COSTS	40
LEVERAGING ADDITIONAL RESOURCES	40
CONTRACT ENFORCEMENT	40
CONCLUSION AND FURTHER RECOMMENDATIONS	40

Outside Evaluation of the City of Vancouver's Response to Homelessness and Plan for Implementation of New Projects and Services

Background and Acknowledgments

Alpha Project is pleased to submit this report in response to the City of Vancouver's request for an independent and objective assessment of the City's response to homelessness and planned implementation of coordinated services at the current Day Center and adjacent Housing Navigation Center, as well as a possible Bridge Shelter program connected to both centers. The first section of this report includes observations and a general assessment of the City of Vancouver and Clark County's Continuum of Care (CoC) and an overview of the CoC's federally mandated role in a regional response to homelessness. The first section of the report also includes a snapshot of homelessness in the region, an inventory of housing and service resources for people experiencing or at imminent risk of homelessness, along with a description of observed gaps and unmet needs within the coordinated system.



Subsequent sections of the report offer specific recommendations for:

- Improving the City's response to homelessness,
- Improving the operation of the current Day Center,
- Improving security in the Day Center and surrounding neighborhood,
- Designing and operating the Housing Navigation Center,
- Designing and operating a Temporary Bridge Shelter,
- Mitigating neighborhood impacts,
- Overseeing and monitoring compliance and performance at City-funded facilities, and
- Conclusions and recommendations for the future.

Alpha Project's preparation of this report is built on extensive experience operating programs like those planned for Vancouver, as well as decades of policy development and program implementation that accounts for neighborhood impact. Alpha Project has operated community-service programs employing homeless people as a benefit to their neighborhood since the organization's founding in 1986. In the subsequent 33 years, Alpha Project has launched and operated day centers and housing navigation and bridge shelter programs like those planned for Vancouver, learning by direct experience how to engage homeless people in effective pathways to stability and how to ensure that programs serving the homeless also serve the communities of which they are a part.

Alpha Project is particularly pleased to have this opportunity to share its experience as the operator of a Temporary Bridge Shelter in the City of San Diego. With a capacity of 324 beds per night, the program has transitioned over 400 participants into alternative housing options in 22 months. Of those, 74% were placed in permanent housing, 12% in alternate and longer-term housing programs, and 14% in other programs, including alcohol and drug treatment programs. In addition, Alpha Project has successfully engaged a hard-to-serve, highly vulnerable population, including 227 seniors, 174 transition-age youth, 172 veterans, and 120 persons fleeing domestic violence at the time of program entry. Equally important as all those outcomes, Alpha Project has made the Temporary Bridge Shelter an asset to its neighborhood and San Diego as a whole. Alpha Project's regular neighborhood patrols, community outreach, neighborhood services and other efforts to engage the neighborhood have ensured that the Temporary Bridge Shelter provides its intended levels of service while benefitting residents, merchants and other stakeholders in the program's service area.

Reflecting the success of the program, Alpha Project was recently selected by the City of San Diego to operate a second facility, providing 150 new beds of Temporary Bridge Shelter to continue reducing the incidence and impact of homelessness. The program is scheduled to open on November 1, 2019.



Bob McElroy, Alpha Project President and CEO, with one of the first residents of the bridge shelter. Photo by Chris Jennewein, *The Times of San Diego*.

The success of the program is built upon policies and procedures for evidence-backed, outcome-driven services to people experiencing homelessness including special needs populations. Alpha Project is committed to making the Temporary Bridge Shelter an effective component of the City and County's strategy for eliminating homelessness through a coordinated, multi-service, multi-provider system. Since commencing operation of the program, Alpha Project has hosted 78 delegations from more than 50 cities, counties, states, units of government and foreign countries, demonstrating its best practices and encouraging replication of such programs to bridge the gap between the streets and permanent, sustainable housing facilitated through a system of coordinated entry. Vancouver's Mayor, City Councilmembers and City Manager have toured the facility, as have the mayors of more than a dozen other U.S. cities, the U.S. Secretary of Housing and Urban Development and dozens more elected officials and community leaders.

Notwithstanding its own experience and qualifications to prepare this report, Alpha Project is extremely grateful to a large and diverse group of stakeholders in Vancouver and Clark County for their invaluable contributions to the content that follows. Alpha Project wishes to acknowledge all of the following parties for their vital input.

Independent Evaluator's Report to the City of Vancouver

City of Vancouver

Mayor Anne McEnerny-Ogle
Mayor Pro Tem Bart Hansen
Councilmember Bill Turlay
Councilmember Ty Stober
Councilmember Linda Glover
Councilmember Laurie Lebowsky
Councilmember Erik Paulsen
Chief of Police James McElvain
Assistant Police Chief Mike Lester
Assistant Police Chief Troy Price
Police Commander Dave King
Police Officer Tyler Chavers
Police Officer Sammy Abdala
City Manager Eric Holmes
Deputy City Manager Lenda Crawford
Acting City Attorney Jonathan Young
Community and Economic Development Director Chad Eiken
Homeless Resource Manager Jackie St. Louis
Public Works Operations Manager Tim Buck
Public Works Operations Superintendent Brian Potter
Public Works Superintendent Ryan Miles
Affordable Housing, HOME and CDBG Program Manager Peggy Sheehan
Assistant Building Official Jeri Newbold
Neighborhood Liaison Judi Baily

Clark County

Community Services Director Vanessa Gaston
Community Services Program Manager Michael Torres

Vancouver Housing Authority

Executive Director Roy Johnson
Deputy Director Saeed Hajarizadeh

Council for the Homeless

Executive Director Kate Budd

Community Foundation of Southwest Washington

President Jennifer Rhoades

Share

Executive Director Diane McWithey
Deputy Director Amy Reynolds
Outreach Director Jillian Daleiden

Community Services Northwest

Behavioral Health Manager John Moren

Clinical Supervisor Jeni O'Neil

Case Manager Jamie Spinelli

In addition, Alpha Project appreciates the engagement of dozens of Vancouver residents, nonprofit leaders, educators, merchants, businesspeople, community organizers and other stakeholders, whose diverse voices and interests are an important consideration in this report's recommendations and should continue to inform the City in its implementation of a new, expanded and strengthened strategic response to homelessness.



Vancouver residents, providers, and other community members sharing concerns and observations.

Overview

While the City is to be commended for its sense of urgency, its commitment to addressing homelessness and its willingness to adapt and innovate in its response to the status quo, it is important to note that the City is one party in a multi-party system that, to some extent, is mandated and circumscribed by federal policies and standards. The City's resources will be critical to the implementation, sustainability and long-term success of the programs discussed in this report. However, a full-fledged, comprehensive, meaningful response to homelessness will necessarily include the coordinated inputs of County agencies, nonprofit providers, courts, educational institutions and other contributing parties. One of the most critical components of a multi-party system is the Clark County Continuum of Care, WA-508 (CoC), a collaboration of stakeholders convened in accordance with the policies of the U.S. Department of Housing and Urban Development (HUD) as a precondition of funding for homeless services under the terms of the McKinney-Vento Homeless Assistance Act, a federal law adopted by the U.S. Congress in 1987 that was the first significant federal legislative response to homelessness. The Act has been reauthorized several times since its passage and was greatly amended by passage of the Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act in 2009.

Since the passage of the HEARTH Act, CoCs nationwide have been charged with addressing homelessness prevention, rapid re-housing, consolidation of housing programs, and new priority homeless sub-populations, which today include transition-age youth (18 to 24), people identifying as LGBTQ+, seniors, veterans, victims of domestic violence and the chronically homeless, among others. Complying with the specific terms of the HEARTH Act for adoption of Coordinated Entry System (CES) processes and procedures has been a challenge for most CoCs, as has the mandate to adopt an approach to services and housing that align with Housing First principles. Housing First is a philosophy rooted in several principles, the most challenging of which is providing low barriers to housing entry, forcing providers accustomed to moving people with special needs through progressive stages of treatment, stabilization and preparation for independence to shift their focus to rapid placement in permanent housing, even for those people with active substance use and other disorders.

Housing First is not the only model or approach to addressing homelessness supported by evidence. Service-enriched shelters providing a transitional path to low-income permanent housing are important components of a robust response system. The Housing First goal of rapid placement in permanent housing misses the fact that in virtually all jurisdictions in America, there are an insufficient number of low-income, sustainable permanent housing units available to meet the needs of unsheltered homeless people. It also overlooks the real needs of many homeless people who are not housing ready and whose needs must be met in a stable, sheltered environment prior to housing placement.

The work of a CoC is year-round and entails maintenance of a regional Homeless Management Information System (HMIS), reporting on multiple components of a coordinated system, and preparation of annual applications for funding through several federal and state initiatives. The remainder of this section includes a description of the Clark County Continuum of Care, as well as county-wide homelessness statistics, an inventory of programs and services including funding sources, and existing gaps in the CoC system.

Clark County Continuum of Care

The lead organization of the CoC is Council for the Homeless, a nonprofit organization whose mission is to provide community leadership, compelling advocacy, and practical solutions to prevent and end homelessness in Clark County. Council for the Homeless fills a required role in a county-wide system that meets federal mandates and implements and tracks standards, policies and procedures required of federally funded programs. Council for the Homeless maintains Clark County's HMIS, serves as the collaborative applicant and administrative entity for the entire CoC, prepares and monitors federal reports, and oversees the County's annual Homeless Point-in-Time Count, preparing a report that presents a year-on-year snapshot of homelessness. These essential functions, along with training, infrastructure support and oversight of a Coordinated Entry System (CES) are fundamental to the County's eligibility for and effective use of federal funding.

Maintenance of the systems, reports and processes of HUD's mandated CoC elements is one aspect of Council for the Homeless' designated function. The annual HUD CoC Program Competition requires the preparation of a 250-page application that addresses HUD's requirements in many areas and measures and documents the CoC's achievements. The application is probably the most accurate and complete overview of the regional system produced each year and is the source of approximately \$2 million in annual HUD funding.

The CoC's general membership, the Coalition of Service Providers for the Homeless, includes 68 active stakeholder members. The Coalition has five standing work groups and currently three ad hoc task groups. Each of those groups address priorities as identified by HUD and/or observed needs within the Clark County Homeless Action Plan, *A Framework for Action*, which was completed by Council for the Homeless in October 2018 and lays out a strategic approach to strengthening the Homeless Crisis Response System from 2019 to 2022.

Council for the Homeless performs its role under the oversight and at the direction of the Continuum of Care Steering Committee, consisting of:

Independent Evaluator's Report to the City of Vancouver

- Bunk Moren, Community Services Northwest,
- Amy Reynolds, Share,
- Saeed Hajaraizadeh, Vancouver Housing Authority,
- Michael Torres, Clark County,
- Peggy Sheehan, City of Vancouver,
- Sierk Braam, Housing Initiative, LLC,
- Tim Foley, Second Step Housing, and
- Scott Conger, Janus Youth Programs.

The Steering Committee is charged with administering the CoC Governance Charter, which entails:

- Setting policy direction for the CoC,
- Ensuring the CoC meets all of its HUD requirements,
- Facilitating the CoC funding Request for Application Process, including rating and ranking the project applications,
- Approving the CoC application,
- Working to meet the CoC application focus areas,
- Using a systemic approach to address the local homeless crisis response system,
- Increasing resources that reduce the number of people experiencing homelessness, and
- Improving system performance outcomes, as identified by HUD and tracked through the HMIS.

The scope of work for this report includes a request by the City that Alpha Project *“[i]dentify how Vancouver should systematically approach and respond to homelessness citywide including the best mix of facilities and supportive services that would help alleviate the impacts of homelessness...”* At the level of coordination, planning, administration, policy and analysis, it is fair to say the state of the CoC is consistent with federal expectations. CoC members have efficient inter-agency coordination and nearly universal use of the HMIS and a common assessment tool. Altogether, the fundamental elements of an efficient and effective Homeless Crisis Response System at the CoC level are present, active and well thought out. That fact alone, however, does not address the City's specific interests and priorities.

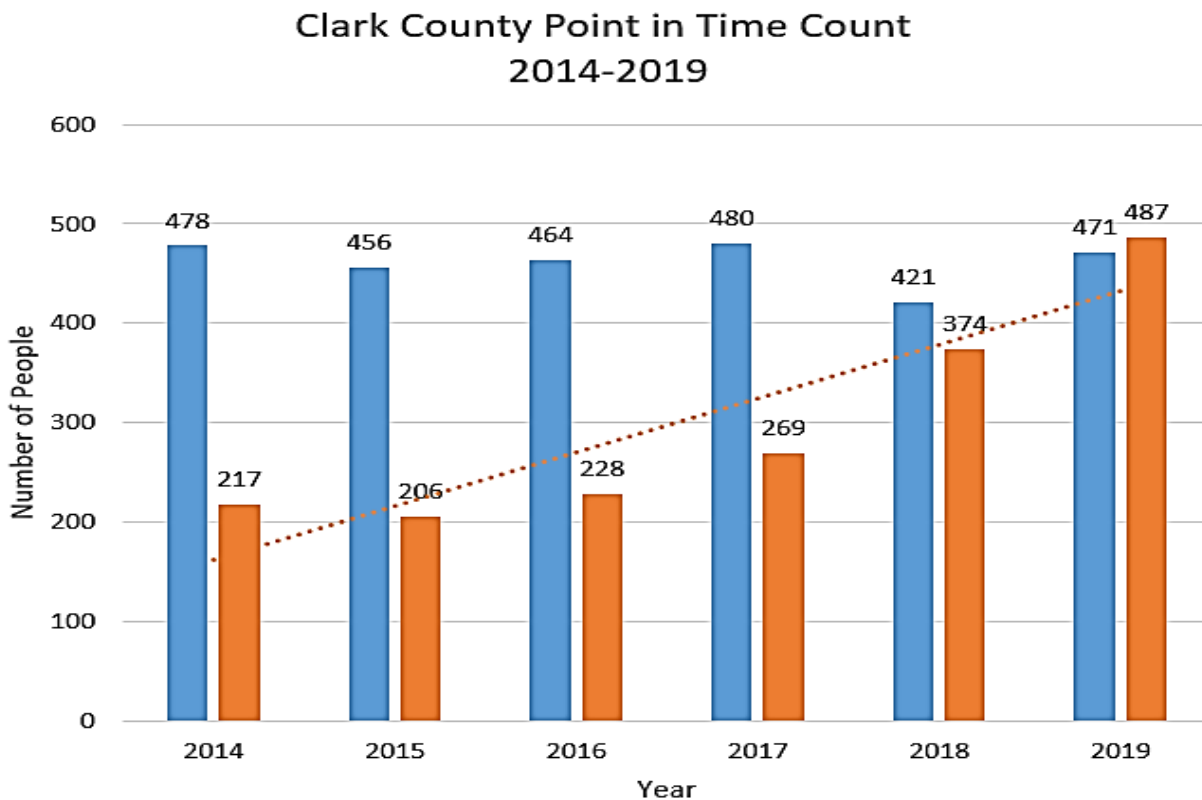
The Homeless Action Plan paints a clear picture of the system and identifies specific goals and targets for strengthening the system to address gaps and needs. The City clearly has a role to play in expediting and amplifying the rapid impact of a robust response. However, as described in the beginning of this section, the City's role is one of many and should be complimentary to other efforts, not duplicative or complicating. The statistics and observed gaps and needs described below come from the Homeless Action Plan, the 2019 Point-in-Time Count Report, a report on homelessness funding prepared by Clark County's Community Services Program Manager and additional inputs from the City's Homeless Resource Manager. The City can play a valuable role in closing the identified gaps. However, it should do so with full awareness of the much larger system already committed to addressing county-wide homelessness and it should do so in a supportive role, committing resources, technical assistance, infrastructure support and innovative components to the existing system.

Homelessness Statistics

On January 24, 2019, the Clark County Point-in-Time Count documented 958 people experiencing homelessness county-wide, an increase of 21% from January 25, 2018. There was an increase in people who were sheltered on the night in question, up 12%, and those who were not, up 30%. More than half of all homeless individuals counted were unsheltered, a total of 487 people, 47% of whom were individuals in families with children and 45% of whom were female. Other features of the overall homeless population included an increase in seniors, up 185%, and veterans, up 49%. The increase in unsheltered individuals is despite an increase in total shelter beds that were occupied county-wide, up from 421 in 2018 to 471 in 2019. In probably all urban areas of the country, the number of people counted in any Point-in-Time Count is far less than the known homeless people for whom data exists in the HMIS. As an example, in San Diego, the 2019 count documented approximately 9,600 total homeless people, while the HMIS includes 27,000 people who identify as homeless. The number of homeless people counted in Clark County is probably far short of the number of people who experience homelessness throughout the year.

People experiencing homelessness in Clark County are, for the most part, from Clark County. Nearly 80% of all homeless people encountered were last housed in Clark County before experiencing homelessness, including 71% who were last housed in Vancouver.

The chart below shows the five-year increase in sheltered and unsheltered homeless people county-wide.



Source: Council for the Homeless, (<https://www.councilforthehomeless.org/data-system-numbers/>)

Although the trend documented by Point-in-Time Count reports is an issue of legitimate concern, the City is to be commended for its sense of urgency and aggressive approach to addressing the issue. Such commitment is not universal among U.S. cities and counties, including many whose homelessness crises dwarf the status quo in Vancouver and Clark County. Imperial County, California, with a total population just 38% that of Clark County, documented 1,413 homeless individuals in its 2019 Point-in-Time Count, 1,225 of whom were unsheltered. Portland/Gresham/Multnomah County, Oregon, documented 4,015 individuals, 2,037 of whom were unsheltered.

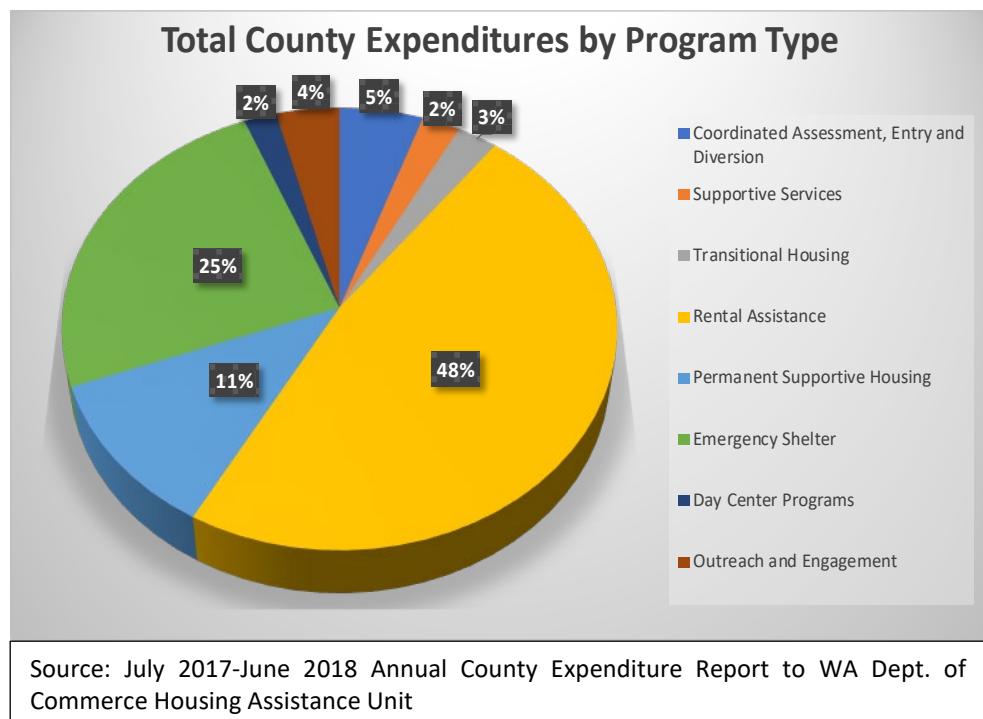
Alpha Project does not intend to diminish the importance of the City's involvement in a stepped-up Homeless Crisis Response System. On the contrary; the City should proceed with its planned, urgent response to homelessness in part because the problem is, at this point, still solvable. From its meetings and correspondence with City staff and elected leaders, Alpha Project believes this is the shared perspective of all involved. Statistics tell part of a story, but they don't need to dominate the narrative. Rather than focusing on what could or should have been done in the past, if the City can focus on identifying, implementing, monitoring and supporting effective, immediate additions to the existing CoC, it can achieve results in the short-term that dramatically change the numbers and their impact on the communities and neighborhoods most affected by homelessness.

Existing Funding by Source and Project Type

HUD funding is the single largest component of overall funding for homeless service, shelter and low-income permanent housing programs in the City and County. In addition to the \$2 million in CoC funding described above, the City administers \$1.8 million in combined HOME and CDBG funds, the County administers another \$2.1 million from those combined sources, and the Vancouver Housing Authority administers \$28.5 million in combined HUD funds. Those figures total \$34.4 million in HUD funding, excluding Emergency Solutions Grants passed through the state. Additional sources of support for homeless programs include County and City departments, other federal sources and significant private philanthropy.

From all sources, Clark County expenditures on programs serving the homeless totaled \$5.3 million in 2018. Those expenditures by program type are shown in the graph to the right.

Taken together, the resources currently committed to combating homelessness still leave nearly 500 people unsheltered each night. The chart below is taken from this year's CoC Homeless Competition



Independent Evaluator's Report to the City of Vancouver
application and shows the current shelter and housing inventory in the County.

Project Type	Bed Count
Emergency Shelter	192
Transitional Housing	181
Rapid Re-Housing	256
Permanent Supportive Housing	445
Other Permanent Housing	30
Total Beds	1,104

The inventory above excludes vast resources administered by the Vancouver Housing Authority, including Tenant-Based Section 8 Vouchers and other forms of rental subsidy that represent, in essence, homelessness prevention. At present, the Housing Authority manages 2,290 Housing Choice Vouchers and has 14 open waiting lists for housing of various types serving diverse populations, including persons with special needs.

Aside from shelter and dedicated housing for people experiencing or at imminent risk of homelessness, additional programs and services throughout the City and County play significant roles in the Homeless Crisis Response System. Some of those services are, in Alpha Project's opinion, under-weighted in the current blend of programs. The following subsection lists observed gaps and unmet needs in the Homeless Crisis Response System, many of which are also described in Council for the Homeless' Homeless Action Plan and in other reports and analyses from City and County staff, as well as the 2019 CoC Homeless Competition application.

Observed Gaps

As noted in the Executive Summary and elsewhere in this report, a Temporary Bridge Shelter is the most important resource currently absent from the City's programmatic response to homelessness. The other gaps described below should be addressed but closing those gaps will still leave unsheltered homeless people on the streets of Vancouver without a large-scale shelter program. The City should identify a single operator for the facility at 2018 Grand Boulevard and should get that facility leased up, built out and operational with a Day Center, Housing Navigation Center and Temporary Bridge shelter working in unison as soon as possible. Again, no amount of outreach and engagement by itself can make a difference to the City's homelessness issue without an option to being homeless, namely, a Temporary Bridge Shelter for single adults, ages 18 and older.

The Homeless Action Plan notes eight other specific areas of increased focus to be addressed in the Homeless Crisis Response System by 2022. Alpha Project concurs with those focus areas and encourages the City to engage with Council for the Homeless, the CoC Steering Committee and other key stakeholders to support measurable progress toward the plan's objectives. The plan's focus areas are:

- Increasing outreach and engagement,
- Strengthening prevention and diversion practices,
- Meeting the basic needs of people who are unsheltered,
- Leveraging community resources and investments,

Independent Evaluator's Report to the City of Vancouver

- Increasing housing options and transition support for people exiting systems of care,
- Increasing low-income permanent housing options,
- Engaging the expertise of people with lived experience, and
- Providing community and system educational opportunities.

In Alpha Project's opinion, those focus areas are important and could be effective only to the extent that adequate shelter exists to make them so. Consequently, while the City should contribute to issues addressed in the plan, it should simultaneously work to provide a Temporary Bridge Shelter as an option to homelessness. From its communication with City staff, Alpha Project understands that the City currently contracts with Share through CDBG funds to provide outreach services with two case managers. Alpha Project also met with two outreach case managers from Community Services Northwest. City staff indicate that planning is underway to launch a Police Department Homeless Outreach Team (HOT) and Homeless Assistance Resource Team (HART). In San Diego, the HOT/HART teams have been extremely successful in addressing unsheltered individuals in crisis and supporting their placement in shelter and other interventions.

While the City should invest in increased outreach and engagement efforts, the success of those efforts will require other system improvements. HOT/HART interventions, to be successful, require the existence of crisis stabilization beds and services. Alpha Project's recommendations regarding the Temporary Bridge Shelter include setting aside designated HOT/HART beds to provide the Police Department with an alternative to emergency rooms and jail cells for people in crisis.

Alpha Project also recommends that outreach and engagement teams use the existing Vulnerability Index-Service Prioritization Decision Assistance Tool (VI-SPDAT), the CoC's common assessment tool for Coordinated Entry. The tool includes questions to assess acuity, length of homelessness, physical and other disabilities, mental and physical health, substance abuse disorders and other aspects of bio/psycho/social functioning. Assessments should be reviewed by professionals to ensure accurate scoring.

Outreach teams should be provided with agency or City-owned vehicles and should be able to provide transportation for individuals willing to engage in any needed service, whether at any provider facility within the Homeless Crisis Response System or at mainstream service sites, including healthcare facilities, public benefits offices, educational institutions, courts and others.

Regarding prevention and diversion practices, Alpha Project concurs with the wisdom of the Community Action Plan and believes preventing homelessness is vastly preferable to addressing it after it has occurred. The City should work with all providers and in particular with the Housing Authority to increase options for rental assistance and other interventions that can help individuals and families retain their housing or find alternative housing in the event of housing loss. Such work, however, encounters another gap in the current system, which is the simple shortage of available low-income permanent housing units.

A fully functional CoC and Homeless Crisis Response System requires balanced investments in and deployment of the following elements:

Independent Evaluator's Report to the City of Vancouver

- Homelessness prevention and diversion,
- Interim and bridge housing,
- Outreach and engagement,
- Housing navigation,
- Emergency shelter,
- Coordinated assessment, entry and referral, and
- Low-income permanent housing, including permanent supportive housing, for extremely low incomes.

All of the above elements should be connected through effective, seamless housing navigation. The planned Housing Navigation Center will facilitate close inter-agency coordination and build on Council for the Homeless' Coordinated Entry for Shelter system.

The opening of a Temporary Bridge Shelter will alleviate pressures that currently hamper the delivery of coordinated services and will amplify the effectiveness of all elements of the Homeless Crisis Response System. Linking operations at the Day Center, the Housing Navigation Center and the Temporary Bridge Shelter under effective, coordinated management will make a rapid impact on the current state of homelessness in the City and simultaneously address quality of life issues in the neighborhood most affected by those programs.

Joint Executive Board on Homelessness

The CoC is in the process of reorganizing its leadership structure to include a Joint Executive Board as the highest-level authority in the system. Under the plan, the Joint Executive Board will include ex-officio members from the City, the County, the Housing Authority, Council for the Homeless and the Community Foundation of Southwest Washington (see table below).

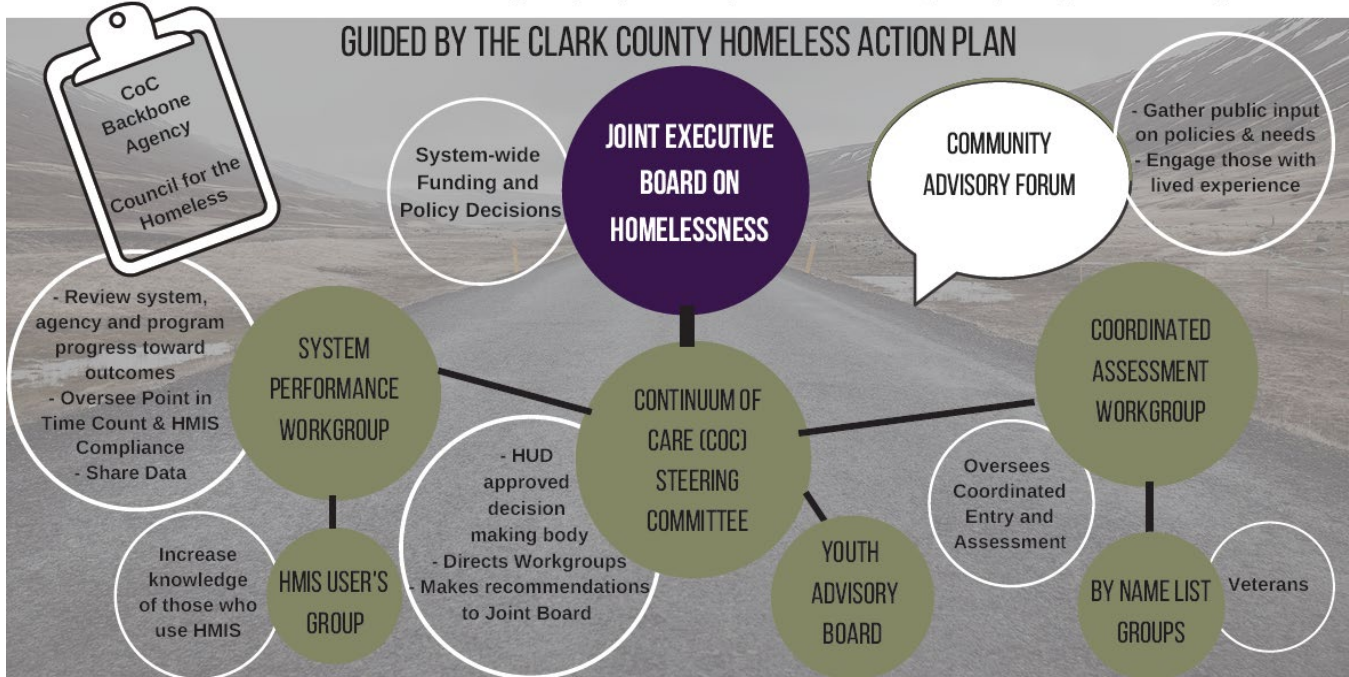
Joint Executive Board Seats		
Board Entity	Board Elected/Appointed Member	Board Administrative Staff
City of Vancouver	City Council Member	Director of Community Development/Homeless Manager
Clark County	County Council Member	Director of Community Services
Vancouver Housing Authority	VHA Commissioner	Executive Director or Senior Staff
Council for the Homeless	n/a	Executive Director
Board Advisory Seats		
Community Foundation of Southwest Washington	n/a	President or Program Officer

In preparing this report, Alpha Project consulted with the City's Homeless Resource Manager and Council for the Homeless' Executive Director regarding the role and function of the Joint Executive Board, which is depicted in the graphic below, taken from the Community Action Plan.

CLARK COUNTY/VANCOUVER CONTINUUM OF CARE (COC) 2019 PROPOSED RESTRUCTURED HOMELESS SYSTEM CONTINUUM OF CARE



- Engages all major funders (Clark County, City of Vancouver & Vancouver Housing Authority) and the community in ending homelessness by making it rare, brief and one-time.
- Coordinates the delivery of service programs to people experiencing homelessness.
- Creates a Board focused on collaborative funding and policy decisions, therefore increasing transparency and community feedback.



For more information about the Continuum of Care or to get involved visit: www.councilforthehomeless.org/csp_docs

Source: Community Action Plan 2019-2022, A Framework for Action.

Current CoC leaders agree that the Joint Executive Board is needed in order to bring together elected officials and high-level administrators to facilitate agreement and cooperation on systemic policies, to plan and coordinate the implementation of new programs, and to combine and leverage resources. The current Steering Committee membership does not include decision makers with sufficient authority to ensure that information reaches elected officials or that such important issues are conveyed with sufficient urgency to mobilize resources and make any substantial change to the status quo. Alpha Project would caution against the Joint Executive Board becoming simply another layer of bureaucracy that could actually hamper the smooth functioning of the CoC. However, its intended role as a high-level body to advise, support and contribute leveraged resources to the CoC will strengthen the current system.

Recommended Approach to Improve the City's Response to Homelessness

The two critical components to improving the City's response to homelessness noted in this proposal are a Temporary Bridge Shelter and a working Housing Navigation Center. In addition to these components, the City needs to dramatically improve the operation, management and community coordination of the Day Center.

The meaningful change necessary to improve the City's response to homelessness requires a philosophical shift and a change of attitude and approach that reflects different assumptions and expectations. Alpha Project believes it is important for the City to set the bar higher for its funded programs and contractors and for those programs and contractors to recognize the difference between low barriers and no barriers. Alpha Project was founded on the principle of caring so much about people experiencing homelessness that the organization will not be complicit in the causes and consequences of homelessness. Recognizing the difference between acceptance and enabling ensures that programs serving the homeless do not contribute to people dying on the streets.

Alpha Project believes the City should use performance-based outcome measures as the minimum standard in the selection of providers and that such measures should include not only numeric targets for moving people into sustainable housing, but also demonstrable contributions to the community and reduction in the impact of homelessness on neighborhoods and institutions. Programs like the Day Center, the Housing Navigation Center and the Temporary Bridge Shelter should be entry points for people to begin the process of healing and recovering from the experience of homelessness and they should set standards for behavior and conduct that help participants to regain dignity and respect.

The Housing First philosophy, which emphasizes immediate placement of individuals and families in permanent housing, overlooks two important factors: 1) not all people experiencing homelessness are capable of living independently without time to first stabilize and prepare for the transition from the street to permanent housing, and 2) there are not enough affordable permanent housing units available in the City's inventory to immediately house all people in need. Given both these factors, the City's contributions to the current Homeless Crisis Response System should include programs that give people a place to begin a process and to proceed at a pace appropriate to their individual capacities with the goal of housing placement that continues to address their needs with supportive services that ensure they do not return to homelessness.

The Day Center, Housing Navigation Center and Temporary Bridge Shelter, working as an interconnected system, can make an immediate, observable difference in the City's homelessness issue, including how homelessness affects the City's neighborhoods.

System Coordination

The City's planned participation in the Joint Executive Board will improve coordination of City/County/CoC resources and contributions to the Homeless Crisis Response System. Ideally, the Homeless Resource Manager will contribute to stronger coordination of the City's various departments and agencies and will facilitate closer communication and help target priority issues for the City and all other stakeholders, including the Housing Authority, the County, and the full CoC membership. The Joint Executive Board and City leadership should empower the Homeless Resource Manager to communicate and monitor compliance with policy and priorities and should use his expertise to provide technical assistance and capacity-building support for provider agencies in the CoC.

As described above, the Homeless Crisis Response System is much bigger, more complex and more constrained by many forces than the City can change by its own will. The City's needs and priorities will not always align with system-level priorities. Therefore, while the City should be at the table for all CoC discussions, it will also need to coordinate its own internal resources to ensure its funded programs

address issues of particular importance to Vancouver. This could include the Homeless Resource Manager convening regular meetings with officials from City and County departments, including the City Manager's Office, the Police Department, Community and Economic Development, Financial and Management Services, Parks and Recreation and Public works.

Blend of Facilities and Services

The full blend of facilities and services required to address the City's current homeless issue are described above and include increased prevention, expanded outreach, engagement and assessment, improved Day Center services, implementation of coordinated services through the Housing Navigation Center, and opening of a Temporary Bridge Shelter. Those services should be linked to the county-wide Homeless Crisis Response System and to all mainstream resources and community-based services.

In its most simplistic form, the Housing First philosophy would require more units of low-income permanent housing, including permanent supportive housing, to be effective. In the short-term, such a goal is not feasible. Therefore, the City should move quickly to ensure that enough interim housing options, including Temporary Bridge Shelter beds are available to meet the needs of the City's unsheltered homeless population. From its experience, Alpha Project believes the Temporary Bridge Shelter could be brought online within 45 days of selecting an operator and within 60 days it could begin to house an initial population of some fraction of its intended full occupancy. The program could be fully operational within 90 days. Those timelines assume all permits, clearances and other occupancy requirements can be completed with the cooperation of appropriate City departments.

Stakeholders Involved

Achieving the system coordination described above will require the active participation of the City Council, City Manager's Office, Police Department and other City departments, with the support and advice of the Homeless Resource Manager. In addition, the City's coordination of programs and services should involve program operators and other nonprofits, neighborhood groups and associations, Council for the Homeless, the Housing Authority and relevant Clark County departments. Additional voices that should advise the implementation of new programs and contribute to ongoing policy and priority setting include business leaders, investors, private philanthropists, and other individuals with significant interest in addressing homelessness and neighborhood concerns.

It is also important that the inputs of people with lived experience, i.e. formerly homeless, be involved in advising the City regarding the effectiveness and relevance of new programs and services. Formerly homeless people can also provide important insights into weaknesses in the existing system, service gaps and flawed assumptions. Moreover, formerly homeless people can provide unique peer-to-peer connections at the direct service level, helping to overcome barriers to active engagement in homeless services, especially for individuals with special needs.

Alpha Project recommends convening an Advisory Board to provide regular, consistent feedback and input for all programs at 2018 Grand Boulevard. The Advisory Board should include the Homeless Resource Manager, a Police Department representation, merchants, residents and other neighborhood interests.

Building on Current Infrastructure

The most important addition to the current CoC infrastructure will be the Joint Executive Board, the role of which should include a process for overseeing programs and their performance according to contractual objectives. At the City level, the creation of the Homeless Resource Manager's position will provide City leaders with a constant, reliable source of information to improve program performance and address emerging and ongoing issues. As mentioned above, the Homeless Resource Manager should be supported and empowered to perform his function. It has been Alpha Project's experience that people in positions like the Homeless Resource Manager's are frequent and convenient scapegoats for policy makers. Without the support required to perform his role and implement needed changes, the Homeless Resource Manager will be unable to make the differences the City seeks.

A strengthened City infrastructure will also include incorporating greatly expanded outreach and engagement, as described above, expanding of prevention programs with funds to address housing crises for people at imminent risk of homelessness, and ensuring that all programs in the City employ a single assessment, referral and placement process. There should be no wrong door for people experiencing homelessness to access the system and begin the process of transitioning to permanent housing. The most important facilities and programs to achieve rapid infrastructure improvement will be an improved Day Center (see below), the Housing Navigation Center and the Temporary Bridge Shelter.

Achieving the Goal of Permanent Housing

Achieving the goal of permanent housing placement should begin with an operator of the Day Center, Housing Navigation Center and Temporary Bridge Shelter programs identifying housing resources, both short-term and permanent housing options, for all subpopulations. Those options should include programs and housing units both within the current system and others outside the system. Identifying the full range of housing resources available will be critical to forming a strategy to create or leverage new housing stock to address the full extent of need in the City.

Leveraging new housing inventory can be expedited by:

- Implementing prevention and diversion techniques following best practices at all City homeless programs,
- Providing incentives to landlords willing to work with subsidy programs for the homeless,
- Master leasing multi-unit facilities,
- Implementing roommate matching programs,
- Increasing the availability of subsidies and other forms of rental assistance, both short and long-term,
- Partnering with alcohol and drug treatment programs, as well as other behavioral health service residential programs, and
- Taking advantage of the flexibility of the Housing Authority's Move to Work program.

Additionally, an operational Housing Navigation Center should welcome the presence of County staff and staff from all other contributing organizations, including the Police Department. As noted elsewhere, the concept of coordinated entry and Housing First overlooks the lack of housing

availability in Vancouver. Moreover, without a large, focused, collaborative staff of housing navigators, what resources might be available are at present under-identified and under-utilized.

The City should understand that CES, as defined by federal policy is permanent housing focused, despite the fact that permanent housing is not the appropriate first intervention for a large share of people experiencing homelessness. Therefore, it is important that the City and the CoC develop an expanded assessment tool and CES that is appropriate for the actual homeless population to be served and housing options available.

Changing Perceptions of Homelessness

The City is challenged by a prevailing perception of the current Day Center. The neighborhood around the Day Center is unduly affected by the concentrated presence of homeless people whose presence diminishes the area's quality of life in a variety of ways. Those people currently have no option but to leave the facility each afternoon and spill out into a neighborhood where they are not welcome and have no access to shelter. To change the current situation, the City will need to ensure that it selects an operator that is willing and committed to the desired change.

The operator of the three connected programs will need to be receptive and responsive to input feedback and, when appropriate, criticism of its operation and the programs' impact on neighborhood interest. The operator will need to be committed philosophically to the belief that it is a neighbor and should be a good one. It should operate programs in the neighborhood that are highly visible and directly engaged in community service. Those programs should include homeless people doing meaningful, dignified work to give back to the community that supports their presence at the Day Center, Housing Navigation Center and Temporary Bridge Shelter.



Examples of activities to serve the neighborhood include, but are not limited to:

- Litter control,
- Peer-to-peer outreach and engagement,
- Graffiti removal,
- Security and perimeter patrols,
- Assistance to low-income residents, and
- Hosting special events.

The facility should also engage the neighborhood through collaborative activities, examples of which include, but are not limited to:

- Community meetings,
- Neighborhood watch and community policing meetings,
- AA/NA and other support group meetings,

- Community events, including back-to-school drives, canned food drives and other support activities,
- Holiday celebrations, and
- Other special events.

In all ways, the programs should be responsive to the City and the City should set strict standards for accountability through its contract compliance enforcement. Monitoring and overseeing the operator will be particularly important in the initial phase of combined program operation and the City should be actively involved in coordinating the linkage of all three programs to neighborhood interests and stakeholders.



Light the Night Celebration at the Bridge Shelter, attendees include shelter residents, neighbors, Mayor, County Supervisor, District Attorney, sponsors, and more.

Managerial and Operational Practices for an Optimally Effective Day Center

In Alpha Project's opinion, the current Day Center is poorly managed. During a site visit to the Day Center on September 4, Alpha Project observed virtually no control over access to the facility, little client engagement, and an absence of any social modeling to shape and control client conduct. During the same visit, Alpha Project observed neighborhood impacts stemming from client conduct in the community and little effort to mitigate those issues or engage community interests in positive relationships. If the City has provided the resources necessary to effectively staff and manage the Day Center, it should be certain that its contract with the operator includes clear outcome measures and operational standards required for compliance with the City's expectations. The City should also ensure that its chosen operator has both the experience and capacity to operate the Day Center in accordance with the City's goals, objectives and broad vision for an improved response to homelessness. This could entail soliciting competitive proposals from all prospective operators or the creation of an entity to operate the program at the City's direction.

To improve the performance of the Day Center and mitigate the neighborhood issues that have arisen from its current operation, the program should:

1. Control access to the facility through a single point of entry,
2. Issue photo membership cards to all participants and use them upon entry and exit to provide an accurate picture of who is on-site and how frequently members access the facility,
3. Track member engagement in on-site services and document all services rendered in the HMIS,
4. Create and enforce a comprehensive policies and procedures manual,
5. Expand security to the neighborhood surrounding the facility,
6. Incorporate larger scale work programs with expanded services and deploy outreach and community service teams to the neighborhood,

Independent Evaluator's Report to the City of Vancouver

7. Increase staff engagement with members and add formal, housing-focused case management and housing navigation services,
8. Include new partners and increase the on-site availability of partner-provided services,
9. Model a code of conduct that makes Day Center membership valuable and contingent upon appropriate behavior and participation in housing-focused services, and
10. Participate in neighborhood associations and networks to create a process for regular input and feedback to the community, including input from the recommended Advisory Board, with the Police Department as an important contributor.

The above list is not all inclusive. Many other structural and service delivery changes are required to improve the Day Center and ensure it addresses the City's long-term interest in reducing homelessness and better serving all citizens and institutions. Below is an extensive description in several subsections, responsive to the City's request for this report. Among the recommendations below are recommendations for performance monitoring and enforcing contract compliance, which will be vital to the City's fulfillment of its objectives.

Notwithstanding the list above, the Day Center needs to be linked to a well-managed and fully operational Temporary Bridge Shelter in order to meet the City's goals. Without a shelter option, no matter how well the Day Center is run, when it closes it will return homeless people to a neighborhood already affected by homelessness.



2018 Grand Boulevard, October 2019

The City is the Day Center operator's customer and as such it must demand and enforce contract standards that Alpha Project is happy to share, based upon its decades of experience. Much of the change to be achieved in the current operation of the Day Center begins with the leadership of an operator that is committed to building relationships with homeless people in the neighborhood and working together with the community to respond to issues that affect the community. Responding to those issues effectively will require building trust and rapport with people experiencing homelessness as well as the, residents, businesses, institutions and diverse community interests affected by the Day Center's presence.

To increase the capacity of Day Center staff, all staff should be trained in best practices, including Motivational Interviewing, Trauma-Informed Care and other appropriate practices for reaching the target population in compassionate, culturally, linguistically and experientially appropriate ways. As part of the evidence-backed approach to staffing and training, the operator should consider a process for hiring and training people with lived experience of homelessness and provide internship opportunities and ongoing cross training for all staff. Additional trainings that would improve performance and increase staff capacity include, but are not limited to:

- Harm reduction,
- De-escalation,
- Critical time intervention,
- CPR and first aid,
- Staff and client safety practices,
- Confidentiality,
- Community case conferencing,
- Social modeling,
- Housing First with low barriers,
- Cultural competency,
- Client engagement techniques,
- Landlord engagement,
- Health and safety,
- Day-to-day operations, and
- Orientation to sub-populations, including TAY, LGBTQ+, seniors, veterans and victims of DV and other trauma.

These topics should be elements of training for not only Day Center staff, but also for the Housing Navigation Center and Temporary Bridge Shelter.

The Day Center's policies and procedures should include a clear code of conduct for members, staff and volunteers and should include explicit consequences for violations of the code of conduct. A Day Center membership card should be a privilege, not a right. Members should have access to a suggestion box and an easy-to-access grievance process for swift resolution of misunderstandings, disagreements, or other issues that affect members' ability to participate in the Day Center's full range of services. In addition to close monitoring of the facility's entries and exits, with photo membership cards, the building should be equipped with proper lighting and security cameras indoors and outdoors and videos should be reviewed regularly to note any unwanted activities in the facility and on its perimeter.

In addition to the basic services listed below (see page 23), an optimal Day Center needs to offer mail and message services and computer lab support with connection to the internet for members to connect with family and other support systems, apply for benefits, create resumes, perform job searches and engage in other online services to help resolve their homelessness. All services should be provided by staff or trained volunteers. During its visit, Alpha Project observed members doing their own laundry. That function, along with all others at the facility, should be performed by the operator's personnel.

The above issues and others are addressed in the following sub-sections.

Controlling Access

The importance of controlling access to the facility through a single point of entry and exit cannot be over-stressed. The right to enter the Day Center and partake of its services should be conditioned upon membership, which, in turn, should be offered to people experiencing homelessness who are willing to

complete an assessment, intake and orientation. The intake and orientation process should include an introduction to the facility's range of services and a review of the code of conduct for all members, staff, volunteers and partner providers (see below). Upon completion of a VI-SPDAT assessment and provision of other information required for intake, the orientation process should culminate in the issuance of a membership card. Ideally, membership cards should include sufficient member identification to allow easy tracking of facility access and utilization in the HMIS.

Upon accessing the facility, security staff should screen membership cards. An ideal process would include bar codes or other scannable data that can be passed through a card reader and connect with a database system to allow real-time tracking of all members on-site at all times. Membership cards should also be scanned upon exiting the facility to ensure accurate real-time data and that occupancy levels are not exceeded.

By whatever means possible within the City's budgetary means, the current lack of control over access to the facility must be addressed. If this means building or securing fences, gates or other security barriers, then such measures must be undertaken. At present, people can enter the property through a wide, unstaffed gate, putting security personnel at a disadvantage and ruling out any possibility of knowing who is on-site, whether they come and go, and what behaviors they may be engaged in on the edges of the property or in the adjoining neighborhood.

Business Hours

While 8:00 a.m. to 5:00 p.m. are typical hours of operation for human service programs, 7:30 to 5:30 would be better, to allow the neighborhood's high-travel times to be unimpeded by homeless foot traffic coming to and leaving the Day Center. The facility should be open 365 days per year.

No matter what operating hours the City establishes, Day Center security and neighborhood impact practices and protocols should ensure that the facility's closure does not result in a flood of homeless people emptying into the neighborhood with no oversight or expectations. Misconduct observed in the neighborhood should result in the same consequences as violating the code of conduct for the facility. This could include temporary or permanent loss of access, depending upon many circumstances.

In considering the optimal hours of operation for the facility, the City and the operator should consult with neighborhood interests and ensure all concerned parties feel heard. This will build greater trust with the neighborhood and diminish the sense that the Day Center was dumped on neighbors with no opportunity for input.

Closure Policy

The Day Center's closing policy should include detailed procedures for:

- Securing the facility including its entire grounds,
- Monitoring the neighborhood,
- Cleaning and preparing the facility for the next day's opening,
- Reviewing and updating the program logbook,
- Ensuring security cameras and lighting are functional, and
- Performing perimeter security checks.

All staff should wear readily identifiable uniforms with high visibility at all times as well as name tags with photos and position titles.

In addition, a program component like the Talking Trash program, but greatly expanded, should be used to deploy litter control teams at closure time each day to ensure the neighborhood remains clean and un-affected by Day Center members leaving the facility. The program should provide incentives for members to work on supervised crews to provide not only litter control, but also peer-to-peer outreach to encourage homeless people in the neighborhood to access services. Such a program would provide important social modeling to participants and increase their sense of connectedness to the community. Alpha Project's Wheels of Change and Take Back the Streets programs offer replicable models for such a program in Vancouver to offer vastly more opportunities to men and women seeking to reconnect with their community and gain valuable experience.

Monitoring Contractor Performance

The City's contract with the operator should include specific, measurable outcomes that include, but are not limited to, the following:

- Number of assessments, intakes and orientations provided as well as number of membership cards issued,
- Number of people accessing the Day Center, with demographic and other data tracked in the HMIS,
- Number and type of services provided,
- Number of members increasing their incomes through employment, entitlements, or participation in work programs,
- Number of people linked to active housing navigation,
- Number of people placed in shelter or housing programs, including type of program,
- Number and type of neighborhood services provided,
- Number of community events attended with notes on neighborhood input and any program revisions or other responses to address concerns,
- Number of people retaining their housing, tracked through follow-up, and
- Outcomes for incentive and employment programs offered.

The operator should report to the City monthly on the above performance measures and should include in its reporting any additional contributions to the goals and priorities of the Homelessness Crisis Response System, which could include objectives established by the County, the CoC, of the Housing Authority and should note any client-level and program-level contributions to reduction in homelessness.

The City should ensure that it has designated a contract officer for review of monthly reports and should include in its contract with the operator provisions in the event of under-performance or non-compliance. This might entail re-issuance of a competitive request for proposals allowing the current operator or other entities to respond to a scope of work with quantifiable performance standards in each of the above categories.

Code of Conduct

The Day Center's code of conduct should be included in its policies and procedures and should include requirements for staff, volunteers, partner providers and members alike. The code of conduct should be posted and signed by all members at the time of intake and orientation. It should be built on a recognition of the difference between low barriers and no barriers and should be written to reflect the importance of social modeling by program staff with explicit rules for behavior in and around the Day Center.

Social modeling begins with the awareness that behavior is reflective of an environment through the process of observational learning. In other words, people behave in an environment according to what they observe. Observed individuals, i.e. models in Day Center programs include staff as well as peers. These models provide examples of behavior to observe and imitate. People are more likely to attend to and imitate those people they perceive as similar to themselves and, as research shows, they are more likely to imitate behavior modeled by people of the same gender. One implication of this fact is that if security staff, for instance, are all male, female clients will be less likely to connect with them. In any event, it is critical that security and service staff be consistent across the board in their modeling of appropriate Day Center conduct.



Moreover, influence can be both direct and observed. The people around the client (being directly influenced) will respond to the behavior they imitate when either reinforcement or punishment is administered. If a client imitates a model's behavior and the consequences are rewarding, not only the client but others around them are likely to continue the behavior.

The Day Center code of conduct should recognize all these facts and should include the following, at a minimum:

- No possession or of alcohol, controlled substances, weapons or other contraband,
- No threatening speech or behavior,
- No vulgar or offensive speech,
- No insensitive or intolerant speech that could threaten anyone based on gender, age, race, religion, orientation or other factor,
- No conduct that is destructive to the facility or disruptive to an appropriate, peaceful, professional human service milieu,
- No unwanted advances or solicitations of any person, and
- No nudity or offensive exposure.

In addition, members should be required to smoke only in designated areas and food and beverages should be consumed in an area of the Day Center separate from the designated smoking area. See also the Temporary Bridge Shelter rules on page 32-33 of this report, which should be adapted as necessary for the Day Center.

Day Center members should be actively involved in the daily maintenance and upkeep of the facility. Including members as valuable contributors to the program fosters a sense of ownership and responsibility and decreases the incentive to misuse the site or take its services and amenities for granted. Member incentives are effective motivators and can help facilitate members' willingness to engage with services in a mutually respectful relationship. As an example, see Alpha Project's Passport Program list on page 33.

Staff-to-Client Ratios

In most human service programs that work with people experiencing homelessness, an ideal ratio of service staff to client is 1:25. Obviously, funding is the limiting factor in maintaining such a ratio. That number should include direct service personnel and should be in addition to security staff.

Provision of Showers, Laundry, Storage and Other Basic Services

The basic services at the Day Center, which should be ADA-compliant, should include, but are not limited to:

- Showers,
- Restrooms and wash stations,
- Laundry facilities,
- Mail services,
- Telephone access and message services,
- Safe drinking water,
- Computer access,
- Personal storage,
- Refrigeration for medications,
- Access to testing for communicable disease,
- Transportation assistance,
- Access to employment services,
- On-site partners, and
- Community space for activities and group events.

All basic services should be facilitated by Day Center staff or on-site partner providers.

In addition to these basic services, the full range of services offered through the Day Center should be linked to a system of housing navigation, coordinated entry and housing placement and should include the program elements listed in the following section.

Additional Services Needed

The Day Center should offer enhanced services, including services provided by partner organizations and public agencies. Such services include, but are not limited to:

- Veterinary and other pet care services,
- Access to primary and mental health care,
- Health screenings for infectious disease and chronic conditions,

- Assistance with access to transportation resources,
- Housing navigation, unless offered at the Housing Navigation Center,
- Partnerships with behavioral health and substance abuse treatment providers, and
- A television and socialization area plus recreation and social activities to increase a sense of community

Beyond these direct member services, the Day Center should participate in multi-agency case conferencing both on- and off-site, especially for members with special needs, should incorporate work programs and direct service to the neighborhood, and should create incentive-based programs for engagement in services leading to stabilization and housing. As noted above, one example of such a program element is the Passport Program used at Alpha Project's Temporary Bridge Shelter to encourage willing participation in and completion of all phases of orientation, screenings, partner-provided services and other amenities offered on-site (see "Coordination of Services" on page 32). The program is privately funded and provides incentives in the form of a backpack with a running suit, gift card, hygiene packs and socks. Since implementing the Passport Program at the Alpha Project Temporary Bridge Shelter, participation in the services listed above has increased by approximately 80%. Residents who engage in services once are more likely to continue engaging once trust is established.

Security in the Day Center and Surrounding Community

As described above in several sections, it is critical that the City enforce with the operator the importance of being a good neighbor, keeping the community clean and safe, and working to ensure that the Day Center's operation contributes to the neighborhood's quality of life, rather than diminishing it. This must include mitigating issues related to individual memberships by linking their conduct and behavior to their continued access to and use of the facility and its services. Issues including camping on the sidewalks, use, purchase or sale of alcohol or controlled substances or alcohol in the vicinity or any other behavior or conduct that would make the Day Center a bad neighbor must result in consequences. Specific recommendations to improve security for the Day Center and surrounding community include:

- Closing the main gate and keeping the entire facility gated and secure at all times,
- Making only one point of entry and exit staffed at all times by security personnel,
- Use of membership cards,
- Providing security staff with a golf cart or other vehicle to patrol the neighborhood,
- Adding security video cameras to the interior and exterior of the property, and
- Ensuring there is sufficient exterior security lighting to discourage unwanted activity in the area.

At present, the City contracts separately with the Day Center operator and security provider. While this practice does give the City direct control of the security contractor, it also means that the operator and security providers are not on the same page, programmatically. Moreover, it excludes security personnel from the trainings listed above, such as social modeling and trauma-informed care. Ideally, security personnel should be an integral part of the operator's team and should be part of community-based services, including security patrols, clean-up projects and other services that include Day Center members.

The operator's security staff should approach the Day Center with special attention to the program's impact on the surrounding neighborhood and should work closely with the Police Department including HOT and HART teams. Police officers should regularly visit the center and should be welcome at all times. Staff and members alike should establish relationships with officers through regular contact and free and trusting communication. The operator's executive leadership should remain in close contact with City officials to respond to emerging trends and events and to assist in the implementation of strategies to maintain an environment conducive to neighborhood well-being.

Entry and Exit Procedures

In addition to restricting access to a single point of entry and exit, monitored by security staff and restricted to members with rightful access to the property, Alpha Project recommends that the City require the operator to adopt a comprehensive entry and exit protocol to be included in its policies and procedures. Entry and exit procedures should include required safety elements, provisions for screening of all individuals seeking access, procedures for denying access, requirements for conduct upon entering or exiting, including initial entry, which should include the formal assessment, intake and orientation described above. As an example, the following text is taken from Alpha Project Temporary Bridge Shelter policies and procedures manual.

- *Initial intake and VI-SPDAT assessment done by Alpha Project Bridge Shelter staff. Intakes consist of completion of an intake form including resident's demographics and all mandatory HMIS Clarity questions, medication log, service animal/emotional support letter, certification of homelessness, signing of shelter rules and regulations (with a copy given to each client), bed assignment, distribution of blankets and hygiene packs. All required information will be entered into HMIS Clarity within 24 to 48 hours.*
- *Bridge Shelter staff will log all intakes and exits in the daily activity log.*
- *A daily bed list will be generated by Bridge Shelter staff.*
- *Disabled residents requiring a bottom bunk will be noted on the application form.*
- *Residents will be responsible for all medications, except those requiring refrigeration. Refrigerators will be provided.*
- *A sharps container will be provided for proper disposal of diabetic supplies.*
- *Staff will review Bridge Shelter rules with each resident and obtain a signed agreement of these rules upon intake. Residents will be provided a copy.*
- *Residents upon receiving a bed assignment will be issued an identification badge containing name, date of intake, bed number, and resident's signature.*
- *All residents entering the Bridge Shelter may be subject to a property search for the safety of staff and residents, if staff deems it appropriate. Examples would be reasonable suspicion of possession of drugs, alcohol or weapons.*
- *Bridge Shelter staff will perform a bed check at 8:00 p.m. each evening to determine how many beds are available. The program will always accept the most vulnerable first (i.e. medically frail, physically disabled, women and seniors). Outreach staff on second shift will ensure the beds are occupied each night.*
- *Security will be responsible for completing regular fire watches, security checks and securing the outside perimeter of the facility within the neighboring community.*

- *Residents may be exited for violation of the rules of the Bridge Shelter or not being present for bed check. Exceptions will be made for emergencies and documented work schedules or prior authorization by Bridge Shelter staff.*
- *When a resident is exited for missing bed check, all property is bagged and labeled with name, bed number, date, time and total number of bags and logged.*
- *When a resident is asked to leave for non-compliance of rules, the resident must take all belongings with them. You may be terminated from the program for the following reasons, although not limited to fighting, stealing, and threatening behavior, bringing drugs and/or alcohol on site.*
- *Alpha Project will ONLY hold exited resident's property for 72 hours. If resident does not pick up belongings within those 72 hours all property will be discarded.*

Not all elements of the entry and exit procedures for a shelter program are applicable to the Day Center, a list of procedures like the foregoing should be developed and enforced for the Day Center.

Resources Required to Improve Neighborhood Safety and Quality of Life

The resources required to improve neighborhood safety and quality of life include both capital and personnel funds. As indicated above, a patrol vehicle, security cameras, adequate fencing and other barriers are all elements of addressing the City's objectives. So is the provision of a sufficient number of trained, engaged security personnel.

In addition to financial resources, the City should also facilitate closer coordination between the Day Center operator and other neighborhood stakeholders and should ensure that the Police Department works closely with the Day Center, including regular on-site visits and response to calls, to prevent or intervene in cases of criminal conduct or other behavior detrimental to the neighborhood.

These are essential resources needed to address the current situation. The outward-facing community programs and outreach and engagement programs are recommended to fully transform the status quo and incorporate the Day Center as a positive element in the community. The Day Center operator's current Talking Trash program, which deploys a supervisor and three homeless or formerly homeless community cleaners five days a week throughout the City to remove trash along a designated route, should be expanded with funding for more crews and activities. Litter and trash clean-up is an important community service, but crews could also work with the City to provide minor repair services, graffiti removal, weed and brush clearance and other highly visible community benefits. Alpha Project's work crews provide these services and more and also enlist homeless and formerly homeless people



Alpha Project work crew performing community service, San Diego.

as peer-to-peer engagement workers, helping to build a bridge to services for people reluctant to engage with outreach staff and/or service providers.

While the essential resources described in this sub-section are important to improving the operations and impact of the Day Center, still, the biggest neighborhood impact will come from successful operation of the Temporary Bridge Shelter, described below.

Operation of Outward-Facing Community Programs

As described above, the City should require the operator to participate in neighborhood networks, taskforces and other groups and should require reporting on that participation, input received and responses to feedback. The operator needs to be connected to neighborhood residents' and merchants' groups and should be involved in any neighborhood-wide initiatives. There should be an easy process for hearing and responding to neighborhood issues and concerns.



Shelter Residents, staff, neighbors, providers, and other community members gather regularly at the shelter to discuss best practices and community involvement, San Diego.

The Day Center should also include opportunities for members to participate in staff-led community clean-up projects and other neighborhood improvement activities. The goals of those projects and activities should be 1) to engage members in meaningful work and increase their connection to the community at large, and 2) to shift neighborhood perspectives by showing the contributions of people experiencing homelessness rather than the undesired impacts of their presence.

The Day Center should also be led with input from the Advisory Board, described above, and the facility should be available during non-operating hours to host community events and provide additional neighborhood benefits. These could include holiday events, neighborhood meetings, hosting community organizations, AA and NA groups and many more activities to make the Day Center an active, involved community-based center. The facility at 2018 Grand Boulevard can be a place for celebrations, recognitions and positive experiences for the community. Elected leaders and other officials should be invited to events to partake of the facility's positive energy and to develop a sense of connection to the site.

Outreach and Engagement Programs

The Day Center should be part of outreach and engagement activities as described above. Outreach programs should align with regional objectives and outreach personnel should contribute to the work of the Day Center through outreach to persons experiencing homelessness in order to facilitate their access to the Day Center and its housing navigators. Day Center staff should coordinate with outreach teams to prioritize bridge shelter placement, housing navigation services and stabilization assistance on a priority basis that best addresses documented gaps and needs. Outreach staff should maintain engagement with high-priority individuals by contacting them on the street and other service sites and

should encourage each individual's use of the Day Center's resources, including through warm hand-offs to Day Center staff and through continuing advocacy on behalf of people experiencing homelessness with service providers throughout the City and County.

Outreach teams should drive marked, readily recognizable vans, and should be able to provide transportation to people willing to engage in services at the moment they are willing to go. Outreach staff and all other program personnel should wear distinctive, easily recognizable uniforms at all times. Outreach teams should provide daily coverage of areas with large concentrations of homeless people. Outreach staff should be equipped with tablets or other mobile internet-connected devices to allow staff to access HMIS and CES records. If an assessment needs to be completed, mobile technology should allow staff to upload results to the system.



Identifiable Alpha Project outreach worker in a clearly marked van builds rapport with people living on the streets, San Diego.

Outreach staff should attend any and all community meetings, CoC meetings or other networks and meetings and should be available for presentations and education to businesses and residents. Outreach teams should work closely with partnering agencies and HOT and HART teams and should be available for business and residents to address immediate concerns. Outreach teams should also engage the community as they conduct outreach, eliciting feedback and input.

In the end, however, outreach and engagement efforts will require a Temporary Bridge Shelter to achieve their greatest impact.

Design and Operation of a Housing Navigation Center

The basic philosophy of the Housing Navigation Center should be to work with people experiencing homelessness as part of a coordinated system to move them with appropriate supports through the process of identifying, obtaining and retaining housing appropriate to their long-term needs. The Housing Navigation Center should focus on rapid placement of individuals and families in housing following individualized housing plans that identify each individual or family's unique needs, vulnerabilities, priorities and capacities. This should be done with the awareness that not all people experiencing homelessness can access or retain permanent housing without first stabilizing and addressing housing readiness objectives, a factor the Temporary Bridge Shelter is meant to address.

The Housing Navigation Center should offer adequate office space, one-on-one client meeting space, conference space and waiting room areas with minor amenities to serve the intended population and ensure service coordination from multiple providers, public and private. The Housing Navigation Center operator should have specific, quantifiable performance and outcome measures in its contract



Interior of proposed Housing Navigation Center space at 2018 Grand Boulevard.

with the City and should be required to report on those

measures with provisions for non-compliance or under-performance. The operator should be empowered to leverage multiple resources from partners in the CoC and from departments of City and County government.

The Housing Navigation Center should be an integral component of the CES headed by Council for the Homeless and should be the principle source of housing referral and placement in the City, with linkage to the Day Center and Temporary Bridge Shelter, as well as outreach and engagement programs and all other aspects of the CoC. The existing space could be quickly prepared, equipped and furnished to commence operation and its connection to the Day Center provides an ideal opportunity to begin serving high-need subpopulations and the largest daily concentration of homeless adults in Clark County.

Linking the Day Center to the Housing Navigation Center

The Day Center should be a direct portal of entry to the Housing Navigation Center and members should be incentivized to connect with the Housing Navigation Center to ensure they are engaged and actively using the services available from the combined 2018 Grand Boulevard programs. The Housing Navigation Center should NOT be an overflow space for the Day Center and access should be for those people actively working with or beginning the process of working with housing navigators to achieve placement. Housing Navigation Center clients should be a priority for Temporary Bridge Shelter placement and all residents should be connected to housing navigators at the Housing Navigation Center.

Providers and Services Needed at the Housing Navigation Center

Services at the Housing Navigation Center should be comprehensive and should be coordinated in each individualize housing plan to address impediments to housing access and retention. In addition to housing navigation, the full array of partner provided services should include, but are not limited to:

- Benefits enrollment,
- Vital records (IDs, birth certificates, etc.),
- Legal assistance,

- Transportation assistance,
- Emergency food, hygiene items, clothing and other in-kind supports,
- Childcare and school placement assistance,
- Translation and interpretation services,
- Physical and mental health care,
- Substance abuse treatment,
- Veterans services,
- Domestic violence and other crisis services,
- LGBTQ-focused services,
- Services for transition-aged youth,
- Senior services,
- Family reunification and other shelter diversion interventions,
- Education and training programs, and
- Employment placement assistance.

All services should be provided by culturally and linguistically competent providers and should be based in best practices, including Motivational Interviewing, Cognitive Behavioral Therapy, Trauma-Informed Care and other models.

Focusing on Housing Placement through Coordinated Entry and Assessment

The Housing Navigation Center should employ shelter diversion as an approach to help individuals identify resources and options for immediate alternative housing arrangements. Shelter diversion and prevention should help to ensure that the Temporary Bridge Shelter's beds are being held for those individuals who do not have another safe housing alternative. Prior to placement in shelter, Housing Navigation Center staff should utilize shelter diversion strategies to prevent long-term, repeated shelter stays by quickly placing individuals into permanent housing, or pursuing other avenues as appropriate for each individual, including family reunification or assistance returning to a home out of the area.

The Housing Navigation Center's housing navigation services should employ Motivational Interviewing, Trauma-Informed Care, multi-party Community Case Conferencing and other best practices to ensure equitable treatment of all participants and to maximize the program's effectiveness in preparing residents for placement in appropriate permanent housing and long-term housing retention. Program staff should attend and contribute to any meetings or trainings required by the CoC and should partner with the City in a collaborative improvement process by identifying and implementing improvements indicated through program data and regular reporting.

As indicated elsewhere in this report, it is important to note that the permanent housing focus of a CES and the Housing First philosophy discounts the very real fact that a significant portion of people experiencing homelessness cannot function in independent housing. For some people, permanent supportive housing is an option. However, given the shortage of permanent supportive housing units in the City and County and the need for people to stabilize and prepare for housing, when it becomes available, the placement focus of the Housing Navigation Center must include Temporary Bridge Shelter and other shelter placement options.

Connection to Temporary Bridge Shelter

As in the case of the Day Center, the effectiveness and outcomes of the Housing Navigation Center will be dependent on the availability of shelter through the directly connected Temporary Bridge Shelter. In fact, without an adequate supply of shelter beds, neither the Day Center nor the Housing Navigation Center can achieve the City's desired results. The same is true for outreach and engagement, coordinated entry and all other integral components of the CoC. Given the space available in the current facility and the unmet need in the City and entire CoC, Alpha Project recommends opening a Temporary Bridge Shelter at 2018 Grand Boulevard. The Temporary Bridge Shelter is described in the following section.



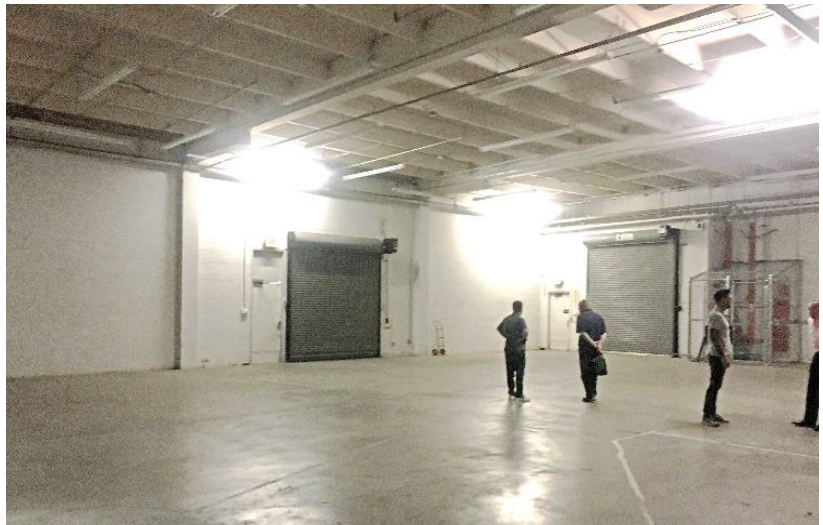
Identifiable Alpha Project outreach worker and client, San Diego.

Appropriateness of Temporary Bridge Shelter Connected to the Day Center and Housing Navigation Center

As mentioned in the initial section of this report, Alpha Project has hosted 78 delegations from more than 50 cities, counties, states, units of government and foreign countries. Those delegations represent communities that face challenges like those facing Vancouver. Each has come to observe a program that can be replicated in their jurisdictions to address the critical gaps left behind by Housing First, coordinated entry and other federally driven focus areas for homeless CoCs. The proposed Temporary Bridge Shelter in Vancouver will be the linchpin in the City's response to its current homeless crisis. It should be directly connected to the Day Center and Housing Navigation Center and it should follow best practices and demonstrated evidence from programs of its type, including Alpha Project Temporary Bridge Shelter in San Diego.

Design and Usage of 2018 Grand as a Temporary Bridge Shelter

The warehouse space adjacent to the intended Housing Navigation Center at 2018 Grand Boulevard offers the City an ideal option for siting a Temporary Bridge Shelter. As noted above, with reference to the Day Center, locating such a facility outside Downtown is unusual. However, the structure itself is most likely unique and with minimal retrofitting can easily accommodate all the intended programs, services and functions described throughout this report.



Interior of proposed Temporary Bridge Shelter space at 2018 Grand Boulevard.

Alpha Project recommends a capacity of at least 150 shelter residents, divided by gender in accordance with the Point-in-Time count's observed percentages of unsheltered men and women (54% and 46%, respectively). Additionally, the total bed count should include safe space for transition-age youth, seniors, the disabled, gender nonconforming individuals and individuals in crisis placed by the Police Department's HOT and HART teams. There should be space included for one-on-one consultations between residents and staff, along with space for partner providers, case conferencing, communal dining, television and leisure activities. The Temporary Bridge Shelter should be open around the clock, 365 days a year.



Alpha Project staff and Temporary Bridge Shelter resident, San Diego.

The facility should include men's and women's showers and restrooms, meals, space for safe storage of personal belongings refrigerator for medications, along with other basic services.

Coordination of Services

Each resident's stay in the program should begin with an assessment using the VI-SPDAT described above, if one has not already been administered, followed by an intake process that ensures all HMIS data is gathered and included in the database. Following intake, the orientation process for each resident should include familiarization with the program's code of conduct, which should include the following rules.

Rules for Temporary Bridge Shelter Residents

1. Staff members and other residents are to be treated with respect at all times. Violence and /or threats of violence are not allowed; neither are aggressive behaviors, including use of profanity, racial slurs, sexual or inappropriate comments and/or remarks, shouting or fighting.
2. Use or possession of drugs, drug paraphernalia and/or alcohol are not allowed at any time on the property.
3. Staying out overnight, without prior written approval from the case manager is not allowed and will result in loss of your bed.
4. No weapons may be in residents' possession on the property at any time. Knives and other weapons must be checked in with security.
5. All residents are required to submit to a search upon request by security.
6. No resident may steal from either the shelter or its residents.
7. No behavior is allowed that could jeopardize the safety of any other resident or staff (including but not limited to burning candles or incense, causing fire hazards and any and all safety violations)
8. Residents must smoke only in designated areas.
9. Residents must comply with staff direction to maintain cleanliness and sanitary conditions daily.
10. Residents may not misuse or destroy shelter property.
11. [Operator] will not be responsibility for any lost, stolen or damaged property.
12. Showers are open from [hours] unless prior arrangements have been made.

Independent Evaluator's Report to the City of Vancouver

13. Residents are permitted to possess a maximum of two bags, which must be kept under their assigned bed.
14. Residents may not hang items on beds or bed posts.
15. Residents may not tamper with bed numbers or other people's property.
16. Residents must wear their ID badge at all times while inside the shelter.
17. Residents must keep their sleeping area neat and clean.
18. Women and men may not loiter in each other's sleeping areas.
19. Meals are served at [hours]
20. Bicycles must be kept in designated area at all times.
21. [Operator] will only hold personal property for 72 hours, after which unclaimed property will be disposed of
22. Curfew is at 8:00 p.m. to reclaim beds. Lights out is at 10:00 p.m. Sunday through Thursday and 11:00 p.m. Friday and Saturday. Residents must remain on-site after 8:00 p.m.
23. No loitering is permitted outside the perimeter of the shelter. The perimeter must be kept clean at all times.
24. Residents may not use or possess illegal drugs at the shelter and clients must comply with all applicable federal, state, and local laws.
25. Residents may not possess alcohol on the premises at any time.
26. Residents must maintain possession of all prescription medication. Shelter staff is NOT permitted to hold or dispense medication, with the exception of medications requiring refrigeration.
27. All animals must be on a leash at all times and residents must clean up after their pets. Animals may not be bathed on site. The shelter only accepts service animals.
28. To preserve confidentiality and privacy, residents may not video or photograph any resident, staff member or community partner while on the property.

As described on page 23, new residents should be given an incentive to complete all wellness objectives, with services provided either by Clark County Public Health or a private healthcare partner. To the right is an example of the Passport checklist provided to all residents of Alpha Project's Temporary Bridge Shelter.

The Temporary Bridge Shelter should have a procedure for linking residents to active, effective housing navigation through the Housing Navigation Center and should provide case management and advocacy, crisis intervention, basic hygiene and shelter services, linens and other bedding, laundry service, message and personal storage services, meals served on-site and access to a range of other on-site supportive services provided by the operator and its partners. Additional services to benefit residents and the community as a whole should include infectious disease testing, neighborhood security patrols and clean-up services, and opportunities for residents to participate in meaningful work projects.

WELLNESS PASSPORT **Adult Tent: Alpha Project**

*Collect all 7 stamps and get an incentive at the table near the entrance.
This Passport needs to be completed within 30 days of the date of intake.*

Last Name	First Name	Date of Intake

STAMP	STOP	LOCATION	BY
☐	Initial Screen	Entrance	 ALPHA PROJECT
☐	Clothing/Laundry	Behind Tent	 ALPHA PROJECT
☐	Connected with a Case Manager	Behind Tent	 ALPHA PROJECT
☐	Review Eligibility for Medi-Cal	FHCSD - Behind Tent County- Front of Tent	 County Public Health
☐	Vaccinated for Influenza & Hepatitis	Front of Tent	 County Public Health
☐	Medical Screening	Tuesdays & Thursdays Front of Tent	 Mobile Medical Unit
☐	Mental Wellness Screening/AOD	Behind Tent	 ALPHA PROJECT

Once completed, return this Passport to the FHCSD Homeless Services Case Manager to pick up your incentive.

Rev. 02/2018

The program should coordinate with and provide referrals to and advocacy with County, State, and federal programs, as well as nonprofits and social service agencies, as appropriate. The program should also provide assistance in locating safe and affordable permanent or other longer-term housing residents, including determining diversion opportunities or housing interventions outside of CES when appropriate. Case Managers and additional support staff should provide support to the Housing Navigation Centers personnel as necessary to assist residents with housing applications and supportive and subsidized housing paperwork. The operator should provide information and referral services to all member organizations of the CoC and to mainstream benefits and resources, landlords and nonprofit housing providers, as well as a range of adjunct services including legal assistance, individual and family counseling, domestic violence interventions, veterans' healthcare and other benefit programs, transportation options and all other community service options. Case Managers should serve as the primary point of contact for all resident referrals, unless that function is provided by staff at the Housing Navigation Center. Information should also be available via print materials, hand-outs, flyers and other literature, which should be available on-site at all times.

The operator's policies and procedures should ensure that all services are coordinated and that all partner providers are connected through multi-agency case conferencing. Some services may be provided by Housing Navigation Center personnel and/or partner providers working from the Housing Navigation Center. The important, essential aspect of coordinating multiple inputs is working from individualized housing plans developed for each resident in accordance with their complete needs and optimal housing goals.

Policies, Procedures and Operational Guidelines for a Temporary Bridge Shelter

At a minimum, the Temporary Bridge Shelter's policies and procedures manual should address all of the following elements:

- Program overview,
- Operational guidelines,
- General intake policy,
- Intake prioritization and selection policy,
- Coordinated entry, outreach and placement,
- Outreach activities,
- Housing navigation,
- Procedure for turnover beds,
- Routine sanitation and infectious disease prevention and mitigation,
- Daily schedule of operations,
- Confidentiality and release of information policy and procedures,
- Disclosures required by law,
- Internal and external incident reporting,
- Grievance procedure,
- Laundry procedures,
- Meal and food service procedures,
- Guidelines for volunteers,
- Provisions for on-site service partners,
- Safety procedures,

- Evacuation procedure,
- Emergency contact information, and
- Code of conduct.

Essential Services and Housing Placement Goals

Essential basic services should include, but are not limited to:

- 150 beds for single adults 18+ experiencing homelessness in an ADA-compliant facility,
- At least two (2) meals per day,
- Showers, wash stations, restrooms, laundry facilities, and storage
- Routine operating supplies, including but not limited to hygiene products,
- Telephone access and message services
- Janitorial and routine maintenance services,
- Waste removal and disposal services,
- Refrigeration for medication,
- Regularly laundered linens, and
- Access to testing for communicable diseases augmented by health services through a partner provider.

Additional services should include case management, with multi-party case conferencing, along with use of Motivational Interviewing and Trauma-Informed Care approaches. Staff should provide immediate and short-term emergency crisis intervention to individuals in order to restore stability. The operator should work with partners in the community to provide resources needed to individuals in crisis. Such crisis situations may include domestic violence, suicidal thoughts, mental or physical health issues, or other risks to an individual's well-being. All staff should be trained to identify a crisis situation, assess situational needs, apply techniques to stabilize or diffuse the situation, including the principles of trauma-informed care, and to encourage utilization of coping skills. Staff should be trained to identify special domestic violence needs and treatment considerations. All personnel should complete crisis intervention training, including any trainings provided by and/or required by the RTFH and the Housing Commission under the terms of the proposed contract.

Initial case management meetings for each resident should occur within 48 hours of admission to the program, at which time staff should determine that residents have been routed to the appropriate housing intervention according to their assessment score. Case Managers or equivalent staff should be active listeners and should encourage residents through motivational interviewing techniques to identify and express their own housing goals. Case Managers should fully inform residents of the program's complete range of services, including employment opportunities, and should document and address any critical issues identified at the time of admission. While maintaining a low barrier to program participation, Case Managers should schedule follow-up meetings with residents on a regular basis to ensure progress is made rapidly toward a permanent housing placement or other longer-term placement appropriate to each resident's unique needs and abilities.

The overall objective of the program should be to offer a safe place for adult single men and women experiencing homelessness to receive bridge housing and appropriate services while preparing for permanent housing placement. The program should contribute to the City's goal of ensuring instances

Independent Evaluator's Report to the City of Vancouver

of homelessness are rare, brief, and non-recurring. All services should be easily accessible and evaluated for effectiveness on a regular basis.

Through provision of coordinated, comprehensive services, the program's goals should include achievement of the following outcomes and targets:

Outcome: Low barrier to entry

Measure: Assessed resident needs and HUD homelessness categories

Target: 100% of residents

Outcome: Access to resources/services to move into permanent housing and stabilize

Measure: Average length of stay

Target: A goal of 120 days or less

Outcome: Exits

Measure 1: Exits due to non-compliance with program rules

Target: Less than 20% of residents

Measure 2: Positive exits for residents remaining in the program 30 days or longer

Target: At least 30% of residents remaining 30 days or longer will exit to permanent housing

Measure 3: Positive exits for residents remaining in the program 30 days or less

Target: Undetermined, but to be documented in program reporting

Measure 4: Recidivism

Target: Of residents exiting to permanent housing, 15% or less should return to shelter within 12 months

Outcome: Efficient and effective use of resources

Measure: Monthly average occupancy rate

Target: The program should maintain an average occupancy rate of 90% from the date of full operational capacity

Outcome: Data Quality

Measure 1: Missing or incomplete data

Target: No more than 5% of program and client-level data should be incomplete in the HMIS

Measure 2: Timeliness of data entry

Target: 100% of data should be entered in the HMIS within three days

Outcome: Customer Service

Measure 1: Shelter resident satisfaction

Target: Operator should administer satisfaction surveys and document satisfaction levels in its periodic reporting to the City

Measure 2: Critical incident reports

Target: Operator should document all critical incidents in its periodic reporting to the City

Outcome: Demographics

Measure: Program residents

Target: Operator should document resident demographics and demonstrate diversity in its periodic reporting to the City

Outcome: Community Outreach

Measure: Community meetings and feedback solicited

Target: Operator should document its participation in community meetings and other outreach activities and provide a summary of its activities in its periodic reporting to the City

Mitigation of Neighborhood Impacts

The operator should understand its role as a neighbor in a mixed-used community, the need for coordination with law enforcement and the philosophical approach needed to deal with the issues affecting the neighborhood around the 2018 Grand Boulevard. Selection of an operator should include assessment of a prospective operator's commitment to the neighborhood and willingness and ability to engage community leaders through an Advisory Board.

Appropriate and informed Temporary Bridge Shelter personnel (along with City staff and Police Department liaisons) should attend community meetings to ensure participation of neighborhood stakeholders and to ameliorate any concerns regarding siting and operation of the program. The operator should provide access to and channels for community feedback, commentary and expression of any concerns and should demonstrate to the City's satisfaction that community input has been heard, documented and incorporated in the program's policies and procedures manual.

The program should incorporate community service projects through a process of resident engagement, as described elsewhere in this proposal, and those projects should allow for peer-to-peer engagement of people on the streets while providing direct, visible benefit to the neighborhood. The program should collaborate directly with the Police Department's HOT and HART teams and should be an active participant in neighborhood networks, as well as provide community policing. The program should also accept and encourage outside entities to provide congregate feeding and other activities in lieu of such activities being conducted on the streets.



Response to Criminal Activity

Along with the recommendations included in previous sections, Temporary Bridge Shelter security staff should be visibly present in the neighborhood through regular patrols and should notify the Police Department of any observed criminal activity. Police officers should be welcome at on-site meetings and should be included in the Advisory Board described above. The neighborhood should be aware of

the security measures implemented at the site, including exterior lighting and security cameras, and program staff should welcome all input from the neighborhood through a well-publicized, easily accessed process for complaints, suggestions or other input. Police Department data should be analyzed regularly following commencement of Temporary Bridge Shelter operation to assess the program's impact on the neighborhood.

Reducing Neighborhood Impact During Day Center Hours of Non-Operation

The existence and proper management and operation of a 150-bed Temporary Bridge Shelter will be the most important element of a comprehensive approach to reducing the impact of homelessness on the neighborhood 24 hours a day. Security staff should be trained in the best practices described above and should include individuals with lived experience of homelessness. Security should patrol the perimeter of 2018 Grand Boulevard and the adjoining neighborhood and should maintain close relationships with the Police Department. The code of conduct for residents should include a prohibition of loitering, littering and disruptive behavior in the neighborhood and security staff should document all occurrences of any deleterious neighborhood impact. As in the case of the Day Center, the facility should be well lit and should be equipped with video security cameras.

The Advisory Board should discuss the implications of any policies or procedures that could affect the surrounding neighborhood. The wisdom of law enforcement should be actively sought out and should be incorporated in the program's policies and procedures.

Options for Shelter Placement

In addition to the Temporary Bridge Shelter, all other providers of shelter in the City and County should accept referrals of assessed individuals and families referred through the Housing Navigation Center according to each program type, target population served and the unique needs of those individuals and families. It is important that the City's contributions to the current Homelessness Crisis Response System include awareness that permanent housing placement is not always optimal, timely or even possible. Consequently, the full range of shelter options should be available to expand the effectiveness of the Temporary Bridge Shelter and placements of residents in non-permanent housing options should be considered a successful outcome.

Additional components of a coordinated system should include any seasonal or emergency shelter programs along with the use of motel vouchers, roommate matching programs and other alternatives to placement in single-resident or single-family permanent housing.

Engagement of Community Interests

As discussed extensively in this report, the program operator needs to be connected to all community groups and should enlist them as allies, not antagonists. The neighborhood impact from the initial roll out of the current Day Center program can be reversed and implementation of the full range of programs and services recommended for 2018 Grand Boulevard can be a benefit to the neighborhood, not a detriment. The City and the operator should be at the forefront of an effort to change perspectives, address current issues and prevent new ones.

Compliance Oversight and Other City Responsibilities

The City needs to be clear with any prospective operator that contractual terms and objectives are minimal requirements and that compliance with those requirements is not optional. The City should tie funding to performance, demonstrated through accurate and timely outcome reporting, including outcomes that measure the reduction in neighborhood impact from the status quo. If necessary, the City should provide formal training with the operator to ensure its expectations are understood and that the overall goals for an improved response to homelessness are embedded in the operator's policies and practices.

Performance Monitoring

The operator should be required to participate actively in compliance and performance monitoring and improvement activities required by the City. The Temporary Bridge Shelter should be monitored internally by executive staff as part of the operator's quality control procedures and its performance should be tracked and recorded through full, timely participation in the CES, HMIS and any other networks or shared databases required of programs in the CoC.

The operator should be required to attend and contribute to any meetings or trainings required by the City or the CoC and should partner with public agencies in a collaborative improvement process by identifying and implementing improvements indicated through program data and regular reporting.

Maintaining all appropriate documentation in the HMIS is critical. Staff should provide all required data entry, analysis and reporting in the HMIS for timely assessment of the program's status and performance and access to client-level data. Additionally, reporting should incorporate data from individualized case files, partner provider service summaries and other client-level documentation of engagement and outcomes. Reporting should include the number of service contacts, successful housing placements and a summary of performance regarding all required elements of the City's contracted scope of work.

Outcome reporting should inform the operator's continuous improvement process by indicating rates of progress toward program objectives and client willingness to engage in available services. The program's manager or equivalent position should oversee internal and external reporting and should review performance data with staff to direct course changes as required during the contract term. The operator's executive leadership should work with program management to identify needed resources, emerging best practices, innovative service delivery models and other opportunities for program improvement and to address gaps or weaknesses in the program's design or impact.

The program should document all program progress to the City through monthly and term-end reports in the form, format, and submission timeline determined by the City. The HMIS will provide much of the data for performance monitoring but documenting neighborhood impacts and mitigation will require regular observation and give-and-take with the operator to properly orient them to their expected role as a neighbor answerable to the City. Neighborhood law enforcement statistics, incident reports and other data should be included in regular reporting.

Meeting General Overhead and Administrative Costs

The operator's scope of service and consistent operation of a high-quality program will require maintenance, finance and contract management, management staff, communications, utilities and other basic costs of doing business that a base contract needs to include. Sufficient overhead funding will be needed for any operator in Clark County, especially given the scope and scale of the intended three inter-connected programs. Not all prospective operators have the capacity to meet the demands of the program that a City contract as described above will include. The City should be realistic in allotting a budget for the Temporary Bridge Shelter as well as the Housing Navigation and Day Center.

Leveraging Additional Resources

The City should work with its own staff and the operator to identify additional funding sources to support the program. The City can front the funds necessary to launch and begin operation of the program but there are many other sources of potential support that should be approached, including Clark County, the Housing Authority, state and federal sources and private philanthropy. Although, not an exhaustive list, other leveraged resources should include partnerships with other providers, businesses, educational institutions, staffing agencies, and other resources.

Contract Enforcement

The contract with an operator should include clear conditions for non-payment or solicitation of a new provider, as well as reporting requirements, deadlines and other standards the City can enforce.

Conclusion and Further Recommendations

In addition to the points emphasized in the Executive Summary, Alpha Project recommends that the City identify ways to best use its funds to close gaps in the existing CoC and to match other resources in a way that synergizes the impact of blended funding. This could include joining with the County and/or Housing Authority in joint requests for proposals, matching private philanthropy, applying for federal and state funding as a direct applicant or using new initiatives, bond measures or other opportunities to create new sources of City funding.

Alpha Project believes a Temporary Bridge Shelter could be fully operational within 90 days of contracting with an operator and that should be the City's first and foremost goal to improve its current response to homelessness.

Alpha Project also encourages the City to be firm and demanding in its role of contract oversight and enforcement. The City's obligation to its homeless citizens is no greater than to its citizens as a whole and the City has a right to require any contracted operator to be responsive to contractual demands and to the neighborhood affected by the programs described in this report.

As described in the Executive Summary, the City is ahead of its homeless problem in many ways. The commitment of City leadership and of private funders and supporters to address the problem proactively and responsively is to the credit of all involved. Alpha Project remains available to the City to provide any further advice that could be of benefit, to provide training or presentations, or to share materials that can maximize the benefit of the proposed programs and mitigate the current impact of homelessness on the City of Vancouver and its wonderful people.

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: Rezone of SE 192nd and 15th
Date: Monday, December 4, 2023 8:42:52 AM

Hi Sarah, we got this in the CMO inbox

-Amelia Pilipchuk

From: Mary Tsang [REDACTED]
Sent: Friday, December 1, 2023 8:19 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Rezone of SE 192nd and 15th

You don't often get email from [REDACTED]. [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.

City Case File Number PIR-83420

Dear City Council Members,

I am writing to you today due to the rezone change from the original low-density zone R6 to a high-density R-22 on SE 192nd and 15th St. The proposed zoning changes **does not** meet the zoning changes approval criteria (VMC 20.285.050) of compatibility and the housing goal/policy of the preservation of neighborhood character in the Washington State Legislature Housing Element (WAC 365-196-410). Currently all the neighborhoods are predominately single-family homes zoned R-6 and R-9. There is no precedent for having a R-22 high density zoning in our community.

I currently live in the Fisher's Grove North neighborhood across the street from the proposed rezoning location. I am most concerned about the high volume of traffic the 223-unit apartment complexes will bring as well as cut through traffic to the nearby neighborhoods which has been seen by other communities close to new apartments in East Vancouver.

The traffic impact analysis provided by Vance Development shows an increase of more than 3X the weekday daily traffic going through the proposed rezone area. SE 15th St is not built for this increased traffic. It is a non-expandable, narrow 2-lane street with bike lanes on either side. Pedestrians, bicyclist, school buses and fire trucks (as this is where Fire Station 9 is located) use this street regularly. It is already an unsafe street for pedestrians with incomplete sidewalks and numerous blind spots. Increasing the number of cars will only add to the safety issue. The increase in traffic can also potentially block the entrances and exits for many of the neighborhoods surrounding the apartment complex not only trapping in

residents but also delays emergency vehicles from entering. The report does not address any traffic felt within the surrounding neighborhoods, nor does it address the safety of pedestrians.

Looking through the Developer Agreement for this project I do not see that any of this will be addressed. There will be NO funding towards sidewalks for the safety of pedestrian, not to mention anyone with a disability nor will there be any signal adjustments at the intersections to help with the increase cars.

I understand the current need for housing. A discussion at the previous City Council meeting was the need for **Middle Housing**. There is a lack of townhomes, duplexes, triplexes, and row homes in East Vancouver. This is a great way to increase the density of the area but still maintain the character and integrity of the neighborhood. It enables individuals to move away from the vicious cycle of renting and own if they had a more affordable option. Building yet another huge apartment complex is not the solution, middle housing can help East Vancouver bridge the gap from high density apartment buildings and single family homes by providing a more diverse housing option.

I sincerely hope the City Council value the concerns of the current residents that live in the neighborhoods and not just on the demand of expansion. Please do not vote in favor of the rezone of SE 192nd Ave and SE 15th St from a R-6 to R-22.

Thank you
Mary Tsang

From: [City Council](#)
To: [Dollar, Sarah](#)
Cc: [Malone, Chris](#)
Subject: FW: Transportation Board and cost of ridership -
Date: Monday, December 4, 2023 8:06:22 AM

-----Original Message-----

From: J B <[REDACTED]>
Sent: Saturday, December 2, 2023 9:27 AM
To: City Council <council@cityofvancouver.us>
Subject: Transportation Board and cost of ridership -

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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.

As a citizen of the city,

I have been watching bus ridership over the last 5 years and ridership is abysmal, and don't blame that pandemic. Given the cost to provide the busses, the employees and maintenance of the equipment and system, and ridership at less than 40%, I believe the TBD must review the whole concept of a public transit bus system.

I agree that some members of the Vancouver community will take transit but, the overwhelming number still drive cars and regardless of what the TBD is striving to achieve, cars are still the most convenient and popular mode of transportation. If I review cost of the system, each rider is costing the system way more than if we sent a taxi to their residence and paid for it! Change the dynamic.

The subsidy the city receives would not be necessary. Public transit works only in compact cities where the citizens are crammed into apartments near the core, we learned that lesson before and after the wars of the 20th century.

I would like to propose that the busses be replaced with smaller 20 people vans with the access required for everyone, "Inclusion". Sell the giant articulated busses for smaller public transportation devices. Seating for no more than 25 riders per bus, have the people that ride the bus be given a voucher for their rides on a monthly basis rather than fare collection.

What's the difference, you ask, smaller busses running on a more frequent, every 8 mins, so they can practically plan for a reasonable time to commute.

The buss system is overpriced given the data from the last review of rider ship and cost per rider.

Those people that want to walk will, those that want to ride a bike will and any other form of transportation will! Automobiles are here to stay and busses like the trolley and the train are outdated.

Build wider roads for the cars and trucks, create a simple quick system that is paid for by the riders and not subsidized by those of us that choose not to ride public transit.

Bottom line, new bigger well kept roads, in all of Vancouver, stop thinking that if we provide busses people will leave their cars and use the system.

Quit crowding everyone into the European model and mimicking the systems of the North East part of our country. The system is way too costly, inconvenient and requires the tax payer to subsidize those that don't to shoulder the cost of their lifestyle. I for one am tired of subsidizing some of the cost of this city.

Thank You

John Bilderback.

[REDACTED] or send me a reply.

From: [City Council](#)
To: [Dolar, Sarah](#)
Subject: FW: Council meeting 12/4 - Failure to implement Alpha Project plan lead to Homeless Civil Emergency
Date: Monday, December 4, 2023 8:05:53 AM
Attachments: [Vancouver Executive Summary and Report.pdf](#)

Amanda Delapena

From: PETER BRACCHI [REDACTED]
Sent: Monday, December 4, 2023 6:56 AM
To: City Council <council@cityofvancouver.us>; City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Council meeting 12/4 - Failure to implement Alpha Project plan lead to Homeless Civil Emergency

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.

This is a written submission only for the city council meeting on December 4, 2023

In 2019, the city of Vancouver had a study done on the current homeless crisis in the city by the Alpha Project group of San Diego. See attached PDF

The homeless crisis at that time in 2019 was considered still manageable if the recommendations were taken up.

City has failed the citizens of our community when they did not take up this recommendation 2019 or the consecutive year after.

The city also failed to present a plan to the citizens on the cost per bed to implement 150 bed homeless shelter versus the costly few beds in five safe stay sites.

As it says below this document just became another document lost in archives.

Please review the attached plan at the city of Vancouver paid for, and failed to implement.

I ask all city counselors to Please review the plan received in 2019 especially the new counselors who were not involved at that time.

First page



October 16, 2019

Eric Holmes, City Manager
City Hall
415 W. 6th St., 2nd Floor
Vancouver, Washington 98660

Dear Eric:

It is my pleasure to offer insights, observations and recommendations in the attached report in response to the City of Vancouver's request for an independent evaluation of its response to homelessness. I'm also pleased to tell you that in my honest opinion, and that of my staff who contributed to this report, the City is well ahead of a problem that has already overwhelmed most of Vancouver's bigger neighbors, including Portland and Seattle/Tacoma.

The elements included in this report will inform the City's strategic, focused plan to address what is still a manageable homeless crisis. Alpha Project has been involved in the development of many plans for multiple jurisdictions over the course of decades. A plan is an inert thing that, without consistent follow through and resources devoted to its implementation, becomes just another document forgotten in the archives. The City will address its homelessness crisis, serve its most vulnerable citizens and revitalize neighborhoods affected by homelessness through putting this plan into action.

While the contents of this report are ordered in accordance with the City's request for an independent evaluation and recommendations, in this executive summary we present the City with our recommendations in order of greatest importance.

Executive Summary

1. Opening a Temporary Bridge Shelter with a minimum of 150 beds for single adults, ages 18 and older, should be the City's paramount priority to address its current homeless crisis. The availability of shelter is essential to all other components of a working Homeless Crisis Response System. Without a place to stabilize people and engage them actively in preparing for housing placement, other system components cannot make an impact on the issues arising from concentrated populations of unsheltered homeless people in the City's neighborhoods, especially the area surrounding 2018 Grand Boulevard. The three programs at the core of this report, the Day Center, Housing Navigation Center and Temporary Bridge Shelter should operate from a single site under a single operator as a seamless system.

Thanks Peter



October 16, 2019

Eric Holmes, City Manager
City Hall
415 W. 6th St., 2nd Floor
Vancouver, Washington 98660

Dear Eric:

It is my pleasure to offer insights, observations and recommendations in the attached report in response to the City of Vancouver's request for an independent evaluation of its response to homelessness. I'm also pleased to tell you that in my honest opinion, and that of my staff who contributed to this report, the City is well ahead of a problem that has already overwhelmed most of Vancouver's bigger neighbors, including Portland and Seattle/Tacoma.

The elements included in this report will inform the City's strategic, focused plan to address what is still a manageable homeless crisis. Alpha Project has been involved in the development of many plans for multiple jurisdictions over the course of decades. A plan is an inert thing that, without consistent follow through and resources devoted to its implementation, becomes just another document forgotten in the archives. The City will address its homelessness crisis, serve its most vulnerable citizens and revitalize neighborhoods affected by homelessness through putting this plan into action.

While the contents of this report are ordered in accordance with the City's request for an independent evaluation and recommendations, in this executive summary we present the City with our recommendations in order of greatest importance.

Executive Summary

1. Opening a Temporary Bridge Shelter with a minimum of 150 beds for single adults, ages 18 and older, should be the City's paramount priority to address its current homeless crisis. The availability of shelter is essential to all other components of a working Homeless Crisis Response System. Without a place to stabilize people and engage them actively in preparing for housing placement, other system components cannot make an impact on the issues arising from concentrated populations of unsheltered homeless people in the City's neighborhoods, especially the area surrounding 2018 Grand Boulevard. The three programs at the core of this report, the Day Center, Housing Navigation Center and Temporary Bridge Shelter should operate from a single site under a single operator as a seamless system.
2. The City must enforce contract standards and demand measurable outcomes in accordance with specific objectives included in a clear scope of work for all City-funded programs. This includes the Day Center and proposed Housing Navigation Center and Temporary Bridge Shelter. Objectives should include performance outcomes in terms of housing placements

and other client-level impacts as well as outcomes measured by community engagement and mitigation of the current impact of homelessness on the neighborhood.

3. It is unclear that the City has an operator for the connected Day Center, Housing Navigation Center and Temporary Bridge Shelter with the demonstrated capacity, experience and philosophy required to achieve the change desired in how the Day Center is operated and managed, as well as its impact on the neighborhood. Options to address this concern include a) putting the project out to bid, with all three programs connected under a single operator, and b) creating a nonprofit headed by community leaders, including private and public sector officials, with a passion for the work required to transform the status quo response to homelessness. However it chooses to proceed, the City must demand a much different operational approach and connection to the community.
4. The Police Department is committed, involved and eager to cooperate with service providers to make a difference in the community and the City should support the creation and roll out of HOT and HART teams to strengthen the overall response to homelessness City-wide. Law enforcement should be included in project planning and should be welcome at the facilities at all times. The contents of this report stress the need for a program operator to work hand-in-hand with law enforcement as good neighbors.
5. Community-oriented policing will be an important part of addressing the issues that currently affect the neighborhood around 2018 Grand Boulevard. Police officers are role models and visible representatives of the City's collective will to improve and maintain quality of life for all citizens. Officers should engage neighboring citizens proactively and should participate in neighborhood meetings, planning groups and other networks. This report recommends the formation of an Advisory Board with neighborhood representation to help connect the Day Center, Housing Navigation Center and Temporary Bridge Shelter to the community in a positive relationship. The Police Department should be represented on that board.
6. The City's Homeless Resource Manager is a critical new addition to the Homelessness Crisis Response System and should be empowered to enforce City policy with clear lines of communication linking him up to City officials and also to program operators and all other stakeholders. Similar positions in many cities frequently provide convenient scapegoats when public officials are dissatisfied with the state of homelessness. Alpha Project urges the City to give the Homeless Resource Manager the authority, resources, time and support necessary to transform the status quo and demonstrate improvement in the current system and its impact on the community.
7. The City should ensure that the combined Day Center, Housing Navigation Center and Temporary Bridge Shelter operate programs that save taxpayer dollars. This goal can be achieved in part merely by providing shelter as an alternative to the high cost of interventions with people in crisis living on the streets. However, the program operator

should also provide direct benefit to the community by operating programs that give homeless people a chance to engage in meaningful work of direct benefit to the City and the neighborhood around 2018 Grand Boulevard. The report includes many recommendations for community benefit programs.

We welcome any request from the City for further contributions to its strengthened response to homelessness. Likewise, we are available to provide any training, review or other service that can benefit the City's homeless programs during their design, implementation or operational phases.

In closing, again, my staff and I appreciate the opportunity to prepare this report and we commend the City for taking a strong leadership role in a commitment to address an issue that can be solved.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bob", with a stylized flourish above the name.

Bob McElroy
President & CEO

Independent Evaluator's Report to the City of Vancouver

BACKGROUND AND ACKNOWLEDGMENTS.....	1
OVERVIEW.....	4
<i>CLARK COUNTY CONTINUUM OF CARE.....</i>	<i>5</i>
<i>HOMELESSNESS STATISTICS.....</i>	<i>7</i>
<i>EXISTING FUNDING BY SOURCE AND PROJECT TYPE.....</i>	<i>8</i>
<i>OBSERVED GAPS.....</i>	<i>9</i>
<i>JOINT EXECUTIVE BOARD ON HOMELESSNESS.....</i>	<i>11</i>
RECOMMENDED APPROACH TO IMPROVE THE CITY'S RESPONSE TO HOMELESSNESS.....	12
<i>SYSTEM COORDINATION.....</i>	<i>13</i>
<i>BLEND OF FACILITIES AND SERVICES.....</i>	<i>14</i>
<i>STAKEHOLDERS INVOLVED.....</i>	<i>14</i>
<i>BUILDING ON CURRENT INFRASTRUCTURE.....</i>	<i>15</i>
<i>ACHIEVING THE GOAL OF PERMANENT HOUSING.....</i>	<i>15</i>
<i>CHANGING PERCEPTIONS OF HOMELESSNESS.....</i>	<i>16</i>
MANAGERIAL AND OPERATIONAL PRACTICES FOR AN OPTIMALLY EFFECTIVE DAY CENTER.....	17
<i>CONTROLLING ACCESS.....</i>	<i>19</i>
<i>BUSINESS HOURS.....</i>	<i>20</i>
<i>CLOSURE POLICY.....</i>	<i>20</i>
<i>MONITORING CONTRACTOR PERFORMANCE.....</i>	<i>21</i>
<i>CODE OF CONDUCT.....</i>	<i>22</i>
<i>STAFF-TO-CLIENT RATIOS.....</i>	<i>23</i>
<i>PROVISION OF SHOWERS, LAUNDRY, STORAGE AND OTHER BASIC SERVICES.....</i>	<i>23</i>
<i>ADDITIONAL SERVICES NEEDED.....</i>	<i>23</i>
SECURITY IN THE DAY CENTER AND SURROUNDING COMMUNITY.....	24
<i>ENTRY AND EXIT PROCEDURES.....</i>	<i>25</i>
<i>RESOURCES REQUIRED TO IMPROVE NEIGHBORHOOD SAFETY AND QUALITY OF LIFE.....</i>	<i>26</i>
<i>OPERATION OF OUTWARD-FACING COMMUNITY PROGRAMS.....</i>	<i>27</i>
<i>OUTREACH AND ENGAGEMENT PROGRAMS.....</i>	<i>27</i>
DESIGN AND OPERATION OF A HOUSING NAVIGATION CENTER.....	28
<i>LINKING THE DAY CENTER TO THE HOUSING NAVIGATION CENTER.....</i>	<i>29</i>
<i>PROVIDERS AND SERVICES NEEDED AT THE HOUSING NAVIGATION CENTER.....</i>	<i>29</i>
<i>FOCUSING ON HOUSING PLACEMENT THROUGH COORDINATED ENTRY AND ASSESSMENT.....</i>	<i>30</i>
<i>CONNECTION TO TEMPORARY BRIDGE SHELTER.....</i>	<i>31</i>
APPROPRIATENESS OF TEMPORARY BRIDGE SHELTER CONNECTED TO THE DAY CENTER AND HOUSING NAVIGATION CENTER.....	31
<i>DESIGN AND USAGE OF 2018 GRAND AS A TEMPORARY BRIDGE SHELTER.....</i>	<i>31</i>
<i>COORDINATION OF SERVICES.....</i>	<i>32</i>
<i>POLICIES, PROCEDURES AND OPERATIONAL GUIDELINES FOR A TEMPORARY BRIDGE SHELTER.....</i>	<i>34</i>
<i>ESSENTIAL SERVICES AND HOUSING PLACEMENT GOALS.....</i>	<i>35</i>
MITIGATION OF NEIGHBORHOOD IMPACTS.....	37
<i>RESPONSE TO CRIMINAL ACTIVITY.....</i>	<i>37</i>
<i>REDUCING NEIGHBORHOOD IMPACT DURING DAY CENTER HOURS OF NON-OPERATION.....</i>	<i>38</i>
<i>OPTIONS FOR SHELTER PLACEMENT.....</i>	<i>38</i>
<i>ENGAGEMENT OF COMMUNITY INTERESTS.....</i>	<i>38</i>
COMPLIANCE OVERSIGHT AND OTHER CITY RESPONSIBILITIES.....	39
<i>PERFORMANCE MONITORING.....</i>	<i>39</i>
<i>MEETING GENERAL OVERHEAD AND ADMINISTRATIVE COSTS.....</i>	<i>40</i>
<i>LEVERAGING ADDITIONAL RESOURCES.....</i>	<i>40</i>
<i>CONTRACT ENFORCEMENT.....</i>	<i>40</i>
CONCLUSION AND FURTHER RECOMMENDATIONS.....	40

Outside Evaluation of the City of Vancouver's Response to Homelessness and Plan for Implementation of New Projects and Services

Background and Acknowledgments

Alpha Project is pleased to submit this report in response to the City of Vancouver's request for an independent and objective assessment of the City's response to homelessness and planned implementation of coordinated services at the current Day Center and adjacent Housing Navigation Center, as well as a possible Bridge Shelter program connected to both centers. The first section of this report includes observations and a general assessment of the City of Vancouver and Clark County's Continuum of Care (CoC) and an overview of the CoC's federally mandated role in a regional response to homelessness. The first section of the report also includes a snapshot of homelessness in the region, an inventory of housing and service resources for people experiencing or at imminent risk of homelessness, along with a description of observed gaps and unmet needs within the coordinated system.



Subsequent sections of the report offer specific recommendations for:

- Improving the City's response to homelessness,
- Improving the operation of the current Day Center,
- Improving security in the Day Center and surrounding neighborhood,
- Designing and operating the Housing Navigation Center,
- Designing and operating a Temporary Bridge Shelter,
- Mitigating neighborhood impacts,
- Overseeing and monitoring compliance and performance at City-funded facilities, and
- Conclusions and recommendations for the future.

Alpha Project's preparation of this report is built on extensive experience operating programs like those planned for Vancouver, as well as decades of policy development and program implementation that accounts for neighborhood impact. Alpha Project has operated community-service programs employing homeless people as a benefit to their neighborhood since the organization's founding in 1986. In the subsequent 33 years, Alpha Project has launched and operated day centers and housing navigation and bridge shelter programs like those planned for Vancouver, learning by direct experience how to engage homeless people in effective pathways to stability and how to ensure that programs serving the homeless also serve the communities of which they are a part.

Alpha Project is particularly pleased to have this opportunity to share its experience as the operator of a Temporary Bridge Shelter in the City of San Diego. With a capacity of 324 beds per night, the program has transitioned over 400 participants into alternative housing options in 22 months. Of those, 74% were placed in permanent housing, 12% in alternate and longer-term housing programs, and 14% in other programs, including alcohol and drug treatment programs. In addition, Alpha Project has successfully engaged a hard-to-serve, highly vulnerable population, including 227 seniors, 174 transition-age youth, 172 veterans, and 120 persons fleeing domestic violence at the time of program entry. Equally important as all those outcomes, Alpha Project has made the Temporary Bridge Shelter an asset to its neighborhood and San Diego as a whole. Alpha Project's regular neighborhood patrols, community outreach, neighborhood services and other efforts to engage the neighborhood have ensured that the Temporary Bridge Shelter provides its intended levels of service while benefitting residents, merchants and other stakeholders in the program's service area.

Reflecting the success of the program, Alpha Project was recently selected by the City of San Diego to operate a second facility, providing 150 new beds of Temporary Bridge Shelter to continue reducing the incidence and impact of homelessness. The program is scheduled to open on November 1, 2019.



Bob McElroy, Alpha Project President and CEO, with one of the first residents of the bridge shelter. Photo by Chris Jennewein, *The Times of San Diego*.

The success of the program is built upon policies and procedures for evidence-backed, outcome-driven services to people experiencing homelessness including special needs populations. Alpha Project is committed to making the Temporary Bridge Shelter an effective component of the City and County's strategy for eliminating homelessness through a coordinated, multi-service, multi-provider system. Since commencing operation of the program, Alpha Project has hosted 78 delegations from more than 50 cities, counties, states, units of government and foreign countries, demonstrating its best practices and encouraging replication of such programs to bridge the gap between the streets and permanent, sustainable housing facilitated through a system of coordinated entry. Vancouver's Mayor, City Councilmembers and City Manager have toured the facility, as have the mayors of more than a dozen other U.S. cities, the U.S. Secretary of Housing and Urban Development and dozens more elected officials and community leaders.

Notwithstanding its own experience and qualifications to prepare this report, Alpha Project is extremely grateful to a large and diverse group of stakeholders in Vancouver and Clark County for their invaluable contributions to the content that follows. Alpha Project wishes to acknowledge all of the following parties for their vital input.

Independent Evaluator's Report to the City of Vancouver

City of Vancouver

Mayor Anne McEnerny-Ogle
Mayor Pro Tem Bart Hansen
Councilmember Bill Turlay
Councilmember Ty Stober
Councilmember Linda Glover
Councilmember Laurie Lebowsky
Councilmember Erik Paulsen
Chief of Police James McElvain
Assistant Police Chief Mike Lester
Assistant Police Chief Troy Price
Police Commander Dave King
Police Officer Tyler Chavers
Police Officer Sammy Abdala
City Manager Eric Holmes
Deputy City Manager Lenda Crawford
Acting City Attorney Jonathan Young
Community and Economic Development Director Chad Eiken
Homeless Resource Manager Jackie St. Louis
Public Works Operations Manager Tim Buck
Public Works Operations Superintendent Brian Potter
Public Works Superintendent Ryan Miles
Affordable Housing, HOME and CDBG Program Manager Peggy Sheehan
Assistant Building Official Jeri Newbold
Neighborhood Liaison Judi Baily

Clark County

Community Services Director Vanessa Gaston
Community Services Program Manager Michael Torres

Vancouver Housing Authority

Executive Director Roy Johnson
Deputy Director Saeed Hajarizadeh

Council for the Homeless

Executive Director Kate Budd

Community Foundation of Southwest Washington

President Jennifer Rhoades

Share

Executive Director Diane McWithey
Deputy Director Amy Reynolds
Outreach Director Jillian Daleiden

Community Services Northwest

Behavioral Health Manager John Moren

Clinical Supervisor Jeni O'Neil

Case Manager Jamie Spinelli

In addition, Alpha Project appreciates the engagement of dozens of Vancouver residents, nonprofit leaders, educators, merchants, businesspeople, community organizers and other stakeholders, whose diverse voices and interests are an important consideration in this report's recommendations and should continue to inform the City in its implementation of a new, expanded and strengthened strategic response to homelessness.



Vancouver residents, providers, and other community members sharing concerns and observations.

Overview

While the City is to be commended for its sense of urgency, its commitment to addressing homelessness and its willingness to adapt and innovate in its response to the status quo, it is important to note that the City is one party in a multi-party system that, to some extent, is mandated and circumscribed by federal policies and standards. The City's resources will be critical to the implementation, sustainability and long-term success of the programs discussed in this report. However, a full-fledged, comprehensive, meaningful response to homelessness will necessarily include the coordinated inputs of County agencies, nonprofit providers, courts, educational institutions and other contributing parties. One of the most critical components of a multi-party system is the Clark County Continuum of Care, WA-508 (CoC), a collaboration of stakeholders convened in accordance with the policies of the U.S. Department of Housing and Urban Development (HUD) as a precondition of funding for homeless services under the terms of the McKinney-Vento Homeless Assistance Act, a federal law adopted by the U.S. Congress in 1987 that was the first significant federal legislative response to homelessness. The Act has been reauthorized several times since its passage and was greatly amended by passage of the Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act in 2009.

Since the passage of the HEARTH Act, CoCs nationwide have been charged with addressing homelessness prevention, rapid re-housing, consolidation of housing programs, and new priority homeless sub-populations, which today include transition-age youth (18 to 24), people identifying as LGBTQ+, seniors, veterans, victims of domestic violence and the chronically homeless, among others. Complying with the specific terms of the HEARTH Act for adoption of Coordinated Entry System (CES) processes and procedures has been a challenge for most CoCs, as has the mandate to adopt an approach to services and housing that align with Housing First principles. Housing First is a philosophy rooted in several principles, the most challenging of which is providing low barriers to housing entry, forcing providers accustomed to moving people with special needs through progressive stages of treatment, stabilization and preparation for independence to shift their focus to rapid placement in permanent housing, even for those people with active substance use and other disorders.

Housing First is not the only model or approach to addressing homelessness supported by evidence. Service-enriched shelters providing a transitional path to low-income permanent housing are important components of a robust response system. The Housing First goal of rapid placement in permanent housing misses the fact that in virtually all jurisdictions in America, there are an insufficient number of low-income, sustainable permanent housing units available to meet the needs of unsheltered homeless people. It also overlooks the real needs of many homeless people who are not housing ready and whose needs must be met in a stable, sheltered environment prior to housing placement.

The work of a CoC is year-round and entails maintenance of a regional Homeless Management Information System (HMIS), reporting on multiple components of a coordinated system, and preparation of annual applications for funding through several federal and state initiatives. The remainder of this section includes a description of the Clark County Continuum of Care, as well as county-wide homelessness statistics, an inventory of programs and services including funding sources, and existing gaps in the CoC system.

Clark County Continuum of Care

The lead organization of the CoC is Council for the Homeless, a nonprofit organization whose mission is to provide community leadership, compelling advocacy, and practical solutions to prevent and end homelessness in Clark County. Council for the Homeless fills a required role in a county-wide system that meets federal mandates and implements and tracks standards, policies and procedures required of federally funded programs. Council for the Homeless maintains Clark County's HMIS, serves as the collaborative applicant and administrative entity for the entire CoC, prepares and monitors federal reports, and oversees the County's annual Homeless Point-in-Time Count, preparing a report that presents a year-on-year snapshot of homelessness. These essential functions, along with training, infrastructure support and oversight of a Coordinated Entry System (CES) are fundamental to the County's eligibility for and effective use of federal funding.

Maintenance of the systems, reports and processes of HUD's mandated CoC elements is one aspect of Council for the Homeless' designated function. The annual HUD CoC Program Competition requires the preparation of a 250-page application that addresses HUD's requirements in many areas and measures and documents the CoC's achievements. The application is probably the most accurate and complete overview of the regional system produced each year and is the source of approximately \$2 million in annual HUD funding.

The CoC's general membership, the Coalition of Service Providers for the Homeless, includes 68 active stakeholder members. The Coalition has five standing work groups and currently three ad hoc task groups. Each of those groups address priorities as identified by HUD and/or observed needs within the Clark County Homeless Action Plan, *A Framework for Action*, which was completed by Council for the Homeless in October 2018 and lays out a strategic approach to strengthening the Homeless Crisis Response System from 2019 to 2022.

Council for the Homeless performs its role under the oversight and at the direction of the Continuum of Care Steering Committee, consisting of:

Independent Evaluator's Report to the City of Vancouver

- Bunk Moren, Community Services Northwest,
- Amy Reynolds, Share,
- Saeed Hajaraizadeh, Vancouver Housing Authority,
- Michael Torres, Clark County,
- Peggy Sheehan, City of Vancouver,
- Sierk Braam, Housing Initiative, LLC,
- Tim Foley, Second Step Housing, and
- Scott Conger, Janus Youth Programs.

The Steering Committee is charged with administering the CoC Governance Charter, which entails:

- Setting policy direction for the CoC,
- Ensuring the CoC meets all of its HUD requirements,
- Facilitating the CoC funding Request for Application Process, including rating and ranking the project applications,
- Approving the CoC application,
- Working to meet the CoC application focus areas,
- Using a systemic approach to address the local homeless crisis response system,
- Increasing resources that reduce the number of people experiencing homelessness, and
- Improving system performance outcomes, as identified by HUD and tracked through the HMIS.

The scope of work for this report includes a request by the City that Alpha Project “[i]dentify how Vancouver should systematically approach and respond to homelessness citywide including the best mix of facilities and supportive services that would help alleviate the impacts of homelessness...” At the level of coordination, planning, administration, policy and analysis, it is fair to say the state of the CoC is consistent with federal expectations. CoC members have efficient inter-agency coordination and nearly universal use of the HMIS and a common assessment tool. Altogether, the fundamental elements of an efficient and effective Homeless Crisis Response System at the CoC level are present, active and well thought out. That fact alone, however, does not address the City’s specific interests and priorities.

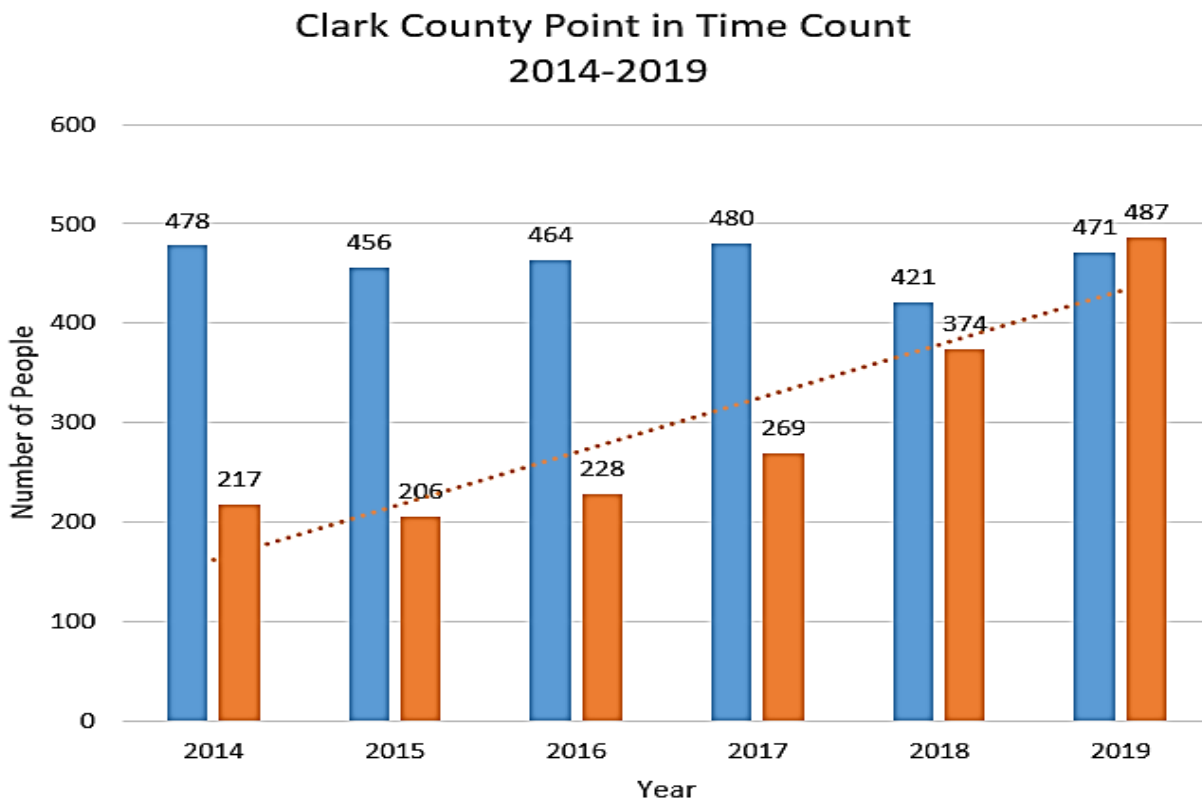
The Homeless Action Plan paints a clear picture of the system and identifies specific goals and targets for strengthening the system to address gaps and needs. The City clearly has a role to play in expediting and amplifying the rapid impact of a robust response. However, as described in the beginning of this section, the City’s role is one of many and should be complimentary to other efforts, not duplicative or complicating. The statistics and observed gaps and needs described below come from the Homeless Action Plan, the 2019 Point-in-Time Count Report, a report on homelessness funding prepared by Clark County’s Community Services Program Manager and additional inputs from the City’s Homeless Resource Manager. The City can play a valuable role in closing the identified gaps. However, it should do so with full awareness of the much larger system already committed to addressing county-wide homelessness and it should do so in a supportive role, committing resources, technical assistance, infrastructure support and innovative components to the existing system.

Homelessness Statistics

On January 24, 2019, the Clark County Point-in-Time Count documented 958 people experiencing homelessness county-wide, an increase of 21% from January 25, 2018. There was an increase in people who were sheltered on the night in question, up 12%, and those who were not, up 30%. More than half of all homeless individuals counted were unsheltered, a total of 487 people, 47% of whom were individuals in families with children and 45% of whom were female. Other features of the overall homeless population included an increase in seniors, up 185%, and veterans, up 49%. The increase in unsheltered individuals is despite an increase in total shelter beds that were occupied county-wide, up from 421 in 2018 to 471 in 2019. In probably all urban areas of the country, the number of people counted in any Point-in-Time Count is far less than the known homeless people for whom data exists in the HMIS. As an example, in San Diego, the 2019 count documented approximately 9,600 total homeless people, while the HMIS includes 27,000 people who identify as homeless. The number of homeless people counted in Clark County is probably far short of the number of people who experience homelessness throughout the year.

People experiencing homelessness in Clark County are, for the most part, from Clark County. Nearly 80% of all homeless people encountered were last housed in Clark County before experiencing homelessness, including 71% who were last housed in Vancouver.

The chart below shows the five-year increase in sheltered and unsheltered homeless people county-wide.



Source: Council for the Homeless, (<https://www.councilforthehomeless.org/data-system-numbers/>)

Although the trend documented by Point-in-Time Count reports is an issue of legitimate concern, the City is to be commended for its sense of urgency and aggressive approach to addressing the issue. Such commitment is not universal among U.S. cities and counties, including many whose homelessness crises dwarf the status quo in Vancouver and Clark County. Imperial County, California, with a total population just 38% that of Clark County, documented 1,413 homeless individuals in its 2019 Point-in-Time Count, 1,225 of whom were unsheltered. Portland/Gresham/Multnomah County, Oregon, documented 4,015 individuals, 2,037 of whom were unsheltered.

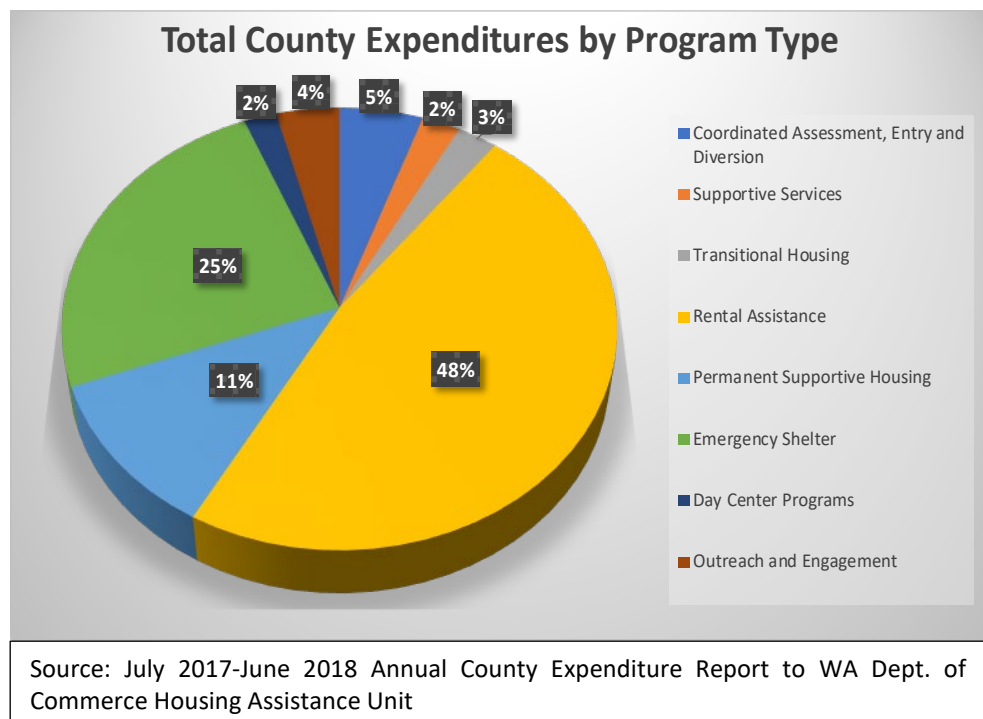
Alpha Project does not intend to diminish the importance of the City's involvement in a stepped-up Homeless Crisis Response System. On the contrary; the City should proceed with its planned, urgent response to homelessness in part because the problem is, at this point, still solvable. From its meetings and correspondence with City staff and elected leaders, Alpha Project believes this is the shared perspective of all involved. Statistics tell part of a story, but they don't need to dominate the narrative. Rather than focusing on what could or should have been done in the past, if the City can focus on identifying, implementing, monitoring and supporting effective, immediate additions to the existing CoC, it can achieve results in the short-term that dramatically change the numbers and their impact on the communities and neighborhoods most affected by homelessness.

Existing Funding by Source and Project Type

HUD funding is the single largest component of overall funding for homeless service, shelter and low-income permanent housing programs in the City and County. In addition to the \$2 million in CoC funding described above, the City administers \$1.8 million in combined HOME and CDBG funds, the County administers another \$2.1 million from those combined sources, and the Vancouver Housing Authority administers \$28.5 million in combined HUD funds. Those figures total \$34.4 million in HUD funding, excluding Emergency Solutions Grants passed through the state. Additional sources of support for homeless programs include County and City departments, other federal sources and significant private philanthropy.

From all sources, Clark County expenditures on programs serving the homeless totaled \$5.3 million in 2018. Those expenditures by program type are shown in the graph to the right.

Taken together, the resources currently committed to combating homelessness still leave nearly 500 people unsheltered each night. The chart below is taken from this year's CoC Homeless Competition



Independent Evaluator's Report to the City of Vancouver
application and shows the current shelter and housing inventory in the County.

Project Type	Bed Count
Emergency Shelter	192
Transitional Housing	181
Rapid Re-Housing	256
Permanent Supportive Housing	445
Other Permanent Housing	30
Total Beds	1,104

The inventory above excludes vast resources administered by the Vancouver Housing Authority, including Tenant-Based Section 8 Vouchers and other forms of rental subsidy that represent, in essence, homelessness prevention. At present, the Housing Authority manages 2,290 Housing Choice Vouchers and has 14 open waiting lists for housing of various types serving diverse populations, including persons with special needs.

Aside from shelter and dedicated housing for people experiencing or at imminent risk of homelessness, additional programs and services throughout the City and County play significant roles in the Homeless Crisis Response System. Some of those services are, in Alpha Project's opinion, under-weighted in the current blend of programs. The following subsection lists observed gaps and unmet needs in the Homeless Crisis Response System, many of which are also described in Council for the Homeless' Homeless Action Plan and in other reports and analyses from City and County staff, as well as the 2019 CoC Homeless Competition application.

Observed Gaps

As noted in the Executive Summary and elsewhere in this report, a Temporary Bridge Shelter is the most important resource currently absent from the City's programmatic response to homelessness. The other gaps described below should be addressed but closing those gaps will still leave unsheltered homeless people on the streets of Vancouver without a large-scale shelter program. The City should identify a single operator for the facility at 2018 Grand Boulevard and should get that facility leased up, built out and operational with a Day Center, Housing Navigation Center and Temporary Bridge shelter working in unison as soon as possible. Again, no amount of outreach and engagement by itself can make a difference to the City's homelessness issue without an option to being homeless, namely, a Temporary Bridge Shelter for single adults, ages 18 and older.

The Homeless Action Plan notes eight other specific areas of increased focus to be addressed in the Homeless Crisis Response System by 2022. Alpha Project concurs with those focus areas and encourages the City to engage with Council for the Homeless, the CoC Steering Committee and other key stakeholders to support measurable progress toward the plan's objectives. The plan's focus areas are:

- Increasing outreach and engagement,
- Strengthening prevention and diversion practices,
- Meeting the basic needs of people who are unsheltered,
- Leveraging community resources and investments,

Independent Evaluator's Report to the City of Vancouver

- Increasing housing options and transition support for people exiting systems of care,
- Increasing low-income permanent housing options,
- Engaging the expertise of people with lived experience, and
- Providing community and system educational opportunities.

In Alpha Project's opinion, those focus areas are important and could be effective only to the extent that adequate shelter exists to make them so. Consequently, while the City should contribute to issues addressed in the plan, it should simultaneously work to provide a Temporary Bridge Shelter as an option to homelessness. From its communication with City staff, Alpha Project understands that the City currently contracts with Share through CDBG funds to provide outreach services with two case managers. Alpha Project also met with two outreach case managers from Community Services Northwest. City staff indicate that planning is underway to launch a Police Department Homeless Outreach Team (HOT) and Homeless Assistance Resource Team (HART). In San Diego, the HOT/HART teams have been extremely successful in addressing unsheltered individuals in crisis and supporting their placement in shelter and other interventions.

While the City should invest in increased outreach and engagement efforts, the success of those efforts will require other system improvements. HOT/HART interventions, to be successful, require the existence of crisis stabilization beds and services. Alpha Project's recommendations regarding the Temporary Bridge Shelter include setting aside designated HOT/HART beds to provide the Police Department with an alternative to emergency rooms and jail cells for people in crisis.

Alpha Project also recommends that outreach and engagement teams use the existing Vulnerability Index-Service Prioritization Decision Assistance Tool (VI-SPDAT), the CoC's common assessment tool for Coordinated Entry. The tool includes questions to assess acuity, length of homelessness, physical and other disabilities, mental and physical health, substance abuse disorders and other aspects of bio/psycho/social functioning. Assessments should be reviewed by professionals to ensure accurate scoring.

Outreach teams should be provided with agency or City-owned vehicles and should be able to provide transportation for individuals willing to engage in any needed service, whether at any provider facility within the Homeless Crisis Response System or at mainstream service sites, including healthcare facilities, public benefits offices, educational institutions, courts and others.

Regarding prevention and diversion practices, Alpha Project concurs with the wisdom of the Community Action Plan and believes preventing homelessness is vastly preferable to addressing it after it has occurred. The City should work with all providers and in particular with the Housing Authority to increase options for rental assistance and other interventions that can help individuals and families retain their housing or find alternative housing in the event of housing loss. Such work, however, encounters another gap in the current system, which is the simple shortage of available low-income permanent housing units.

A fully functional CoC and Homeless Crisis Response System requires balanced investments in and deployment of the following elements:

Independent Evaluator's Report to the City of Vancouver

- Homelessness prevention and diversion,
- Interim and bridge housing,
- Outreach and engagement,
- Housing navigation,
- Emergency shelter,
- Coordinated assessment, entry and referral, and
- Low-income permanent housing, including permanent supportive housing, for extremely low incomes.

All of the above elements should be connected through effective, seamless housing navigation. The planned Housing Navigation Center will facilitate close inter-agency coordination and build on Council for the Homeless' Coordinated Entry for Shelter system.

The opening of a Temporary Bridge Shelter will alleviate pressures that currently hamper the delivery of coordinated services and will amplify the effectiveness of all elements of the Homeless Crisis Response System. Linking operations at the Day Center, the Housing Navigation Center and the Temporary Bridge Shelter under effective, coordinated management will make a rapid impact on the current state of homelessness in the City and simultaneously address quality of life issues in the neighborhood most affected by those programs.

Joint Executive Board on Homelessness

The CoC is in the process of reorganizing its leadership structure to include a Joint Executive Board as the highest-level authority in the system. Under the plan, the Joint Executive Board will include ex-officio members from the City, the County, the Housing Authority, Council for the Homeless and the Community Foundation of Southwest Washington (see table below).

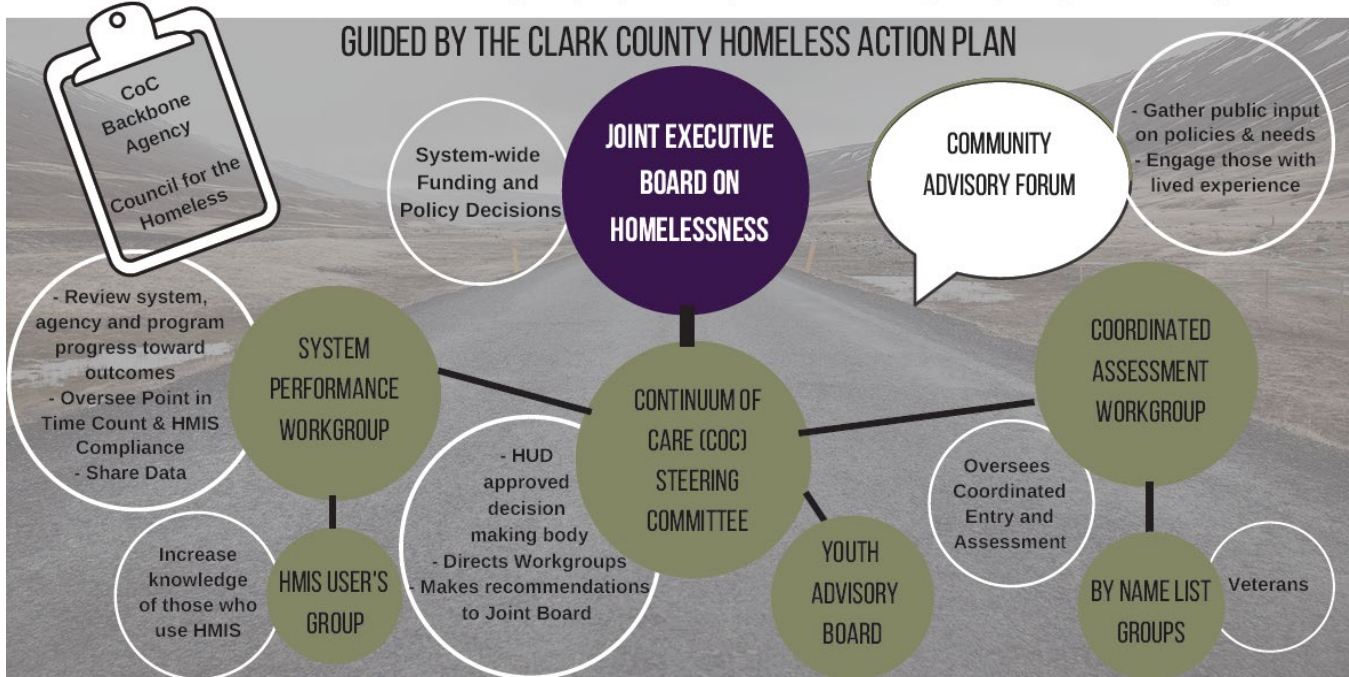
Joint Executive Board Seats		
Board Entity	Board Elected/Appointed Member	Board Administrative Staff
City of Vancouver	City Council Member	Director of Community Development/Homeless Manager
Clark County	County Council Member	Director of Community Services
Vancouver Housing Authority	VHA Commissioner	Executive Director or Senior Staff
Council for the Homeless	n/a	Executive Director
Board Advisory Seats		
Community Foundation of Southwest Washington	n/a	President or Program Officer

In preparing this report, Alpha Project consulted with the City's Homeless Resource Manager and Council for the Homeless' Executive Director regarding the role and function of the Joint Executive Board, which is depicted in the graphic below, taken from the Community Action Plan.

CLARK COUNTY/VANCOUVER CONTINUUM OF CARE (COC) 2019 PROPOSED RESTRUCTURED HOMELESS SYSTEM CONTINUUM OF CARE



- Engages all major funders (Clark County, City of Vancouver & Vancouver Housing Authority) and the community in ending homelessness by making it rare, brief and one-time.
- Coordinates the delivery of service programs to people experiencing homelessness.
- Creates a Board focused on collaborative funding and policy decisions, therefore increasing transparency and community feedback.



For more information about the Continuum of Care or to get involved visit: www.councilforthehomeless.org/csp_docs

Source: Community Action Plan 2019-2022, A Framework for Action.

Current CoC leaders agree that the Joint Executive Board is needed in order to bring together elected officials and high-level administrators to facilitate agreement and cooperation on systemic policies, to plan and coordinate the implementation of new programs, and to combine and leverage resources. The current Steering Committee membership does not include decision makers with sufficient authority to ensure that information reaches elected officials or that such important issues are conveyed with sufficient urgency to mobilize resources and make any substantial change to the status quo. Alpha Project would caution against the Joint Executive Board becoming simply another layer of bureaucracy that could actually hamper the smooth functioning of the CoC. However, its intended role as a high-level body to advise, support and contribute leveraged resources to the CoC will strengthen the current system.

Recommended Approach to Improve the City's Response to Homelessness

The two critical components to improving the City's response to homelessness noted in this proposal are a Temporary Bridge Shelter and a working Housing Navigation Center. In addition to these components, the City needs to dramatically improve the operation, management and community coordination of the Day Center.

The meaningful change necessary to improve the City's response to homelessness requires a philosophical shift and a change of attitude and approach that reflects different assumptions and expectations. Alpha Project believes it is important for the City to set the bar higher for its funded programs and contractors and for those programs and contractors to recognize the difference between low barriers and no barriers. Alpha Project was founded on the principle of caring so much about people experiencing homelessness that the organization will not be complicit in the causes and consequences of homelessness. Recognizing the difference between acceptance and enabling ensures that programs serving the homeless do not contribute to people dying on the streets.

Alpha Project believes the City should use performance-based outcome measures as the minimum standard in the selection of providers and that such measures should include not only numeric targets for moving people into sustainable housing, but also demonstrable contributions to the community and reduction in the impact of homelessness on neighborhoods and institutions. Programs like the Day Center, the Housing Navigation Center and the Temporary Bridge Shelter should be entry points for people to begin the process of healing and recovering from the experience of homelessness and they should set standards for behavior and conduct that help participants to regain dignity and respect.

The Housing First philosophy, which emphasizes immediate placement of individuals and families in permanent housing, overlooks two important factors: 1) not all people experiencing homelessness are capable of living independently without time to first stabilize and prepare for the transition from the street to permanent housing, and 2) there are not enough affordable permanent housing units available in the City's inventory to immediately house all people in need. Given both these factors, the City's contributions to the current Homeless Crisis Response System should include programs that give people a place to begin a process and to proceed at a pace appropriate to their individual capacities with the goal of housing placement that continues to address their needs with supportive services that ensure they do not return to homelessness.

The Day Center, Housing Navigation Center and Temporary Bridge Shelter, working as an interconnected system, can make an immediate, observable difference in the City's homelessness issue, including how homelessness affects the City's neighborhoods.

System Coordination

The City's planned participation in the Joint Executive Board will improve coordination of City/County/CoC resources and contributions to the Homeless Crisis Response System. Ideally, the Homeless Resource Manager will contribute to stronger coordination of the City's various departments and agencies and will facilitate closer communication and help target priority issues for the City and all other stakeholders, including the Housing Authority, the County, and the full CoC membership. The Joint Executive Board and City leadership should empower the Homeless Resource Manager to communicate and monitor compliance with policy and priorities and should use his expertise to provide technical assistance and capacity-building support for provider agencies in the CoC.

As described above, the Homeless Crisis Response System is much bigger, more complex and more constrained by many forces than the City can change by its own will. The City's needs and priorities will not always align with system-level priorities. Therefore, while the City should be at the table for all CoC discussions, it will also need to coordinate its own internal resources to ensure its funded programs

address issues of particular importance to Vancouver. This could include the Homeless Resource Manager convening regular meetings with officials from City and County departments, including the City Manager's Office, the Police Department, Community and Economic Development, Financial and Management Services, Parks and Recreation and Public works.

Blend of Facilities and Services

The full blend of facilities and services required to address the City's current homeless issue are described above and include increased prevention, expanded outreach, engagement and assessment, improved Day Center services, implementation of coordinated services through the Housing Navigation Center, and opening of a Temporary Bridge Shelter. Those services should be linked to the county-wide Homeless Crisis Response System and to all mainstream resources and community-based services.

In its most simplistic form, the Housing First philosophy would require more units of low-income permanent housing, including permanent supportive housing, to be effective. In the short-term, such a goal is not feasible. Therefore, the City should move quickly to ensure that enough interim housing options, including Temporary Bridge Shelter beds are available to meet the needs of the City's unsheltered homeless population. From its experience, Alpha Project believes the Temporary Bridge Shelter could be brought online within 45 days of selecting an operator and within 60 days it could begin to house an initial population of some fraction of its intended full occupancy. The program could be fully operational within 90 days. Those timelines assume all permits, clearances and other occupancy requirements can be completed with the cooperation of appropriate City departments.

Stakeholders Involved

Achieving the system coordination described above will require the active participation of the City Council, City Manager's Office, Police Department and other City departments, with the support and advice of the Homeless Resource Manager. In addition, the City's coordination of programs and services should involve program operators and other nonprofits, neighborhood groups and associations, Council for the Homeless, the Housing Authority and relevant Clark County departments. Additional voices that should advise the implementation of new programs and contribute to ongoing policy and priority setting include business leaders, investors, private philanthropists, and other individuals with significant interest in addressing homelessness and neighborhood concerns.

It is also important that the inputs of people with lived experience, i.e. formerly homeless, be involved in advising the City regarding the effectiveness and relevance of new programs and services. Formerly homeless people can also provide important insights into weaknesses in the existing system, service gaps and flawed assumptions. Moreover, formerly homeless people can provide unique peer-to-peer connections at the direct service level, helping to overcome barriers to active engagement in homeless services, especially for individuals with special needs.

Alpha Project recommends convening an Advisory Board to provide regular, consistent feedback and input for all programs at 2018 Grand Boulevard. The Advisory Board should include the Homeless Resource Manager, a Police Department representation, merchants, residents and other neighborhood interests.

Building on Current Infrastructure

The most important addition to the current CoC infrastructure will be the Joint Executive Board, the role of which should include a process for overseeing programs and their performance according to contractual objectives. At the City level, the creation of the Homeless Resource Manager's position will provide City leaders with a constant, reliable source of information to improve program performance and address emerging and ongoing issues. As mentioned above, the Homeless Resource Manager should be supported and empowered to perform his function. It has been Alpha Project's experience that people in positions like the Homeless Resource Manager's are frequent and convenient scapegoats for policy makers. Without the support required to perform his role and implement needed changes, the Homeless Resource Manager will be unable to make the differences the City seeks.

A strengthened City infrastructure will also include incorporating greatly expanded outreach and engagement, as described above, expanding of prevention programs with funds to address housing crises for people at imminent risk of homelessness, and ensuring that all programs in the City employ a single assessment, referral and placement process. There should be no wrong door for people experiencing homelessness to access the system and begin the process of transitioning to permanent housing. The most important facilities and programs to achieve rapid infrastructure improvement will be an improved Day Center (see below), the Housing Navigation Center and the Temporary Bridge Shelter.

Achieving the Goal of Permanent Housing

Achieving the goal of permanent housing placement should begin with an operator of the Day Center, Housing Navigation Center and Temporary Bridge Shelter programs identifying housing resources, both short-term and permanent housing options, for all subpopulations. Those options should include programs and housing units both within the current system and others outside the system. Identifying the full range of housing resources available will be critical to forming a strategy to create or leverage new housing stock to address the full extent of need in the City.

Leveraging new housing inventory can be expedited by:

- Implementing prevention and diversion techniques following best practices at all City homeless programs,
- Providing incentives to landlords willing to work with subsidy programs for the homeless,
- Master leasing multi-unit facilities,
- Implementing roommate matching programs,
- Increasing the availability of subsidies and other forms of rental assistance, both short and long-term,
- Partnering with alcohol and drug treatment programs, as well as other behavioral health service residential programs, and
- Taking advantage of the flexibility of the Housing Authority's Move to Work program.

Additionally, an operational Housing Navigation Center should welcome the presence of County staff and staff from all other contributing organizations, including the Police Department. As noted elsewhere, the concept of coordinated entry and Housing First overlooks the lack of housing

availability in Vancouver. Moreover, without a large, focused, collaborative staff of housing navigators, what resources might be available are at present under-identified and under-utilized.

The City should understand that CES, as defined by federal policy is permanent housing focused, despite the fact that permanent housing is not the appropriate first intervention for a large share of people experiencing homelessness. Therefore, it is important that the City and the CoC develop an expanded assessment tool and CES that is appropriate for the actual homeless population to be served and housing options available.

Changing Perceptions of Homelessness

The City is challenged by a prevailing perception of the current Day Center. The neighborhood around the Day Center is unduly affected by the concentrated presence of homeless people whose presence diminishes the area's quality of life in a variety of ways. Those people currently have no option but to leave the facility each afternoon and spill out into a neighborhood where they are not welcome and have no access to shelter. To change the current situation, the City will need to ensure that it selects an operator that is willing and committed to the desired change.

The operator of the three connected programs will need to be receptive and responsive to input feedback and, when appropriate, criticism of its operation and the programs' impact on neighborhood interest. The operator will need to be committed philosophically to the belief that it is a neighbor and should be a good one. It should operate programs in the neighborhood that are highly visible and directly engaged in community service. Those programs should include homeless people doing meaningful, dignified work to give back to the community that supports their presence at the Day Center, Housing Navigation Center and Temporary Bridge Shelter.



Examples of activities to serve the neighborhood include, but are not limited to:

- Litter control,
- Peer-to-peer outreach and engagement,
- Graffiti removal,
- Security and perimeter patrols,
- Assistance to low-income residents, and
- Hosting special events.

The facility should also engage the neighborhood through collaborative activities, examples of which include, but are not limited to:

- Community meetings,
- Neighborhood watch and community policing meetings,
- AA/NA and other support group meetings,

- Community events, including back-to-school drives, canned food drives and other support activities,
- Holiday celebrations, and
- Other special events.

In all ways, the programs should be responsive to the City and the City should set strict standards for accountability through its contract compliance enforcement. Monitoring and overseeing the operator will be particularly important in the initial phase of combined program operation and the City should be actively involved in coordinating the linkage of all three programs to neighborhood interests and stakeholders.



Light the Night Celebration at the Bridge Shelter, attendees include shelter residents, neighbors, Mayor, County Supervisor, District Attorney, sponsors, and more.

Managerial and Operational Practices for an Optimally Effective Day Center

In Alpha Project's opinion, the current Day Center is poorly managed. During a site visit to the Day Center on September 4, Alpha Project observed virtually no control over access to the facility, little client engagement, and an absence of any social modeling to shape and control client conduct. During the same visit, Alpha Project observed neighborhood impacts stemming from client conduct in the community and little effort to mitigate those issues or engage community interests in positive relationships. If the City has provided the resources necessary to effectively staff and manage the Day Center, it should be certain that its contract with the operator includes clear outcome measures and operational standards required for compliance with the City's expectations. The City should also ensure that its chosen operator has both the experience and capacity to operate the Day Center in accordance with the City's goals, objectives and broad vision for an improved response to homelessness. This could entail soliciting competitive proposals from all prospective operators or the creation of an entity to operate the program at the City's direction.

To improve the performance of the Day Center and mitigate the neighborhood issues that have arisen from its current operation, the program should:

1. Control access to the facility through a single point of entry,
2. Issue photo membership cards to all participants and use them upon entry and exit to provide an accurate picture of who is on-site and how frequently members access the facility,
3. Track member engagement in on-site services and document all services rendered in the HMIS,
4. Create and enforce a comprehensive policies and procedures manual,
5. Expand security to the neighborhood surrounding the facility,
6. Incorporate larger scale work programs with expanded services and deploy outreach and community service teams to the neighborhood,

Independent Evaluator's Report to the City of Vancouver

7. Increase staff engagement with members and add formal, housing-focused case management and housing navigation services,
8. Include new partners and increase the on-site availability of partner-provided services,
9. Model a code of conduct that makes Day Center membership valuable and contingent upon appropriate behavior and participation in housing-focused services, and
10. Participate in neighborhood associations and networks to create a process for regular input and feedback to the community, including input from the recommended Advisory Board, with the Police Department as an important contributor.

The above list is not all inclusive. Many other structural and service delivery changes are required to improve the Day Center and ensure it addresses the City's long-term interest in reducing homelessness and better serving all citizens and institutions. Below is an extensive description in several subsections, responsive to the City's request for this report. Among the recommendations below are recommendations for performance monitoring and enforcing contract compliance, which will be vital to the City's fulfillment of its objectives.

Notwithstanding the list above, the Day Center needs to be linked to a well-managed and fully operational Temporary Bridge Shelter in order to meet the City's goals. Without a shelter option, no matter how well the Day Center is run, when it closes it will return homeless people to a neighborhood already affected by homelessness.



2018 Grand Boulevard, October 2019

The City is the Day Center operator's customer and as such it must demand and enforce contract standards that Alpha Project is happy to share, based upon its decades of experience. Much of the change to be achieved in the current operation of the Day Center begins with the leadership of an operator that is committed to building relationships with homeless people in the neighborhood and working together with the community to respond to issues that affect the community. Responding to those issues effectively will require building trust and rapport with people experiencing homelessness as well as the, residents, businesses, institutions and diverse community interests affected by the Day Center's presence.

To increase the capacity of Day Center staff, all staff should be trained in best practices, including Motivational Interviewing, Trauma-Informed Care and other appropriate practices for reaching the target population in compassionate, culturally, linguistically and experientially appropriate ways. As part of the evidence-backed approach to staffing and training, the operator should consider a process for hiring and training people with lived experience of homelessness and provide internship opportunities and ongoing cross training for all staff. Additional trainings that would improve performance and increase staff capacity include, but are not limited to:

- Harm reduction,
- De-escalation,
- Critical time intervention,
- CPR and first aid,
- Staff and client safety practices,
- Confidentiality,
- Community case conferencing,
- Social modeling,
- Housing First with low barriers,
- Cultural competency,
- Client engagement techniques,
- Landlord engagement,
- Health and safety,
- Day-to-day operations, and
- Orientation to sub-populations, including TAY, LGBTQ+, seniors, veterans and victims of DV and other trauma.

These topics should be elements of training for not only Day Center staff, but also for the Housing Navigation Center and Temporary Bridge Shelter.

The Day Center's policies and procedures should include a clear code of conduct for members, staff and volunteers and should include explicit consequences for violations of the code of conduct. A Day Center membership card should be a privilege, not a right. Members should have access to a suggestion box and an easy-to-access grievance process for swift resolution of misunderstandings, disagreements, or other issues that affect members' ability to participate in the Day Center's full range of services. In addition to close monitoring of the facility's entries and exits, with photo membership cards, the building should be equipped with proper lighting and security cameras indoors and outdoors and videos should be reviewed regularly to note any unwanted activities in the facility and on its perimeter.

In addition to the basic services listed below (see page 23), an optimal Day Center needs to offer mail and message services and computer lab support with connection to the internet for members to connect with family and other support systems, apply for benefits, create resumes, perform job searches and engage in other online services to help resolve their homelessness. All services should be provided by staff or trained volunteers. During its visit, Alpha Project observed members doing their own laundry. That function, along with all others at the facility, should be performed by the operator's personnel.

The above issues and others are addressed in the following sub-sections.

Controlling Access

The importance of controlling access to the facility through a single point of entry and exit cannot be over-stressed. The right to enter the Day Center and partake of its services should be conditioned upon membership, which, in turn, should be offered to people experiencing homelessness who are willing to

complete an assessment, intake and orientation. The intake and orientation process should include an introduction to the facility's range of services and a review of the code of conduct for all members, staff, volunteers and partner providers (see below). Upon completion of a VI-SPDAT assessment and provision of other information required for intake, the orientation process should culminate in the issuance of a membership card. Ideally, membership cards should include sufficient member identification to allow easy tracking of facility access and utilization in the HMIS.

Upon accessing the facility, security staff should screen membership cards. An ideal process would include bar codes or other scannable data that can be passed through a card reader and connect with a database system to allow real-time tracking of all members on-site at all times. Membership cards should also be scanned upon exiting the facility to ensure accurate real-time data and that occupancy levels are not exceeded.

By whatever means possible within the City's budgetary means, the current lack of control over access to the facility must be addressed. If this means building or securing fences, gates or other security barriers, then such measures must be undertaken. At present, people can enter the property through a wide, unstaffed gate, putting security personnel at a disadvantage and ruling out any possibility of knowing who is on-site, whether they come and go, and what behaviors they may be engaged in on the edges of the property or in the adjoining neighborhood.

Business Hours

While 8:00 a.m. to 5:00 p.m. are typical hours of operation for human service programs, 7:30 to 5:30 would be better, to allow the neighborhood's high-travel times to be unimpeded by homeless foot traffic coming to and leaving the Day Center. The facility should be open 365 days per year.

No matter what operating hours the City establishes, Day Center security and neighborhood impact practices and protocols should ensure that the facility's closure does not result in a flood of homeless people emptying into the neighborhood with no oversight or expectations. Misconduct observed in the neighborhood should result in the same consequences as violating the code of conduct for the facility. This could include temporary or permanent loss of access, depending upon many circumstances.

In considering the optimal hours of operation for the facility, the City and the operator should consult with neighborhood interests and ensure all concerned parties feel heard. This will build greater trust with the neighborhood and diminish the sense that the Day Center was dumped on neighbors with no opportunity for input.

Closure Policy

The Day Center's closing policy should include detailed procedures for:

- Securing the facility including its entire grounds,
- Monitoring the neighborhood,
- Cleaning and preparing the facility for the next day's opening,
- Reviewing and updating the program logbook,
- Ensuring security cameras and lighting are functional, and
- Performing perimeter security checks.

All staff should wear readily identifiable uniforms with high visibility at all times as well as name tags with photos and position titles.

In addition, a program component like the Talking Trash program, but greatly expanded, should be used to deploy litter control teams at closure time each day to ensure the neighborhood remains clean and un-affected by Day Center members leaving the facility. The program should provide incentives for members to work on supervised crews to provide not only litter control, but also peer-to-peer outreach to encourage homeless people in the neighborhood to access services. Such a program would provide important social modeling to participants and increase their sense of connectedness to the community. Alpha Project's Wheels of Change and Take Back the Streets programs offer replicable models for such a program in Vancouver to offer vastly more opportunities to men and women seeking to reconnect with their community and gain valuable experience.

Monitoring Contractor Performance

The City's contract with the operator should include specific, measurable outcomes that include, but are not limited to, the following:

- Number of assessments, intakes and orientations provided as well as number of membership cards issued,
- Number of people accessing the Day Center, with demographic and other data tracked in the HMIS,
- Number and type of services provided,
- Number of members increasing their incomes through employment, entitlements, or participation in work programs,
- Number of people linked to active housing navigation,
- Number of people placed in shelter or housing programs, including type of program,
- Number and type of neighborhood services provided,
- Number of community events attended with notes on neighborhood input and any program revisions or other responses to address concerns,
- Number of people retaining their housing, tracked through follow-up, and
- Outcomes for incentive and employment programs offered.

The operator should report to the City monthly on the above performance measures and should include in its reporting any additional contributions to the goals and priorities of the Homelessness Crisis Response System, which could include objectives established by the County, the CoC, of the Housing Authority and should note any client-level and program-level contributions to reduction in homelessness.

The City should ensure that it has designated a contract officer for review of monthly reports and should include in its contract with the operator provisions in the event of under-performance or non-compliance. This might entail re-issuance of a competitive request for proposals allowing the current operator or other entities to respond to a scope of work with quantifiable performance standards in each of the above categories.

Code of Conduct

The Day Center's code of conduct should be included in its policies and procedures and should include requirements for staff, volunteers, partner providers and members alike. The code of conduct should be posted and signed by all members at the time of intake and orientation. It should be built on a recognition of the difference between low barriers and no barriers and should be written to reflect the importance of social modeling by program staff with explicit rules for behavior in and around the Day Center.

Social modeling begins with the awareness that behavior is reflective of an environment through the process of observational learning. In other words, people behave in an environment according to what they observe. Observed individuals, i.e. models in Day Center programs include staff as well as peers. These models provide examples of behavior to observe and imitate. People are more likely to attend to and imitate those people they perceive as similar to themselves and, as research shows, they are more likely to imitate behavior modeled by people of the same gender. One implication of this fact is that if security staff, for instance, are all male, female clients will be less likely to connect with them. In any event, it is critical that security and service staff be consistent across the board in their modeling of appropriate Day Center conduct.



Moreover, influence can be both direct and observed. The people around the client (being directly influenced) will respond to the behavior they imitate when either reinforcement or punishment is administered. If a client imitates a model's behavior and the consequences are rewarding, not only the client but others around them are likely to continue the behavior.

The Day Center code of conduct should recognize all these facts and should include the following, at a minimum:

- No possession or of alcohol, controlled substances, weapons or other contraband,
- No threatening speech or behavior,
- No vulgar or offensive speech,
- No insensitive or intolerant speech that could threaten anyone based on gender, age, race, religion, orientation or other factor,
- No conduct that is destructive to the facility or disruptive to an appropriate, peaceful, professional human service milieu,
- No unwanted advances or solicitations of any person, and
- No nudity or offensive exposure.

In addition, members should be required to smoke only in designated areas and food and beverages should be consumed in an area of the Day Center separate from the designated smoking area. See also the Temporary Bridge Shelter rules on page 32-33 of this report, which should be adapted as necessary for the Day Center.

Day Center members should be actively involved in the daily maintenance and upkeep of the facility. Including members as valuable contributors to the program fosters a sense of ownership and responsibility and decreases the incentive to misuse the site or take its services and amenities for granted. Member incentives are effective motivators and can help facilitate members' willingness to engage with services in a mutually respectful relationship. As an example, see Alpha Project's Passport Program list on page 33.

Staff-to-Client Ratios

In most human service programs that work with people experiencing homelessness, an ideal ratio of service staff to client is 1:25. Obviously, funding is the limiting factor in maintaining such a ratio. That number should include direct service personnel and should be in addition to security staff.

Provision of Showers, Laundry, Storage and Other Basic Services

The basic services at the Day Center, which should be ADA-compliant, should include, but are not limited to:

- Showers,
- Restrooms and wash stations,
- Laundry facilities,
- Mail services,
- Telephone access and message services,
- Safe drinking water,
- Computer access,
- Personal storage,
- Refrigeration for medications,
- Access to testing for communicable disease,
- Transportation assistance,
- Access to employment services,
- On-site partners, and
- Community space for activities and group events.

All basic services should be facilitated by Day Center staff or on-site partner providers.

In addition to these basic services, the full range of services offered through the Day Center should be linked to a system of housing navigation, coordinated entry and housing placement and should include the program elements listed in the following section.

Additional Services Needed

The Day Center should offer enhanced services, including services provided by partner organizations and public agencies. Such services include, but are not limited to:

- Veterinary and other pet care services,
- Access to primary and mental health care,
- Health screenings for infectious disease and chronic conditions,

- Assistance with access to transportation resources,
- Housing navigation, unless offered at the Housing Navigation Center,
- Partnerships with behavioral health and substance abuse treatment providers, and
- A television and socialization area plus recreation and social activities to increase a sense of community

Beyond these direct member services, the Day Center should participate in multi-agency case conferencing both on- and off-site, especially for members with special needs, should incorporate work programs and direct service to the neighborhood, and should create incentive-based programs for engagement in services leading to stabilization and housing. As noted above, one example of such a program element is the Passport Program used at Alpha Project's Temporary Bridge Shelter to encourage willing participation in and completion of all phases of orientation, screenings, partner-provided services and other amenities offered on-site (see "Coordination of Services" on page 32). The program is privately funded and provides incentives in the form of a backpack with a running suit, gift card, hygiene packs and socks. Since implementing the Passport Program at the Alpha Project Temporary Bridge Shelter, participation in the services listed above has increased by approximately 80%. Residents who engage in services once are more likely to continue engaging once trust is established.

Security in the Day Center and Surrounding Community

As described above in several sections, it is critical that the City enforce with the operator the importance of being a good neighbor, keeping the community clean and safe, and working to ensure that the Day Center's operation contributes to the neighborhood's quality of life, rather than diminishing it. This must include mitigating issues related to individual memberships by linking their conduct and behavior to their continued access to and use of the facility and its services. Issues including camping on the sidewalks, use, purchase or sale of alcohol or controlled substances or alcohol in the vicinity or any other behavior or conduct that would make the Day Center a bad neighbor must result in consequences. Specific recommendations to improve security for the Day Center and surrounding community include:

- Closing the main gate and keeping the entire facility gated and secure at all times,
- Making only one point of entry and exit staffed at all times by security personnel,
- Use of membership cards,
- Providing security staff with a golf cart or other vehicle to patrol the neighborhood,
- Adding security video cameras to the interior and exterior of the property, and
- Ensuring there is sufficient exterior security lighting to discourage unwanted activity in the area.

At present, the City contracts separately with the Day Center operator and security provider. While this practice does give the City direct control of the security contractor, it also means that the operator and security providers are not on the same page, programmatically. Moreover, it excludes security personnel from the trainings listed above, such as social modeling and trauma-informed care. Ideally, security personnel should be an integral part of the operator's team and should be part of community-based services, including security patrols, clean-up projects and other services that include Day Center members.

The operator's security staff should approach the Day Center with special attention to the program's impact on the surrounding neighborhood and should work closely with the Police Department including HOT and HART teams. Police officers should regularly visit the center and should be welcome at all times. Staff and members alike should establish relationships with officers through regular contact and free and trusting communication. The operator's executive leadership should remain in close contact with City officials to respond to emerging trends and events and to assist in the implementation of strategies to maintain an environment conducive to neighborhood well-being.

Entry and Exit Procedures

In addition to restricting access to a single point of entry and exit, monitored by security staff and restricted to members with rightful access to the property, Alpha Project recommends that the City require the operator to adopt a comprehensive entry and exit protocol to be included in its policies and procedures. Entry and exit procedures should include required safety elements, provisions for screening of all individuals seeking access, procedures for denying access, requirements for conduct upon entering or exiting, including initial entry, which should include the formal assessment, intake and orientation described above. As an example, the following text is taken from Alpha Project Temporary Bridge Shelter policies and procedures manual.

- *Initial intake and VI-SPDAT assessment done by Alpha Project Bridge Shelter staff. Intakes consist of completion of an intake form including resident's demographics and all mandatory HMIS Clarity questions, medication log, service animal/emotional support letter, certification of homelessness, signing of shelter rules and regulations (with a copy given to each client), bed assignment, distribution of blankets and hygiene packs. All required information will be entered into HMIS Clarity within 24 to 48 hours.*
- *Bridge Shelter staff will log all intakes and exits in the daily activity log.*
- *A daily bed list will be generated by Bridge Shelter staff.*
- *Disabled residents requiring a bottom bunk will be noted on the application form.*
- *Residents will be responsible for all medications, except those requiring refrigeration. Refrigerators will be provided.*
- *A sharps container will be provided for proper disposal of diabetic supplies.*
- *Staff will review Bridge Shelter rules with each resident and obtain a signed agreement of these rules upon intake. Residents will be provided a copy.*
- *Residents upon receiving a bed assignment will be issued an identification badge containing name, date of intake, bed number, and resident's signature.*
- *All residents entering the Bridge Shelter may be subject to a property search for the safety of staff and residents, if staff deems it appropriate. Examples would be reasonable suspicion of possession of drugs, alcohol or weapons.*
- *Bridge Shelter staff will perform a bed check at 8:00 p.m. each evening to determine how many beds are available. The program will always accept the most vulnerable first (i.e. medically frail, physically disabled, women and seniors). Outreach staff on second shift will ensure the beds are occupied each night.*
- *Security will be responsible for completing regular fire watches, security checks and securing the outside perimeter of the facility within the neighboring community.*

- *Residents may be exited for violation of the rules of the Bridge Shelter or not being present for bed check. Exceptions will be made for emergencies and documented work schedules or prior authorization by Bridge Shelter staff.*
- *When a resident is exited for missing bed check, all property is bagged and labeled with name, bed number, date, time and total number of bags and logged.*
- *When a resident is asked to leave for non-compliance of rules, the resident must take all belongings with them. You may be terminated from the program for the following reasons, although not limited to fighting, stealing, and threatening behavior, bringing drugs and/or alcohol on site.*
- *Alpha Project will ONLY hold exited resident's property for 72 hours. If resident does not pick up belongings within those 72 hours all property will be discarded.*

Not all elements of the entry and exit procedures for a shelter program are applicable to the Day Center, a list of procedures like the foregoing should be developed and enforced for the Day Center.

Resources Required to Improve Neighborhood Safety and Quality of Life

The resources required to improve neighborhood safety and quality of life include both capital and personnel funds. As indicated above, a patrol vehicle, security cameras, adequate fencing and other barriers are all elements of addressing the City's objectives. So is the provision of a sufficient number of trained, engaged security personnel.

In addition to financial resources, the City should also facilitate closer coordination between the Day Center operator and other neighborhood stakeholders and should ensure that the Police Department works closely with the Day Center, including regular on-site visits and response to calls, to prevent or intervene in cases of criminal conduct or other behavior detrimental to the neighborhood.

These are essential resources needed to address the current situation. The outward-facing community programs and outreach and engagement programs are recommended to fully transform the status quo and incorporate the Day Center as a positive element in the community. The Day Center operator's current Talking Trash program, which deploys a supervisor and three homeless or formerly homeless community cleaners five days a week throughout the City to remove trash along a designated route, should be expanded with funding for more crews and activities. Litter and trash clean-up is an important community service, but crews could also work with the City to provide minor repair services, graffiti removal, weed and brush clearance and other highly visible community benefits. Alpha Project's work crews provide these services and more and also enlist homeless and formerly homeless people



Alpha Project work crew performing community service, San Diego.

as peer-to-peer engagement workers, helping to build a bridge to services for people reluctant to engage with outreach staff and/or service providers.

While the essential resources described in this sub-section are important to improving the operations and impact of the Day Center, still, the biggest neighborhood impact will come from successful operation of the Temporary Bridge Shelter, described below.

Operation of Outward-Facing Community Programs

As described above, the City should require the operator to participate in neighborhood networks, taskforces and other groups and should require reporting on that participation, input received and responses to feedback. The operator needs to be connected to neighborhood residents' and merchants' groups and should be involved in any neighborhood-wide initiatives. There should be an easy process for hearing and responding to neighborhood issues and concerns.



Shelter Residents, staff, neighbors, providers, and other community members gather regularly at the shelter to discuss best practices and community involvement, San Diego.

The Day Center should also include opportunities for members to participate in staff-led community clean-up projects and other neighborhood improvement activities. The goals of those projects and activities should be 1) to engage members in meaningful work and increase their connection to the community at large, and 2) to shift neighborhood perspectives by showing the contributions of people experiencing homelessness rather than the undesired impacts of their presence.

The Day Center should also be led with input from the Advisory Board, described above, and the facility should be available during non-operating hours to host community events and provide additional neighborhood benefits. These could include holiday events, neighborhood meetings, hosting community organizations, AA and NA groups and many more activities to make the Day Center an active, involved community-based center. The facility at 2018 Grand Boulevard can be a place for celebrations, recognitions and positive experiences for the community. Elected leaders and other officials should be invited to events to partake of the facility's positive energy and to develop a sense of connection to the site.

Outreach and Engagement Programs

The Day Center should be part of outreach and engagement activities as described above. Outreach programs should align with regional objectives and outreach personnel should contribute to the work of the Day Center through outreach to persons experiencing homelessness in order to facilitate their access to the Day Center and its housing navigators. Day Center staff should coordinate with outreach teams to prioritize bridge shelter placement, housing navigation services and stabilization assistance on a priority basis that best addresses documented gaps and needs. Outreach staff should maintain engagement with high-priority individuals by contacting them on the street and other service sites and

should encourage each individual's use of the Day Center's resources, including through warm hand-offs to Day Center staff and through continuing advocacy on behalf of people experiencing homelessness with service providers throughout the City and County.

Outreach teams should drive marked, readily recognizable vans, and should be able to provide transportation to people willing to engage in services at the moment they are willing to go. Outreach staff and all other program personnel should wear distinctive, easily recognizable uniforms at all times. Outreach teams should provide daily coverage of areas with large concentrations of homeless people. Outreach staff should be equipped with tablets or other mobile internet-connected devices to allow staff to access HMIS and CES records. If an assessment needs to be completed, mobile technology should allow staff to upload results to the system.



Identifiable Alpha Project outreach worker in a clearly marked van builds rapport with people living on the streets, San Diego.

Outreach staff should attend any and all community meetings, CoC meetings or other networks and meetings and should be available for presentations and education to businesses and residents. Outreach teams should work closely with partnering agencies and HOT and HART teams and should be available for business and residents to address immediate concerns. Outreach teams should also engage the community as they conduct outreach, eliciting feedback and input.

In the end, however, outreach and engagement efforts will require a Temporary Bridge Shelter to achieve their greatest impact.

Design and Operation of a Housing Navigation Center

The basic philosophy of the Housing Navigation Center should be to work with people experiencing homelessness as part of a coordinated system to move them with appropriate supports through the process of identifying, obtaining and retaining housing appropriate to their long-term needs. The Housing Navigation Center should focus on rapid placement of individuals and families in housing following individualized housing plans that identify each individual or family's unique needs, vulnerabilities, priorities and capacities. This should be done with the awareness that not all people experiencing homelessness can access or retain permanent housing without first stabilizing and addressing housing readiness objectives, a factor the Temporary Bridge Shelter is meant to address.

The Housing Navigation Center should offer adequate office space, one-on-one client meeting space, conference space and waiting room areas with minor amenities to serve the intended population and ensure service coordination from multiple providers, public and private. The Housing Navigation Center operator should have specific, quantifiable performance and outcome measures in its contract



Interior of proposed Housing Navigation Center space at 2018 Grand Boulevard.

with the City and should be required to report on those

measures with provisions for non-compliance or under-performance. The operator should be empowered to leverage multiple resources from partners in the CoC and from departments of City and County government.

The Housing Navigation Center should be an integral component of the CES headed by Council for the Homeless and should be the principle source of housing referral and placement in the City, with linkage to the Day Center and Temporary Bridge Shelter, as well as outreach and engagement programs and all other aspects of the CoC. The existing space could be quickly prepared, equipped and furnished to commence operation and its connection to the Day Center provides an ideal opportunity to begin serving high-need subpopulations and the largest daily concentration of homeless adults in Clark County.

Linking the Day Center to the Housing Navigation Center

The Day Center should be a direct portal of entry to the Housing Navigation Center and members should be incentivized to connect with the Housing Navigation Center to ensure they are engaged and actively using the services available from the combined 2018 Grand Boulevard programs. The Housing Navigation Center should NOT be an overflow space for the Day Center and access should be for those people actively working with or beginning the process of working with housing navigators to achieve placement. Housing Navigation Center clients should be a priority for Temporary Bridge Shelter placement and all residents should be connected to housing navigators at the Housing Navigation Center.

Providers and Services Needed at the Housing Navigation Center

Services at the Housing Navigation Center should be comprehensive and should be coordinated in each individualize housing plan to address impediments to housing access and retention. In addition to housing navigation, the full array of partner provided services should include, but are not limited to:

- Benefits enrollment,
- Vital records (IDs, birth certificates, etc.),
- Legal assistance,

- Transportation assistance,
- Emergency food, hygiene items, clothing and other in-kind supports,
- Childcare and school placement assistance,
- Translation and interpretation services,
- Physical and mental health care,
- Substance abuse treatment,
- Veterans services,
- Domestic violence and other crisis services,
- LGBTQ-focused services,
- Services for transition-aged youth,
- Senior services,
- Family reunification and other shelter diversion interventions,
- Education and training programs, and
- Employment placement assistance.

All services should be provided by culturally and linguistically competent providers and should be based in best practices, including Motivational Interviewing, Cognitive Behavioral Therapy, Trauma-Informed Care and other models.

Focusing on Housing Placement through Coordinated Entry and Assessment

The Housing Navigation Center should employ shelter diversion as an approach to help individuals identify resources and options for immediate alternative housing arrangements. Shelter diversion and prevention should help to ensure that the Temporary Bridge Shelter's beds are being held for those individuals who do not have another safe housing alternative. Prior to placement in shelter, Housing Navigation Center staff should utilize shelter diversion strategies to prevent long-term, repeated shelter stays by quickly placing individuals into permanent housing, or pursuing other avenues as appropriate for each individual, including family reunification or assistance returning to a home out of the area.

The Housing Navigation Center's housing navigation services should employ Motivational Interviewing, Trauma-Informed Care, multi-party Community Case Conferencing and other best practices to ensure equitable treatment of all participants and to maximize the program's effectiveness in preparing residents for placement in appropriate permanent housing and long-term housing retention. Program staff should attend and contribute to any meetings or trainings required by the CoC and should partner with the City in a collaborative improvement process by identifying and implementing improvements indicated through program data and regular reporting.

As indicated elsewhere in this report, it is important to note that the permanent housing focus of a CES and the Housing First philosophy discounts the very real fact that a significant portion of people experiencing homelessness cannot function in independent housing. For some people, permanent supportive housing is an option. However, given the shortage of permanent supportive housing units in the City and County and the need for people to stabilize and prepare for housing, when it becomes available, the placement focus of the Housing Navigation Center must include Temporary Bridge Shelter and other shelter placement options.

Connection to Temporary Bridge Shelter

As in the case of the Day Center, the effectiveness and outcomes of the Housing Navigation Center will be dependent on the availability of shelter through the directly connected Temporary Bridge Shelter. In fact, without an adequate supply of shelter beds, neither the Day Center nor the Housing Navigation Center can achieve the City's desired results. The same is true for outreach and engagement, coordinated entry and all other integral components of the CoC. Given the space available in the current facility and the unmet need in the City and entire CoC, Alpha Project recommends opening a Temporary Bridge Shelter at 2018 Grand Boulevard. The Temporary Bridge Shelter is described in the following section.



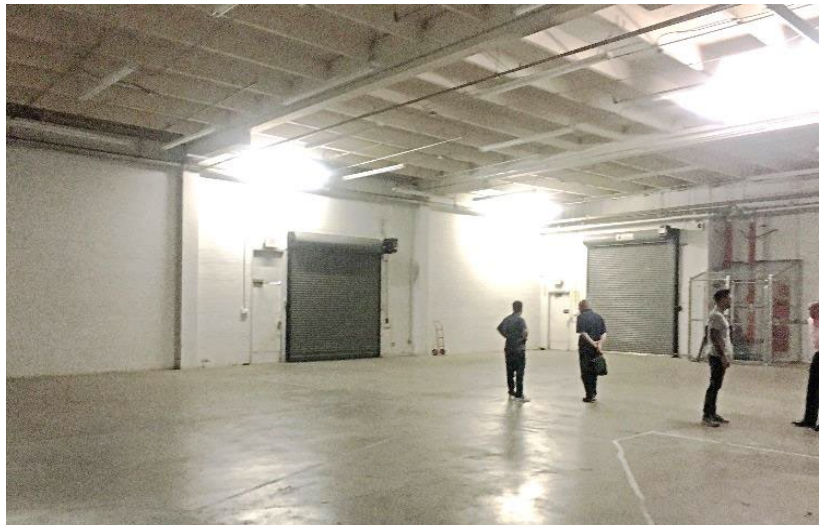
Identifiable Alpha Project outreach worker and client, San Diego.

Appropriateness of Temporary Bridge Shelter Connected to the Day Center and Housing Navigation Center

As mentioned in the initial section of this report, Alpha Project has hosted 78 delegations from more than 50 cities, counties, states, units of government and foreign countries. Those delegations represent communities that face challenges like those facing Vancouver. Each has come to observe a program that can be replicated in their jurisdictions to address the critical gaps left behind by Housing First, coordinated entry and other federally driven focus areas for homeless CoCs. The proposed Temporary Bridge Shelter in Vancouver will be the linchpin in the City's response to its current homeless crisis. It should be directly connected to the Day Center and Housing Navigation Center and it should follow best practices and demonstrated evidence from programs of its type, including Alpha Project Temporary Bridge Shelter in San Diego.

Design and Usage of 2018 Grand as a Temporary Bridge Shelter

The warehouse space adjacent to the intended Housing Navigation Center at 2018 Grand Boulevard offers the City an ideal option for siting a Temporary Bridge Shelter. As noted above, with reference to the Day Center, locating such a facility outside Downtown is unusual. However, the structure itself is most likely unique and with minimal retrofitting can easily accommodate all the intended programs, services and functions described throughout this report.



Interior of proposed Temporary Bridge Shelter space at 2018 Grand Boulevard.

Alpha Project recommends a capacity of at least 150 shelter residents, divided by gender in accordance with the Point-in-Time count's observed percentages of unsheltered men and women (54% and 46%, respectively). Additionally, the total bed count should include safe space for transition-age youth, seniors, the disabled, gender nonconforming individuals and individuals in crisis placed by the Police Department's HOT and HART teams. There should be space included for one-on-one consultations between residents and staff, along with space for partner providers, case conferencing, communal dining, television and leisure activities. The Temporary Bridge Shelter should be open around the clock, 365 days a year.



Alpha Project staff and Temporary Bridge Shelter resident, San Diego.

The facility should include men's and women's showers and restrooms, meals, space for safe storage of personal belongings refrigerator for medications, along with other basic services.

Coordination of Services

Each resident's stay in the program should begin with an assessment using the VI-SPDAT described above, if one has not already been administered, followed by an intake process that ensures all HMIS data is gathered and included in the database. Following intake, the orientation process for each resident should include familiarization with the program's code of conduct, which should include the following rules.

Rules for Temporary Bridge Shelter Residents

1. Staff members and other residents are to be treated with respect at all times. Violence and /or threats of violence are not allowed; neither are aggressive behaviors, including use of profanity, racial slurs, sexual or inappropriate comments and/or remarks, shouting or fighting.
2. Use or possession of drugs, drug paraphernalia and/or alcohol are not allowed at any time on the property.
3. Staying out overnight, without prior written approval from the case manager is not allowed and will result in loss of your bed.
4. No weapons may be in residents' possession on the property at any time. Knives and other weapons must be checked in with security.
5. All residents are required to submit to a search upon request by security.
6. No resident may steal from either the shelter or its residents.
7. No behavior is allowed that could jeopardize the safety of any other resident or staff (including but not limited to burning candles or incense, causing fire hazards and any and all safety violations)
8. Residents must smoke only in designated areas.
9. Residents must comply with staff direction to maintain cleanliness and sanitary conditions daily.
10. Residents may not misuse or destroy shelter property.
11. [Operator] will not be responsibility for any lost, stolen or damaged property.
12. Showers are open from [hours] unless prior arrangements have been made.

Independent Evaluator's Report to the City of Vancouver

13. Residents are permitted to possess a maximum of two bags, which must be kept under their assigned bed.
14. Residents may not hang items on beds or bed posts.
15. Residents may not tamper with bed numbers or other people's property.
16. Residents must wear their ID badge at all times while inside the shelter.
17. Residents must keep their sleeping area neat and clean.
18. Women and men may not loiter in each other's sleeping areas.
19. Meals are served at [hours]
20. Bicycles must be kept in designated area at all times.
21. [Operator] will only hold personal property for 72 hours, after which unclaimed property will be disposed of
22. Curfew is at 8:00 p.m. to reclaim beds. Lights out is at 10:00 p.m. Sunday through Thursday and 11:00 p.m. Friday and Saturday. Residents must remain on-site after 8:00 p.m.
23. No loitering is permitted outside the perimeter of the shelter. The perimeter must be kept clean at all times.
24. Residents may not use or possess illegal drugs at the shelter and clients must comply with all applicable federal, state, and local laws.
25. Residents may not possess alcohol on the premises at any time.
26. Residents must maintain possession of all prescription medication. Shelter staff is NOT permitted to hold or dispense medication, with the exception of medications requiring refrigeration.
27. All animals must be on a leash at all times and residents must clean up after their pets. Animals may not be bathed on site. The shelter only accepts service animals.
28. To preserve confidentiality and privacy, residents may not video or photograph any resident, staff member or community partner while on the property.

As described on page 23, new residents should be given an incentive to complete all wellness objectives, with services provided either by Clark County Public Health or a private healthcare partner. To the right is an example of the Passport checklist provided to all residents of Alpha Project's Temporary Bridge Shelter.

The Temporary Bridge Shelter should have a procedure for linking residents to active, effective housing navigation through the Housing Navigation Center and should provide case management and advocacy, crisis intervention, basic hygiene and shelter services, linens and other bedding, laundry service, message and personal storage services, meals served on-site and access to a range of other on-site supportive services provided by the operator and its partners. Additional services to benefit residents and the community as a whole should include infectious disease testing, neighborhood security patrols and clean-up services, and opportunities for residents to participate in meaningful work projects.

WELLNESS PASSPORT Adult Tent: Alpha Project

*Collect all 7 stamps and get an incentive at the table near the entrance.
This Passport needs to be completed within 30 days of the date of intake.*

Last Name	First Name	Date of Intake
STAMP	STOP	LOCATION
	Initial Screen	Entrance
	Clothing/Laundry	Behind Tent
	Connected with a Case Manager	Behind Tent
	Review Eligibility for Medi-Cal	FHCS - Behind Tent
	Vaccinated for Influenza & Hepatitis	County- Front of Tent
	Medical Screening	Tuesdays & Thursdays Front of Tent
	Mental Wellness Screening/AOD	Behind Tent

Once completed, return this Passport to the FHCS Homeless Services Case Manager to pick up your incentive.

Rev. 02/2018

The program should coordinate with and provide referrals to and advocacy with County, State, and federal programs, as well as nonprofits and social service agencies, as appropriate. The program should also provide assistance in locating safe and affordable permanent or other longer-term housing residents, including determining diversion opportunities or housing interventions outside of CES when appropriate. Case Managers and additional support staff should provide support to the Housing Navigation Centers personnel as necessary to assist residents with housing applications and supportive and subsidized housing paperwork. The operator should provide information and referral services to all member organizations of the CoC and to mainstream benefits and resources, landlords and nonprofit housing providers, as well as a range of adjunct services including legal assistance, individual and family counseling, domestic violence interventions, veterans' healthcare and other benefit programs, transportation options and all other community service options. Case Managers should serve as the primary point of contact for all resident referrals, unless that function is provided by staff at the Housing Navigation Center. Information should also be available via print materials, hand-outs, flyers and other literature, which should be available on-site at all times.

The operator's policies and procedures should ensure that all services are coordinated and that all partner providers are connected through multi-agency case conferencing. Some services may be provided by Housing Navigation Center personnel and/or partner providers working from the Housing Navigation Center. The important, essential aspect of coordinating multiple inputs is working from individualized housing plans developed for each resident in accordance with their complete needs and optimal housing goals.

Policies, Procedures and Operational Guidelines for a Temporary Bridge Shelter

At a minimum, the Temporary Bridge Shelter's policies and procedures manual should address all of the following elements:

- Program overview,
- Operational guidelines,
- General intake policy,
- Intake prioritization and selection policy,
- Coordinated entry, outreach and placement,
- Outreach activities,
- Housing navigation,
- Procedure for turnover beds,
- Routine sanitation and infectious disease prevention and mitigation,
- Daily schedule of operations,
- Confidentiality and release of information policy and procedures,
- Disclosures required by law,
- Internal and external incident reporting,
- Grievance procedure,
- Laundry procedures,
- Meal and food service procedures,
- Guidelines for volunteers,
- Provisions for on-site service partners,
- Safety procedures,

- Evacuation procedure,
- Emergency contact information, and
- Code of conduct.

Essential Services and Housing Placement Goals

Essential basic services should include, but are not limited to:

- 150 beds for single adults 18+ experiencing homelessness in an ADA-compliant facility,
- At least two (2) meals per day,
- Showers, wash stations, restrooms, laundry facilities, and storage
- Routine operating supplies, including but not limited to hygiene products,
- Telephone access and message services
- Janitorial and routine maintenance services,
- Waste removal and disposal services,
- Refrigeration for medication,
- Regularly laundered linens, and
- Access to testing for communicable diseases augmented by health services through a partner provider.

Additional services should include case management, with multi-party case conferencing, along with use of Motivational Interviewing and Trauma-Informed Care approaches. Staff should provide immediate and short-term emergency crisis intervention to individuals in order to restore stability. The operator should work with partners in the community to provide resources needed to individuals in crisis. Such crisis situations may include domestic violence, suicidal thoughts, mental or physical health issues, or other risks to an individual's well-being. All staff should be trained to identify a crisis situation, assess situational needs, apply techniques to stabilize or diffuse the situation, including the principles of trauma-informed care, and to encourage utilization of coping skills. Staff should be trained to identify special domestic violence needs and treatment considerations. All personnel should complete crisis intervention training, including any trainings provided by and/or required by the RTFH and the Housing Commission under the terms of the proposed contract.

Initial case management meetings for each resident should occur within 48 hours of admission to the program, at which time staff should determine that residents have been routed to the appropriate housing intervention according to their assessment score. Case Managers or equivalent staff should be active listeners and should encourage residents through motivational interviewing techniques to identify and express their own housing goals. Case Managers should fully inform residents of the program's complete range of services, including employment opportunities, and should document and address any critical issues identified at the time of admission. While maintaining a low barrier to program participation, Case Managers should schedule follow-up meetings with residents on a regular basis to ensure progress is made rapidly toward a permanent housing placement or other longer-term placement appropriate to each resident's unique needs and abilities.

The overall objective of the program should be to offer a safe place for adult single men and women experiencing homelessness to receive bridge housing and appropriate services while preparing for permanent housing placement. The program should contribute to the City's goal of ensuring instances

Independent Evaluator's Report to the City of Vancouver

of homelessness are rare, brief, and non-recurring. All services should be easily accessible and evaluated for effectiveness on a regular basis.

Through provision of coordinated, comprehensive services, the program's goals should include achievement of the following outcomes and targets:

Outcome: Low barrier to entry

Measure: Assessed resident needs and HUD homelessness categories

Target: 100% of residents

Outcome: Access to resources/services to move into permanent housing and stabilize

Measure: Average length of stay

Target: A goal of 120 days or less

Outcome: Exits

Measure 1: Exits due to non-compliance with program rules

Target: Less than 20% of residents

Measure 2: Positive exits for residents remaining in the program 30 days or longer

Target: At least 30% of residents remaining 30 days or longer will exit to permanent housing

Measure 3: Positive exits for residents remaining in the program 30 days or less

Target: Undetermined, but to be documented in program reporting

Measure 4: Recidivism

Target: Of residents exiting to permanent housing, 15% or less should return to shelter within 12 months

Outcome: Efficient and effective use of resources

Measure: Monthly average occupancy rate

Target: The program should maintain an average occupancy rate of 90% from the date of full operational capacity

Outcome: Data Quality

Measure 1: Missing or incomplete data

Target: No more than 5% of program and client-level data should be incomplete in the HMIS

Measure 2: Timeliness of data entry

Target: 100% of data should be entered in the HMIS within three days

Outcome: Customer Service

Measure 1: Shelter resident satisfaction

Target: Operator should administer satisfaction surveys and document satisfaction levels in its periodic reporting to the City

Measure 2: Critical incident reports

Target: Operator should document all critical incidents in its periodic reporting to the City

Outcome: Demographics

Measure: Program residents

Target: Operator should document resident demographics and demonstrate diversity in its periodic reporting to the City

Outcome: Community Outreach

Measure: Community meetings and feedback solicited

Target: Operator should document its participation in community meetings and other outreach activities and provide a summary of its activities in its periodic reporting to the City

Mitigation of Neighborhood Impacts

The operator should understand its role as a neighbor in a mixed-used community, the need for coordination with law enforcement and the philosophical approach needed to deal with the issues affecting the neighborhood around the 2018 Grand Boulevard. Selection of an operator should include assessment of a prospective operator's commitment to the neighborhood and willingness and ability to engage community leaders through an Advisory Board.

Appropriate and informed Temporary Bridge Shelter personnel (along with City staff and Police Department liaisons) should attend community meetings to ensure participation of neighborhood stakeholders and to ameliorate any concerns regarding siting and operation of the program. The operator should provide access to and channels for community feedback, commentary and expression of any concerns and should demonstrate to the City's satisfaction that community input has been heard, documented and incorporated in the program's policies and procedures manual.

The program should incorporate community service projects through a process of resident engagement, as described elsewhere in this proposal, and those projects should allow for peer-to-peer engagement of people on the streets while providing direct, visible benefit to the neighborhood. The program should collaborate directly with the Police Department's HOT and HART teams and should be an active participant in neighborhood networks, as well as provide community policing. The program should also accept and encourage outside entities to provide congregate feeding and other activities in lieu of such activities being conducted on the streets.



Response to Criminal Activity

Along with the recommendations included in previous sections, Temporary Bridge Shelter security staff should be visibly present in the neighborhood through regular patrols and should notify the Police Department of any observed criminal activity. Police officers should be welcome at on-site meetings and should be included in the Advisory Board described above. The neighborhood should be aware of

the security measures implemented at the site, including exterior lighting and security cameras, and program staff should welcome all input from the neighborhood through a well-publicized, easily accessed process for complaints, suggestions or other input. Police Department data should be analyzed regularly following commencement of Temporary Bridge Shelter operation to assess the program's impact on the neighborhood.

Reducing Neighborhood Impact During Day Center Hours of Non-Operation

The existence and proper management and operation of a 150-bed Temporary Bridge Shelter will be the most important element of a comprehensive approach to reducing the impact of homelessness on the neighborhood 24 hours a day. Security staff should be trained in the best practices described above and should include individuals with lived experience of homelessness. Security should patrol the perimeter of 2018 Grand Boulevard and the adjoining neighborhood and should maintain close relationships with the Police Department. The code of conduct for residents should include a prohibition of loitering, littering and disruptive behavior in the neighborhood and security staff should document all occurrences of any deleterious neighborhood impact. As in the case of the Day Center, the facility should be well lit and should be equipped with video security cameras.

The Advisory Board should discuss the implications of any policies or procedures that could affect the surrounding neighborhood. The wisdom of law enforcement should be actively sought out and should be incorporated in the program's policies and procedures.

Options for Shelter Placement

In addition to the Temporary Bridge Shelter, all other providers of shelter in the City and County should accept referrals of assessed individuals and families referred through the Housing Navigation Center according to each program type, target population served and the unique needs of those individuals and families. It is important that the City's contributions to the current Homelessness Crisis Response System include awareness that permanent housing placement is not always optimal, timely or even possible. Consequently, the full range of shelter options should be available to expand the effectiveness of the Temporary Bridge Shelter and placements of residents in non-permanent housing options should be considered a successful outcome.

Additional components of a coordinated system should include any seasonal or emergency shelter programs along with the use of motel vouchers, roommate matching programs and other alternatives to placement in single-resident or single-family permanent housing.

Engagement of Community Interests

As discussed extensively in this report, the program operator needs to be connected to all community groups and should enlist them as allies, not antagonists. The neighborhood impact from the initial roll out of the current Day Center program can be reversed and implementation of the full range of programs and services recommended for 2018 Grand Boulevard can be a benefit to the neighborhood, not a detriment. The City and the operator should be at the forefront of an effort to change perspectives, address current issues and prevent new ones.

Compliance Oversight and Other City Responsibilities

The City needs to be clear with any prospective operator that contractual terms and objectives are minimal requirements and that compliance with those requirements is not optional. The City should tie funding to performance, demonstrated through accurate and timely outcome reporting, including outcomes that measure the reduction in neighborhood impact from the status quo. If necessary, the City should provide formal training with the operator to ensure its expectations are understood and that the overall goals for an improved response to homelessness are embedded in the operator's policies and practices.

Performance Monitoring

The operator should be required to participate actively in compliance and performance monitoring and improvement activities required by the City. The Temporary Bridge Shelter should be monitored internally by executive staff as part of the operator's quality control procedures and its performance should be tracked and recorded through full, timely participation in the CES, HMIS and any other networks or shared databases required of programs in the CoC.

The operator should be required to attend and contribute to any meetings or trainings required by the City or the CoC and should partner with public agencies in a collaborative improvement process by identifying and implementing improvements indicated through program data and regular reporting.

Maintaining all appropriate documentation in the HMIS is critical. Staff should provide all required data entry, analysis and reporting in the HMIS for timely assessment of the program's status and performance and access to client-level data. Additionally, reporting should incorporate data from individualized case files, partner provider service summaries and other client-level documentation of engagement and outcomes. Reporting should include the number of service contacts, successful housing placements and a summary of performance regarding all required elements of the City's contracted scope of work.

Outcome reporting should inform the operator's continuous improvement process by indicating rates of progress toward program objectives and client willingness to engage in available services. The program's manager or equivalent position should oversee internal and external reporting and should review performance data with staff to direct course changes as required during the contract term. The operator's executive leadership should work with program management to identify needed resources, emerging best practices, innovative service delivery models and other opportunities for program improvement and to address gaps or weaknesses in the program's design or impact.

The program should document all program progress to the City through monthly and term-end reports in the form, format, and submission timeline determined by the City. The HMIS will provide much of the data for performance monitoring but documenting neighborhood impacts and mitigation will require regular observation and give-and-take with the operator to properly orient them to their expected role as a neighbor answerable to the City. Neighborhood law enforcement statistics, incident reports and other data should be included in regular reporting.

Meeting General Overhead and Administrative Costs

The operator's scope of service and consistent operation of a high-quality program will require maintenance, finance and contract management, management staff, communications, utilities and other basic costs of doing business that a base contract needs to include. Sufficient overhead funding will be needed for any operator in Clark County, especially given the scope and scale of the intended three inter-connected programs. Not all prospective operators have the capacity to meet the demands of the program that a City contract as described above will include. The City should be realistic in allotting a budget for the Temporary Bridge Shelter as well as the Housing Navigation and Day Center.

Leveraging Additional Resources

The City should work with its own staff and the operator to identify additional funding sources to support the program. The City can front the funds necessary to launch and begin operation of the program but there are many other sources of potential support that should be approached, including Clark County, the Housing Authority, state and federal sources and private philanthropy. Although, not an exhaustive list, other leveraged resources should include partnerships with other providers, businesses, educational institutions, staffing agencies, and other resources.

Contract Enforcement

The contract with an operator should include clear conditions for non-payment or solicitation of a new provider, as well as reporting requirements, deadlines and other standards the City can enforce.

Conclusion and Further Recommendations

In addition to the points emphasized in the Executive Summary, Alpha Project recommends that the City identify ways to best use its funds to close gaps in the existing CoC and to match other resources in a way that synergizes the impact of blended funding. This could include joining with the County and/or Housing Authority in joint requests for proposals, matching private philanthropy, applying for federal and state funding as a direct applicant or using new initiatives, bond measures or other opportunities to create new sources of City funding.

Alpha Project believes a Temporary Bridge Shelter could be fully operational within 90 days of contracting with an operator and that should be the City's first and foremost goal to improve its current response to homelessness.

Alpha Project also encourages the City to be firm and demanding in its role of contract oversight and enforcement. The City's obligation to its homeless citizens is no greater than to its citizens as a whole and the City has a right to require any contracted operator to be responsive to contractual demands and to the neighborhood affected by the programs described in this report.

As described in the Executive Summary, the City is ahead of its homeless problem in many ways. The commitment of City leadership and of private funders and supporters to address the problem proactively and responsively is to the credit of all involved. Alpha Project remains available to the City to provide any further advice that could be of benefit, to provide training or presentations, or to share materials that can maximize the benefit of the proposed programs and mitigate the current impact of homelessness on the City of Vancouver and its wonderful people.

From: [City Council](#)
To: [Dollar, Sarah](#); [Snodgrass, Bryan](#)
Subject: FW: Proposed Zoning Change to "Miller" property 12/4/23
Date: Friday, December 1, 2023 7:49:44 AM
Attachments: [aerial of pond 3 14 2018.pdf](#)
[Miller flood map pond area .77 pond.png](#)
Importance: High

Written comments for 12/4 Council

From: Jeff Mays <[REDACTED]>
Sent: Thursday, November 30, 2023 5:21 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>; City Council <council@cityofvancouver.us>
Subject: Proposed Zoning Change to "Miller" property 12/4/23
Importance: High

Some people who received this message don't often get email from [REDACTED]. [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.

To: City of Vancouver Mayor and Council Members

Subject: Critical Review Needed for Proposed "Miller" Rezone at 7318 NE 63rd St, 7208 NE 63rd St, and 6403 NE 72nd Ave

Dear Honorable Mayor and Council Members,

I am Jeff Mays, a concerned resident and insurance agent living at 7201 NE 65th St, closely situated to the proposed rezone site. It appears this project was rushed through the process and was not adequately prepared. I am writing to urge a reevaluation of the current proposal, highlighting three crucial aspects that demand your attention:

1. **Immediate Flood Risk:** Positioned in a designated flood zone "A," the project site is vulnerable to flooding. As someone versed in flood risks, I assert that the necessary elevation changes to combat flooding risks will create an alarming disparity between new construction and existing homes. Our neighborhood could be left in a shadow, both literally and figuratively. I implore you to review the attached photographs showing seasonal flooding, illustrating the gravity of this concern.
2. **Imperative Wetland Preservation:** A significant wetland, as clearly shown in the 3.14.18 ERSI photo, lies at the heart of this property. The current proposal's oversight in building within this wetland is not only

environmentally unsound but also a disservice to our community's natural heritage. Mitigation through a habitat bank, though a solution, lacks sufficient planning in the present context. This oversight cannot be ignored.

3. **Zoning Consistency for Community Harmony:** The adjacent areas are zoned R-9 and R-18, but this project jumps to R-30 zoning, which is not only inconsistent but also neglects the critical need for additional on-street parking, a lifeline for high-density areas. A more thoughtful R-18 zoning would harmonize with the neighborhood's existing character and needs.

I strongly advocate for a return of this project to the drawing board for a comprehensive review, ensuring that the proposed changes do not only meet technical requirements but also resonate with the values and needs of our community. Our neighborhood's integrity and the city's future are at stake.

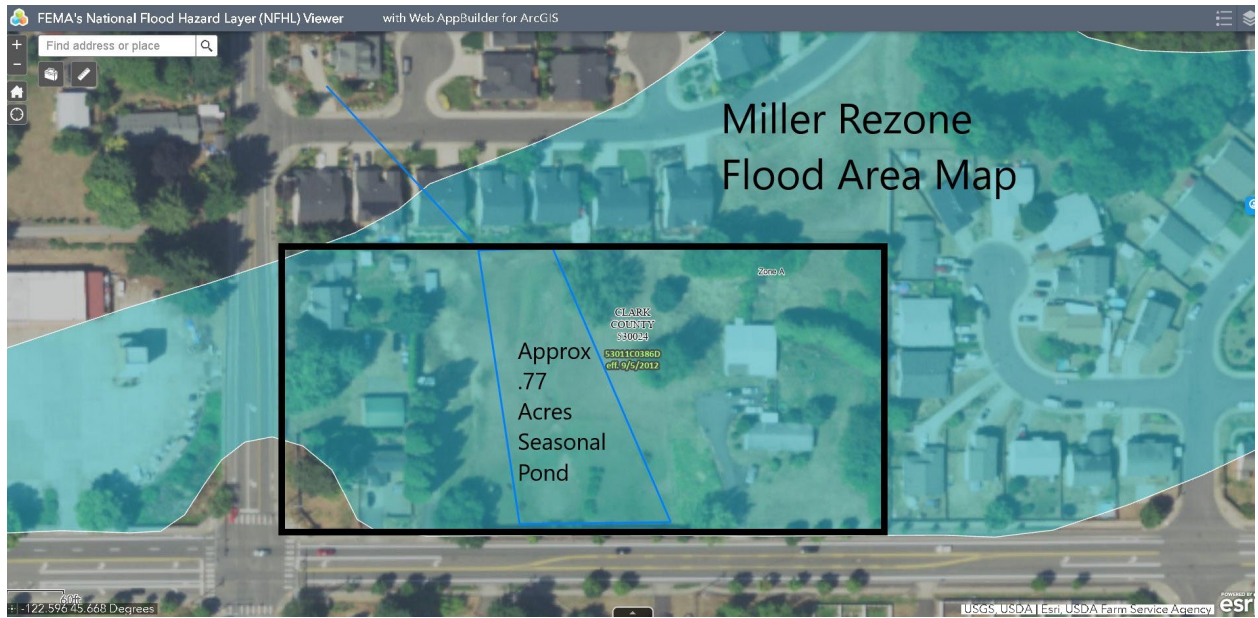
Thank you for considering these critical points. Your decisions shape not just landscapes but lives.

Sincerely,

Jeff Mays

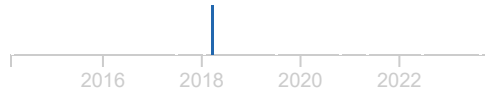
[REDACTED], Vancouver, WA 98662

[REDACTED] | [REDACTED]





ESRI | World Imagery Wayback

☒ Only versions with local changes

Selected release

2018-03-14[Click map for
imagery details](#)

2023-08-10

2022-06-08

2021-04-28

2020-10-14

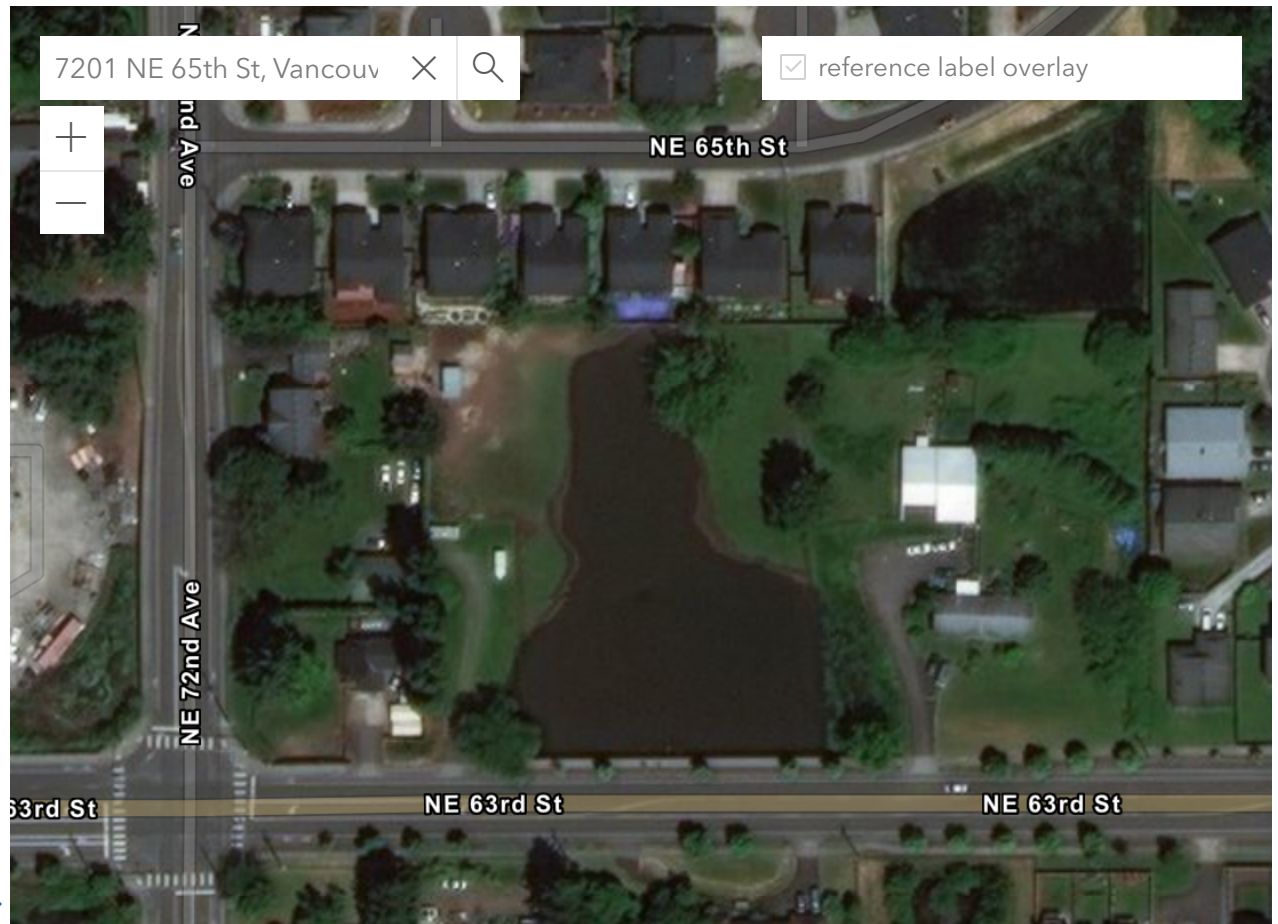
2019-06-26

2018-03-14

2018-01-08

2017-06-14

2014-02-20



From: [City Council](#)
To: [Dollar, Sarah](#)
Subject: Written comments - Comp Plan Amendments
Date: Thursday, November 30, 2023 12:26:00 PM

From: City of Vancouver, WA <noreply@cityofvancouver.us>
Sent: Wednesday, November 29, 2023 5:52 PM
To: City Council <council@cityofvancouver.us>
Subject: Submission: Contact City Council

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.

Contact the City Council

Name

Debi Lee

Email

[REDACTED]

Phone

[REDACTED]

Address

[REDACTED]
Vancouver, WA 98661
United States
[Map It](#)

Subject

Share an Opinion of a City project or Initiative

Choose Recipient

All the Council

Message

Please DO NOT APPROVE the up-zone for 3607, 3701, 3701 1/2 E. 18th St to R-30. I own a building down the block and we already have enough crime, car break-ins, people digging through our trash constantly. We don't need 54 more low income units on the same block. It seems like the city is sacrificing our neighborhood to low income units. What about the rest of us who live and work there; and pay taxes? There is a new building on the corner of Norris and 4th Plain that has singles that take low income people subject to the housing authority. NO MORE!

Owner of Apartments Close By

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#); [Delapena, Amanda](#)
Subject: FW: Post Workshop Letter on Rezone (LUP-83007)
Date: Tuesday, November 21, 2023 9:01:51 AM
Attachments: [Applicant Letter Addressing Workshop on LUP-83007.pdf](#)
[image001.png](#)

Tawny Maruhn | Support Specialist
Pronouns: She/Her/Hers



CITY OF VANCOUVER, WASHINGTON

Mayor/City Manager's Office

P: (360) 487-8621

www.cityofvancouver.us | www.cityofvancouver.us/socialmedia



From: David Toyer <[REDACTED]>

Sent: Tuesday, November 21, 2023 7:53 AM

To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>; Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>

Subject: Post Workshop Letter on Rezone (LUP-83007)

Some people who received this message don't often get email from [REDACTED]. [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.

Good morning.

Attached please find a letter regarding Rezone LUP-83007 addressing questions/comments at the work session last night.

Thank you!

DAVID K. TOYER, PRESIDENT
[TOYER STRATEGIC ADVISORS, INC.](#)



LAKE STEVENS, WA 98258



toyerstrategic.com

[Join Our E-Newsletter](#) **OR** [Subscribe to "Permitted with Conditions" - Our Blog & Podcast](#)

NOTICE: This e-mail message and any attachments are intended solely for the use of the intended recipient(s), and may contain information that is confidential, privileged and/or exempt from disclosure under applicable law. If you are not

the intended recipient, you are not permitted to read, disclose, reproduce, distribute, use or act upon the contents of this message including any attachments. Please promptly notify the sender of this error and immediately delete this message and any attachments, as well as any copies thereof. Delivery of this message, including attachments, to an unintended recipient is not intended to waive any rights or privileges.



November 21, 2023

Vancouver City Council
415 W 6th Street
Vancouver WA, 98660

ADDRESSING COMMENTS AT WORKSHOP ON REZONE LUP-83007 – BURNT CREEK WEST

Dear Council Members:

Our firm represents the property owners for this subject rezone. In listening to the City Council's workshop last evening, we believe it's important to provide the following response to Council comments/questions:

1. There is no imminent development proposal for the site. This is **ONLY** an amendment to the land use and zoning maps.
2. If the Council is not satisfied with the tree protections in the code, then it should change the code for **ALL** sites and not change the rules for this one parcel as a function of this rezone (*especially when neither the city nor the landowner knows what might be developed here*).
3. **The existing OCl zone allows for a much higher intensity use of the site**, enabling development of up to 100% of the site. By contrast, the proposed rezone would allow for less intense development, limiting development to 75% of a site. Ultimately, this code allowance (as much as the cost) will influence how much of the site a future developer may attempt to develop. Thus, the rezone is beneficial to protecting trees on the site as it limits the amount of future development possible.
4. The property owner has invested over a year of time in this process and respectfully requests the Council reach a favorable decision in support of the rezone.

We respectfully request the Council approve the requested rezone as it meets the rezone decision criteria as outlined in our previous letters and analysis. Additionally, it had the support of the majority of the Planning Commission.

Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

David Toyer
President

CC: Bryan Snodgrass, Principal Planner

From: [Delapena, Amanda](#)
To: [Dollar, Sarah](#)
Subject: FW: ICC Letter RE: Warehouse Code Amendments
Date: Monday, November 20, 2023 4:29:10 PM
Attachments: [ICC warehouse moratorium letter 112023.pdf](#)

For the record.

Amanda Delapena

From: Sean Philbrook <[REDACTED]>
Sent: Monday, November 20, 2023 4:24 PM
To: McEnerny-Ogle, Anne <A.McEnerny-Ogle@cityofvancouver.us>; Hansen, Bart <B.Hansen@cityofvancouver.us>; Stober, Ty <T.Stober@cityofvancouver.us>; Paulsen, Erik <E.Paulsen@cityofvancouver.us>; Fox, Sarah <S.Fox@cityofvancouver.us>; Perez, Diana <D.Perez@cityofvancouver.us>; Harless, Kim <K.Harless@cityofvancouver.us>; Holmes, Eric <Eric.Holmes@cityofvancouver.us>
Cc: rarp amplifygroup.com <[REDACTED]>; [REDACTED]; Delapena, Amanda <Amanda.Delapena@cityofvancouver.us>; Eiken, Chad <Chad.Eiken@cityofvancouver.us>
Subject: ICC Letter RE: Warehouse Code Amendments

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.

Mayor, Council and City Manager --

On behalf of the business leaders group Identity Clark County, please find the attached letter regarding the recommended warehouse code amendments, which will be considered through public hearing this evening.

Please reply with questions. Thank you.

Sean Philbrook

--

Sean Philbrook, Vice President of Programs
Clark County
[REDACTED]

November 20, 2023

Mayor McEnerny-Ogle
Vancouver City Council
City Manager Holmes
PO Box 1995
Vancouver, WA 98660-1995

Dear Leaders:

On behalf of the business leaders group Identity Clark County, we are writing in support of the recommended code changes to restrict large e-commerce warehouses to heavy industrial (IH) zoned property in the city limits. These facilities are necessary to support our steadily rising share of goods purchased through e-commerce and as our standard of delivery becomes ever shorter. However, we concur that these facilities are best suited for property zoned for freight and commerce, and served by truck routes.

We appreciate the changes made along the way, including focusing the moratorium scope on council's primary concern of very large e-commerce facilities. We also appreciate your support for the creation of smaller warehouses dispersed in light industrial (IL) parcels across the city, which produce jobs closer to where people live, which yields climate and equity benefits.

We also appreciate your wrapping up this work without extensions. Moratoria are very disruptive to long-term planning so we are relieved to have this behind us.

We look forward to future conversations with staff and council as the city updates additional plans and development code in the next few years.

Sincerely,



Steve Kenny
Chair, Identity Clark County



Ron Arp
President, Identity Clark County

From: [Wynn Grich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Fwd: Expert testimony on the Pandemic in the UK Parliament
Date: Sunday, December 3, 2023 10:51:28 PM

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.

Send to city council members and MELNECK. Put on public record and confirm. This meeting of experts on covid is extremely important. It is Dec 4th. Thanks for sharing this.

----- Forwarded message -----

From: **Wynn Grich** <[\[REDACTED\]](#)>
Date: Sun, Dec 3, 2023, 10:48 PM
Subject: Fwd: Expert testimony on the Pandemic in the UK Parliament
To: [\[REDACTED\]](#)

----- Forwarded message -----

From: **Robert W Malone MD from "Who is Robert Malone"**
[\[REDACTED\]](#)
Date: Sun, Dec 3, 2023, 2:54 PM
Subject: Expert testimony on the Pandemic in the UK Parliament
To: [\[REDACTED\]](#)

Forwarded this email? [Subscribe here](#) for more

Upgrade to paid

Expert testimony on the Pandemic in the UK Parliament

and its consequences

ROBERT W MALONE MD, MS
DEC 3



READ IN APP 





TOMORROW 4TH DECEMBER

MP Andrew Bridgen is joined by Dr David E. Martin, Dr Robert Malone, Dr Ryan Cole, Dr Pierre Kory, Professor Angus Dalgleish & Steve Kirsch who will be giving expert testimony on the Pandemic & its consequences. With video addresses from Dr Peter McCullough AND Dr Mike Yeadon! Please continue to lobby MPs to attend, letter template can be found [here](#).

Thank you [Oracle Films](#) for putting this video together.

Once I have a link to the testimony in the UK Parliament from tomorrow evening, I will get it posted.

“Who is Robert Malone” is reader supported, please consider a paid subscription to support our work.

Upgrade to paid

Thank you for reading Who is Robert Malone. This post is public so feel free to share it.

Share

Give a gift subscription

You're currently a free subscriber to Who is Robert Malone. For the full experience, upgrade your subscription.

Upgrade to paid



LIKE



COMMENT



RESTACK

© 2023 Robert W Malone, MD
Virginia
Unsubscribe



From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Watch ""They are PSYCHOPATHS"" Former Democrat Exposes Party's Evil Past" on YouTube
Date: Thursday, November 30, 2023 1:47:51 PM

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.

https://youtu.be/E2LtD_DsXU0?si=WYO5Lpr28KXV5x9n . Send to council members and MELNECK. Put on public record and confirm that you did.

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: WEF son telling the truth
Date: Wednesday, November 29, 2023 10:41:41 AM

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.

<https://www.bitchute.com/video/6t6aGZ2btcxp/> .please send to council members and MELNECK. Put on public record and confirm that you did. Thanks from Wynn

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Hydroxychlorquine
Date: Wednesday, November 29, 2023 6:44:12 AM

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.

https://petermcculloughmd.substack.com/p/hydroxychloroquine-azithromycin-saved?utm_source=substack&utm_medium=email&utm_campaign=email-half-post&r=fhnm3#play

. Please send to council members and MELNECK
Put on public record and confirm you did.

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Military heart disease from covid jabs
Date: Wednesday, November 29, 2023 12:04:15 AM
Attachments: [4_5996945750301348394.MP4](#)

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.

Please send to council members and MELNECK. Put on public record and confirm that you did

From: [Wynn Grich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Fwd: Victory in Branson!
Date: Tuesday, November 28, 2023 3:14:45 PM

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.

Please send to council members and MELNECK. Put on public record and confirm. Thanks from Wynn

----- Forwarded message -----

From: **Fluoride Action Network** <mail@networkforgood.com>

Date: Tue, Nov 28, 2023, 11:28 AM

Subject: Victory in Branson!

To: [REDACTED]

Image



Dear Friends:

The Fluoride Action Network (FAN) applauds the utilities staff and decision makers of Branson, Missouri--as well as the local residents who spoke up--for taking action to protect the community and public employees from the serious risks posed by the practice of water fluoridation.

On November 14th, the Branson Board of Alderman [voted unanimously](#) to repeal their municipal ordinance that allowed for the addition of fluoridation chemicals to the public water supply, effectively prohibiting the practice. This initial vote was followed by **a second unanimous vote** to ensure that the process for removing the chemical was conducted as quickly as possible, and this vote was followed by a verbal pledge from the mayor to sign the ordinance change into law immediately following the meeting.

The decision was a crushing defeat for the pro-fluoridation bureaucrats and lobbyists, like the Florida-based *American Fluoridation Society*, who battled with FAN to educate aldermen throughout the process. It's a wonderful example of what happens when decision-makers take the time to hear from the community and conduct independent research. Aldermen studied the issue for months, toured the water treatment plant, spoke personally with treatment employees, held a special town hall event to hear from members of the public and invited experts, and solicited public comment for more than 90

days.

The city has now joined a growing list of over 300 communities that have rejected or ended fluoridation since 2010, many with the help of FAN, our professional contacts, campaign guidance, and educational materials. Branson is home to 13,000 residents, but it also serves as an entertainment hub for the state and a tourist destination that attracts an estimated 9 million visitors annually.

According to the city's Director of Utilities, Kendall Powell, Branson was paying \$25,000 per year to purchase fluorosilicic acid, a hazardous [waste product](#) collected in the pollution scrubber systems of phosphate fertilizer plants. Powell said that disposal of the chemical would require a hazmat team and a hazardous waste disposal fee that would be more expensive than the chemical itself. He also noted at a special meeting that the city paid roughly \$1,000 annually for personal protective equipment for water treatment employees due to the extreme danger the chemical posed to those tasked with handling it.

The issue of whether to continue fluoridation was first raised by the alderman in June, when they decided to hold a special hearing and invite medical experts to provide testimony. City staff reached out to the Fluoride Action Network, and one of our board members, Dr. Bill Osmunson, who has nearly 50 years of experience as a practicing dentist, volunteered to present. Click on the image below to view his testimony and PowerPoint from the July 13th meeting:

In case you've never witnessed what our opponents say at fluoridation hearings like this, I would also urge you to compare Dr. Osmunson's presentation with those of a [local pro-fluoridation dentist](#) who appeared to read ADA-generated talking points, and the presentation by pro-fluoridation lobbyist [Dr. Johnny Johnson](#) of the *American Fluoridation Society*.

Following the special hearing, Branson staff reached out to FAN again and requested studies and educational materials that could be helpful to inform the alderman. FAN provided these materials as well as recorded statements from leaders in environmental toxin research and toxicology. FAN also notified our supporters and professional contacts in Missouri and Branson, urging them to send emails and make phone calls.

At the November 14th meeting, the city's utilities director revealed that they had received 69 emails from residents. He said, "11 were pro fluoride, 55 were against fluoride, and 3 did not take a stance but rather asked questions."

Prior to taking a vote, several aldermen stated their reasoning for opposing fluoridation. Alderman Marshall Howell started by saying, "When we asked the individuals who administer [fluoridation] how they felt about it, it kind of got a little heavy to be honest with you mister mayor...they told us, 'we want to make sure we take the proper precautions to go home to our families.'"

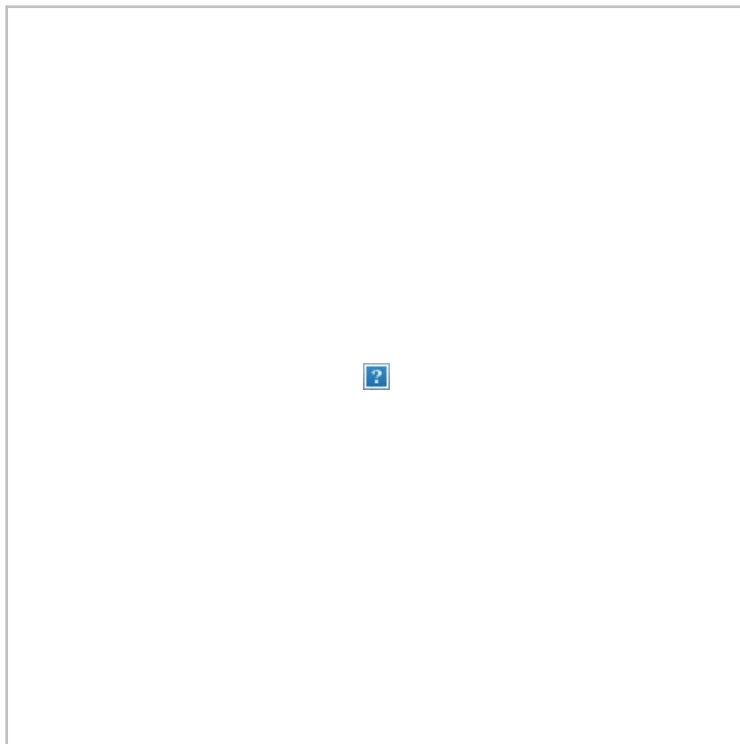
Alderman and practicing chiropractor, Dr. Ralph LeBlanc, said, "This is a poison that does have significant neurological effects on the health of people. With this decision tonight, we're putting the minds at ease of employees. I'm going to say that even more importantly, you're putting the minds of the residents of this community at ease. They will no longer have a concern that their kids could be poisoned by this toxin."

Alderwoman Ruth Denham expressed concern about the support for fluoridation coming from the federal government rather than from the public, and the inconsistencies in the government's support for fluoridation instead of additives that promote safe drinking water. She said, "There is grant money out there for fluoride to be put into water, and when I asked [water employees] the question of if they have ever gotten a grant for chlorine, the answer was an automatic, 'no, that's never been offered.' That was pretty telling."

Give Children the Gift of Fluoride-Free Water

The great news out of Branson happens to coincide with Giving Tuesday. This is the Tuesday after Thanksgiving, Black Friday, and Cyber Monday, that is the internationally recognized day of charitable giving and generosity, aimed at empowering people and nonprofits that make positive change for our communities and the world.

FAN has been the leader in helping hundreds of communities like Branson and thousands of local organizers either defeat efforts by pro-fluoridation lobbyists to add harmful chemicals to water supplies or end existing fluoridation schemes. The staff and volunteers at FAN work tirelessly throughout the year to give each and every person around the world the gift of cleaner and safer water, untainted by fluoridation chemicals. Our work has become more urgent with each passing year as a large and growing body of research, much of it government-funded, has exposed the dangers posed to our children, especially with respect to fluoride's impact on the development of their brains.



Please consider making a tax-deductible donation today to a charitable cause that will help restore scientific integrity back into public health decisions, protect your water, protect your health, protect our children's developing brains, and defend your personal freedom to choose whether to ingest fluoride.

How to Make a Tax-Deductible Donation:

- You can make your donation online using either our **new secure fundraising page:**
<https://fluoridealert.networkforgood.com/projects/176427-everyday-giving>

- Or our **original secure fundraising page** if you prefer PayPal or your computer browser is a bit older:
<https://donatenow.networkforgood.org/1415005>

Mail Checks To:

Fluoride Action Network
PO Box 85
North Sutton, NH 03260

***Please note that some corporations match tax deductible donations made by their employees to some non-profits. FAN Qualifies for this program. This is the information to provide your corporate finance staff: the parent body for FAN is the American Environmental Health Studies Project, Inc. (EIN#: 62-1599535)*

Thank you for your support,

Stuart Cooper
Executive Director
[Fluoride Action Network](#)

CLICK HERE to Support Our Work With A Tax Deductible Donation

Fluoride Action Network
North Sutton, New Hampshire
info@fluoridealert.org



Email not displaying correctly? [View it in your browser](#)

[Unsubscribe](#)

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Watch "Long COVID: All you need to know" on YouTube
Date: Saturday, November 25, 2023 12:31:48 PM

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.

https://youtu.be/kJ3l95udXok?si=w2w-Va6pa_eyYzHP . Please send to council members and MELNECK. Put on public record and confirm that you did. Thanks from Wynn

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Watch "Covid-19: Researcher blows the whistle on data integrity issues in Pfizer's vaccine trial" on YouTube
Date: Friday, November 24, 2023 11:04:52 AM

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.

<https://youtu.be/RaLxhFiOBYk?si=heY5QxikXSK-uj12>. Send to council members and MELNECK. Please put on public record and confirm that you did. Thanks from Wynn



OUR VANCOUVER

OUR FUTURE 2045

Community Housing Forum!

In June 2023, the **average market rent** for a 1 bedroom unit was \$1,711. Vancouver's population is made up of 48% renters.

The average home price in Vancouver increased 174% between 2012 to 2023.

57% of residents are rent burdened, meaning they pay more than 30% of their income on rent.



More than
100,000
new housing units

Are needed to meet new state requirements in Clark County by 2045.

Join Us!

Join us to learn about and discuss new state level housing requirements, and how they will be integrated into the City's Comprehensive Plan, called **OUR VANCOUVER**. You'll learn about:

- How City codes and regulations may change in response to new state housing requirements
- Current and upcoming housing policies in Vancouver
- How you can get involved in shaping future policy



Scan here to learn more about the Comprehensive Plan, called **OUR VANCOUVER**



Date:
Wednesday,
Dec 6



Time:
5:30pm to
7:30pm



Location:
2500 NE 65th Ave
Vancouver, WA
98661

www.beheardvancouver.org/plan2045

OurVancouver2045@cityofvancouver.us

360-946-3514

ASL and Spanish language interpreters will be present at the meeting.

Anne McEnergy-Ogle, Mayor

Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

December 11, 2023

WORKSHOPS

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/36097?startStreamAt=0&stopStreamAt=5159

4:30-5:30 p.m. Public Works Operations Campus Project Update

Jean Singer, Capital Projects Division Manager, 360-487-7755

Summary

Staff led Council through a discussion of the Public Works Operations Campus Project Update.

Councilmember Perez was late to the first workshop.

5:30-6:00 p.m. State Legislative Agenda

Aaron Lande, Program and Policy Development Manager, 360-487-8612

Summary

Staff led Council through a discussion of the State Legislative Agenda.

Councilmember Harless was absent from the workshops.

COUNCIL DINNER/ADMINISTRATIVE UPDATES

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/36099?startStreamAt=0&stopStreamAt=5299 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 McEnerny-Ogle. This meeting was conducted as a hybrid meeting, including both in person and remotely over video conference.

Present: Councilmembers Perez, Fox, Paulsen, Stober, Hansen, and Mayor McEnerny-Ogle

Absent: Councilmember Harless

Motion by Councilmember Stober, seconded by Councilmember Hansen, and approved unanimously to excuse Councilmember Harless.

Approval of Minutes

Minutes - November 6, 2023

Motion by Councilmember Hansen, seconded by Councilmember Stober, and carried unanimously to approve the meeting minutes of November 6, 2023.

Community Communications

Mayor McEnerny-Ogle 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
- Vance Corum, Vancouver
- Tony Pryor, Vancouver
- Justin Wood, Vancouver

There being no further testimony, Mayor McEnerny-Ogle closed Community

Consent Agenda (Items 1-8)

Motion by Councilmember Hansen, seconded by Councilmember Stober, and carried unanimously to approve items 1, 3, 4, 6-8 on the Consent Agenda.

Motion by Councilmember Fox, seconded by Councilmember Stober, and carried unanimously to approve item 2 on the Consent Agenda.

Motion by Councilmember Stober, seconded by Councilmember Paulsen, and carried unanimously to approve item 5 on the Consent Agenda.

1. Increase Spending Limit on Contract C-100569 for Purchasing Ford Vehicles

Staff Report: 225-23

The City uses Washington State Contract #05916 for purchasing police vehicles, sedans, and light and medium duty trucks. The ability to purchase from this contract allows us to take advantage of the contract pricing. Fleet Service's staff is requesting that the contract be amended for purchases to be made according to the departments' current authorized budget in place of setting a new spending threshold.

Request: Authorize the City Manager, or their designee, to approve purchases under Washington State Contract #05916 for the life of the contract with Clary Longview, LLC, up to the current authorized budget. Authorize an increase to the maximum authorized amount under the agreement to \$15,000,000 with Bud Clary Ford Longview.

Dan Zenger, Equipment Superintendent, 360-487-8205

Motion approved the request.

2. Approval of 2024 Council Meeting Schedule

Staff Report: 226-23

City staff develops and publishes the annual Council meeting schedule and calendar every fall for the following year. Council Policy 100-32 includes a provision for Council adoption of the upcoming annual Council meeting schedule by the first meeting of December each year.

The annual schedule identifies the date, time and type of each Council meeting, as well as any Mondays when the Council will not meet. Per Council policy, the Council meets every first, second, third, and fourth Monday of each month, excluding any City-recognized holidays that fall on a Monday. Per City Charter, Council must meet at least twice per month for Regular meetings. Informational workshops may be held, as needed, before any Council meeting. The specific time and topic for each workshop will be identified on the published agenda for a given meeting date.

The 2024 Council schedule includes 36 Regular Council meetings, and Community Forums once per quarter. All City Council meetings will begin at 6:30 p.m., per Council Policy 100-32. Workshops will be held between 4:00 and 6:00 p.m., unless otherwise noted on a published agenda. Community Forums will be held for up to 90 minutes as noticed and announced.

Subject to Council approval, the 2024 annual schedule will be publicly noticed in The Columbian newspaper, and the calendar will be posted on the City's website and distributed to the media and all City departments. Copies of the printed Council meeting calendar may be requested by contacting the Council Assistant at 360-487-8600.

Any cancellations or changes to the annual schedule, or the addition of Council retreats or other special Council meetings, will be advertised in accordance with Council Policy and the Washington Open Public Meetings Act.

2024 Annual Meeting Schedule

All meetings begin at 6:30 p.m. | Workshops 4:00-6:00 p.m. (subject to change)

1/1/2024	No Meeting - holiday (New Year's Day observed)	
1/8/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
1/15/2024	No Meeting - holiday (Martin Luther King Jr. Day)	
1/22/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
1/29/2024	No Meeting - 5th Monday	
2/5/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
2/12/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
2/19/2024	No Meeting - holiday (Presidents Day)	
2/26/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
3/4/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
3/11/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
3/18/2024	Community Forum	6:30 p.m.
3/25/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
4/1/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
4/8/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
4/15/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
4/22/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
4/29/2024	No Meeting - 5th Monday	
5/6/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
5/13/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
5/20/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
5/27/2024	No Meeting - holiday (Memorial Day)	
6/3/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
6/10/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
6/17/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
6/24/2024	Community Forum	6:30 p.m.
7/1/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
7/8/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
7/15/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
7/22/2024	No Meeting - Mid-Year Break	
7/29/2024	No Meeting - 5th Monday	
8/5/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
8/12/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
8/19/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
8/26/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
9/2/2024	No Meeting - holiday (Labor Day)	
9/9/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
9/16/2024	Regular Meeting	6:30 p.m. 4-6 p.m.
9/23/2024	Community Forum	6:30 p.m.
9/30/2024	No Meeting - 5th Monday	
10/7/2024	Regular Meeting	6:30 p.m. 4-6 p.m.

10/14/2024 Regular Meeting	6:30 p.m. 4-6 p.m.
10/21/2024 Regular Meeting	6:30 p.m. 4-6 p.m.
10/28/2024 Regular Meeting	6:30 p.m. 4-6 p.m.
11/4/2024 Regular Meeting	6:30 p.m. 4-6 p.m.
11/11/2024No Meeting - holiday (Veteran's Day)	
11/18/2024 Regular Meeting	6:30 p.m. 4-6 p.m.
11/25/2024Community Forum	6:30 p.m.
12/2/2024 Regular Meeting	6:30 p.m. 4-6 p.m.
12/9/2024 Regular Meeting	6:30 p.m. 4-6 p.m.
12/16/2024 Regular Meeting	6:30 p.m. 4-6 p.m.
12/23/2024No Meeting - End of Year Break	
12/30/2024No Meeting - 5th Monday	

Request: Approve the 2024 annual City Council Meeting schedule.

Sarah Dollar, Executive Assistant to the City Council, 360-487-8641

Motion approved the request.

3. **Award of grant funds from the 2024 PEG Capital Support Fund**

Staff Report: 227-23

A RESOLUTION relating to cable television and to the award of Public, Educational and Governmental ("PEG") capital contribution funds to The Vancouver Educational Telecommunications Consortium ("TV ETC") and Clark Vancouver Television ("CVTV") respectively, the designated educational and government access providers for the City of Vancouver.

The franchise agreements between the City of Vancouver, Clark County and Comcast Corporation provide for a capital contribution in the amount of \$1/month per subscriber for support of Public, Education, and Government (PEG) access and monthly transport costs for public I-NET users. This contribution may only be awarded to designated access providers and iNET users.

The Vancouver Educational Telecommunications Consortium ("TV ETC"), the Designated Access Provider for Education and Clark/Vancouver Television ("CVTV"), the Designated Access Provider for Government submitted applications for PEG capital support funds under the requirements established by the City/County Telecommunications Commission ("Commission"). In total, twelve proposals were received totaling \$446,314. Estimated funds available for distribution in 2024 are approximately \$500,000. The grant applications were reviewed by outside technical experts and the PEG Committee, a subcommittee of the Commission.

The Telecommunications Commission through Resolution 2023-05 (attached) recommends that Vancouver City Council award PEG Capital Support Funding as follows:

<i>Applicant</i>	<i>Total Amount Requested</i>	<i>Total Amount Funded</i>
TV ETC	\$381,657.83	\$381,657.63
CVTV	\$64,656	\$64,656
Total PEG Access Capital	\$446,314	\$446,314

Request: On December 11, 2023, adopt a resolution, under the terms of the interlocal agreement between the City of Vancouver and Clark County, awarding from the PEG Capital Support Funds of \$381,657.83 to TV ETC and \$64,656 to CVTV. (Note: Under the terms of the Interlocal agreement between the City and the County, both Councils must approve the grants for funds to be awarded.)

Kerry Peck, Administrative Assistant, 360-487-8616

Motion adopted Resolution M-4261 to approve the request.

4. **2023 Second Supplemental Budget**

Staff Report: 228-23

AN ORDINANCE relating to the 2023-24 Biennial Budget and making various appropriations in various funds; declaring an emergency.

The second supplemental of 2023 includes administrative items, expenditures associated with new external revenues, adjustments to capital projects as well as a small number of other high priority items.

The recommended expenditure appropriation increases for the City's Operating and Capital funds included in the 2023 Second Supplemental Budget totals \$150.4 million. An increase of \$87 million relates to recommended changes in the Operating budget, with the remaining appropriation increase of \$63.4 million representing changes in capital projects and supporting funding transfers. The Supplemental will result in utilizing \$53.2 million in city resources; of that amount, the General Fund's share is \$9 million.

Appropriation increases to the General, Street and Fire funds total \$44.3 million over the biennium. Major items are summarized below.

- *Miscellaneous grants include: Justice Assistance Grants (JAG) for adult and child CPR training and leadership conferences; Internet Crimes Against Children Grant providing training and supplies; Fire Project Home Safe grants to support the zero-ignition fire initiative and risk reduction efforts within high-risk and vulnerable populations; State Homeland Security Program and Assistance to Firefighters grants for equipment and training; Department of Commerce (DOC) grant to conduct feasibility studies on solar and storage system; DOC grants to support climate policy development, middle housing code development and growth management act work; and Washington State Department of Transportation (WSDOT) grant to support Homeless Assistance and Resources Team (HART) outreach on WSDOT right of ways and operations of Safe Stay Communities.*
- *New administrative items include: reclassification of 56 Firefighters to Fire Engineers and other compensation changes consistent with the ratified 2023-25 Fire Suppression contract; increase of Clark Regional Emergency Services Agency (CRESA) fees in 2024, driven by the City's Public Safety needs; additional funding for street light materials and an upgrade of street lights in the Downtown; police callback and overtime increase due to all vacancies being filled and increased call volume; replacing/upgrading Public Order Specialist Team (POST) equipment; increase of health insurance rates in 2024, coupled with the City's one time contribution towards the cost increase for 2024; an appropriation for recording fees*

associated with leasing city-owned parcels for development (Waterfront Gateway Ground Lease); updated appropriation for Safe Parks and Safe Stay 1, 2, and 3, driven by a significant cost increase to manage the sites; one-time property acquisition funding for economic development and an increase for the Southwest Humane Society Contract.

The remaining appropriation increase relates to changes in other operating city funds. Major changes are summarized below:

- *Significant increase in the City's 2024 health insurance rates; increase in 2023 Workers Compensation claims and the significant cost increase on liability insurance; increased costs to purchase or replace a number of large vehicles, including the Bucket Truck, TV Van, Easement Machine, Wastewater Pump Truck, Special Weapons and Tactics (SWAT) Bearcat vehicle, as well as an increase in appropriation for fleet maintenance parts; buy back of City Hall Permit Center Condo from the Building Fund; sale of half of 521 Chkalov Building to Building Fund; Construction Services relocation from East Precinct to a newly leased facility; and design funding to update the Water Center Exhibits.*

The total net Capital Budget appropriation of \$63.4 million (including capital funding) is included in the Second Supplemental of 2023. Expenditures by project are outlined in Attachment C to the ordinance. Capital funding transfers supporting the City's capital projects budget totals \$17.7 million. Highlights of major capital changes are listed below:

- *General Capital/Asset Management projects totaling \$32.3 million:*
 - *Esther Short Park Bell Tower Remodel*
 - *Chkalov Building Remodel*
 - *Allocation of ARPA funds to specific Fourth Plain for All projects after extensive public outreach to residents Economic Development Acquisition*
 - *Economic Development Acquisition*
 - *Police Training Center Facility Evaluation*
 - *East Precinct Police Building Remodel*
 - *Howard House Roof Replacement*
- *Parks Capital projects totaling a \$4.1 million reduction:*
 - *Vancouver Innovation Center Land Acquisition Increase*
 - *Shaffer Community Park Development Increase*
 - *Fisher Basin Community Park Sport Court Conversion*
 - *Bagley Community Park Development Cost Reduction*
- *Streets/Transportation Capital projects totaling \$15 million:*
 - *Main Street – 5th to 15th (ARPA)*
 - *Fourth Plain for All (ARPA / Reallocation)*
 - *137th Ave Corridor – 49th to Fourth Plain*
 - *Fourth Plain – 62nd – Andresen Multiuse Path*
 - *Main Street – 5th to 15th (ARPA)*
- *Water and Wastewater Capital projects totaling \$2.1 million.*

Attachment B of the ordinance outlines changes to full-time equivalent (FTE) employees, with an overall net new increase of 12.0 FTEs recommended in the 2023 Second Supplemental. Staffing changes are listed below:

- *Updating Public Works FTE count to support the first phase of the reorganization, which includes adding a Deputy Public Works Director, a Wastewater Treatment Civil Engineer, and a Wastewater Operations Superintendent, as well as eliminating two vacant positions (Solid Waste Senior Support Specialist and Water Facilities Assistant).*
- *Converting seven part-time Customer Service Representatives to 3.5 FTEs within Parks, Recreation, & Cultural Services and converting two part-time Clark Vancouver Television Video (CVTV) Video Director/Editors and one*

Associate Video Producer to 1.5 FTEs.

- *New (1.0 FTE) Transportation Planning Program Manager to better support new Complete Streets planning project needs.*
- *New (1.0 FTE) Police Records Specialist to support the additional public disclosure requests related to the footage captured by the body worn cameras within the Police Department.*
- *New (1.0 FTE) Plans Review Supervisor within the Development Review division of Community Development.*
- *New (1.0 FTE) Homeless Response Coordinator to support current and future homeless response programs.*
- *New (1.0 FTE) Capital Projects Manager in the Facilities Maintenance division of General Services to better manage smaller contractors working on City capital projects.*
- *New (1.0 FTE) Human Resources Analyst to support an upcoming City-wide classification and compensation project currently slated for 2024.*

Attachment D to the Ordinance includes recommended 2024 adjustments to the non-union pay ranges.

Request: On Monday, December 11, 2023, approve the ordinance on first reading, setting the date of second reading and public hearing for Monday, December 18th, 2023.

Shannon Olsen, Budget Manager, 360-487-8497

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

Motion approved the request.

5. Short-Term Rental Ordinance

Staff Report: 122-23

AN ORDINANCE of the City of Vancouver, Washington related to regulations and a permitting process for short-term rental of residential real property by amending Vancouver Municipal Code (VMC) 20.150, VMC 20.160, VMC 20.180.060, VMC 20.210, 20.410, VMC 20.420, VMC 20.430, VMC 20.440, and VMC 20.835; providing for savings, severability, and an effective date.

Background

At a September 20th, 2021 workshop, staff presented information on the Housing Code Changes project, a set of proposed code changes to support more diverse housing types that included new regulations for short-term rentals (STRs). In their deliberations, Council directed staff to develop and execute a separate, stand-alone process focusing on STRs and the unique issues and opportunities associated with this activity.

Following this direction, staff enlisted the services of Host Compliance, a platform of Granicus to assist with gathering current data on the existing STR market in Vancouver. In February of 2022, the City began reaching out to owners of known STRs to advise them of the existing restrictions and to invite their participation in a broader community engagement process around STRs. Between March and June 2022, the project team led an extensive outreach campaign consisting of two community wide surveys and several small group conversations.

Development of code language to regulate short-term rentals began in October of 2022

and was finalized in February 2023. In addition to the Planning Commission workshops, staff presented at two City Council workshops, on June 27, 2022, and April 3rd, 2023.

On April 11, 2023, the Planning Commission recommended approval of the proposed short-term regulations and permit process based on the findings outlined in VMC 20.285.070.

Existing Conditions

A short-term rental is defined as a residential property or portion of a residential property (room, guesthouse, Accessory Dwelling Units, etc.) that is available to rent for stays of less than 30 days. This includes rentals available on websites such as Airbnb and VRBO. Within the last decade, the popularity of STRs has increased dramatically as a substitute for (or preferred option to) traditional lodging like hotel rooms across many jurisdictions in the county. This increase has not been as dramatic in Vancouver as other cities, but the number of STRs here has risen over time.

Currently, the City's Land Use and Development Code, VMC Title 20, is silent on and thus does not allow STRs in residential zones except as expressly authorized under the bed-and-breakfast provisions of VMC 20.830. A bed-and-breakfast also provides an alternative form of lodging for visitors who prefer a residential setting. The Development Code considers bed-and-breakfast establishments as Commercial and Transient Lodging, which includes uses such as hotels, motels, and homeless shelters where stays are typically less than 30 days. Bed-and-breakfast establishments, which envision a host in residence with guests and the provision of food in conjunction with lodging, don't capture the typical Airbnb-type STR arrangement that has emerged in recent years. Staff believes creating separate short-term rental regulations is required to properly govern this type of land use.

The overview of the short-term rental landscape as of November¹, 2023, includes:

- There are approximately 425 STR units in the City of Vancouver.
- Short-term rentals represent roughly 0.5% of Vancouver's approximately 87,000 residential units.
- 85% of STRs are in single family homes, 14% in multi-family homes, with the remaining 1% undetermined.
- 87% of STRs rent out an entire home, rather than a room or portion of an occupied home.
- 30% of STRs are 3-bedroom rentals, 30% are 2-bedroom rentals, 24% are 1-bedroom rentals, 6% are 5 or more-bedroom rentals, and 10% are unknown.
- The median nightly rental rate is \$118.
- Geographically, STRs are spread throughout the City with a modest concentration in downtown and west side neighborhoods.
- Approximately 75% of STRs are advertised through Airbnb with the remaining quarter listed through Expedia/VRBO and other platforms.

The City continues to monitor the number of short-term rental units through the online platform Host Compliance, provided by the project consultant Granicus. Host Compliance is an industry leader in STR monitoring and compliance and was able to provide a comprehensive list of all current STRs located in the City, including parcel and owner information. In addition, Host Compliance now provides the City with ongoing monthly updates on the current number of rentals in the City, including location, property type, room type, average duration of stay and rental platform(s) used.

Outreach

In February 2022, the City began communicating with owners of known STRs to advise

them of the existing restrictions and to invite their participation in a broader community engagement process around STRs. The intent of the City's outreach was to alert operators to the current situation of noncompliance with existing code, bring awareness to the City's efforts to determine the extent to which STRs should be regulated, and invite existing STR operators into that process. Between March and June 2022, the project team engaged in an extensive outreach campaign consisting of two community-wide surveys and several small group conversations. The specific intent of this effort was to learn more about community experiences, attitudes, concerns, and ideas related to STRs in Vancouver.

The City conducted an online community survey from February 3 to March 6, 2022 using the City's BeHeard Vancouver website. A total of 783 community members took the STR survey. The responses were varied, with most respondents being in favor of allowing short-term rentals with regulations, including a majority of respondents (55.8%) saying they would like to see the City allow STRs with regulations. 23.6% said that they would like to see the City allow STRs with no regulations; 19.4% said that they would like to see STRs banned in all circumstances. When respondents were asked where STRs should be allowed, 70% of community responses would allow STRs in single-family homes; 69.5% would allow in Accessory Dwelling Units (ADUs); 36.30% would allow in apartments, 40.70% would allow in mobile or manufactured homes; 56.72% would allow in townhomes; 53.75% in condominiums. 18.48% of respondents said that STRs should not be allowed anywhere. Note that for this question respondents were allowed to choose more than one answer.

Since March 2022, 85 community members have also shared their thoughts about STRs through an online comment box on the City's BeHeard Vancouver website. The responses received are both in favor and against of regulations STRs.

The City also conducted small group conversations with housing advocates, short-term rental hosts and operators, hotel and tourism industry professionals, small business owners, real estate agents, and housing advocates including Evergreen Habitat for Humanity, Council for the Homeless, and Fourth Plain Forward. The housing advocates noted that STRs pose a real threat by removing housing stock from the market. While the City may not have thousands of units, any unit being taken of the market for a vacation home instead of a permanent residence is exacerbating the affordable housing crisis. The hotel and tourism industry felt STRs should be required to have the same inspections and regulations as hotels, including requirements related to the federal Occupational Safety and Health Administration (OSHA), fire life and safety inspections, electrical, plumbing, ADA, and the state tourism office. Participants expressed concern that allowing too many STRs in any given neighborhood could have a lasting impact on the community, citing the potential impacts of a transition from a fully residential neighborhood to one that has businesses operating in it. Short-term rental hosts offered why they chose to operate a STR, including many who said it provided supplemental income that is used to pay for mortgages, provide retirement income, pay medical bills and other monthly expenses, and in general increases disposable income. Hosts shared that they feel STRs bring a value, asset, and benefit to the City & local economy.

Council and Planning Commission Direction

City Council directed staff to develop changes to VMC Title 20 Land Use and Development Regulations that would allow STRs as a permitted use in residential zones subject to a defined permit process and appropriate standards. Council also asked staff take a closer look at implementing regulations that pay specific attention to:

Policy Consideration	Council & PC comments	Staff Response	Proposed Approach
-----------------------------	----------------------------------	-----------------------	--------------------------

<i>Owner occupancy requirement</i>	<i>General opposition to such a requirement</i>	<i>Studied owner occupancy requirement but did not include due to challenges with monitoring, enforcement, and legal concerns</i>	<i>Not currently included in proposed regulations</i>
<i>Lodging tax collection</i>	<i>Ensure that lodging taxes are being collected and remitted by the rental platform to the City</i>	<i>The City received approximately \$140k in lodging taxes generated from short term rentals in 2022. City lodging tax is set at 4%</i>	<i>Continue to work with legal and finance to monitor appropriate collection.</i>
<i>Life/Safety inspection standards</i>	<i>Want standards without being overly burdensome</i>	<i>Mirroring building code regulations – not proposing to automatically retire building inspections for short-term rentals, but retain the option to inspect any STR at the Building Official's discretion</i>	<i>STRs required to meet state and local health, safety and building code regulations; language located in code and operator packet</i>
<i>Impacts to housing availability</i>	<i>City Council and Planning Commission both expressed concerns regarding STRs impact to the housing stock in Vancouver</i>	<i>Current impact to Vancouver housing market is minimal; however, staff will continue to monitor for impacts to housing availability during the proposed pilot period, and will share this data with Council to determine if additional regulations are necessary</i>	<i>Proposed code language excludes STRs from any development receiving the Multifamily Tax Exemption incentive; caps total number of permits at 870, or 1% of the City's current housing stock</i>
<i>Changes to Bed & Breakfast regulations</i>	<i>Update bed & breakfast regulations to ensure clarity and fairness with any STR regulations</i>	<i>Staff believe current regulations are adequate, but will review as part of the Comprehensive Plan and Title 20 Update, when more information from the pilot period is available</i>	<i>Not included in draft code</i>

On March 14, 2023, staff presented a draft of potential regulations for STRs to the Planning Commission as a workshop item. Planning Commission was supportive of the proposed regulations. The Planning Commission asked staff to consider the following items:

- *Requiring STR permits to be renewed after 24 months*
- *Ongoing compliance monitoring to ensure all STRs have COV STR permit*
- *Define code compliance process for STR violations*
- *Consider requiring inspections for all new STR permit applicants*
- *Create an operator packet for all new STR applications*

In response, staff will be monitoring and reporting permit findings at 12 and 24 months and requiring permit renewal at 24 months. The data collected via the city permit and provided by Host Compliance will be used to monitor all STRs and ensure they are operating legally. The short-term rental application now includes the process for responding to code violations. As of this report, staff is not recommending inspecting all new permitted STRs, as the influx of new permits would be administratively burdensome, and we do not inspect other existing residential units regularly. The proposed regulations do maintain the ability of the City to inspect any STR at the discretion of the City's Building Official and Fire Marshall, and there are examples from other jurisdictions that can inform how and when we may pursue STR inspections. And lastly, staff has created and updated the operator packet in alignment with discussion at the last Planning Commission workshop on this topic (Attachments D-G). Additions to the operator packet include more specificity around fire & life safety items including proper address identification, fire protection and safety equipment.

City Council also provided additional direction at a workshop on April 3, 2023, which included the following:

- Return to Council with updates on the process after one year and again at 24 months.*
- Establish goals for the STR program during 24-month period.*
- Get clarity from STR platforms what recourse the City has for STRs that are operating illegally in any way, in addition to local remedies like revoking permits and code enforcement.*
- Explore if permit fees could apply to the affordable housing fund or housing production.*
- Clarify that a new permit application and fee are required each time a unit has a new owner/operator, even if it has previously been operated as an STR prior to transfer/sale of the property.*

Regulations

Following feedback from City Council and Planning Commission as well as community feedback and comparative jurisdiction research, staff has prepared draft code language to regulate short-term rentals (Attachments C and D). The regulations are a response to the level of activity currently seen in the short-term rental market in Vancouver and the intent of the regulation is to strike a balance between community housing needs with individual property rights and the financial stability that additional revenue generated from STRs can provide. As another means to preserve the city's available housing stock staff is proposing to place a cap on the total number of STRs not to exceed 870 permits or 1% of the city's total housing stock (approximately 87,000 units).

Staff also recognizes the need to ensure new housing types mandated under recent state laws HB 1110 and HB 1337 are not used as STRs. Staff will address the new housing requirements in the following ways:

- Starting in early 2024, initiate a process to put in place an interim control ordinance that implements HB 1337 Accessory Dwelling Units in advance of Title 20 changes that will occur as part of the Comprehensive Plan Update. As part of this, prohibit ADUs from being used as STRs going forward.*
- Establish new regulations for HB 1110 Middle Housing and refine/make permanent regulations implementing HB 1337 Accessory Dwelling Units, including prohibiting units developed under these regulations from being used as STRs.*

The proposed STR regulations would allow short-term rentals in all residential and commercial zones, and in two industrial zones (OCI and ECX) as a limited use that must follow regulations in new code section 20.835. STRs must register with the Washington State Department of Revenue. STRs must follow all relevant short-term rental provisions listed in the Revised Code of Washington, Chapter 64.37 and Consumer Safety

measures listed in 67.37.030.

Short-term rentals must obtain a City of Vancouver business license. The regulations create a short-term rental permit with a one-time \$250 fee. Staff is proposing to review the performance of the permitting system after a 24-month monitoring period and require permit renewal as part of the transition from the pilot program to a permanent regulatory structure. In order to obtain a permit an applicant would need to provide an affidavit showing proof of mailing a letter of notification to property owners abutting and adjacent to the proposed short-term rental, copy of liability insurance for the rental property, and a completed permit application including the signed acknowledgement by the owner stating that the short-term rental will comply with the required standards in 20.835.050 VMC and allowing the City to inspect the premises in accordance with VMC 17.08. A STR permit would expire if property ownership changes.

Please refer to Attachment B and C for the full proposed code language. In addition to the development of regulations, staff has created an Operator Packet that would provide detailed information to STR operators, including an updated FAQ, good neighbor fact sheet, short-term rental permit application and neighbor notification letter (see Attachments D-G). The FAQ is meant to serve as a resource to educate STR operators and the broader public on the City's policies and how to handle issues. The good neighbor fact sheet is a resource for short-term rental operators, hosts, and guests, outlining the regulations around noise, parking, fire safety, garbage, and overall guest responsibilities. It also includes information about an online fire & life safety training opportunity our Fire Department is in the process of creating. The permit application requires short-term rentals to comply with all required standards in 20.835.050 VMC, include their City of Vancouver business license number and short-term permit number in all advertising, and register any short-term rental business with the City. The notification letter is meant to serve as a template letter that short-term rental operators can use to notify neighbors of their operations. The letter provides a way for neighbors to notify the owner/operator directly if/when issues occur, as a first option for resolution.

Implementation

If adopted, staff recommends that the regulations be "tested" for a 24-month pilot period to assess their effectiveness and determine what changes may be needed. During this time STR counts, including the 1% cap, will be collected through the City permitting process in addition to the monthly report received from the City's consultant Host Compliance. If the proposed regulations or modified regulations are adopted, staff would return to Council within a year to provide an update, and again at the 24-month mark to determine if the permitting process, development standards or code compliance process need any refinements. As directed by Council, during the pilot period staff will explore options for potentially adding an affordable housing fee to the STR permit to help mitigate impacts to housing availability, if there needs to be an annual or biannual renewal fee for a short-term rental permit to ensure cost-recovery and if applicable determine what the renewal fee would be, and if any additional restrictions should be added to the operation of short-term rentals.

Following adoption all current short-term rentals operating in the City of Vancouver will be notified of these regulations and be directed to follow the permitting process. Due to the initial surge of applications that are anticipated after the ordinance goes into effect, we are proposing allowing applicants a 30-day grace period to come into compliance.

Program Goals

In order to gauge the effectiveness of the short-term rental program during the 24-month pilot program we have established a set of goals including but not limited to:

- *Limiting the total number of STRs to not exceed 870 total units- equivalent to 1% of the City's total housing stock at the time of adoption- in an effort to preserve available housing for long term housing needs.*
- *Ongoing compliance monitoring to ensure all STRs are compliant with required regulations.*
- *Ongoing monitoring of impacts to long-term rental market including impacts to housing affordability.*
- *Minimize public safety risks and possible noise and trash problems without creating additional work for the local police department and code enforcement personnel.*
- *Monitor the responsiveness of code compliance cases.*

Ongoing stakeholder outreach to determine program effectiveness and inform future refinements.

Request: On Monday, December 11, 2023, approve the ordinance on first reading, setting the date of second reading and public hearing for Monday, December 18th, 2023.

Jason Nortz, Development Review Manager, 360-487-7844

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

Motion approved the request.

6. Settlement of Lawsuit Brought by Henry Hunter and Charles Isley

Staff Report: 229-23

On March 7, 2019, members of the federal Safe Streets Task Force obtained a search warrant for Carlos Hunter and planned to execute the warrant by way of a traffic stop. The incident concluded with two officers using deadly force, resulting in Mr. Hunter's death. Both officers are employed by the City of Vancouver, though one was acting in his capacity as a temporary federal officer at the time.

On March 18, 2022, Henry Hunter, acting as the personal representative for Mr. Hunter's Estate, and Charles Isley, acting as the guardian ad litem for Mr. Hunter's children, filed a lawsuit against three Vancouver officers, a Washington State Department of Corrections Officer, the City, and the State. Prior to filing the lawsuit, the family filed a tort claim with the City seeking \$5 million. Due to the federal government's involvement, the matter was transferred to federal court, where it has remained in abeyance pending jurisdictional issues. Although the City had a strong defense under what is known as the "felony bar" rule, recent legislation has made it exceptionally difficult to obtain a dismissal on those grounds without taking a case before a jury.

Through the Mediation Program of the Ninth Circuit Court of Appeals, the parties engaged in mediation and reached a tentative agreement to resolve the lawsuit for \$425,000, of which the City would contribute \$357,000. The settlement does not concede any wrongdoing by the involved officers or the department. The involved officers were all cleared of wrongdoing after an independent review by the Clark County Prosecuting Attorney's Office. However, the City, State, and Plaintiffs recognize that juries can reach different conclusions based on the same evidence.

This settlement would be in exchange for dismissal and release of all claims related to the March 7, 2019, officer-involved shooting. This amount is less than 10 percent of the original amount claimed prior to litigation, and a fraction of what other jurisdictions have paid to settle similar claims.

Request: Authorize the City Manager, City Attorney, and/or designees to execute all

agreements and documentation to resolve the lawsuit and claim brought by Henry Hunter and Charles Isley for \$425,000, of which the City would contribute \$357,000.

Dan Lloyd, Assistant City Attorney, 360-487-8520

Motion approved the request.

7. Appointments to the Vancouver Public Facilities District Board

The Vancouver Public Facilities District Board (PFD) is a municipal corporation governed by a five-member Board of Directors. It was created by Vancouver City Council in 1999 to develop the downtown hotel and convention center. The PFD owns the land under the Hilton hotel and convention center in downtown Vancouver, which it leases to the City's Downtown Redevelopment Authority (DRA) and receives funding for operation of the property from the state sales tax credit program which it then transfers to the DRA. The PFD board is also responsible for approving annual budgets and monitoring use of the funds.

Council Committee 1 recently interviewed candidates for this board and recommends the mid-term appointments of Hunter Byrnes, term beginning immediately and expiring Nov. 30, 2025, Azsha Preble, term beginning immediately and expiring Nov. 30, 2026, and reappointment of Abbie Layne to a full term beginning immediately and expiring Nov. 30, 2027.

If there are no objections, this appointment will be presented for Council action at the at the Monday, December 11, Council meeting.

Request: Appoint to the Vancouver Public Facilities District Board of Directors Hunter Byrnes, term expiring Nov. 30, 2025, and Azsha Preble, term expiring Nov. 30, 2026, and reappoint Abbie Layne, term expiring Nov. 30, 2027.

Council Committee 1

Motion approved the request.

8. Approval of Claim Vouchers

Request: Approve claim vouchers for December 11, 2023.

Motion approved claim vouchers in the amount of \$11,679,789.97.

Public Hearings (Item 9-10)

9. Right-of-Way Franchise Agreement for Ziply Fiber

Staff Report: 221-23

AN ORDINANCE relating to management of the public rights-of-way, granting to Ziply Fiber Pacific LLC and its affiliates (hereinafter referred to as the "Franchisee"), a Delaware Limited Liability Company, a non-exclusive and revocable franchise to install, operate and maintain a telecommunications system in, on, over, upon, along, and across public rights-of-way of the City of Vancouver, Washington (hereinafter referred to as the "City"), prescribing certain rights, duties, terms and conditions with respect to such franchise; and setting an effective date and conditions.

Ziply Fiber Pacific LLC wishes to occupy and utilize portions of the public rights-of-way in the City. Cities may require a permit or franchise for the use of its right-of-way for telecommunication facilities (RCW 35.99.030); however, the City may not charge a franchise fee for the franchise (RCW 35.21.860). The proposed ordinance establishes the terms and conditions of the right to construct and maintain telecommunications facilities within the City's right-of-way.

City staff has worked with Ziply Fiber to negotiate a franchise ordinance, which manages the deployments of a telecommunications system in a way that balances local aesthetics, character, and public health and safety, while also deriving the benefits of this technology for the City's residents to the greatest extent practicable.

Request: On Monday, December 11, 2023, open the public hearing and invite testimony from those in attendance. Thereafter, continue this matter to **January 8, 2024**, for further public hearing and final action.

Aaron Lande, Program and Policy Development Manager, 360-487-8612

Aaron Lande, Program and Policy Development Manager, provided an overview of the Right-of-Way Franchise Agreement for Ziply Fiber.

Council discussed the item briefly with staff.

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

- Kimberlee Goheen, La Center, WA

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

Motion by Councilmember Paulsen, seconded by Councilmember Perez, and carried unanimously to continue the matter to January 8, 2024, for further public hearing and final action.

10. **Professional Services Agreement for Armored Car Services**

Staff Report: 222-23

AN ORDINANCE authorizing the execution of a contract amendment with Loomis Armored US, LLC ("Contractor"), to continue providing armored car services ("Services") to the City of Vancouver, Washington ("City"); authorizing a contract amendment extending the contract beyond its original five-year duration; providing for severability; and setting an effective date.

The City currently utilizes armored car services through a contract with Loomis Armored US, LLC.

The City and Clark County went through a joint Request for Proposal (RFP) process in May 2015 for armored car services, with the goal that if the City and County combined efforts, the responding companies would offer more competitive pricing in order to receive the award of contracts from both the City and the County. No responses were received for the RFP.

The City and Clark County then looked at the option of piggy-backing on the State of Oregon or the State of Washington's armored car contract. After review and negotiations,

Loomis agreed to offer its professional services to perform work per the Oregon Price Agreement 3396; RFP No. 102-1894-12R. On September 11, 2023, the State of Oregon signed Amendment 12 to this agreement, which extended the term of the price agreement with Loomis through November 2024.

Loomis has provided armored car services to the City under the current agreement since February 1, 2016; the City's current agreement expires November 25, 2023. To ensure continuity of armored car services, staff recommends extending the City's agreement with Loomis, in alignment with the State of Oregon's agreement, until November 25, 2024, with the ability to extend an additional period until December 31, 2025, if such a term is available.

It is anticipated that additional procurement options for armored car services may become available in the next 24-30 months, but extending this agreement through that timeframe will ensure the City continues to receive this critical service while maintaining greater flexibility in the future.

Request. On December 11, 2023, subject to a second reading and public hearing, approve the ordinance.

Anthony Glenn, Treasurer, 360-487-8493

Anthony Glenn, Treasurer, provided an overview of the Professional Services Agreement for Armored Car Services.

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

- Kimberlee Goheen, La Center, WA

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

Motion by Councilmember Hansen, seconded by Councilmember Stober, and carried unanimously to approve Ordinance 4430.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

EXECUTIVE SESSION RE: CITY MANAGER EVALUATION - RCW 42.30.110(1)(g) - (90 MIN)

Mayor McEnerny-Ogle announced the Council would be entering executive session from 8:01-10:05 p.m. for the purpose of discussing the City Manager Evaluation.

Adjournment

10:05 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.

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: Short-Term Rental Regulations Permit Limit
Date: Monday, December 11, 2023 12:15:31 PM

We received the comment below in the CMO inbox.

From: Jason Walker [REDACTED]
Sent: Monday, December 11, 2023 10:25 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Short-Term Rental Regulations Permit Limit

You don't often get email from [REDACTED]. [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.

Hello,

I'm writing to respectfully request that the Vancouver City Council reconsider the 870 short-term rental permits limit.

In 2019, my wife's hours were reduced at her job. This created a financial strain on our family and could have led to us having to sell our house and relocate out of State. We were able to stay in our home, due to the income we received from offering our finished basement as a short-term rental on Airbnb.

There is a distinction that should be made, as to the people groups that host short-term rentals.

Group A - higher income and may purchase one, or several, single-family homes for short-term rentals. This group accounts for 87% of short-term rentals in the City of Vancouver, contributes to the loss of available long-term housing stock and is involved in short-term rentals to increase their net worth.

Group B - is middle to lower income and turn to hosting short-term rentals to pay for necessities. This group includes the owner-occupied, single-family residence that may offer a finished basement, extra bedroom or finished attic space for short-term rental. Short-term rentals for this group, may allow a single mom, retiree on a fixed income, recently divorced person, a Veteran on disability, etc. to keep their home, make car repairs, pay for medication, food, etc.

The stated purpose of the 870-permit limit is to reduce the impact of short-term rentals on the long-term housing supply. The permit limit imposes the same restrictions on both Group A

and B and is not an equitable solution. The consequences of the limit could be that Group A obtains all available 870 permits and none will be left for Group B. In the future, the short-term rental option, may not be an option for the people in Group B, if there are no permits available.

VMC 20.835 Short-Term Rentals

20.835.040 Standards

C. Limitations

3. Limit impact of Short-Term Rentals on the available long-term housing supply, the City may issue no more than 870 active Short-Term Rental permits at any given time. Permits will be approved on a first-come, first-served basis.

Please reconsider how the 870 short-term rental permit limit is applied so it is applied in an equitable manner. Owner-occupied short-term rentals are not contributing to the removal of single-family houses from the available housing stock and may help people to remain in their homes.

Best regards,

Jason Walker



From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: Short-Term Rentals
Date: Monday, December 11, 2023 12:15:39 PM

We received the comment below in the CMO inbox.

From: Vicki Coles <[REDACTED]>
Sent: Monday, December 11, 2023 11:51 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Short-Term Rentals

You don't often get email from [REDACTED]. [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.

Ms. Mayor and City Council,
I sincerely hope those properties currently operating ILLEGALLY as short term rentals will be required to go through the permitting process. Please do not "Grandfather" them in!

On my cul-de-sac of 9 homes, we currently have two short term rentals, both of which have been the sight for loud parties and in one case a public orgy. Yes, **an orgy**, in full view of the neighbors.

Which raises the question - what recourse do we, as neighbors of these properties, have when things get "out of hand" (as they certainly will)?

Vicki Coles
[REDACTED]

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Cc: [Snodgrass, Bryan](#)
Subject: FW: McGillivray Boulevard Safety and Mobility Project
Date: Tuesday, December 5, 2023 9:20:31 AM
Attachments: [image001.png](#)

Tawny Maruhn | Support Specialist
Pronouns: She/Her/Hers



CITY OF VANCOUVER, WASHINGTON
Mayor/City Manager's Office
P: (360) 487-8621

www.cityofvancouver.us | www.cityofvancouver.us/socialmedia



From: M K <[REDACTED]>
Sent: Tuesday, December 5, 2023 8:30 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: McGillivray Boulevard Safety and Mobility Project

You don't often get email from [REDACTED] [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.

To Whom it May Concern,

I am formally requesting that my written comments be shared with all Vancouver, WA city council members. I am providing comments in support of the McGillivray Blvd. Safety and Mobility Project.

I am a resident of Vancouver, WA and live directly on McGillivray Blvd (between 125th Ave and 132nd Ave). I have participated both in person and virtually throughout the duration of the project planning process. As a participant I have always advocated for physical changes to the corridor being made in the interest of citizen safety. As a resident, my Family and I use the corridor for walking, biking, and driving our personal vehicles. As a citizen, I observe other community members using the corridor for similar purposes. The corridor is residential in nature, it is a place where people live, a place where people deserve to live safely.

Unfortunately, motorists use the corridor as an alternate route to Mill Plain Boulevard. This includes common personal vehicles, but more recently, larger commercial/vocational truck (not prohibited by signs). While not all motorists violate traffic rules; most exceed the posted speed limit, run stop signs, do not yield to pedestrians at crossings, and frequently enter the marked pedestrian walking paths. My personal experiences with the above include:

- Observed vehicles exceed the posted 25-mph speed limit by 25-mph (constant)
- Observed vehicles fail to yield the right of way to school children at a designed cross walk on community walking path (constant)
- Observed vehicles drag racing (frequent).
- Observed vehicles fail to stop at intersections (constant)
- My family have had to take evasive action multiple times while walking in the defined pedestrian walkway due to vehicles entering the walkway.
- Observed vehicle strike my neighbors mail/post box.
- Observed commercial/vocational truck use (frequent)

These are issues that cannot be addressed by Policing for a multitude of reasons (e.g., serious crime demand, budget, officer staffing etc.). These issues must instead be addressed by physical changes to the corridor. This is the only way we will ensure the safety of residents and citizens who use the corridor for walking, biking, and driving. I am asking that you support the proposed safety and mobility project; preserving and protecting an established neighborhood, those who call it home, and those who enjoy using it for recreational purposes. Citizens deserve a good quality of life and to be safe.

Best,
Michael J. Kean
Vancouver, WA - McGillivray Blvd. Resident

From: [Maruhn, Tawny](#)
To: [Dollar, Sarah](#)
Subject: FW: Vancouver's plan to remove lanes from McGillivray Boulevard has residents concerned about safety, congestion
Date: Monday, December 11, 2023 8:03:24 AM
Attachments: [image001.png](#)

Sarah, I think this is for council

Tawny Maruhn | Support Specialist

City of Vancouver
City Manager's Office
Office: 360-487-8621
Email: tawny.maruhn@cityofvancouver.us
She/Her/Hers
cityofvancouver.us



From: Priest, Laurel <Laurel.Priest@cityofvancouver.us>
Sent: Sunday, December 10, 2023 8:40 PM
To: Kahn, Olivia <Olivia.Kahn@cityofvancouver.us>; Benoit, Emily <Emily.Benoit@cityofvancouver.us>; Maruhn, Tawny <Tawny.Maruhn@cityofvancouver.us>
Subject: Re: Vancouver's plan to remove lanes from McGillivray Boulevard has residents concerned about safety, congestion

Hi! Michael is a community member we've been in contact with who supports the mcgillivray blvd project.

In the past we've instructed him to send his comments for council on the project to the CMOs office.

Thanks! Laurel

Get [Outlook for iOS](#)

From: Kahn, Olivia <Olivia.Kahn@cityofvancouver.us>
Sent: Sunday, December 10, 2023 8:29:59 PM
To: Benoit, Emily <Emily.Benoit@cityofvancouver.us>; Priest, Laurel <Laurel.Priest@cityofvancouver.us>
Subject: Fwd: Vancouver's plan to remove lanes from McGillivray Boulevard has residents concerned about safety, congestion

The below email was forwarded to me on Friday.

Get [Outlook for iOS](#)

From: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Sent: Friday, December 8, 2023 7:56:38 AM
To: Kahn, Olivia <Olivia.Kahn@cityofvancouver.us>
Subject: FW: Vancouver's plan to remove lanes from McGillivray Boulevard has residents concerned about safety, congestion

Tawny Maruhn | Support Specialist
City of Vancouver
City Manager's Office
Office: 360-487-8621
Email: tawny.maruhn@cityofvancouver.us
She/Her/Hers
cityofvancouver.us

-----Original Message-----

From: [REDACTED] >
Sent: Thursday, December 7, 2023 2:19 PM
To: letters@columbian.com
Cc: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Vancouver's plan to remove lanes from McGillivray Boulevard has residents concerned about safety, congestion

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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.

To Whom it May Concern,

The article titled "Vancouver's Plan to Remove Lanes From McGillivray Boulevard has Residents Concerned about Safety, Congestion" is grossly misleading. While there were concerned citizens, even citizens that were opposed to the proposed changes; the majority of those who spoke or wrote in were in favor of the proposed changes or some form of change to ensure safe use of the corridor for all modes of travel. This article only fuels false claims made by others online that are not based on factual information and are scaring local senior citizens who live in the area. The recorded meeting tells a different story to the one you provided your customers. I have participated in the

process both in person and virtually as a resident of McGillivray. I am in favor of changes being made to the corridor, and I am disappointed at the biased nature of this piece. Please consider revising the article to include the entire truth, not just the truths which sensationalize the story for clicks.

Best Regards,
Michael Kean

Sent from my iPhone

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: In Support of Short-Term Rentals in Vancouver, Washington
Date: Monday, December 11, 2023 8:35:52 AM

Hi Sarah,

We got this in the CMO inbox

-Amelia Pilipchuk

From: Nate Drake <[REDACTED]>
Sent: Saturday, December 9, 2023 3:12 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: In Support of Short-Term Rentals in Vancouver, Washington

You don't often get email from [REDACTED]. [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.

To the Honorable City Council Members:

I am writing to express my strong support for the continued operation of short-term rentals (STRs) in Vancouver, Washington. These rentals provide valuable benefits to our community, both economically and socially, and I urge you to consider these positive aspects during your deliberations.

Economic Advantages:

-
-
- **Increased Revenue:**
 - STRs generate significant tax revenue for the city, including lodging taxes, excise taxes, and sales taxes. This revenue can be used to fund essential services and infrastructure projects, benefiting all residents.
-
-
-
- **Job Creation:**
 - STRs support a variety of local businesses, including cleaning services, maintenance companies, restaurants, and attractions. These businesses rely on the income generated by STRs to employ local residents and contribute to the overall economic vitality of
 - the city.

-
-
-
- **Enhanced Tourism:**
- STRs offer travelers unique and authentic experiences that they cannot find in traditional hotels. This attracts visitors to Vancouver, boosting tourism and supporting local businesses that cater to tourists.
-
-
-
- **Additional Housing Options:**
- STRs provide affordable and convenient lodging options for visitors, especially during peak seasons when hotel rooms may be scarce. This helps to alleviate the burden on existing hotels and allows more people to experience all that Vancouver has to offer.
-
-
-
- **Greater Awareness of Local Businesses:**
- STRs often feature recommendations for local businesses in their welcome guides, making it easier for visitors to discover and support them.
-

Social Benefits:

-
-
- **Increased Community Engagement:**
- STRs can foster a sense of community by connecting residents with visitors from all over the world. This cultural exchange can promote understanding and appreciation for different perspectives and backgrounds.
-
-
-

- **Revitalization of Neighborhoods:**
- STRs can bring life back to vacant or underused properties, contributing to the overall revitalization of neighborhoods. This can lead to increased property values and improved quality of life for residents.
-
-
-
- **Flexibility for Residents:**
- STRs provide homeowners with a valuable source of supplemental income, allowing them to stay in their homes and afford necessary repairs or improvements. This can help to stabilize neighborhoods and preserve the character of our community.
-
-
-
- **Increased Diversity:**
- STRs can attract visitors from diverse backgrounds, contributing to a more vibrant and inclusive community.
-
-
-
- **Increased Sustainability:**
- STRs can be more energy-efficient than traditional hotels, offering eco-conscious visitors a sustainable lodging option.
-
-
-
- **Improved Public Transportation:**
- With increased tourism and economic activity, STRs can contribute to improved public transportation infrastructure, benefiting all residents.
-

Regulations for Responsible Growth:

While I firmly believe in the benefits of STRs, I also recognize the importance of responsible regulations. I urge the City Council to implement reasoned, and reasonable regulations that address concerns about

noise, parking, and safety, while ensuring that STRs can continue to operate and contribute to our community. Without being burdened with prohibitive and overly restrictive regulations.

Conclusion:

Short-term rentals are a valuable asset to Vancouver, Washington. They generate significant economic benefits, create jobs, enhance tourism, and contribute to the social fabric of our community. I urge you to support the continued operation of STRs while implementing reasoned regulations to ensure their positive impact is felt for years to come.

Thank you for your time and consideration.

Sincerely,

N. Drake

From: [Cooley, William](#)
To: [Dollar, Sarah](#)
Subject: Short-Term Rental Public Comments
Date: Monday, December 11, 2023 10:38:31 AM
Attachments: [Comments on Draft STR Ordinance \(Since June 2023\).pdf](#)
[image001.png](#)

Hi Sarah,

Attached are comments that we've received via Be Heard Vancouver since June on the draft short-term rental ordinance. I wanted to make sure that these were shared with Council, along with any other comments we've received, ahead of tonight's first reading.

The comment box on Be Heard Vancouver is now closed. In it's place, we've asked folks to email comments to cmo@cityofvancouver.us before the Dec. 18 public hearing. I'm planning to attend tonight's Council meeting, in case there are any questions. If there's anything else I can provide, please let me know.

Kind regards,

William Cooley (he/him) | Community Engagement Manager



CITY OF VANCOUVER, WASHINGTON

P: 360-624-0718

www.cityofvancouver.us

Comments on Proposed Short-Term Rental Regulations

Survey Response	
Date of contribution	Share your comments on the draft regulations:
Jun 21 23 07:53:56 pm	Will there be no guidelines on the maximum percentage of short term rentals within a neighborhood? Turning homes into investment property increases competition for remaining homes and erodes the quality of neighborhoods by introducing temporary occupants who aren't vested in and don't participate in the community. Just say no.
Jun 21 23 09:10:08 pm	Stop finding ways to grow your government even bigger by stealing even more taxes and fees from "We the People" !!!! Find more ways to stop spending my money and lay off city employees.
Jun 22 23 08:48:15 am	I think it is well drafted and easy to understand and I think it should be passed
Jun 23 23 08:48:54 am	Allowing short-term rentals will drive up home values in the CoV, further pushing first-time home buyers away from accessing home ownership. PLEASE consider our entry level socioeconomic residents in our city. The wealth gap is a critical issue in society today. Leadership for all please.
Jun 23 23 09:44:01 am	Growing up in Vancouver, it's already difficult coming up as a young adult to find rent. Affordable rentals are few and far between in this city. Even the subsidized housing by the city is not "affordable." Short term rentals create more of a shortage for young adults hopeful to buy a home here. We need more young people in Clark County to replace the retiring worker base, yet young people struggle to afford to live here. Short term rental exacerbate the pre-existing housing crisis in our city. Keep short term rentals illegal and actually enforce it.
Jun 23 23 10:01:12 am	Short term rentals will hurt many in our community. Companies (and wealthy landlords) buying up property to flip them into short term rentals while many of our youngest generations already can't afford a home in Clark County is how we will drive people away - and they will stay away, completely changing what makes our city great. It's inevitable that the city will cave to this because money is usually the only factor cared about, but it is not worth pushing out more and more citizens so a few can gain more and more wealth. Short-term rentals are a drain on our community resources because it lowers available housing, pushes more people to home instability, and more people into homelessness. It's the real trickle down economy! There is a reason we need so much affordable housing in the city — and it's because we ALREADY do not have enough room, let alone if people were just renting out possible forever homes ... for two days at a time.
Jun 23 23 10:42:34 am	Why are ADU's prohibited from short term rental? They seem like a great option for short term rental. I thought the purpose of this change was to put more homes on the real estate market.
Jun 23 23 01:04:20 pm	I do not think short term leases should be allowed. People will not use their primary residence for these leases, they will acquire homes in order to make a profit. This will make buying a home for actual residents increasingly more difficult. I have lived in Vancouver for three years and intend to stay but it is incredibly difficult to become a home owner here. If you allow people to buy homes for the sake of turning them into air bnbs, I assume for certain folks, home owning will become impossible and they will be forced to leave. Owning a home should be reserved for those who want to live, work, and contribute to the community. Not for someone to strictly make a profit. I very disappointed that this conversation is even happening.
Jun 23 23 01:17:27 pm	Not for this plan. In order to maintain quality neighborhoods for those that live here long term we need to maintain some level of affordability for residents, and allow long term affordable rentals for those that need them in the community. Short term rentals will not increase value or the integrity of neighborhoods but will bring in people that don't care about the area, allowing MORE trash and transient behavior. What are you doing to protect existing homes owners rights, making existing neighborhoods nicer - by removing/reducing trash and crime, and making things easier for folks that can't make ends meet? Removing availability of rentals for "short term" use is short sided.
Jun 23 23 01:37:42 pm	Short term rentals have been a large contributing factor in the ongoing housing crisis in the United States. I and many of my younger friends are already having a difficult time entering the housing market and this provides yet another avenue for corporate entities to hoard real estate and limit access to individual families looking to buy homes.
Jun 23 23 01:49:26 pm	They should be allowed. Allow home owners to use their home however they see fit, they own it. Less government regulation, especially once stopping Americans from making a living and or profit.
Jun 23 23 02:13:20 pm	I think short term rentals should be allowed. As long as people are being respectful of residence

Jun 23 23 03:06:20 pm	'Thank you for the opportunity to comment on the draft regulations. -Will Short-term rentals be limited to specific zones? Which zones would those be? The applicability section under 20.835.020 implies that they would be limited by zones. Is there an update to the use table that should be associated with the draft regulations or is the use table remaining the same. -How will the city track the impact of short-term rentals on current housing stock? -Currently short-term rentals are abundant within the city and not permitted. If enforcement of current regulations isn't met, then how does the city propose to also enforce these regulations of limiting duration of stay and zoning locations? -Did the city consider banning short-term rentals for second homes similar to Vancouver B.C.? The current housing market within the city is very tight and allowing secondary residences to become short term rentals will only exacerbate that. Would the city be open to allowing homeowners or renters to only rent out some or all of their principle home?
Jun 23 23 04:04:57 pm	I'm really surprised by the city's decision to allow short-term rentals (unless of course it's about collecting taxes because duh, capitalism). I'm not opposed to individuals renting out extra space they already have, but there isn't enough being done to correct housing shortages or create housing for those without. My biggest concern is businesses purchasing livable homes for the sole purpose of creating short-term rentals. The timing of this decision also couldn't be worse. The housing market is all but stalled and many people are priced out of the market, leaving more room for businesses to buy them. And I would bet that part of why the number of short-term rentals is so low is because it goes against city code. Until everyone in the city has a home, houses shouldn't be purchased for the sole purpose of renting it out to tourists.
Jun 23 23 04:05:20 pm	Do not allow these—crack down on those that operate now. It hinders too much affordable housing!! We need entry level homes within the downtown core.
Jun 23 23 05:21:15 pm	Short term rentals will make the real estate market worse for those of us who already live in Vancouver. Too many short term rentals are just "investments" for folks coming in from other states or internationally.
Jun 23 23 06:44:40 pm	I don't want it when we already have a shortage of affordable long term rentals
Jun 24 23 12:19:37 am	Short term rentals have allowed my out of town relatives come and visit us in Vancouver because of their affordability, ability to house entire family units, kid-friendliness, and overall safety. These things are not always accessible to low income families when accessing hotels or B&Bs. Short term rentals can also provide residents additional sources of income/support. They should be encouraged but limited to those living locally.
Jun 24 23 06:08:46 am	Don't do it. We don't want to become a Portland mess, too!!!
Jun 24 23 06:34:15 am	Short term rentals, adus or rooms in a home should be allowed. It would \$ assist some homeowners. Concern is how does that impact neighbors and their community. My dirty neighbor has an old rv on their property. I'm hesitant to agree to adu for fear of them using the beat up rv as \$ maker. So. I'm torn.
Jun 24 23 07:43:57 am	Please do not allow short term rentals! Homes for sale will be bought out by corporations (mostly with cash offers) leaving Vancouver residents looking for a home purchase to look elsewhere. This happens everywhere. Please do not pass this!
Jun 24 23 08:08:26 am	Hello, thank you for allowing me to comment on this issue. While vancouver is not a vacation destination the likes of Hawaii, Miami, etc, short term rentals had a significant negative impact on the locations housing markets. Since there is a housing crisis currently in the southwest Washington region I would prefer not to add more strain on the market. I support the continued ban on short term rentals. Thank you,
Jun 24 23 08:55:59 am	I agree that short-term rentals must be regulated, as this is better than them operating illegally. I would like to see the city add regulations regarding how many days a month or year a property can act as a short term rental. Eg, 10 days out of every 30 or 100 days out of the year. This means people could rent out a spare room or when they go on vacation, but would help prevent people from buying property - which should be used to house residents - and running it as a full-time Airbnb or Vrbo. Thank you for allowing input!
Jun 24 23 11:27:20 am	All short term rentals MUST provide a room for a homeless person(s) - No Exceptions (a 30 day rental mandates a 30 day stay.) If they can profit from a short term rental that means that they have the resources and funds available to provide a room(s) for a homeless person(s.) Otherwise - raise the tax on short-term rentals to fund more affordable housing in the future.

Jun 24 23 11:29:47 am	If someone; 'or some organization' can 'PROFIT' from a short term rental..... - that means that they have the resources and funds available to provide a room(s) for a homeless person(s.) Otherwise - raise the tax on short-term rentals to fund more affordable housing in the future.
Jun 24 23 03:36:10 pm	Governments have over reached in so many areas and this would be one that they have no business trying to control. Let the free market be free and the citizens will all benefit the most. There are already enough laws dealing with noise and safety. Charging a fee and over regulating does no one any good but maybe the employees of the government that should be working in the private sector. All property rights are reserved for the people and to assume that since the government did not specifically allow it makes it illegal is unconstitutional and thus unlawful.
Jun 26 23 07:50:43 am	No one outside of Airbnb owners want an Airbnb next to their house. I wouldn't purchase a home next door to a hotel. I don't want a hotel moving into my community. Our streets were not designed for short term parking. I will vote against any politician that approves Airbnb regulation outside of an outright ban.
Jun 26 23 12:25:54 pm	I generally agree with the City of Vancouver regulating short-term rentals/ Air B&B's as there is currently no oversight in my neighborhood of single-family houses (in Walnut Grove). Yards of these houses are littered, overgrown with weeds/ grass, littered with trash/ shopping carts, cars parked illegally, etc. Does the city currently allow ADUs? If it does, I think in certain circumstances it could be permissible to allow short-term rentals in these units if they met certain public health and sanitation standards (appropriate plumbing, occupancy limits, fire code requirements, waste management in place, animal/ pet safety rules) and if they are located on property that is at least large enough to accommodate them. HOAs should also be able to self-regulate, but not supersede city requirements.
Jun 27 23 07:43:23 am	I have zero issue with short term rental properties as I believe they attract visitors to an area and therefore more business, which benefits the community in so many ways. As a person who uses vacation rentals while travelling I believe the majority of travellers are people who just want a more home-like environment to stay in and are not disruptive. Making application processes to be "legal" more complicated will actually result in more illegal units. Having a system in place that is reasonable and straightforward put the city and it's citizens on the same team, working together to make Vancouver a thriving city that people want to visit. I think it's absolutely reasonable to require that STR owners have an operating permit, but mirroring it after a bed and breakfast model that requires five years of residency before approval is unreasonable, if that particular law were to be applied to short term rentals. I think it's ridiculous for BnBs as well. Restriction of short term rentals in favour of supporting corporate hotel chains is also unwise economically for the city. Yes, those chain hotels pay taxes, etc, but the profits don't go back into the community. When local citizens have an income stream they're using that income within the local community, which supports other businesses, so it's a win win. Rather than looking at how we can limit things I would love to see a mindset of "how can we make this work and gain the benefits of bringing more visitors into our area".
Jun 28 23 08:27:54 am	I think these regulations are reasonable and address the community's most pressing concerns. Well done! I am concerned about enforcement, however. Please be sure to adequately resource additional enforcement capacity to go with this. Codes without enforcement are useless, after all. Please also resource an education/outreach campaign if they are approved targeting all homeowners. Perhaps include something in with utility bills or property tax notices (if possible), or pay for a one-off mailing to all homeowners in the city. Develop a web page just about these regulations with instructions about how neighbors can report problems. Promote widely in social and traditional media.
Jun 28 23 09:11:33 pm	Don't do this! Leave STR alone!!!
Jun 28 23 10:27:35 pm	I do not believe Air BNBs should be allowed to operate in Vancouver. Housing prices are already incredibly high and this will only raise them. Short term rentals are becoming increasingly necessary, with most of them being as expensive or more expensive as a hotel without the amenities. We do not need more short term rentals in Vancouver. Housing should go to our city residents.

Jun 28 23 10:36:25 pm	Thank you for including links to the draft regulations and related ordinances. 1) What constitutes a violation of the short-term rental permit? 2) What triggers a revocation of a short-term rental permit and what's the process for revoking a short-term rental permit? 3) Are short-term rental owners responsible for the actions of those they rent to? 4) Is there a limit to the number of short-term rental permits that will be issued in Vancouver? 5) Are there criteria for determining whether a short-term rental is suitable for a particular location, and whether a permit can be issued? 6) Is there a limit to the number of short-term rental permits that an individual, partnership, corporation or LLC can have at any time? 7) I have read that some short-term rentals are used for parties. Will this practice be prohibited? 8) Have the application fee and annual fee amounts been determined yet? 9) Will there be enforceable limits to how many guests are permitted in a short term rental at any time? 10) Must the dwelling's owner live in the dwelling for any part of the year? 11) Will the cost of the short-term rentals program be partly or entirely offset by permit and application fees?
Jun 29 23 06:26:17 am	A single one time fee and very lax regulations are not enough. These rentals can cause serious issues for neighbors and you have no rules or regulations to hold Rental Owners accountable. You need regulations and fees for breaking them in order to ensure rentals are run correctly and safely. Do you have a regulatory agency ready to assist with any complaints with rental properties as we all know the police department can barely manage what's on their agenda now. It is time to take a stand and for Vancouver to say homes are for living not for short term rentals. Vancouver should ban the sale of homes to not only short term rentals but also private equity firms and foreign companies. The homes in Vancouver should be for the citizens of Vancouver. I understand the number of homes currently used as short term rentals is small but each and every one of them is a home that could be used instead for a local family instead of a business. A family that spends money and pays taxes in the city all year long. Travelers have plenty of options within Vancouver to stay and enjoy our wonderful city. Please leave the homes for those of us who live here.
Jun 29 23 01:32:42 pm	Please ban short term rentals in SFH neighborhoods all together. Air BnB and others like it are causing housing prices for any that are actually still available to ridiculous heights. There are many reasons for the housing shortage and this is one of them. I have lived in Vancouver proper my whole life and have 0 hopes or chances of ever buying a house here. Houses are meant to be for living in, not profit centers for greedy real-estate moguls from out of state. Choose people over money. Prove your humanity.
Jul 01 23 06:08:41 am	Hello, I am a long time Vancouver resident and have been negatively affected by the rise in AirBnb's. I've not only been priced out of the housing market considerably since the rise of STR's, but have had to leave two separate rental properties when the neighbors decided to turn their house into a STR. In came a flux of different people every night/week, being loud and disrespectful of any neighborhood ordinances. Even when told that AirBnb was illegal, the city lacks any teeth to enforce this so the owners ignore the warnings. Please ban STR's in Vancouver! Other cities, not just in the US but across the world, are seeing the writing on the wall and doing the same. I mean Jeff Bezos is buying into STR's at an alarming rate, do we really want to open the door up to that type of buying competition, mega-investor vs. middle-class? Because they are coming, and fast. Protect your constituents, not the investors/banks.
Jul 01 23 07:08:29 am	I do not feel that airBnB and VRBO or other like entities should be allowed in single family neighborhoods. It restricts access to housing for those that will contribute to the community for the long term.
Jul 01 23 08:39:29 am	Please do not change the regulations for short terms rentals like Vacasa, Air B&B or other entities. There are housing shortages in Clark County that would only increase for residents and rentals would find increases in monthly rental costs. Please do not revise the proposed changes to allow for short term rentals.
Jul 01 23 09:04:14 am	It does not seem there is an appreciation on what short term rental provide to the city but rather a focus on what is wrong with it. As short term rental owners we bring revenue to the city through tourism. Guests who stay spend money and experience what Vancouver has to offer as we promote that to them. Regulation is good to have in place understandably, but at the same time there should be some incentive given to what we bring to the city in returned revenue for tourism. Our homes and gardens are kept in impeccable condition due to the service we provide, and reviews given by guests. Down the street from me is home that is a hoarder's paradise and a complete eye sore, but that seems to be in order to what Vancouver would want rather than a beautiful, manicured garden and home that is maintained impeccably.
Jul 01 23 09:46:51 am	Short term rentals should remain banned. Allowing short term rentals is bad for locals and the housing market. It is also a detriment to the hotel industry.

Jul 01 23 10:09:41 am	Please keep short-term rentals illegal. Need to increase the affordable rental options for residents, not tourists. Is or should there be a limit on the stay of renters of Short-Term Rentals? When does occupancy change from Short to Long-Term Rentals? This sword cuts both ways - too short per stay disadvantages use of, say, a week (ex. rental for wedding party); if too long it becomes a full-time rental. My thought would be maximum of 7 days and 7 nights. I don't see any restrictions on parking (both garaged/driveway and street parking). Short term rental for a party event could result in overflow parking. Some streets cannot accommodate parking on both sides of the street plus safe single lane passage of larger sized moving vehicles (SUV/Pickups). Blocking safe passage, access to neighborhood driveways should be specifically prohibited. Re, Notification of Neighbors. Should be extended to at least two houses in all directions, plus any houses where parking of guests will be in front of their property. Should also require stating the (estimated) number of non-overnight guests. The notification to neighbors should include anticipated noise higher than what would be expected if the occupants were a family typically the size that could be expected to be living in the home (or two adults plus 1adult/child per sleeping room other than the master bedroom). There should be a provision either prohibiting the licensed operator from sub-letting the property to another individual even if for the same purposes.
Jul 01 23 10:32:23 am	I'm glad to see you are addressing some of the issues head-on. Fair and solid regulation will help protect neighborhoods as well as operators. Thank you
Jul 01 23 12:28:37 pm	I am not in favor of short term rentals. Short term renters, on average and in the extreme, have no sense of ownership in community, noise levels, littering, and damaging the environment. We want to keep Vancouver beautiful and a place where people want to live, shop, and receive services. Short term renters are not invested in keeping Vancouver a beautiful place to live, work and shop.
Jul 01 23 03:28:51 pm	They seem fair. Good communication between owner and neighbor. Renters will be protected by having livable and safe rentals. Will there be special policies written for arbitration between owner and renters? I've heard too many short term rental horror stories. Either the renters are jerks (and sometimes even become squatters) or the owner is a menace to renters. Making them pay for basic things (like using the stove and storage space) or being so cheap that accommodations are not what was advertised.
Jul 01 23 03:42:53 pm	I see no need to differentiate short term or versus long terms. People who rent for the long term can generate all the same issues as those who rent for the short-term. No rental should allow any of those things so why differentiate? Any rental that is well maintained, doesn't disrupt the neighborhood, and is looked after is fine regardless of how many days it's rented for. Why do you?
Jul 01 23 06:43:26 pm	I prefer these units remain prohibited, especially considering the lack of enforcement, even when they are not legally operated. This has the ability to severely impact neighborhoods where homeowners have their livelihoods in their home values. There are nonprofits giving funding for these types of units due to limited housing options/ shelters and bringing in houseless populations that are hard to get removed once they have settled in. Im not in favor of proposed regs unless city can prove it has the staff to enforce noncompliance.
Jul 02 23 01:07:50 pm	We think the city should continue with the current ban on short term rentals in the Vancouver. We already have had problems in our very nice, well established neighborhood with homeowners illegally renting out either part or all of their house on a short term basis. The short term renters have made a lot of noise and raced up and down our streets. We want to maintain our peace and quiet in our single family houses.
Jul 02 23 01:34:52 pm	Protect our neighborhoods. Vacation dwellings should not be in residential zones.
Jul 03 23 02:17:35 pm	Keep short term renting illegal
Jul 05 23 10:12:27 am	All short-term rentals managed by larger organizations, such as, VRBO, Airbnb, etc..., should not be allowed. Not only is it proven that they drastically reduce the number of available houses for long-term use. The organizations themselves have proven to not have the best interests of the residents in the locations in which they operate. Vancouver needs to look beyond its local and regional borders for examples of cities with higher rates of short-term rentals to see the actual impact that would come here, if they were allowed to operate.
Jul 05 23 05:42:38 pm	I use airbnbs often. I think having the ability for more places for visitors would be good for the city as long as there is sufficient parking for the neighbors and guests.

Jul 06 23 06:38:26 pm	The regulations seem reasonable. While I am concerned that STRs are a bad idea generally, it is better to have strictly enforced regulations than not. I hope that sufficient resources will be applied to enforcement of regulations, and that reported abuses of disrupting activities in residential neighborhoods will be easy to make with swift effective responses. Thank you for the opportunity to comment.
Jul 07 23 07:15:39 am	We have a short term rental that has been operated in our neighborhood for several years. At present almost half of the ownership of homes in are area are not lived in by the owners. Rather they are rentals. This has negatively affected the livability here. Properties are not as cared for, and folks are not interested in creating community. We see this short-term rental practice as another assault on a family neighborhood, encouraging/promoting business concerns rather than family values.
Jul 07 23 09:32:50 am	I support the draft regulations and encourage the Council to approve them.
Jul 07 23 01:00:22 pm	I think short term rentals for a single room are an amazing way for home owners to gain extra income. However, each short term rental that uses an entire house is an entire house that is off the market to someone who could be living in our community gaining equity.
Jul 07 23 03:26:56 pm	More west coast government overreach. Stay out of markets you idiots. God must liberals seek to destroy everything
Jul 08 23 10:40:52 am	Are there any plans to add caps (limit the NUMBER) of STRs?
Jul 09 23 03:32:22 am	Would prefer if the rentals were limited to 2 per certain radius such as 2 STRs per 10 miles
	The stated purpose of the regulations are intended "to allow for a more efficient use of certain types of residential structures. . ." Please tell me exactly what is the nature of a more efficient use? What is proposed here is to drop tiny rental businesses into homes across neighborhoods in the city. Where is the need that this fills? I'm concerned because this type of rental has been shown to increase the affordable housing shortages across cities in Europe. Are we not shooting ourselves in the foot by allowing this? It clearly goes counter to all the work being done here to INCREASE affordable housing. I'm afraid that we are not taking a good enough look at the long-term consequences of such a regulation.
	Another big concern I have surrounding short-term rentals in an established neighborhood is the inevitable deterioration of the existing close knit community. Just this morning, I was walking past a house about 3 blocks from my home where several neighbors had come together to chop down a tree and clean up the yard for a recently widowed next door neighbor of theirs. I know my neighbors. They obviously know and care about their neighbors. I will miss this. In fact, I already do. One of our neighbors moved into assisted living a little over a year ago. His house was sold to a single woman who apparently travels a lot. She also rents out her basement on VRBO (or the like). The renters are mostly low key but they are definitely noticeable because none of us recognizes them. Also, she has had renters who stand out in the street, smoking cigarettes and staring at me while I garden. Uncomfortable. And smelly. I can understand if a person isn't able to afford their mortgage payments and needs the extra income from a short-term rental. But I feel rather strongly that the owner must be living in the home and PRESENT when it is being rented out.
Jul 09 23 07:09:25 pm	Overall, I am opposed to this.
Jul 17 23 01:39:28 pm	The Short-Term Rental regulations as currently proposed seem reasonable and prudent. I have singed up for email updates, as we are actively looking for a second home near family in Vancouver and would like to make it available when we are not occupying it. The outcome of this proposal will directly affect our decision to buy.
Jul 19 23 08:13:47 pm	Please do not approve these short term rentals. Free these up for long term rentals to assist in the housing crisis we face!
Jul 22 23 07:35:37 am	The draft does not appear to address parking in any way. In some neighborhoods parking is already a problem. Also, owners of short term rentals should be required to notify a wider range of neighbors -- perhaps all homes within a specified radius rather than just those homes that abut or adjoin the rental property. Sound travels beyond just the next door neighbor's house. Lastly, there should be a way to hold owners liable for any damage / nuisance caused by their renters. An example of this might include renters who let their dogs use neighboring properties as toilets. Yes, there are laws in place already, but since the renters are short-term, many simply don't care, leaving homeowners who are not benefiting from the income of the short term rental to deal with the messes left behind.
Jul 22 23 04:48:53 pm	N/A
Aug 02 23 08:11:43 pm	These regulations seem fair but any additional regulation than what's proposed here would be absolutely short sighted by the city, in my opinion.

Aug 04 23
09:40:16 pm

As a native Vancouverite born and raised within the downtown area, I whole heartedly disagree with any allowances for short-term rentals. There simply isn't a demand for STR outside of the historic downtown area, and slowly but surely there's been more and more of these tax evading small businesses moving in, buying up small homes, not living in them and turning them into tourist destinations. This takes beautiful available homes off the market for those who intend to resident in a residential neighborhood. Further appalling is the nerve of some of these people to buy up the previously low-income housing units like duplexes and historic apartments for their money scheming ventures. This not only further impacts the housing crisis, but artificially inflated the cost of living for everyone. I would hope quiet Vancouver, who prides itself on not being a huge sprawling metropolis like our neighbor of Portland, has the foresight to see that we should keep STR out of the Vancouver city limits, and the surrounding neighborhoods, to protect what attracts so many diverse people to live and work here. Vancouver should be set apart, from Seattle and Portland and Los Angeles, the latter by the way loses 11 homes per day to the corporate and lobbyist funded ventures that swoop in and buy all the real estate. Sounds pretty familiar really, seeings how the homes around here are only on the market for a week tops before someone is laying down cash, upwards of a million dollars, for a "quaint bungalow" that no matter how you remodel will still be small. As a professional in the healthcare industry, who's married, and despite the combined income of both of us still can't afford to buy a home in the neighborhood where I was born... I say enough is enough! Let these greedy fools pay real taxes and fees and run a real hotel or BB industry - the STR isn't where the advantage truly is. Vancouver is better than taking this cheap bait!
~ Rachelle

Aug 11 23
12:18:28 pm

If one owner is limited to one rental, and they are required to own and live in the unit, then operation under the BnB rules seems fair. Joint tenants or owners in common (married, partnered individuals or ownership partnerships) should not be allowed a second rental house.

Interesting article: <https://www.times-standard.com/2023/08/11/a-megahost-might-run-your-airbnb-why-it-matters/>

Aug 16 23
01:23:25 pm

This is a terrible idea. Single Family Houses are already so rare in Vancouver, and this will destroy sleepy neighborhoods across the city.

Aug 24 23
01:41:41 pm

No more regulations, please. Allow people to be adults.

Aug 27 23
05:26:10 pm

Safety and health inspections seem like an obviously good call. The permits and licensing seem like a mixed bag. First, a BNB license is often different than a Landlord license in Vancouver, WA. Despite AirBNB's name, it is often closer to a rental alone than a bed and breakfast. Even more, many housing options on BNB are closer to renting a room or space to a roommate rather than an entire property to a tenant.

Since there are so many different degrees of short-term rentals there should also be different degrees of licensing and regulations associated. Someone who has built a short-term rental company with many properties should not be treated with the same licensing standards as someone who rented a room in their house for a couple of weekends to make ends meet.

Major platforms such as VRBO and Airbnb manage taxes at the state and local levels ensuring financial compliance.

The only other purpose behind "licensing" aside from financial gain for the city is to restrict individuals from participating either due to density, failing to meet safety standards, or managing complaints. Perhaps the bar to entry to gain the permits should be low (financially) allowing for city regulation in situations where safety could be of concern, but without the foreshadowing of restricting who can utilize this opportunity.

Finally, there are many homeowners who are only able to afford their housing by supplementing their income. Although .003% doesn't have a huge impact on overall market pricing, it will have a significant impact on those families who will have to sell their home(s), or lose their home(s), due to this loss of income. How will those people be accommodated for the sudden impact on their personal finances that could not have been predicted previously? Putting limitations on any industry should be approached with extreme caution, consideration, and time to meet compliance.

Sep 21 23
11:58:13 am

Vancouver does not currently allow short term rentals. Let's enforce the law! if allowed, neighbor concerns should be a factor. In our case, an ADU was built as close to the property line as permitted, windows installed look directly into our backyard. This is a violation of our privacy and potentially our safety. If Vancouver wants to permit this in residential neighborhoods, the rental should be at least 25 feet from the property line.

Oct 02 23
02:27:13 pm

Since the removal of parking on Columbia St. our new neighbor has bought and remodeled a house for the purposes of short term rental. We have lived here for more than 25 years and cannot even park our cars near our house. We have had vehicles stolen that were so far from our home we could not monitor them. Air B&B's and BRBO's should not be allowed in the city of Vancouver! The impact on residents is not without unfair implications.

Short-term rentals in residential areas/neighborhoods that are majority single homes are extremely disruptive, and I disagree with allowing them. The increase in traffic, noise, and lack of respect for the neighbors is disruptive on many fronts. These "renters" are often using the house for a party, with a lot of in/out traffic, inappropriate language, music, and behavior. Renters tend to have hours that disrupt others who may actually have work or small children. They park in front of other houses and again tend to come and go at all hours waking up neighbors. These renters do not care about the neighborhood or the people, so they show little respect to those who actually live there. We have experienced this in our neighborhood constantly with just 1 Airbnb. We have tried to speak with the owner and made complaints, however, the Owner's response is that they are running a business and compliant wise we have little recourse other than noise within certain hours. Most of these owners do not even live in the state or take the time to understand the actual neighborhood, they are in for the money while people who are vested in a neighborhood as part of the community are forced to give up on that desire for someone else's profit. Our neighborhood no longer feels safe, or as connected as it once was. Even the children do not play together out front due to the additional issues that short-term renters have presented. Please reconsider allowing short-term rentals in our family neighborhoods. Allow them in areas that would be better suited to vacation areas or that would be non-disruptive to others.

Oct 06 23
06:49:59 am

Dec 03 23
09:12:39 am

AirBnB and the like is terrible for the housing market. Ban 'em.

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Watch "URGENT THEY JUST WARNED US - GET AWAY FROM 5G TOWERS NOW! | PREP SHTF" on YouTube
Date: Thursday, December 7, 2023 10:07:21 PM

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.

<https://youtu.be/J-3zndHFLhA?si=iuYwmouN9OvvRd0Z> . Send to council members and MELNECK. Put on public record and confirm that you did. Thanks from Wynn

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Watch "American Circumcision Full Trailer" on YouTube.
Date: Thursday, December 7, 2023 2:47:12 PM

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.

<https://youtu.be/JpQDkKF2pyU?si=fnAdw4qeCqZUtQAN> .send to council members and MELNECK. Put on public record and confirm you did. Thanks from Wynn

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Watch "Attorney General SUES Pfizer For "Misrepresenting" mRNA w/ Ed Dowd & Dr Kelly Victory – Ask Dr. Drew" on YouTube
Date: Wednesday, December 6, 2023 8:58:06 PM

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.

<https://www.youtube.com/live/yBoRFFMoHkY?si=nPoRHprew0JmdVzZ> .Please send to council members and MELNECK. Put on public record and confirm that you did. Thanks from Wynn.

From: [Wynn Grcich](#)
To: [Harris, Rep. Paul](#); [Rebecca Messinger](#); [Dollar, Sarah](#); [REDACTED]
Subject: Watch "THE TRUTH ABOUT WATER EXPOSED Full BANNED Documentary (2017) " on YouTube
Date: Wednesday, December 6, 2023 8:34:43 PM

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.

https://youtu.be/v_YA1GTBt3U?si=o2KFkHfuAztiTJAb. Please send to council members and MELNECK. Make sure they watch. Put on public record and confirm that you did. Thanks from Wynn

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Cc: [Snodgrass, Bryan](#)
Subject: FW: McGillivray Boulevard Safety and Mobility Project
Date: Tuesday, December 5, 2023 9:20:31 AM
Attachments: [image001.png](#)

Tawny Maruhn | Support Specialist
Pronouns: She/Her/Hers



CITY OF VANCOUVER, WASHINGTON
Mayor/City Manager's Office
P: (360) 487-8621

www.cityofvancouver.us | www.cityofvancouver.us/socialmedia



From: M K [REDACTED]
Sent: Tuesday, December 5, 2023 8:30 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: McGillivray Boulevard Safety and Mobility Project

You don't often get email from [REDACTED]. [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.

To Whom it May Concern,

I am formally requesting that my written comments be shared with all Vancouver, WA city council members. I am providing comments in support of the McGillivray Blvd. Safety and Mobility Project.

I am a resident of Vancouver, WA and live directly on McGillivray Blvd (between 125th Ave and 132nd Ave). I have participated both in person and virtually throughout the duration of the project planning process. As a participant I have always advocated for physical changes to the corridor being made in the interest of citizen safety. As a resident, my Family and I use the corridor for walking, biking, and driving our personal vehicles. As a citizen, I observe other community members using the corridor for similar purposes. The corridor is residential in nature, it is a place where people live, a place where people deserve to live safely.

Unfortunately, motorists use the corridor as an alternate route to Mill Plain Boulevard. This includes common personal vehicles, but more recently, larger commercial/vocational truck (not prohibited by signs). While not all motorists violate traffic rules; most exceed the posted speed limit, run stop signs, do not yield to pedestrians at crossings, and frequently enter the marked pedestrian walking paths. My personal experiences with the above include:

- Observed vehicles exceed the posted 25-mph speed limit by 25-mph (constant)
- Observed vehicles fail to yield the right of way to school children at a designed cross walk on community walking path (constant)
- Observed vehicles drag racing (frequent).
- Observed vehicles fail to stop at intersections (constant)
- My family have had to take evasive action multiple times while walking in the defined pedestrian walkway due to vehicles entering the walkway.
- Observed vehicle strike my neighbors mail/post box.
- Observed commercial/vocational truck use (frequent)

These are issues that cannot be addressed by Policing for a multitude of reasons (e.g., serious crime demand, budget, officer staffing etc.). These issues must instead be addressed by physical changes to the corridor. This is the only way we will ensure the safety of residents and citizens who use the corridor for walking, biking, and driving. I am asking that you support the proposed safety and mobility project; preserving and protecting an established neighborhood, those who call it home, and those who enjoy using it for recreational purposes. Citizens deserve a good quality of life and to be safe.

Best,
Michael J. Kean
Vancouver, WA - McGillivray Blvd. Resident

From: [Maruhn, Tawny](#)
To: [Dollar, Sarah](#)
Subject: FW: Vancouver's plan to remove lanes from McGillivray Boulevard has residents concerned about safety, congestion
Date: Monday, December 11, 2023 8:03:24 AM
Attachments: [image001.png](#)

Sarah, I think this is for council

Tawny Maruhn | Support Specialist

City of Vancouver
City Manager's Office
Office: 360-487-8621
Email: tawny.maruhn@cityofvancouver.us
She/Her/Hers
cityofvancouver.us



From: Priest, Laurel <Laurel.Priest@cityofvancouver.us>
Sent: Sunday, December 10, 2023 8:40 PM
To: Kahn, Olivia <Olivia.Kahn@cityofvancouver.us>; Benoit, Emily <Emily.Benoit@cityofvancouver.us>; Maruhn, Tawny <Tawny.Maruhn@cityofvancouver.us>
Subject: Re: Vancouver's plan to remove lanes from McGillivray Boulevard has residents concerned about safety, congestion

Hi! Michael is a community member we've been in contact with who supports the mcgillivray blvd project.

In the past we've instructed him to send his comments for council on the project to the CMOs office.

Thanks! Laurel

Get [Outlook for iOS](#)

From: Kahn, Olivia <Olivia.Kahn@cityofvancouver.us>
Sent: Sunday, December 10, 2023 8:29:59 PM
To: Benoit, Emily <Emily.Benoit@cityofvancouver.us>; Priest, Laurel <Laurel.Priest@cityofvancouver.us>
Subject: Fwd: Vancouver's plan to remove lanes from McGillivray Boulevard has residents concerned about safety, congestion

The below email was forwarded to me on Friday.

Get [Outlook for iOS](#)

From: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Sent: Friday, December 8, 2023 7:56:38 AM
To: Kahn, Olivia <Olivia.Kahn@cityofvancouver.us>
Subject: FW: Vancouver's plan to remove lanes from McGillivray Boulevard has residents concerned about safety, congestion

Tawny Maruhn | Support Specialist
City of Vancouver
City Manager's Office
Office: 360-487-8621
Email: tawny.maruhn@cityofvancouver.us
She/Her/Hers
cityofvancouver.us

-----Original Message-----

From: [REDACTED]
Sent: Thursday, December 7, 2023 2:19 PM
To: letters@columbian.com
Cc: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Vancouver's plan to remove lanes from McGillivray Boulevard has residents concerned about safety, congestion

[You don't often get email from michael.kean46135@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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.

To Whom it May Concern,

The article titled "Vancouver's Plan to Remove Lanes From McGillivray Boulevard has Residents Concerned about Safety, Congestion" is grossly misleading. While there were concerned citizens, even citizens that were opposed to the proposed changes; the majority of those who spoke or wrote in were in favor of the proposed changes or some form of change to ensure safe use of the corridor for all modes of travel. This article only fuels false claims made by others online that are not based on factual information and are scaring local senior citizens who live in the area. The recorded meeting tells a different story to the one you provided your customers. I have participated in the

process both in person and virtually as a resident of McGillivray. I am in favor of changes being made to the corridor, and I am disappointed at the biased nature of this piece. Please consider revising the article to include the entire truth, not just the truths which sensationalize the story for clicks.

Best Regards,
Michael Kean

Sent from my iPhone

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: In Support of Short-Term Rentals in Vancouver, Washington
Date: Monday, December 11, 2023 8:35:52 AM

Hi Sarah,

We got this in the CMO inbox

-Amelia Pilipchuk

From: Nate Drake <[REDACTED]>
Sent: Saturday, December 9, 2023 3:12 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: In Support of Short-Term Rentals in Vancouver, Washington

You don't often get email from nate@dynamichomeandquest.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.

To the Honorable City Council Members:

I am writing to express my strong support for the continued operation of short-term rentals (STRs) in Vancouver, Washington. These rentals provide valuable benefits to our community, both economically and socially, and I urge you to consider these positive aspects during your deliberations.

Economic Advantages:

-
-
- **Increased Revenue:**
 - STRs generate significant tax revenue for the city, including lodging taxes, excise taxes, and sales taxes. This revenue can be used to fund essential services and infrastructure projects, benefiting all residents.
-
-
-
- **Job Creation:**
 - STRs support a variety of local businesses, including cleaning services, maintenance companies, restaurants, and attractions. These businesses rely on the income generated by STRs to employ local residents and contribute to the overall economic vitality of
 - the city.

-
-
-
- **Enhanced Tourism:**
- STRs offer travelers unique and authentic experiences that they cannot find in traditional hotels. This attracts visitors to Vancouver, boosting tourism and supporting local businesses that cater to tourists.
-
-
-
- **Additional Housing Options:**
- STRs provide affordable and convenient lodging options for visitors, especially during peak seasons when hotel rooms may be scarce. This helps to alleviate the burden on existing hotels and allows more people to experience all that Vancouver has to offer.
-
-
-
- **Greater Awareness of Local Businesses:**
- STRs often feature recommendations for local businesses in their welcome guides, making it easier for visitors to discover and support them.
-

Social Benefits:

-
-
- **Increased Community Engagement:**
- STRs can foster a sense of community by connecting residents with visitors from all over the world. This cultural exchange can promote understanding and appreciation for different perspectives and backgrounds.
-
-
-

- **Revitalization of Neighborhoods:**
- STRs can bring life back to vacant or underused properties, contributing to the overall revitalization of neighborhoods. This can lead to increased property values and improved quality of life for residents.
-
-
-
- **Flexibility for Residents:**
- STRs provide homeowners with a valuable source of supplemental income, allowing them to stay in their homes and afford necessary repairs or improvements. This can help to stabilize neighborhoods and preserve the character of our community.
-
-
-
- **Increased Diversity:**
- STRs can attract visitors from diverse backgrounds, contributing to a more vibrant and inclusive community.
-
-
-
- **Increased Sustainability:**
- STRs can be more energy-efficient than traditional hotels, offering eco-conscious visitors a sustainable lodging option.
-
-
-
- **Improved Public Transportation:**
- With increased tourism and economic activity, STRs can contribute to improved public transportation infrastructure, benefiting all residents.
-

Regulations for Responsible Growth:

While I firmly believe in the benefits of STRs, I also recognize the importance of responsible regulations. I urge the City Council to implement reasoned, and reasonable regulations that address concerns about

noise, parking, and safety, while ensuring that STRs can continue to operate and contribute to our community. Without being burdened with prohibitive and overly restrictive regulations.

Conclusion:

Short-term rentals are a valuable asset to Vancouver, Washington. They generate significant economic benefits, create jobs, enhance tourism, and contribute to the social fabric of our community. I urge you to support the continued operation of STRs while implementing reasoned regulations to ensure their positive impact is felt for years to come.

Thank you for your time and consideration.

Sincerely,

N. Drake

Comments on Proposed Short-Term Rental Regulations

Survey Response	
Date of contribution	Share your comments on the draft regulations:
Jun 21 23 07:53:56 pm	Will there be no guidelines on the maximum percentage of short term rentals within a neighborhood? Turning homes into investment property increases competition for remaining homes and erodes the quality of neighborhoods by introducing temporary occupants who aren't vested in and don't participate in the community. Just say no.
Jun 21 23 09:10:08 pm	Stop finding ways to grow your government even bigger by stealing even more taxes and fees from "We the People" !!!! Find more ways to stop spending my money and lay off city employees.
Jun 22 23 08:48:15 am	I think it is well drafted and easy to understand and I think it should be passed
Jun 23 23 08:48:54 am	Allowing short-term rentals will drive up home values in the CoV, further pushing first-time home buyers away from accessing home ownership. PLEASE consider our entry level socioeconomic residents in our city. The wealth gap is a critical issue in society today. Leadership for all please.
Jun 23 23 09:44:01 am	Growing up in Vancouver, it's already difficult coming up as a young adult to find rent. Affordable rentals are few and far between in this city. Even the subsidized housing by the city is not "affordable." Short term rentals create more of a shortage for young adults hopeful to buy a home here. We need more young people in Clark County to replace the retiring worker base, yet young people struggle to afford to live here. Short term rental exacerbate the pre-existing housing crisis in our city. Keep short term rentals illegal and actually enforce it.
Jun 23 23 10:01:12 am	Short term rentals will hurt many in our community. Companies (and wealthy landlords) buying up property to flip them into short term rentals while many of our youngest generations already can't afford a home in Clark County is how we will drive people away - and they will stay away, completely changing what makes our city great. It's inevitable that the city will cave to this because money is usually the only factor cared about, but it is not worth pushing out more and more citizens so a few can gain more and more wealth. Short-term rentals are a drain on our community resources because it lowers available housing, pushes more people to home instability, and more people into homelessness. It's the real trickle down economy! There is a reason we need so much affordable housing in the city — and it's because we ALREADY do not have enough room, let alone if people were just renting out possible forever homes ... for two days at a time.
Jun 23 23 10:42:34 am	Why are ADU's prohibited from short term rental? They seem like a great option for short term rental. I thought the purpose of this change was to put more homes on the real estate market.
Jun 23 23 01:04:20 pm	I do not think short term leases should be allowed. People will not use their primary residence for these leases, they will acquire homes in order to make a profit. This will make buying a home for actual residents increasingly more difficult. I have lived in Vancouver for three years and intend to stay but it is incredibly difficult to become a home owner here. If you allow people to buy homes for the sake of turning them into air bnbs, I assume for certain folks, home owning will become impossible and they will be forced to leave. Owning a home should be reserved for those who want to live, work, and contribute to the community. Not for someone to strictly make a profit. I very disappointed that this conversation is even happening.
Jun 23 23 01:17:27 pm	Not for this plan. In order to maintain quality neighborhoods for those that live here long term we need to maintain some level of affordability for residents, and allow long term affordable rentals for those that need them in the community. Short term rentals will not increase value or the integrity of neighborhoods but will bring in people that don't care about the area, allowing MORE trash and transient behavior. What are you doing to protect existing homes owners rights, making existing neighborhoods nicer - by removing/reducing trash and crime, and making things easier for folks that can't make ends meet? Removing availability of rentals for "short term" use is short sided.
Jun 23 23 01:37:42 pm	Short term rentals have been a large contributing factor in the ongoing housing crisis in the United States. I and many of my younger friends are already having a difficult time entering the housing market and this provides yet another avenue for corporate entities to hoard real estate and limit access to individual families looking to buy homes.
Jun 23 23 01:49:26 pm	They should be allowed. Allow home owners to use their home however they see fit, they own it. Less government regulation, especially once stopping Americans from making a living and or profit.
Jun 23 23 02:13:20 pm	I think short term rentals should be allowed. As long as people are being respectful of residence

Jun 23 23 03:06:20 pm	'Thank you for the opportunity to comment on the draft regulations. -Will Short-term rentals be limited to specific zones? Which zones would those be? The applicability section under 20.835.020 implies that they would be limited by zones. Is there an update to the use table that should be associated with the draft regulations or is the use table remaining the same. -How will the city track the impact of short-term rentals on current housing stock? -Currently short-term rentals are abundant within the city and not permitted. If enforcement of current regulations isn't met, then how does the city propose to also enforce these regulations of limiting duration of stay and zoning locations? -Did the city consider banning short-term rentals for second homes similar to Vancouver B.C.? The current housing market within the city is very tight and allowing secondary residences to become short term rentals will only exacerbate that. Would the city be open to allowing homeowners or renters to only rent out some or all of their principle home?
Jun 23 23 04:04:57 pm	I'm really surprised by the city's decision to allow short-term rentals (unless of course it's about collecting taxes because duh, capitalism). I'm not opposed to individuals renting out extra space they already have, but there isn't enough being done to correct housing shortages or create housing for those without. My biggest concern is businesses purchasing livable homes for the sole purpose of creating short-term rentals. The timing of this decision also couldn't be worse. The housing market is all but stalled and many people are priced out of the market, leaving more room for businesses to buy them. And I would bet that part of why the number of short-term rentals is so low is because it goes against city code. Until everyone in the city has a home, houses shouldn't be purchased for the sole purpose of renting it out to tourists.
Jun 23 23 04:05:20 pm	Do not allow these—crack down on those that operate now. It hinders too much affordable housing!! We need entry level homes within the downtown core.
Jun 23 23 05:21:15 pm	Short term rentals will make the real estate market worse for those of us who already live in Vancouver. Too many short term rentals are just "investments" for folks coming in from other states or internationally.
Jun 23 23 06:44:40 pm	I don't want it when we already have a shortage of affordable long term rentals
Jun 24 23 12:19:37 am	Short term rentals have allowed my out of town relatives come and visit us in Vancouver because of their affordability, ability to house entire family units, kid-friendliness, and overall safety. These things are not always accessible to low income families when accessing hotels or B&Bs. Short term rentals can also provide residents additional sources of income/support. They should be encouraged but limited to those living locally.
Jun 24 23 06:08:46 am	Don't do it. We don't want to become a Portland mess, too!!!
Jun 24 23 06:34:15 am	Short term rentals, adus or rooms in a home should be allowed. It would \$ assist some homeowners. Concern is how does that impact neighbors and their community. My dirty neighbor has an old rv on their property. I'm hesitant to agree to adu for fear of them using the beat up rv as \$ maker. So. I'm torn.
Jun 24 23 07:43:57 am	Please do not allow short term rentals! Homes for sale will be bought out by corporations (mostly with cash offers) leaving Vancouver residents looking for a home purchase to look elsewhere. This happens everywhere. Please do not pass this!
Jun 24 23 08:08:26 am	Hello, thank you for allowing me to comment on this issue. While vancouver is not a vacation destination the likes of Hawaii, Miami, etc, short term rentals had a significant negative impact on the locations housing markets. Since there is a housing crisis currently in the southwest Washington region I would prefer not to add more strain on the market. I support the continued ban on short term rentals. Thank you,
Jun 24 23 08:55:59 am	I agree that short-term rentals must be regulated, as this is better than them operating illegally. I would like to see the city add regulations regarding how many days a month or year a property can act as a short term rental. Eg, 10 days out of every 30 or 100 days out of the year. This means people could rent out a spare room or when they go on vacation, but would help prevent people from buying property - which should be used to house residents - and running it as a full-time Airbnb or Vrbo. Thank you for allowing input!
Jun 24 23 11:27:20 am	All short term rentals MUST provide a room for a homeless person(s) - No Exceptions (a 30 day rental mandates a 30 day stay.) If they can profit from a short term rental that means that they have the resources and funds available to provide a room(s) for a homeless person(s.) Otherwise - raise the tax on short-term rentals to fund more affordable housing in the future.

	If someone; 'or some organization' can 'PROFIT' from a short term rental..... - that means that they have the resources and funds available to provide a room(s) for a homeless person(s.) Otherwise - raise the tax on short-term rentals to fund more affordable housing in the future.
Jun 24 23 11:29:47 am	Governments have over reached in so many areas and this would be one that they have no business trying to control. Let the free market be free and the citizens will all benefit the most. There are already enough laws dealing with noise and safety. Charging a fee and over regulating does no one any good but maybe the employees of the government that should be working in the private sector. All property rights are reserved for the people and to assume that since the government did not specifically allow it makes it illegal is unconstitutional and thus unlawful.
Jun 24 23 03:36:10 pm	
Jun 26 23 07:50:43 am	No one outside of Airbnb owners want an Airbnb next to their house. I wouldn't purchase a home next door to a hotel. I don't want a hotel moving into my community. Our streets were not designed for short term parking. I will vote against any politician that approves Airbnb regulation outside of an outright ban.
Jun 26 23 12:25:54 pm	I generally agree with the City of Vancouver regulating short-term rentals/ Air B&B's as there is currently no oversight in my neighborhood of single-family houses (in Walnut Grove). Yards of these houses are littered, overgrown with weeds/ grass, littered with trash/ shopping carts, cars parked illegally, etc. Does the city currently allow ADUs? If it does, I think in certain circumstances it could be permissible to allow short-term rentals in these units if they met certain public health and sanitation standards (appropriate plumbing, occupancy limits, fire code requirements, waste management in place, animal/ pet safety rules) and if they are located on property that is at least large enough to accommodate them. HOAs should also be able to self-regulate, but not supersede city requirements.
Jun 27 23 07:43:23 am	I have zero issue with short term rental properties as I believe they attract visitors to an area and therefore more business, which benefits the community in so many ways. As a person who uses vacation rentals while travelling I believe the majority of travellers are people who just want a more home-like environment to stay in and are not disruptive. Making application processes to be "legal" more complicated will actually result in more illegal units. Having a system in place that is reasonable and straightforward put the city and it's citizens on the same team, working together to make Vancouver a thriving city that people want to visit. I think it's absolutely reasonable to require that STR owners have an operating permit, but mirroring it after a bed and breakfast model that requires five years of residency before approval is unreasonable, if that particular law were to be applied to short term rentals. I think it's ridiculous for BnBs as well. Restriction of short term rentals in favour of supporting corporate hotel chains is also unwise economically for the city. Yes, those chain hotels pay taxes, etc, but the profits don't go back into the community. When local citizens have an income stream they're using that income within the local community, which supports other businesses, so it's a win win. Rather than looking at how we can limit things I would love to see a mindset of "how can we make this work and gain the benefits of bringing more visitors into our area".
Jun 28 23 08:27:54 am	I think these regulations are reasonable and address the community's most pressing concerns. Well done! I am concerned about enforcement, however. Please be sure to adequately resource additional enforcement capacity to go with this. Codes without enforcement are useless, after all. Please also resource an education/outreach campaign if they are approved targeting all homeowners. Perhaps include something in with utility bills or property tax notices (if possible), or pay for a one-off mailing to all homeowners in the city. Develop a web page just about these regulations with instructions about how neighbors can report problems. Promote widely in social and traditional media.
Jun 28 23 09:11:33 pm	Don't do this! Leave STR alone!!!
Jun 28 23 10:27:35 pm	I do not believe Air BNBs should be allowed to operate in Vancouver. Housing prices are already incredibly high and this will only raise them. Short term rentals are becoming increasingly necessary, with most of them being as expensive or more expensive as a hotel without the amenities. We do not need more short term rentals in Vancouver. Housing should go to our city residents.

Jun 28 23 10:36:25 pm	Thank you for including links to the draft regulations and related ordinances. 1) What constitutes a violation of the short-term rental permit? 2) What triggers a revocation of a short-term rental permit and what's the process for revoking a short-term rental permit? 3) Are short-term rental owners responsible for the actions of those they rent to? 4) Is there a limit to the number of short-term rental permits that will be issued in Vancouver? 5) Are there criteria for determining whether a short-term rental is suitable for a particular location, and whether a permit can be issued? 6) Is there a limit to the number of short-term rental permits that an individual, partnership, corporation or LLC can have at any time? 7) I have read that some short-term rentals are used for parties. Will this practice be prohibited? 8) Have the application fee and annual fee amounts been determined yet? 9) Will there be enforceable limits to how many guests are permitted in a short term rental at any time? 10) Must the dwelling's owner live in the dwelling for any part of the year? 11) Will the cost of the short-term rentals program be partly or entirely offset by permit and application fees?
Jun 29 23 06:26:17 am	A single one time fee and very lax regulations are not enough. These rentals can cause serious issues for neighbors and you have no rules or regulations to hold Rental Owners accountable. You need regulations and fees for breaking them in order to ensure rentals are run correctly and safely. Do you have a regulatory agency ready to assist with any complaints with rental properties as we all know the police department can barely manage what's on their agenda now. It is time to take a stand and for Vancouver to say homes are for living not for short term rentals. Vancouver should ban the sale of homes to not only short term rentals but also private equity firms and foreign companies. The homes in Vancouver should be for the citizens of Vancouver. I understand the number of homes currently used as short term rentals is small but each and every one of them is a home that could be used instead for a local family instead of a business. A family that spends money and pays taxes in the city all year long. Travelers have plenty of options within Vancouver to stay and enjoy our wonderful city. Please leave the homes for those of us who live here.
Jun 29 23 01:32:42 pm	Please ban short term rentals in SFH neighborhoods all together. Air BnB and others like it are causing housing prices for any that are actually still available to ridiculous heights. There are many reasons for the housing shortage and this is one of them. I have lived in Vancouver proper my whole life and have 0 hopes or chances of ever buying a house here. Houses are meant to be for living in, not profit centers for greedy real-estate moguls from out of state. Choose people over money. Prove your humanity.
Jul 01 23 06:08:41 am	Hello, I am a long time Vancouver resident and have been negatively affected by the rise in AirBnb's. I've not only been priced out of the housing market considerably since the rise of STR's, but have had to leave two separate rental properties when the neighbors decided to turn their house into a STR. In came a flux of different people every night/week, being loud and disrespectful of any neighborhood ordinances. Even when told that AirBnb was illegal, the city lacks any teeth to enforce this so the owners ignore the warnings. Please ban STR's in Vancouver! Other cities, not just in the US but across the world, are seeing the writing on the wall and doing the same. I mean Jeff Bezos is buying into STR's at an alarming rate, do we really want to open the door up to that type of buying competition, mega-investor vs. middle-class? Because they are coming, and fast. Protect your constituents, not the investors/banks.
Jul 01 23 07:08:29 am	I do not feel that airBnB and VRBO or other like entities should be allowed in single family neighborhoods. It restricts access to housing for those that will contribute to the community for the long term.
Jul 01 23 08:39:29 am	Please do not change the regulations for short terms rentals like Vacasa, Air B&B or other entities. There are housing shortages in Clark County that would only increase for residents and rentals would find increases in monthly rental costs. Please do not revise the proposed changes to allow for short term rentals.
Jul 01 23 09:04:14 am	It does not seem there is an appreciation on what short term rental provide to the city but rather a focus on what is wrong with it. As short term rental owners we bring revenue to the city through tourism. Guests who stay spend money and experience what Vancouver has to offer as we promote that to them. Regulation is good to have in place understandably, but at the same time there should be some incentive given to what we bring to the city in returned revenue for tourism. Our homes and gardens are kept in impeccable condition due to the service we provide, and reviews given by guests. Down the street from me is home that is a hoarder's paradise and a complete eye sore, but that seems to be in order to what Vancouver would want rather than a beautiful, manicured garden and home that is maintained impeccably.
Jul 01 23 09:46:51 am	Short term rentals should remain banned. Allowing short term rentals is bad for locals and the housing market. It is also a detriment to the hotel industry.

Jul 01 23 10:09:41 am	Please keep short-term rentals illegal. Need to increase the affordable rental options for residents, not tourists. Is or should there be a limit on the stay of renters of Short-Term Rentals? When does occupancy change from Short to Long-Term Rentals? This sword cuts both ways - too short per stay disadvantages use of, say, a week (ex. rental for wedding party); if too long it becomes a full-time rental. My thought would be maximum of 7 days and 7 nights. I don't see any restrictions on parking (both garaged/driveway and street parking). Short term rental for a party event could result in overflow parking. Some streets cannot accommodate parking on both sides of the street plus safe single lane passage of larger sized moving vehicles (SUV/Pickups). Blocking safe passage, access to neighborhood driveways should be specifically prohibited. Re, Notification of Neighbors. Should be extended to at least two houses in all directions, plus any houses where parking of guests will be in front of their property. Should also require stating the (estimated) number of non-overnight guests. The notification to neighbors should include anticipated noise higher than what would be expected if the occupants were a family typically the size that could be expected to be living in the home (or two adults plus 1adult/child per sleeping room other than the master bedroom). There should be a provision either prohibiting the licensed operator from sub-letting the property to another individual even if for the same purposes.
Jul 01 23 10:32:23 am	I'm glad to see you are addressing some of the issues head-on. Fair and solid regulation will help protect neighborhoods as well as operators. Thank you
Jul 01 23 12:28:37 pm	I am not in favor of short term rentals. Short term renters, on average and in the extreme, have no sense of ownership in community, noise levels, littering, and damaging the environment. We want to keep Vancouver beautiful and a place where people want to live, shop, and receive services. Short term renters are not invested in keeping Vancouver a beautiful place to live, work and shop.
Jul 01 23 03:28:51 pm	They seem fair. Good communication between owner and neighbor. Renters will be protected by having livable and safe rentals. Will there be special policies written for arbitration between owner and renters? I've heard too many short term rental horror stories. Either the renters are jerks (and sometimes even become squatters) or the owner is a menace to renters. Making them pay for basic things (like using the stove and storage space) or being so cheap that accommodations are not what was advertised.
Jul 01 23 03:42:53 pm	I see no need to differentiate short term or versus long terms. People who rent for the long term can generate all the same issues as those who rent for the short-term. No rental should allow any of those things so why differentiate? Any rental that is well maintained, doesn't disrupt the neighborhood, and is looked after is fine regardless of how many days it's rented for. Why do you?
Jul 01 23 06:43:26 pm	I prefer these units remain prohibited, especially considering the lack of enforcement, even when they are not legally operated. This has the ability to severely impact neighborhoods where homeowners have their livelihoods in their home values. There are nonprofits giving funding for these types of units due to limited housing options/ shelters and bringing in houseless populations that are hard to get removed once they have settled in. Im not in favor of proposed regs unless city can prove it has the staff to enforce noncompliance.
Jul 02 23 01:07:50 pm	We think the city should continue with the current ban on short term rentals in the Vancouver. We already have had problems in our very nice, well established neighborhood with homeowners illegally renting out either part or all of their house on a short term basis. The short term renters have made a lot of noise and raced up and down our streets. We want to maintain our peace and quiet in our single family houses.
Jul 02 23 01:34:52 pm	Protect our neighborhoods. Vacation dwellings should not be in residential zones.
Jul 03 23 02:17:35 pm	Keep short term renting illegal
Jul 05 23 10:12:27 am	All short-term rentals managed by larger organizations, such as, VRBO, Airbnb, etc..., should not be allowed. Not only is it proven that they drastically reduce the number of available houses for long-term use. The organizations themselves have proven to not have the best interests of the residents in the locations in which they operate. Vancouver needs to look beyond its local and regional borders for examples of cities with higher rates of short-term rentals to see the actual impact that would come here, if they were allowed to operate.
Jul 05 23 05:42:38 pm	I use airbnbs often. I think having the ability for more places for visitors would be good for the city as long as there is sufficient parking for the neighbors and guests.

Jul 06 23 06:38:26 pm	The regulations seem reasonable. While I am concerned that STRs are a bad idea generally, it is better to have strictly enforced regulations than not. I hope that sufficient resources will be applied to enforcement of regulations, and that reported abuses of disrupting activities in residential neighborhoods will be easy to make with swift effective responses. Thank you for the opportunity to comment.
Jul 07 23 07:15:39 am	We have a short term rental that has been operated in our neighborhood for several years. At present almost half of the ownership of homes in are area are not lived in by the owners. Rather they are rentals. This has negatively affected the livability here. Properties are not as cared for, and folks are not interested in creating community. We see this short-term rental practice as another assault on a family neighborhood, encouraging/promoting business concerns rather than family values.
Jul 07 23 09:32:50 am	I support the draft regulations and encourage the Council to approve them.
Jul 07 23 01:00:22 pm	I think short term rentals for a single room are an amazing way for home owners to gain extra income. However, each short term rental that uses an entire house is an entire house that is off the market to someone who could be living in our community gaining equity.
Jul 07 23 03:26:56 pm	More west coast government overreach. Stay out of markets you idiots. God must liberals seek to destroy everything
Jul 08 23 10:40:52 am	Are there any plans to add caps (limit the NUMBER) of STRs?
Jul 09 23 03:32:22 am	Would prefer if the rentals were limited to 2 per certain radius such as 2 STRs per 10 miles
	The stated purpose of the regulations are intended "to allow for a more efficient use of certain types of residential structures. . ." Please tell me exactly what is the nature of a more efficient use? What is proposed here is to drop tiny rental businesses into homes across neighborhoods in the city. Where is the need that this fills? I'm concerned because this type of rental has been shown to increase the affordable housing shortages across cities in Europe. Are we not shooting ourselves in the foot by allowing this? It clearly goes counter to all the work being done here to INCREASE affordable housing. I'm afraid that we are not taking a good enough look at the long-term consequences of such a regulation.
	Another big concern I have surrounding short-term rentals in an established neighborhood is the inevitable deterioration of the existing close knit community. Just this morning, I was walking past a house about 3 blocks from my home where several neighbors had come together to chop down a tree and clean up the yard for a recently widowed next door neighbor of theirs. I know my neighbors. They obviously know and care about their neighbors. I will miss this. In fact, I already do. One of our neighbors moved into assisted living a little over a year ago. His house was sold to a single woman who apparently travels a lot. She also rents out her basement on VRBO (or the like). The renters are mostly low key but they are definitely noticeable because none of us recognizes them. Also, she has had renters who stand out in the street, smoking cigarettes and staring at me while I garden. Uncomfortable. And smelly. I can understand if a person isn't able to afford their mortgage payments and needs the extra income from a short-term rental. But I feel rather strongly that the owner must be living in the home and PRESENT when it is being rented out.
Jul 09 23 07:09:25 pm	Overall, I am opposed to this.
Jul 17 23 01:39:28 pm	The Short-Term Rental regulations as currently proposed seem reasonable and prudent. I have singed up for email updates, as we are actively looking for a second home near family in Vancouver and would like to make it available when we are not occupying it. The outcome of this proposal will directly affect our decision to buy.
Jul 19 23 08:13:47 pm	Please do not approve these short term rentals. Free these up for long term rentals to assist in the housing crisis we face!
Jul 22 23 07:35:37 am	The draft does not appear to address parking in any way. In some neighborhoods parking is already a problem. Also, owners of short term rentals should be required to notify a wider range of neighbors -- perhaps all homes within a specified radius rather than just those homes that abut or adjoin the rental property. Sound travels beyond just the next door neighbor's house. Lastly, there should be a way to hold owners liable for any damage / nuisance caused by their renters. An example of this might include renters who let their dogs use neighboring properties as toilets. Yes, there are laws in place already, but since the renters are short-term, many simply don't care, leaving homeowners who are not benefiting from the income of the short term rental to deal with the messes left behind.
Jul 22 23 04:48:53 pm	N/A
Aug 02 23 08:11:43 pm	These regulations seem fair but any additional regulation than what's proposed here would be absolutely short sighted by the city, in my opinion.

Aug 04 23
09:40:16 pm

As a native Vancouverite born and raised within the downtown area, I whole heartedly disagree with any allowances for short-term rentals. There simply isn't a demand for STR outside of the historic downtown area, and slowly but surely there's been more and more of these tax evading small businesses moving in, buying up small homes, not living in them and turning them into tourist destinations. This takes beautiful available homes off the market for those who intend to resident in a residential neighborhood. Further appalling is the nerve of some of these people to buy up the previously low-income housing units like duplexes and historic apartments for their money scheming ventures. This not only further impacts the housing crisis, but artificially inflated the cost of living for everyone. I would hope quiet Vancouver, who prides itself on not being a huge sprawling metropolis like our neighbor of Portland, has the foresight to see that we should keep STR out of the Vancouver city limits, and the surrounding neighborhoods, to protect what attracts so many diverse people to live and work here. Vancouver should be set apart, from Seattle and Portland and Los Angeles, the latter by the way loses 11 homes per day to the corporate and lobbyist funded ventures that swoop in and buy all the real estate. Sounds pretty familiar really, seeings how the homes around here are only on the market for a week tops before someone is laying down cash, upwards of a million dollars, for a "quaint bungalow" that no matter how you remodel will still be small. As a professional in the healthcare industry, who's married, and despite the combined income of both of us still can't afford to buy a home in the neighborhood where I was born... I say enough is enough! Let these greedy fools pay real taxes and fees and run a real hotel or BB industry - the STR isn't where the advantage truly is. Vancouver is better than taking this cheap bait!
~ Rachelle

Aug 11 23
12:18:28 pm

If one owner is limited to one rental, and they are required to own and live in the unit, then operation under the BnB rules seems fair. Joint tenants or owners in common (married, partnered individuals or ownership partnerships) should not be allowed a second rental house.

Interesting article: <https://www.times-standard.com/2023/08/11/a-megahost-might-run-your-airbnb-why-it-matters/>

Aug 16 23
01:23:25 pm

This is a terrible idea. Single Family Houses are already so rare in Vancouver, and this will destroy sleepy neighborhoods across the city.

Aug 24 23
01:41:41 pm

No more regulations, please. Allow people to be adults.

Aug 27 23
05:26:10 pm

Safety and health inspections seem like an obviously good call. The permits and licensing seem like a mixed bag. First, a BNB license is often different than a Landlord license in Vancouver, WA. Despite AirBNB's name, it is often closer to a rental alone than a bed and breakfast. Even more, many housing options on BNB are closer to renting a room or space to a roommate rather than an entire property to a tenant.

Since there are so many different degrees of short-term rentals there should also be different degrees of licensing and regulations associated. Someone who has built a short-term rental company with many properties should not be treated with the same licensing standards as someone who rented a room in their house for a couple of weekends to make ends meet.

Major platforms such as VRBO and Airbnb manage taxes at the state and local levels ensuring financial compliance.

The only other purpose behind "licensing" aside from financial gain for the city is to restrict individuals from participating either due to density, failing to meet safety standards, or managing complaints. Perhaps the bar to entry to gain the permits should be low (financially) allowing for city regulation in situations where safety could be of concern, but without the foreshadowing of restricting who can utilize this opportunity.

Finally, there are many homeowners who are only able to afford their housing by supplementing their income. Although .003% doesn't have a huge impact on overall market pricing, it will have a significant impact on those families who will have to sell their home(s), or lose their home(s), due to this loss of income. How will those people be accommodated for the sudden impact on their personal finances that could not have been predicted previously? Putting limitations on any industry should be approached with extreme caution, consideration, and time to meet compliance.

Sep 21 23
11:58:13 am

Vancouver does not currently allow short term rentals. Let's enforce the law! if allowed, neighbor concerns should be a factor. In our case, an ADU was built as close to the property line as permitted, windows installed look directly into our backyard. This is a violation of our privacy and potentially our safety. If Vancouver wants to permit this in residential neighborhoods, the rental should be at least 25 feet from the property line.

Oct 02 23
02:27:13 pm

Since the removal of parking on Columbia St. our new neighbor has bought and remodeled a house for the purposes of short term rental. We have lived here for more than 25 years and cannot even park our cars near our house. We have had vehicles stolen that were so far from our home we could not monitor them. Air B&B's and BRBO's should not be allowed in the city of Vancouver! The impact on residents is not without unfair implications.

Short-term rentals in residential areas/neighborhoods that are majority single homes are extremely disruptive, and I disagree with allowing them. The increase in traffic, noise, and lack of respect for the neighbors is disruptive on many fronts. These "renters" are often using the house for a party, with a lot of in/out traffic, inappropriate language, music, and behavior. Renters tend to have hours that disrupt others who may actually have work or small children. They park in front of other houses and again tend to come and go at all hours waking up neighbors. These renters do not care about the neighborhood or the people, so they show little respect to those who actually live there. We have experienced this in our neighborhood constantly with just 1 Airbnb. We have tried to speak with the owner and made complaints, however, the Owner's response is that they are running a business and compliant wise we have little recourse other than noise within certain hours. Most of these owners do not even live in the state or take the time to understand the actual neighborhood, they are in for the money while people who are vested in a neighborhood as part of the community are forced to give up on that desire for someone else's profit. Our neighborhood no longer feels safe, or as connected as it once was. Even the children do not play together out front due to the additional issues that short-term renters have presented. Please reconsider allowing short-term rentals in our family neighborhoods. Allow them in areas that would be better suited to vacation areas or that would be non-disruptive to others.

Oct 06 23
06:49:59 am

Dec 03 23
09:12:39 am

AirBnB and the like is terrible for the housing market. Ban 'em.

Kimberlee Goheen Elton put on Public Record for 12-4-23
VCC meeting

My NOTES: This 179+ acres in East Vancouver is OWNED by a NEW YORK entity and will have no desire to do the Will of The People of Clark County Wa. They plan to build 1,800 new row complexes !!!!!!! VANCOUVER CITY COUNCIL along with PORTLAND CITY COUNCIL are two of over 400 American Cities that are members of the UNITED NATIONS and DO NOT follow THE CONSTITUTION but do follow the ICLEI and other marxist socialist forms of GOVERNMENT as the U. N. does have two major agendas which You can discern for Yourself by reading about "Agenda 21 – 2030" The two fold agenda is to have a one world order of government which enslaves The American Free Thinker and Our Liberties and the second in-Humane agenda is to DE-POPULATE as is the covid jab bioweapon during this plannedemic. WE THE PEOPLE MUST STAND against these agendas as Our ForeFathers warned US to do !!! ASSEMBLE at ALL LOCAL Government meetings – City and County !!! STOP OVERPOPULATION NOW and STOP the Growth Management Act !!! Our Hard Earned Tax Dollars are being used to fulfill these agendas and WE MUST wake up – stand up – and take Our Local Governments back. UNITED WE STAND so We don't fall divided - Amen.

City of Vancouver, WA

1. Vancouver Innovation Center

Vancouver Innovation Center

this relates to
consent agenda
#1 - 12-4-23 meeting

The VIC

Address: 18110 S.E. 34th Street, Vancouver, Washington

Application Number: LUP-83392

The City is in the process of reviewing a revised Mixed Use Master Plan and associated Development Agreement for a 179-acre site located along S.E. 34th Street, just east of 192nd Avenue. An initial Master Plan, Development Agreement and change to MX zoning was approved in 2021, to allow for improvement of an existing 700,000 square foot industrial building, surrounded by development of new residential, commercial, and mixed-use buildings, including a plaza, a forested park, and a school.

The revised Master Plan and Development Agreement submitted for pre-application maintain the framework of the initial plan, with increased allowances for up to 1,800 multi-family housing units, allowances for more commercial and industrial building square footage, and increases in the amount of open space proposed.



Provided by TheVICWA.com: Residential, retail, office, light-industrial, pedestrian improvements, and public spaces meld to create a highly livable and unique community in the heart of East Vancouver, Washington.

Project Contact

Mark Person, Senior Planner

[\(360\) 487-7885](tel:(360)487-7885)

mark.person@cityofvancouver.us

Related Neighborhoods

[Fisher's Landing East](#)

Plan Documents

[Proposed Master Plan](#)

[Potential Open Space](#)

[Applicant Narrative](#)

[Visit the developer's page for more on The VIC](#)

[City Hall](#)

[415 W. 6th St.](#)
[Vancouver, WA 98660](#)

[CONTACT](#)

RESOURCES

- [Accessibility](#)
- [ePlans](#)
- [Jobs with the City](#)
- [Make a Payment](#)
- [Maps](#)
- [Municipal Code](#)
- [Permit Center](#)
- [Public Records](#)

COMMUNITY

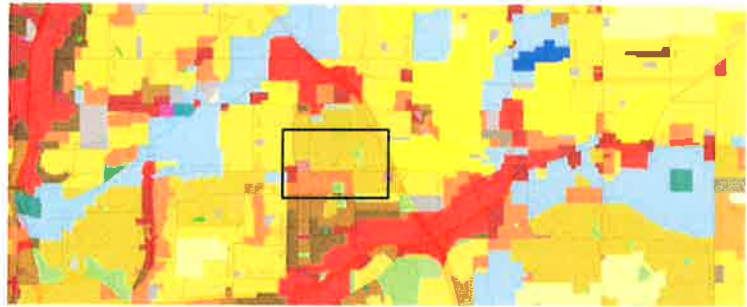
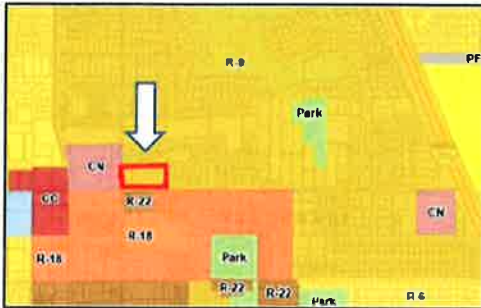
- [About Vancouver](#)
- [Climate Action](#)
- [Firstenburg Community Center](#)
- [Marshall/Luepke Community Center](#)
- [Neighborhood Associations](#)
- [Public Art Map](#)
- [Water Resources Education Center](#)

DEPARTMENTS

- [City Attorney's Office](#) *** ALL HERE ARE UN-ELECTED officials and DO NOT REPRESENT
- THE CITIZENS OF Clark County Wa USA !!!!!!!
- [City Manager's Office](#) The City managers and the Clark County manager ARE NOT ELECTED to
- REPRESENT WE THE PEOPLE !!!!!!!
- [Community Development](#)
- [Economic Prosperity and Housing](#)
- [Financial and Management Services](#)
- [Fire](#)
- [Human Resources](#)
- [Parks, Recreation, and Cultural Services](#)
- [Police](#)
- [Public Works](#)
- [Employee Portal](#)
- [Website Feedback](#)
- [Policies](#)
- © City of Vancouver

Fall 2023 Comprehensive Plan and Zoning

MILLER'S ZONING at 63rd St & 72nd Ave



Council Members and The Mayor:

On 9/12/23 when Principle Planner Brian Snodgrass introduced Amendment C for the Miller's Parcel he noted: "Council Rejected the R-30 for the site across the street because they didn't want the contrast with the R-9 to the North..." **My question to the Council is... What has Changed?**

Brian Snodgrass says that the updated master plan directs that where appropriate we want to push for higher density... All we are left with is accepting his statement... "It Seems Like an Appropriate Site"

Brian supports the position by noting... "It's fairly close to a pretty complete commercial site..."

- It's a Neighborhood Safeway surrounded by 50% occupied retail maybe 10k sqft.
- No... Look up where R-22 and R-30 exist? It's off the Andresen, The 4th Plain Retail Corridor and Vancouver Mall.

Brian states regarding transportation proximity... "bus service is not far away".

- Again the existing R-22 and R-30 projects sit at major nodes and on transit lines.
- This site is totally inconsistent.

Planning is trying to force a designation on this site and they are asking you to simply trust them. *It's irresponsible.*

The planning department should be asking the developer to work through the proposal and provide sufficient information. Not telling them to provide no information and ask for a higher zoning than the developer sees to be appropriate for the site. Those are Brian's words from 9/12 not mine.

Here is how Commissioner Pyle closed his review...

"I find myself frustrated because we [commissioners] so often find ourselves spoiled by the amount of information we receive... the developer on the last project we reviewed spoiled us with information [related to zoning]. I almost wish we hadn't seen this [the Miller's] project's conceptual site plan because that's not what's going to happen... I'm trying to ignore it completely to get a sense for what the outcomes of an R-30 zoning could be... Again, I'm trying to zoom out to get a sense for the adjacencies... I feel that, as we just walked through in the previous application... the development standards of an R-22 and R-30 can be appropriate next to the High Capacity Commercial areas... I stress to the applicant that Council may not see it the same way... and may want the adjacency [issue] addressed more head on. It doesn't change my leniency to approval. But It doesn't feel baked. I hear Commissioner Baufus's point.. "It doesn't feel baked." And on a site that is constrained it makes it harder to approve.

I close with the question... Why is this parcel's rezoning being forced on the community without due diligence as an amendment to the comprehensive plan?

JEFF PRUSSACK AND _____

20.420.025 Higher-Density Residential Zone Function and Location Criteria.

<https://vancouver.municipal.codes/VMC/20.420.025>

Fall 2023 Comprehensive Plan and Zoning

MILLER'S ZONING at 63rd St & 72nd Ave

We know it's hard to go against the recommendations. We are asking...

Make the Responsible Choice.

Approve

A,C,D,E,F

7-0

PLANNING
COMMISSION
UNNANOMOUS

Breakout Option

A,C,D,E,F

7-0

DETAILED
REVIEW

B – R30

5-2

Supporting:
Adigweme, Cavel,
Ledell, Pyle, Schulte

B – R22

5-2

Dissenting:
Blaufus,
von Borstal

DISSENTING OPINION:

Blaufus – “They don't sound like they are really ready...Developer and community both want R-22...I'm not prepared to approve R-30.” (2:36min, 10/24)

von Borstel – “Proposal hasn't been fully researched enough past R-18.” (2:38min)

SUPPORTING OPINION:

Pyle – “I find myself frustrated, we are typically spoiled by the amount of information....Doesn't feel baked makes it more difficult to approve.” (2:42)

Schulte – “Got the sense applicant will do what's right.” (2:41)

Ledell – “Disappointed we don't have more information.” (2:41)

Cavel & Adigweme & Schulte – “Developer could always build fewer units.” False. Commissioners didn't understand Table 20.420.040-1 requiring min/max of zoning code. (2:37; 2:40)

OPTION 3:

Go to R-22 and the developer can always ask for R-30 as a standard zoning change. Ask planning to consider a broader comprehensive change that creates a Development Center at Andresen/63rd. Remove traffic measures that undermine development, improve transit and street parking, help business flourish.

What is Responsible?

We want a high quality project. We are not a group of NIMBYs.
We want good development.

This is where we live.

NUMBERS GAME. By playing a game with unit requirements you change the economics of the site. That's Irresponsible. That's why Planning Departments require developers to work through a development process and invest in a development.

Why didn't the developer ask for R-30?

“The developer thought R-30 wasn't attainable.”

~Brian Snodgrass
Principle Planner

R-30

30 units/acre * 4.17 acres = 125 Units

1BR....125 BRs. 1BRs are required to meet the parking and site drainage.

R-22

22 units/acre * 4.17 acres = 91 Units

2 BR....182 BRs. Matching the quality product across the street.



CITY COUNCIL MEETING MINUTES

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

Anne McEnery-Ogle, Mayor

Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

June 12, 2023

JUNE 12, 2023 CITY COUNCIL COMMUNITY FORUM

Eleanor Roosevelt Elementary School - 2921 Falk Rd #5683, Vancouver WA

Public Notice

There will be no City Council meeting on June 12, 2023.

Eleanor Roosevelt Elementary School is served by C-TRAN. Route information and schedules are available online at www.c-tran.com. You also may reach C-TRAN at (360) 695-0123 for more information on times, fares, and routes.

The June 12, 2023, City Council Community Forum was held at the Eleanor Roosevelt Elementary School from 6:00 p.m. to 8:00 p.m.

Present: Councilmembers Harless, Perez, Paulsen, Stober, Hansen, and Mayor McEnery-Ogle

Absent: Councilmember Fox

During the Community Forum, the following action was taken. Discussion with community members on any topic(s) related to City business.

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 COUNCIL MEETING MINUTES

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

Anne McEnery-Ogle, Mayor

Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

March 27, 2023

MARCH 27, 2023 CITY COUNCIL COMMUNITY FORUM

Firstenburg Community Center - 700 NE 136th Ave, Vancouver, WA

Public Notice

There will be no City Council meeting on March 27, 2023.

Firstenburg Community Center is served by C-TRAN. Route information and schedules are available online at www.c-tran.com. You also may reach C-TRAN at (360) 695-0123 for more information on times, fares, and routes.

The March 27, 2023, City Council Community Forum was held at the Firstenburg Community Center immediately following the State of the City Address from 6:30 p.m. to 8:00 p.m.

Present: Councilmembers Harless, Fox, Paulsen, Stober, Hansen, and Mayor McEnery-Ogle

Absent: Councilmember Perez

During the Community Forum, the following action was taken. Discussion with community members on any topic(s) related to City business.

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 COUNCIL MEETING MINUTES

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

Anne McEnery-Ogle, Mayor

Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

November 27, 2023

NOVEMBER 27, 2023 CITY COUNCIL COMMUNITY FORUM

The Vancouver Innovation Center, 18110 SE 34th St, Vancouver WA

Public Notice

There will be no City Council meeting on November 27, 2023.

The Vancouver Innovation Center is served by C-TRAN. Route information and schedules are available online at www.c-tran.com. You also may reach C-TRAN at (360) 695-0123 for more information on times, fares, and routes.

The November 27, 2023, City Council Community Forum was held at the Vancouver Innovation Center from 6:00 p.m. to 8:00 p.m.

Present: Councilmembers Perez, Fox, Paulsen, Stober, and Mayor McEnery-Ogle

Absent: Councilmembers Harless and Hansen

During the Community Forum, the following action was taken. Discussion with community members on any topic(s) related to City business.

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 COUNCIL MEETING MINUTES

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

Anne McEnery-Ogle, Mayor

Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

September 25, 2023

SEPTEMBER 25, 2023 - CITY COUNCIL COMMUNITY FORUM

Luepke Center - 1009 E McLoughlin Blvd, Vancouver WA

Public Notice

There will be no regular City Council meeting on September 25, 2023.

Luepke Center is served by C-TRAN. Route information and schedules are available online at www.c-tran.com. You also may reach C-TRAN at (360) 695-0123 for more information on times, fares, and routes.

The September 25, 2023, City Council Community Forum was held at the Luepke Center from 6:00 p.m. to 8:00 p.m.

Present: Councilmembers Harless, Perez, Fox, Paulsen, Stober, Hansen, and Mayor McEnery-Ogle

Absent: None

During the Community Forum, the following action was taken. Discussion with community members on any topic(s) related to City business.

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.



Staff Report: 001-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024

SUBJECT Bid Rejection - Bid #23-44: Sewage Lift Pump for Vancouver Marine Park Wastewater Treatment Facility

Key Points

- City staff is recommending Council reject all bids received for the ITB 23-44: Sewage Lift Pump for Vancouver Marine Park Wastewater Treatment Facility (WWTF).
- One bid was received on October 26, 2023, and it was 9.4 times higher than the Engineer's Estimate. This project was bid as a goods only purchase of two sewage lift pumps.
- Bid rejection will allow the project to pursue competitive pricing by establishing more standard requirements and specifications, which should allow more vendors to bid.

Strategic Plan Alignment

Safe and Prepared Community – a safe place to live, work, learn, and play.

Present Situation

The influent sewage lift pumps are a critical infrastructure component to Vancouver's wastewater treatment services. The Marine Park WWTF sewage influent pump gallery contains two newer non-clog pumps and three pumps from original construction in the 1990's. The three older pumps clog with wipes and debris within two days of operation and require treatment plant operators to manually remove the material from pumps. Replacement of two of the larger old pumps with newer non-clog pumps is necessary to ensure a safer workplace and more reliable operation.

This project was bid on October 26, 2023, for the purchase of two Sewage Lift Pumps for Vancouver's Marine Park WWTF. One bid was received and opened. The bid was \$862,969.30 which is 9.5 times higher than the published engineer's estimate of \$90,000.

SUMMARY OF BIDS

BIDDER

Whitney Equipment, Woodinville, WA
Engineer's Estimate (as published)

AMOUNT

\$862,969.30
\$90,000

The engineer's estimate (as published) was based on a single, smaller pump. The estimate was erroneously not updated when the project turned to pursuing larger pumps.

Staff and their consultant engineer are evaluating pump specifications and bid requirements to ensure cost-effective and competitive prices for the purchase of these replacement pumps.

Advantage(s)

Re-bidding the project will allow staff to ensure more competitive pricing by establishing more standard requirements and specifications.

Disadvantage(s)

1. Additional administrative costs associated with rebidding the project.
2. Delays the purchase of the Sewage Lift Pump.

Budget Impact

The Marine Park Influent Pump Replacement project is programmed into the 2024 Sewer Treatment Capital budget as project PRJ100878.

Prior Council Review

Approved in the 2023-2024 Sewer Treatment Capital Budget.

Action Requested

On January 8, 2024, reject all bids to allow staff to pursue competitive purchase of pumps for Marine Park Wastewater Treatment Facility.

Frank Dick, Senior Civil Engineer, 360-487-7179



Staff Report: 002-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024

SUBJECT Triple J Towing Services Contract

Key Points

- The City uses Triple J Towing for towing Services.
- Towing services are expected to exceed the current \$300,000 threshold, requiring Council approval.

Strategic Plan Alignment

High Performing Government – a government that is reliable, fiscally responsible, equitable, and open to compromise.

Present Situation

The City uses Triple J Towing Services to tow derelict RV's, vehicles, and other vessels under contract number C-100814. Towing services are expected to exceed the current \$300,000 threshold, requiring Council approval. The current contract has been liquidated approximately \$255,983.48. The raising of this threshold to a maximum of \$1,806,000.00 for the next additional three years, ending December 31, 2026, will enable Vancouver Police Department to continue towing derelict RV's, vehicles, and other vessels.

Advantage(s)

Allows the City to continue implementing a response to towing derelict RV's, vehicles, and other vessels to coordinate safe neighborhoods and streets.

Disadvantage(s)

None

Budget Impact

None. Appropriation was approved through the 2023-2024 Biennial Budget.

Prior Council Review

None

Action Requested

Authorize the City Manager, or designee, to continue to use Triple J Towing services to continue towing derelict RV's, vehicles, and other vessels, up to a maximum of \$1,806,000 through May 31, 2027.

Jeff Mori, Police Chief, 360-487-7472

ATTACHMENTS:

- ▣ Amendment #1
- ▣ Original Contract

SERVICE AGREEMENT #C-100949

AMENDMENT No. 1

Towing Services

This Agreement amends the Professional Services Agreement number C-100949 by and between the City of Vancouver, hereinafter referred to as "City", and Triple J Enterprises hereinafter referred to as "Contractor", whose address is 5917 NE 121st AVE Vancouver, WA 98682 for services offered.

This amendment amends the original agreement as follows:

1. Increase the authorized amount of the Agreement by \$1,506,000.00 to a revised authorized amount of \$1,806,000.00.
2. Ratification: Acts taken pursuant to this Amendment but prior to its effective date are hereby ratified and confirmed.

This amendment in no way alters any other provisions of the original agreement.

CITY OF VANCOUVER

A municipal corporation

CONTRACTOR:

Triple J Enterprises

Eric Holmes, City Manager

Signature

Date

Printed Name /Title

Attest:

Date

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney



**CITY OF VANCOUVER
SERVICES AGREEMENT**

No. C-100949

This Services Agreement (hereinafter referred to as the "Agreement") is entered into by and between the City of Vancouver, Washington, a municipal corporation organized under the laws of the State of Washington, (hereinafter referred to as the "City") and Triple J Towing (hereinafter referred to as the "Contractor"). The City and Contractor may be collectively referred to herein as the "parties" or individually as a "party".

WHEREAS, the City desires to engage the Contractor to perform services as described in this Agreement; and

WHEREAS, the City advertised and issued a Request for Proposal, numbered 14-22 (hereinafter referred to as the "solicitation") and after evaluation of the Contractor's responsive proposal, found the Contractor be capable of performing the required services; and

WHEREAS, the Contractor represents by entering into this Agreement that it is fully qualified to perform the services described herein in a competent and professional manner, and to the full satisfaction of the City.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

- 1. SCOPE OF WORK:** The Contractor agrees to provide the City all services and materials set forth below and in the scope of work identified in Attachment "A", and as further described in the City's solicitation, and the Contractor's responsive proposal to the City's solicitation, (collectively referred to herein as the "work") which are each incorporated herein by this reference, and made a part of this Agreement as if fully set forth herein.

All work must be authorized and approved by the City's Project Manager before any work can begin. The Contractor shall approach each project in a manner consistent with its usual customary business practices. The Contractor shall actively seek collaborative input from City staff.

2. **COMPENSATION:** Payment to the Contractor for the work described in this Agreement shall not exceed \$ 300,000.00 USD.

This payment shall be maximum compensation for the work and for all labor, materials, supplies, equipment and incidentals necessary to complete the work as set forth herein, and it shall not be exceeded without the City's prior written authorization in the form of a negotiated and executed amendment.

3. **PAYMENT FOR CONTRACTOR SERVICES:** The Contractor shall submit monthly invoices to City covering both professional fees and project expenses, if any, for fees and expenses from the previous month. Payments to Contractor shall be net thirty (30) days.

The City reserves the right to correct any invoices paid in error. The Contractor shall be paid according to the rates set forth below:

REG. BUSINESS HOURS

LIGHT DUTY WITHIN THE VANCOUVER CITY LIMITS 8,000 GVW AND UNDER	\$378.00
MEDIUM DUTY WITHIN THE VANCOUVER CITY LIMITS 8,001-26,000 GVW	\$596.00
HEAVY DUTY-SPECIALTY WITHIN THE VANCOUVER CITY LIMITS EXCEED 26,000	\$1,200.00

AFTER HOUR AND HOLIDAYS -25% ABOVE COST REGULAR HOURS

Yearly Holidays
New Years day, Martin luther king day, Presidents day, Easter, Memorial day,
Independence day, Labor day, Columbus day,Veterans day, Thanksgiving day,
Christmas, New Years Eve

City and Contractor agree that any amount paid in error by City does not constitute a rate change in the amount of the contract. The City’s contract/purchase order (PO) number given on the notice to proceed **must** be referenced on any invoice submitted for payment.

4. **TERM OF AGREEMENT:** The term of this Agreement shall commence on June 1, 2022 and continue until May 31, 2027. Unless directed otherwise by the City, Contractor shall perform the work in accordance with any schedules made a part of this Agreement.
5. **ORDER OF PRECEDENCE:** Where there is a conflict among or between any of these documents, the controlling documents shall be the first listed in the following sequence: Amendments to this Agreement; this Agreement; Contract Purchase Orders; the Contractor's responsive proposal to the City's solicitation, and the City's solicitation.
6. **RELATION OF PARTIES:** The Contractor, and its subcontractors, agents, employees, or other vendors contracted by the Contractor to provide services or other work for the purpose of meeting the Contractor's obligations under this agreement (collectively referred to as "subcontractors"), are independent contractors performing professional services for the City and are not employees of the City. The Contractor and its subcontractors shall not, as a result of this Agreement, accrue leave, retirement, insurance, bonding or any other rights, privileges, or benefits afforded to City employees. The Contractor and its subcontractors shall not have the authority to bind City in any way except as may be specifically provided herein.
7. **SUBCONTRACTING:** The City does not permit subcontractors for the work performed under this Agreement. The Contractor shall not subcontract for the performance of any work under this Agreement without prior written permission of the City.
8. **E-VERIFY:** The Contractor shall enter into and register a Memorandum of Understanding with the Department of Homeland Security E-Verify program within sixty (60) days after execution of this Agreement. The Contractor shall ensure all Contractor employees and any subcontractors assigned to perform work under this Agreement are eligible to work in the United States. The Contractor shall provide verification of compliance upon the request of the City. Failure by the Contractor to comply with this subsection shall be considered a material breach.
9. **DELAYS AND EXTENSIONS OF TIME:** If the Contractor is delayed at any time in the progress of the work covered by this Agreement, by any causes beyond Contractor's control, the time for performance may be extended by such time as shall be mutually agreed upon by the Contractor and the City and shall be incorporated in a written amendment to this Agreement. Any request for an extension of time shall be made in writing to the City.
10. **OWNERSHIP OF RECORDS AND DOCUMENTS:** Any and all work product prepared by the Contractor in the course of performing this Contract shall immediately become the property of the City. In consideration of the compensation provided for by this Agreement, the Contractor hereby further assigns all copyright interests in such work product to the City. A copy may be retained by the Contractor. Previously owned intellectual property of Contractor, and any know-

how, methodologies or processes used by the Contractor to provide the services or project deliverables under this Agreement shall remain property of the Contractor.

- 11. TERMINATION FOR PUBLIC CONVENIENCE:** The City, at its sole discretion, may terminate this contract for convenience at any time for any reason deemed appropriate. Termination is effective immediately upon notice of termination given by the City.

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

- 12. TERMINATION FOR DEFAULT:** If the Contractor defaults by failing to perform any of the obligations of the Agreement, including violating any law, regulation, rule or ordinance applicable to this Agreement, or becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency or makes an assignment for the benefit of creditors, the City may, by depositing written notice to the Contractor in the U.S. mail, postage prepaid, terminate the Agreement, and at the City's option, obtain performance of the work elsewhere.

If the Agreement is terminated for default, the Contractor shall not be entitled to receive any further payments under the Agreement until all work called for has been fully performed. Any extra cost or damage to the City resulting from such default(s) shall be deducted from any money due or coming due to the Contractor. The Contractor shall bear any extra expenses incurred by the City in completing the work, and all damage sustained, or which may be sustained by the City by reason of such default.

If a notice of termination for default has been issued and it is later determined for any reason that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the termination for public convenience paragraph herein.

- 13. OPPORTUNITY TO CURE:** The City at its sole discretion may in lieu of a termination allow the Contractor to cure the defect(s), by providing a "Notice to Cure" to Contractor setting forth the remedies sought by City and the deadline to accomplish the remedies. If the Contractor fails to remedy to the City's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within the time stated time, the City shall have the right to terminate the Contract without any further obligation to the Contractor. Any such termination for default shall not in any way operate to preclude the City from also pursuing all available remedies against the Contractor and its sureties for said breach or default, including but not limited to termination of this Contract for convenience.

- 14. COMPLIANCE WITH THE LAW:** The Contractor agrees to comply with all relevant, Federal, State, and Municipal laws, rules, policies, regulations or ordinances in the performance of work under this Agreement.

15. CITY BUSINESS AND OCCUPATION LICENSE: The Contractor will be required to obtain a business license when contracting with the City unless allowable exemptions apply. The Contractor shall contact the State of Washington Business License Service (BLS) at: <http://bls.dor.wa.gov/file.aspx>, or by phone at 800-451-7985, or go to www.bls.dor.wa.gov/cities/vancouver.aspx or www.cityofvancouver.us/businesslicense, to determine whether a business license is required pursuant to the Vancouver Municipal Code (VMC) Chapter 5.04.

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

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

All liability insurance required herein shall be under a Comprehensive or Commercial General Liability and business policies.

COVERAGE	LIMITS OF LIABILITY
I. Commercial General Liability:	
Policy shall include Bodily Injury, Property Damage, Personal Injury and Broad Form Contractual Liability	
Each Occurrence	\$1,000,000
General Aggregate Per Occurrence	\$2,000,000
Products & Completed Operations Aggregate	\$2,000,000
Personal and Advertising Injury	\$1,000,000
Blanket Contractual Liability	\$1,000,000
II. Commercial Automobile Liability	
Policy shall include Bodily Injury and Property Damage, for any owned, Hired, and/or Non-owned vehicles used in the operation, installation and maintenance of facilities under this agreement.	
Combined Single Limit	\$1,000,000
III. Workers' Compensation (applicable to the State of Washington)	
Per Occurrence	
Employer's Liability	\$1,000,000
Disease Each Employee	\$1,000,000
Disease Policy Limit	\$1,000,000
Each Claim	\$1,000,000
Annual Aggregate	\$1,000,000

In addition to the coverage and limits listed above the Contractor's insurance must all contain the following:

- a. City Listed as an Additional Insured. The City of Vancouver, its Agents, Representatives, Officers, Directors, Elected and Appointed Officials, and Employees must be named as an additional insured. The required Additional Insured endorsements shall be at least as broad as ISO CG 20 10 11 85, or its equivalent CG 20 10 07 04 and CG 20 37 07 04 must be included with the Certificate of Insurance.
- b. Either the Commercial General Liability or the Workers' Compensation policy must be endorsed to include "Washington Stop Gap" insurance. The limits and aggregates referenced must apply to the Stop Gap coverage as well and must be indicated on the certificate.
- c. Employment Security. The Contractor shall comply with all employment security laws of the State in which services are provided and shall timely make all required payments in connection therewith.

- d. The City of Vancouver shall be listed on the Certificate as the Certificate Holder.
- e. Coverage Trigger: The insurance must be written on an “occurrence” basis. This must be indicated on the Certificate.

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

All policies shall be issued by an insurance company licensed to do business in the State of Washington. The City of Vancouver may inspect all policies and copies shall be provided to the City upon request.

18. NOTICES: All notices which are given or required to be given pursuant to this Agreement shall be hand delivered, mailed postage paid, or sent by electronic mail as follows:

For the City:
Anna Vogel
City of Vancouver
415 W 6th Street
P O Box 1995
Vancouver WA 98668-1995
Email: anna.vogel@cityofvancouver.us

For the Contractor:
Jim Hallman
Triple J Towing
5917 NE 121 AVE
Vancouver, WA 98682
Email: triplejtowing@comcast.net

Either party may change the designated contact or any information listed above by giving advance notice in writing to the other party.

19. AMENDMENTS: All changes to this Agreement, including changes to the scope of work and compensation sections, must be made by written amendment and signed by all parties to this Agreement.

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

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

22. GOVERNING LAW/VENUE: This Agreement shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the parties hereunder

shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. Any action or suit brought in connection with this Agreement shall be brought in the Superior Court of Clark County, Washington.

23. COOPERATIVE PURCHASING: The Washington State Inter-local Cooperation Act, Ch. 39.34 RCW, authorizes public agencies to cooperatively purchase goods and services if all parties agree. By having executed this Agreement, the Contractor agrees that other public agencies may purchase goods and services under this solicitation or contract at their own cost and without the City incurring any financial or legal liability for such purchases. The City agrees to allow other public agencies to purchase goods and services under this solicitation or contract, provided that the City is not held financially or legally liable for purchases and that any public agency purchasing under such solicitation or contract file a copy of this invitation and such contract in accordance with RCW 39.34.040.

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

25. DEBARMENT: The Contractor certifies that that it is not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from covered transactions by any Federal, State or local department or agency.

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

The undersigned, as the authorized representatives of the City and Contractor respectively, agree to all of the terms and conditions contained in this Agreement, as of the dates set forth below.

CITY OF VANCOUVER

A municipal corporation

DocuSigned by:

Anna Vogel

7C06B7FF675840B...

Anna L. Vogel, Procurement Manager

6/28/2022

Date

Attest:

DocuSigned by:

Natasha Ramras

BCF6734E40E94AE...

Natasha Ramras, City Clerk

Approved as to form:

DocuSigned by:

Taylor Hallvik

261B190A339644B...

Taylor Hallvik Assistant City Attorney
For Jonathan Young, City Attorney

CONTRACTOR:

Triple J Towing

DocuSigned by:

Jim Hallman

89CD88DCB110400...

Signature

Jim Hallman president

Printed Name /Title

6/16/2022

Date

ATTACHMENT “A”:

Scope of Work

The City has an on-going need for on-call towing services for a variety of vehicles. The types of vehicles included in this contract include cars, trucks, vans, abandoned recreational vehicles (RV), trailers, and vessels.

This work does not include any citizen requests for towing and towing of vehicles released from police custody after seizure, confiscation, or impound for investigative purposes. This work also does not include towing of any city owned vehicle.

Proper and careful towing practices are to be followed on each tow regardless of the condition of the vehicle being towed. Bidders must meet the standards set forth by RCW 46.55 as a Registered Tow Truck Operator (RTTO). Failure to comply with this condition or the use of improper procedures will result in the responsibility to the Bidder for all damage to the vehicle and may result in the termination of the contract.

The City will coordinate disposal of impounded RV's with entity holding City contract to do so and the towing company, pursuant to legal requirements for storage and notification.

The Bidders shall be required to respond to tow requests with an acceptable time outlined in the following pages, from the time of dispatch, with the appropriate equipment, and by drivers who meet the legal requirements and meet the required training.

Towing shall include all costs associated with the pickup and impoundment of cars, trucks, recreational vehicles and vessels from within Clark County.

For pricing and other purposes, vehicles shall be categorized as follows:

- Light duty towing (vehicles and equipment under 8,000 GVWR pounds): Including, but not limited to sedans, compact pick-ups, motorcycles, travel trailers, campers, and boats.
- Medium duty towing (vehicles and equipment with 8,001 – 26,000 GVWR pounds): Including, but not limited to full size pick-ups, high cube vans, flatbed trucks, motorhomes, large boats, and RV vehicles.
- Heavy duty towing (vehicles and equipment that exceed 26,001 GVWR pounds)

The City will require an itemized bill at the end of each month to pay for all towing services for that subsequent month.

For the purpose of this Bid, **7:00 a.m. to 5:00 p.m./Monday through Friday** shall be considered “normal working hours” during which the “regular” towing charges shall apply. Towing services performed outside of this time period, or on weekends or holidays, shall be eligible for “after hours” rates. Vendors shall quote a per mile towing charge for after hour rates to be inclusive of all incidentals for each vehicle classification.

Bidders shall list (in the space provided on the bid form) their firm’s yearly “holidays”

In establishing a “regular” or “after hours” fee for towing, the “starting time” will indicate the fee. For example, if the towing firm is called at 4:30 p.m. and delivers the vehicle at 6:00 p.m., the regular fee shall be in effect for the entire operation.

Response Times

The awarded vendor shall be capable of responding to a call for service within 20 minutes to any location in the City. The response time shall be measured from the time of receipt of the call from the City to the dispatch of the towing company.

Note: Should the awarded vendor be unable to meet the above specified time frame, it shall be their responsibility to inform the City of this fact at the time the initial call is made.

The City reserves the right to call another towing firm if service is not provided within this time frame.

No Tow Situations

All reasonable attempts will be made by The City to notify if a cancellation is necessary. No charges shall incur for a no tow if the tow driver arrives and there is no vehicle.

Identification

The contractor’s tow trucks shall have the contractor’s name painted on the sides. All drivers shall carry business cards in order that the City may provide the contractor’s business card to the owner or driver of the towed vehicle.

Facilities

The contractor shall provide a properly zoned, fenced, lighted storage area (primary and secondary lot) that shall provide adequate security. This must include a monitoring system, or an electronic alarm monitoring system, with 24/7 monitoring and adequate security fencing.

Vehicles shall not be stored at any location other than as recorded with and approved in writing by the City.

The lot(s) must be appropriately zoned.

The primary storage lot must be located within the geographical boundaries of the City or a maximum of two (2) miles outside of the geographical boundaries of the City. If a secondary storage lot is proposed, it may be located beyond the physical limitation imposed above for the primary storage lot.

Towing Vehicles and Equipment

The Contractor shall provide a list of all tow vehicles to be used under this contract. This list shall be inclusive of year, make and model.

All tow vehicles shall meet the following specifications and include/carry the following equipment:

1. **Tow trucks shall be properly equipped for 6'8" clearance for the purpose of towing from the City Parking Garage.** Tow trucks shall be equipped with marker lights and all other equipment as required.
2. There shall be a rotor beam or strobe –type light, amber in color, mounted on the wrecker in such a manner that it can be seen from the front, rear and both sides.
3. All trucks shall be equipped with a business type communication radio, which has been licensed and approved by the Federal Communications Commission. The mobile radio shall enable the tow truck operator to communicate with his area of operations from any point within the City.

Tools and Supplies

The following tools and supplies shall be available on each tow truck: 20-25 lbs. of oil absorbent “stay dry”; one (1) heavy duty street broom; one (1) shovel; dollies; scotch blocks; snatch block; screwdriver; minor hand tools; three (3) inch chain grade 70; cables and chains for inclement weather; four (4) tire blocks; one (1) gallon fuel; tools for vehicle maintenance (tire change); all weather wheels; 1-A 10 BC fire extinguisher; lock picking tools; two (2) amber revolving or flashing lights; one (1) air tank if no brakes (rollback exempt); and vest/garment to meet current federal standards.

Driver Requirements

All drivers towing vehicles/equipment shall have a valid Commercial Driver’s License (CDL) in their possession as required.

Drivers shall be adequately and properly trained in all aspects of operation of the tow vehicle.

Drivers shall be properly supervised, alert, and suitable to the work with no impairment from drugs or alcohol.

Damage Responsibility

The Contractor will be held liable for the costs to repair damage to all City requested towed vehicles and property caused by the contractor, their employees or their equipment.

Repairs Prohibited

At no time shall the Contractor or his employees attempt to perform repairs on City requested towed vehicles or equipment. The Contractor will be held liable for the cost to repair damage to vehicles and equipment caused thorough repairs attempted. Towing service is all that is required under this proposal.

Note: Vehicles may be started with a booster battery and cables if required and vehicle tires may be filled with compressed air supplied by the tow truck to allow mobility for loading or towing.

Supervision and Safety

The Contractor shall be responsible for the supervision and direction of the work performed by their employees.

The Contractor shall be responsible for instructing their employees in all safety measures. All equipment used by the Contractor shall be maintained in safe operating condition at all times, free from defects or wear which may in any way constitute a hazard to any vehicle being towed or any person or persons on City property. All electrical equipment will be properly grounded. All employees will wear proper personal protective equipment while working on a City requested towed vehicle or on City premises.

Records and Reports

The Contractor shall keep a complete record of all calls; including the exact time the tow vehicle was activated, the time of arrival at the scene, the exact location of the disabled vehicle, the time of arrival at the City Facility, the beginning and ending odometer readings of the tow vehicle, and total miles traveled.

Bidder must comply with RCW 46.55

Outdoor storage space must be able to easily accommodate a minimum of three (3) vehicles simultaneously, at no additional charge to the City.

Records

The contractor shall maintain a master log of all vehicles towed and a record of each vehicle towed under this contract showing the following:

- a. Location where the vehicle was picked up.
- b. Location where the vehicle was taken.
- c. The date and time of the pickup.
- d. Date and time of release.
- e. Make, model, color and year of vehicle.
- f. License plate number and state issue.
- g. Vehicle identification number.
- h. Name of individual that vehicle was released to.
- i. Notice of charges.
- j. Identity of the contractor's driver providing towing service.
- k. Detail of all services and related charges assessed on the vehicle, including any owner/agent requested services.
- l. DR Number. The DR is not provided for towing of city vehicles or flat repair.

The contractor shall maintain a record, either electronically or manually, that is easily separated from all other records the contractor may keep, of each vehicle towed under this contract. The customer record file is to include the master log, signed invoice and service fee listing and must be maintained alphabetically by last name or the Vehicle Identification Number. The invoice shall be presented to the customer upon the customer's request for the invoice.



Staff Report: 003-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024

SUBJECT New Movers Travel Options Program Consultant Contract

Key Points

- Enter into an agreement with Alta Planning + Design, Inc. to support the City of Vancouver in building a new movers residential transportation demand management pilot program in the communities of Fourth Plain and Fisher's Landing, both containing major transportation investments such as The Vine Bus Rapid Transit and existing and forthcoming protected bicycle and small mobility lanes.
- Connect people with transportation resources and support in a time of transition.
- Reduce vehicle miles traveled by increasing transit ridership, providing transportation subsidies, offering incentives, and building education and awareness of travel options.

Strategic Plan Alignment

Transportation and Mobility - a safe, future-ready and convenient transportation system.

Climate and Natural Systems – Environmental stewardship and efforts to address climate change to ensure a sustainable future.

Present Situation

Vancouver continues to see steady population growth and the City's Climate Action Framework calls for increasing options that allow people to choose clean, active modes of transportation. The New Movers Travel Options Program connects people with transportation resources and support in a time of transition. Research shows that people are more likely to change their habits during a period of change, like moving to a new home or switching jobs. The residential program aligns with national best practices in using this behavioral science concept to support Vancouver residents making changes to their transportation habits. The New Movers program will use multiple touchpoints to share information about transportation options at a time when community members are exploring new ways to get to work, school, the grocery store, and other daily needs.

The New Movers Travel Options Program is aimed at reducing vehicle miles traveled by

increasing transit ridership, providing transportation subsidies, offering incentives, and building education and awareness of travel options. The New Movers program implements the City's 2024-2044 Transportation System Plan, Climate Action Framework and 2023-2029 Strategic Plan, and aligns with the Comprehensive Plan Update that is currently underway.

The proposed agreement is fully funded by the Washington State Department of Transportation 2023-2025 Regional Mobility Grant.

Staff recommends the City enter a contract with Alta Planning + Design, Inc. to build a new movers residential transportation demand management program and execute the pilot.

Advantage(s)

1. The agreement provides funds to develop a transportation options program to give resources to approximately 50,000 households within the City of Vancouver, supporting efforts to reduce greenhouse gas emissions and vehicle miles traveled.
2. The agreement is funded fully by the 2023-2025 Regional Mobility Grant.
3. The agreement allows the City to pilot a travel options program in advance of creating a citywide program designed to help the City reach climate, safety, and equity goals.

Disadvantage(s)

None

Budget Impact

Expenditures anticipated in conjunction with receipt of this grant have been included in the 2023-2024 Budget. Costs associated with this program are reimbursed by the Regional Mobility Grant funding allotment.

Prior Council Review

None

Action Requested

On January 8, 2024, authorize the City Manager, or designee, to sign the Services Agreement with Alta Planning + Design, Inc. (C-101509).

Olivia Kahn, Transportation Demand Management Coordinator, 360-487-7939

ATTACHMENTS:

- C-101509 Alta Planning + Design Inc. Contract



**CITY OF VANCOUVER
SERVICES AGREEMENT
No. C-101509**

This Services Agreement (hereinafter referred to as the “Agreement”) is entered into by and between the City of Vancouver, Washington, a municipal corporation organized under the laws of the State of Washington, (hereinafter referred to as the "City") and Alta Planning + Design, Inc. (hereinafter referred to as the "Contractor"). The City and Contractor may be collectively referred to herein as the “parties” or individually as a “party”.

WHEREAS, the City desires to engage the Contractor to perform services as described in this Agreement; and

WHEREAS, the City advertised and issued a Request for Proposal, numbered 58-23 (hereinafter referred to as the “solicitation”) and after evaluation of the Contractor’s responsive proposal, found the Contractor be capable of performing the required services; and

WHEREAS, the Contractor represents by entering into this Agreement that it is fully qualified to perform the services described herein in a competent and professional manner, and to the full satisfaction of the City.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

- 1. SCOPE OF WORK:** The Contractor agrees to provide the City all services and materials set forth in the scope of work identified in Attachment "A", and as further described in the City’s solicitation, and the Contractor’s responsive proposal to the City’s solicitation, (collectively referred to herein as the “work”) which are each incorporated herein by this reference, and made a part of this Agreement as if fully set forth herein.

All work must be authorized and approved by the City’s Project Manager before any work can begin. The Contractor shall approach each project in a manner consistent with its usual customary business practices. The Contractor shall actively seek collaborative input from City staff.

- 2. COMPENSATION:** Payment to the Contractor for the work described in this Agreement shall not exceed \$ 421,170.00 USD.

This payment shall be maximum compensation for the work and for all labor, materials, supplies, equipment and incidentals necessary to complete the work as set forth herein, and it shall not be exceeded without the City's prior written authorization in the form of a negotiated and executed amendment.

Compensation is limited to the amount specified for each specific task and/or sub-task, unless amended in writing. The City requires the Contractor to complete the work stated within the number of hours stated for each task, and/or sub-task, or the lump sum amount. If compensation is made on an hourly basis and the work requires fewer hours than those estimated, the Contractor will be paid for the actual worked hours necessary to complete that task and/or sub-task. If the Contractor underestimated the number of hours required to perform the work, the Contractor shall be paid up to the maximum number of hours stated for the task and/or sub-task. Compensation may be amended, at the City's sole discretion, for documentable circumstances not reasonably foreseeable to either party at the time the task and/or subtask is initiated, or for changes to the scope of work or deliverables requested by the City. All deliverables must be acceptable to the City, at the sole discretion of the City.

During the life of this Contract, and in consideration of the City's business needs, the Contractor may make requests for compensation adjustments. In consideration of market conditions, the City may allow an annual adjustment to compensation paid for the actual cost of services. Contractor shall submit the request for consideration, together with supporting documentation, before the anniversary date of this Agreement. The City will review the request and, at its sole discretion, make a decision. If accepted, the adjustment shall become effective on the anniversary date of the Agreement and will be firm for the remainder of the contracted period. All adjustments will be authorized by written contract amendment.

- 3. PAYMENT FOR CONTRACTOR SERVICES:** The Contractor shall submit monthly invoices to City covering both professional fees and project expenses, if any, for fees and expenses from the previous month. Payments to Contractor shall be net thirty (30) days.

The City reserves the right to correct any invoices paid in error. The Contractor shall be paid according to the rates set forth in Attachment "B", incorporated herein by this reference, and made a part of this Agreement as if fully set forth herein.

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

4. **TERM OF AGREEMENT:** The term of this Agreement shall commence on January 15, 2024 and continue until December 31, 2025. Unless directed otherwise by the City, Contractor shall perform the work in accordance with any schedules made a part of this Agreement.
5. **ORDER OF PRECEDENCE:** Where there is a conflict among or between any of these documents, the controlling documents shall be the first listed in the following sequence: Amendments to this Agreement; this Agreement; Contract Purchase Orders; the Contractor's responsive proposal to the City's solicitation, and the City's solicitation.
6. **RELATION OF PARTIES:** The Contractor, and its subcontractors, agents, employees, or other vendors contracted by the Contractor to provide services or other work for the purpose of meeting the Contractor's obligations under this agreement (collectively referred to as "subcontractors"), are independent contractors performing professional services for the City and are not employees of the City. The Contractor and its subcontractors shall not, as a result of this Agreement, accrue leave, retirement, insurance, bonding or any other rights, privileges, or benefits afforded to City employees. The Contractor and its subcontractors shall not have the authority to bind City in any way except as may be specifically provided herein.
7. **E-VERIFY:** The Contractor shall enter into and register a Memorandum of Understanding with the Department of Homeland Security E-Verify program within sixty (60) days after execution of this Agreement. The Contractor shall ensure all Contractor employees and any subcontractors assigned to perform work under this Agreement are eligible to work in the United States. The Contractor shall provide verification of compliance upon the request of the City. Failure by the Contractor to comply with this subsection shall be considered a material breach.
8. **DELAYS AND EXTENSIONS OF TIME:** If the Contractor is delayed at any time in the progress of the work covered by this Agreement, by any causes beyond Contractor's control, the time for performance may be extended by such time as shall be mutually agreed upon by the Contractor and the City and shall be incorporated in a written amendment to this Agreement. Any request for an extension of time shall be made in writing to the City.
9. **OWNERSHIP OF RECORDS AND DOCUMENTS:** Any and all work product prepared by the Contractor in the course of performing this Contract shall immediately become the property of the City. In consideration of the compensation provided for by this Agreement, the Contractor hereby further assigns all copyright interests in such work product to the City. A copy may be retained by the Contractor. Previously owned intellectual property of Contractor, and any know-how, methodologies or processes used by the Contractor to provide the services or project deliverables under this Agreement shall remain property of the Contractor.

Any use except for the specific purpose intended by this Agreement will be at the user's sole risk and without liability or legal exposure to Contractor.

- 10. TERMINATION FOR PUBLIC CONVENIENCE:** The City, at its sole discretion, may terminate this contract for convenience at any time for any reason deemed appropriate. Termination is effective immediately upon notice of termination given by the City.

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

- 11. TERMINATION FOR DEFAULT:** If the Contractor defaults by failing to perform any of the obligations of the Agreement, including violating any law, regulation, rule or ordinance applicable to this Agreement, or becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency or makes an assignment for the benefit of creditors, the City may, by depositing written notice to the Contractor in the U.S. mail, postage prepaid, terminate the Agreement, and at the City's option, obtain performance of the work elsewhere.

If the Agreement is terminated for default, the Contractor shall not be entitled to receive any further payments under the Agreement until all work called for has been fully performed. Any extra cost or damage to the City resulting from such default(s) shall be deducted from any money due or coming due to the Contractor. The Contractor shall bear any extra expenses incurred by the City in completing the work, and all damage sustained, or which may be sustained by the City by reason of such default.

If a notice of termination for default has been issued and it is later determined for any reason that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the termination for public convenience paragraph herein.

Contractor may terminate this Agreement after 10 days' prior written notice to the City if City breaches this Agreement or fails to pay Contractor pursuant to the terms of this Agreement and City fails to cure within 10 business days after receipt of Contractor's notices, or such longer period of cure as the Contractor may specify in such notice.

- 12. OPPORTUNITY TO CURE:** The City at its sole discretion may in lieu of a termination allow the Contractor to cure the defect(s), by providing a "Notice to Cure" to Contractor setting forth the remedies sought by City and the deadline to accomplish the remedies. If the Contractor fails to remedy to the City's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within the time stated time, the City shall have the right to terminate the Contract without any further obligation to the Contractor. Any such termination for default shall not in any way operate to preclude the City from also pursuing all available

remedies against the Contractor and its sureties for said breach or default, including but not limited to termination of this Contract for convenience.

- 13. COMPLIANCE WITH THE LAW:** The Contractor agrees to comply with all relevant, Federal, State, and Municipal laws, rules, policies, regulations or ordinances in the performance of work under this Agreement.
- 14. CITY BUSINESS AND OCCUPATION LICENSE:** The Contractor, at no expense to the City, shall be responsible to obtain all necessary licenses, permits, and similar legal authorizations required to perform the work associated with this Agreement. The Contractor will be required to hold a city business license if working within Vancouver city limits. The Contractor shall apply for city license via the State of Washington Department of Revenue (DOR), Business Licensing Service (BLS), at: <https://secure.dor.wa.gov/>. For application assistance, contact DOR BLS at 360-705-6741. For more information about city business license regulations and fees, see: www.cityofvancouver.us/businesslicense or call 360-487-8410 option 3.
- 15. LIABILITY AND HOLD HARMLESS:** The Contractor agrees to indemnify, defend, save and hold harmless the City, its officials, employees and agents from any and all liability, demands, claims, causes of action, suits or judgments, including costs, attorney fees and expenses incurred in connection therewith, of whatsoever kind or nature (including patent infringement or copyright claims) to the extent arising out of, or in connection with, or incident to, the negligent performance or willful misconduct pursuant to this Agreement. This indemnity and hold harmless shall include any claim made against the City by an employee of Contractor or subcontractor or agent even if Contractor is thus otherwise immune from liability pursuant to the workers' compensation statute, Title 51 Revised Code of Washington (RCW), except to the extent that such liability arises from the concurrent negligence of both the City and the Contractor, such costs, fees and expenses shall be shared between the City and the Contractor in proportion to their relative degrees of negligence. The Contractor specifically acknowledges the provisions contained herein have been mutually negotiated by the parties and it is the intent of the parties that the Contractor provide the broadest scope of indemnity permitted by RCW 4.24.115. The Contractor is an independent contractor and responsible for the safety of its employees.
- 16. INSURANCE:** The Contractor shall obtain and keep in force during the entire term of this agreement, liability insurance against any and all claims for damages to person or property which may arise out of the performance of this Contract whether such work shall be by the Contractor, subcontractor or anyone directly or indirectly employed by either the Contractor or a subcontractor.

All liability insurance required herein shall be under a Comprehensive or Commercial General Liability and business policies.

COVERAGE	LIMITS OF LIABILITY
I. Commercial General Liability:	
Policy shall include Bodily Injury, Property Damage, Personal Injury and Broad Form Contractual Liability	
Each Occurrence	\$1,000,000
General Aggregate Per Occurrence	\$2,000,000
Products & Completed Operations Aggregate	\$2,000,000
Personal and Advertising Injury	\$1,000,000
Blanket Contractual Liability	\$1,000,000
II. Commercial Automobile Liability	
Policy shall include Bodily Injury and Property Damage, for any owned, Hired, and/or Non-owned vehicles used in the operation, installation and maintenance of facilities under this agreement.	
Combined Single Limit	\$1,000,000
III. Workers' Compensation (applicable to the State of Washington)	
Per Occurrence	
Employer's Liability	\$1,000,000
Disease Each Employee	\$1,000,000
Disease Policy Limit	\$1,000,000
Each Claim	\$1,000,000
Annual Aggregate	\$1,000,000
V. Professional Liability	
Policy shall include coverage against any and all claims for damages to person or property which may arise out of the performance of this Contract whether such work shall be by the Contractor, subcontractor or anyone directly or indirectly employed by either the Contractor or a subcontractor	\$1,000,000

In addition to the coverage and limits listed above the Contractor's insurance must all contain the following:

- a. City Listed as an Additional Insured. The City of Vancouver, its Agents, Representatives, Officers, Directors, Elected and Appointed Officials, and Employees must be named as an additional insured on the Commercial General Liability and Auto Liability policies. The required Additional Insured endorsements shall be at least as broad as ISO CG 20 10 11 85, or its equivalent CG 20 10 07 04 and CG 20 37 07 04 must be included with the Certificate of Insurance.
- b. Either the Commercial General Liability or the Workers' Compensation policy must be endorsed to include "Washington Stop Gap" insurance. The limits and aggregates

referenced must apply to the Stop Gap coverage as well and must be indicated on the certificate.

- c. Employment Security. The Contractor shall comply with all employment security laws of the State in which services are provided and shall timely make all required payments in connection therewith.
- d. The City of Vancouver shall be listed on the Certificate as the Certificate Holder.
- e. Coverage Trigger: The insurance, except for professional liability, must be written on an “occurrence” basis. This must be indicated on the Certificate.

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

All policies shall be issued by an insurance company licensed to do business in the State of Washington. The City of Vancouver may inspect all policies and copies shall be provided to the City upon request.

17. NOTICES: All notices which are given or required to be given pursuant to this Agreement shall be hand delivered, mailed postage paid, or sent by electronic mail as follows:

For the City:
Anna Vogel
City of Vancouver
415 W 6th Street
P O Box 1995
Vancouver WA 98668-1995
Email: anna.vogel@cityofvancouver.us

For the Contractor:
Cathy Cibor
Alta Planning + Design, Inc.
711 SE Grand Avenue
Portland OR 97214
Email: cathycibor@altago.com

Either party may change the designated contact or any information listed above by giving advance notice in writing to the other party.

18. AMENDMENTS: All changes to this Agreement, including changes to the scope of work and compensation sections, must be made by written amendment and signed by all parties to this Agreement.

19. SCOPE OF AGREEMENT: This Agreement incorporates all the agreements, covenants and understanding between the parties hereto and are merged into this written Agreement. No prior

agreement or prior understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless set forth in this Agreement.

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

21. GOVERNING LAW/VENUE: This Agreement shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the parties hereunder shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. Any action or suit brought in connection with this Agreement shall be brought in the Superior Court of Clark County, Washington.

22. COOPERATIVE PURCHASING: The Washington State Inter-local Cooperation Act, Ch. 39.34 RCW, authorizes public agencies to cooperatively purchase goods and services if all parties agree. By having executed this Agreement, the Contractor agrees that other public agencies may purchase goods and services under this solicitation or contract at their own cost and without the City incurring any financial or legal liability for such purchases. The City agrees to allow other public agencies to purchase goods and services under this solicitation or contract, provided that the City is not held financially or legally liable for purchases and that any public agency purchasing under such solicitation or contract file a copy of this invitation and such contract in accordance with RCW 39.34.040.

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

24. DEBARMENT: The Contractor certifies that that it is not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from covered transactions by any Federal, State or local department or agency.

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

26. STANDARD OF CARE: The Contractor warrants all practices and procedures; workmanship and materials shall be consistent with the professional skill and care ordinarily provided by professionals in the same discipline practicing in the same or similar locality under the same or similar circumstances during the same period of time.

The undersigned, as the authorized representatives of the City and Contractor respectively, agree to all of the terms and conditions contained in this Agreement, as of the dates set forth below.

CITY OF VANCOUVER

A municipal corporation

CONTRACTOR:

Alta Planning + Design, Inc.

Eric Holmes, City Manager

Signature

Date

Printed Name /Title

Attest:

Date

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

Attachment A Scope of Work

Work under this contract shall be limited to:

Task 1: Project Management

1.1 Kickoff Meeting

The project team's first task will be to schedule and facilitate a project kickoff meeting. Two members of the Alta team (Principal-in-Charge and Project Manager) will attend and lead this meeting in person. Alta will prepare a meeting agenda and project schedule ahead of the meeting. We will ask the City team to invite relevant staff to discuss the following:

- Project goals and objectives
- Scope and schedule
- Background context and relevant data
- Community stakeholders and potential partners
- Project team roles
- Communications protocols
- Following the meeting, Alta will provide the City with summary notes and action items.

Deliverables:

- Kickoff meeting agenda, facilitation, summary notes, and action items
- Project schedule and work plan

1.2 Project Administration

Alta will administer and manage the project, which will include coordinating with the City project team, updating the project schedule, tracking the budget, and monitoring the quality of tasks and deliverables. Alta will set up a SharePoint site to allow for seamless collaboration among the project team.

This task will also include the preparation of monthly progress reports and invoices, using templates approved by the City. Invoices will include costs per task for the invoice period, costs to date per task, remaining budget per task, and total contract cost.

Deliverables:

- Project SharePoint site
- Monthly progress reports and invoices

1.3 Project Management Team (PMT) Meetings

Following the kickoff meeting, we propose biweekly conference calls (potentially increasing frequency during some active phases of the project) to keep the City team informed about the progress of the project and seek guidance on key decisions. Agendas for the meeting will be sent out one day in advance and meeting notes with clear action items will be sent within two days after meetings. The PMT is expected to consist of the Consultant PIC and PM, City PM, and appropriate City staff.

Deliverables:

- Biweekly meeting agendas, facilitation, and summary notes with action items

Task 2: Program Marketing and Partnerships

2.1 Partnerships Development & Stakeholder Engagement

We know community partnerships and stakeholder input are necessary for community buy-in and program success. Alta will work with the City to develop a list of key stakeholders and potential partners. We expect these stakeholders to include relevant local agency staff, key community leaders, representatives from neighborhood groups and community-based organizations (CBOs), property managers of multi-family developments, and other active community members who can help us learn more about and reach residents.

At this time, we've identified the following potential stakeholders and partners:

- C-TRAN
- TriMet
- Community in Motion
- Fourth Plain Forward
- Fourth Plain Community Commons
- Fourth Plain Village Neighborhood Association
- Fisher's Landing Homeowner's Association
- The Village at Fisher's Landing Neighborhood Association (if part of the focus area)
- Community-minded businesses, such as New Seasons
- Slate Ridge, Eight Towncenter, Brookdale assisted living, and other large multi-family properties

Alta will collaborate with key community stakeholders throughout the project to hear community needs and desires and to shape the program in a culturally relevant manner.

We will work with the City to host up to five (5) community conversations in each neighborhood over the course of the project (e.g., two during the planning phase, two during implementation,

and one to debrief following the program). Each community conversation will build on the last, with project staff reporting back on progress and how input has been incorporated. For each meeting, Alta will develop a discussion guide and facilitate the meeting. We assume that City staff will support meeting coordination and logistics (such as securing a space and coordinating meeting amenities) and also address feedback outside of this project's scope, such as infrastructure needs. Additionally, we will aim to identify one "champion" partner in each neighborhood, with whom we will collaborate to engage with residents and plan activities and events during the program. Alta will work with City staff to establish an engagement framework that allows community groups to select their preferred level of engagement, and community groups will be compensated with stipends based on their chosen level of involvement.

Alta will also prepare for and attend up to five (5) briefings with the City's Transportation and Mobility Commission (TMC), City Council, and/or City Leadership to keep them updated on progress made and gather input as needed.

Deliverables:

- List of key stakeholders/partners, including up-to-date contact information
- Discussion guide, facilitation, and key takeaways from up to five (5) stakeholder discussions in each neighborhood
- Up to five (5) TMC, Council, and/or City Leadership meeting materials and presentations

2.2 Marketing Strategy

Following the initial stakeholder conversations, Alta will develop a high-level marketing and engagement strategy for the Fisher's Landing and Fourth Plain pilot programs. This guiding strategy will set the stage for effectively and equitably engaging partners and community members. At this time, we expect the marketing and engagement strategy to include program goals, key messages that will resonate with area residents, expected partners, communication strategies, and engagement approaches for reaching limited English proficiency (LEP) community members.

Deliverables:

- Marketing and engagement strategy slide deck (one draft and one final)

Task 3: Program Design, Materials Production, and Program Implementation

3.1 Program Design & Approach

Alta will develop a program design and implementation plan to reach people in the two program areas who recently moved homes, who live in multi-family housing properties, and/or who live near high-frequency transit service or active transportation facilities.

At this time, we expect the program design and implementation plan to include the following:

- Program area boundaries and distribution list of approximately 50,000 households
- Program timeline and mailing schedule
- Sign-up and fulfillment process
- Messaging, calls to action, and promotional approach
- Participant journey map
- Incentive structure
- Collateral material to be offered (existing and custom)
- Languages to be served, and how they will be served
- Engagement strategies, including existing and custom events, outreach opportunities, and promotional activities
- Evaluation approach and milestones

Deliverables:

- Program design and implementation plan (one draft and one final)

3.2 Materials Design, Production, Distribution, and Print Management

In this task, Alta will develop, translate, design, and procure relevant program materials for the program audience as determined in Task 3.1. Alta's team has worked with the Get There brand since its inception for Oregon-based programming and will be able to quickly adapt the brand for this program. The exact list of materials will need to be determined in Task 3.1, but at this time, we expect the following may be beneficial to the program:

- Program mailers
- Program area map
- Promotional signage, such as community posters or yard signs
- Digital content, such as social media ads, newsletter graphics, or videos
- Promotional postcard or handout
- Informational brochures or rack cards to communicate about transportation options (if needed)
-

Alta will work with our in-house team of talented graphic designers to design compelling multilingual materials and manage printing and mailing. We assume that in most cases each neighborhood will need its own version of materials specific to the area. We have in-house video production capabilities and have also worked with outside vendors depending on the project needs. We will work with the City and stakeholders to determine which languages are needed and partner with a trusted translation firm to transcreate content in a culturally appropriate manner (e.g., we have a successful, long-time partnership with Verbio for the Get There program's translation/transcreation needs in Oregon).

Deliverables:

- Up to ten (10) program materials per neighborhood (web-view, print-ready PDF, and native InDesign or Illustrator files, as appropriate), one draft and one final of each

3.3 Web Content and Development

Utilizing our in-depth familiarity with the Get There/RideAmigos platform and our experience on dozens of residential TDM programs, Alta will work with our in-house web development team create and maintain one culturally relevant and translated webpage, including an online form, to be integrated into the existing GetThereSWWashington.org website. The registration form will be easy to complete while collecting important information to help us offer customized resources to participants. For example, we may ask participants what modes are of interest, what types of trips they make, what their most frequent destinations are, or what types of events they would be interested in attending. We will also collect necessary demographics for Title VI reporting with an eye to maintaining simplicity, ease of participation, and anonymity.

Deliverables:

- One single webpage (on GetThereSWWashington.org), including participant registration form

3.4 Program Survey

As part of the approach development, Alta will work with the City to develop an evaluation strategy and pre- and post-program survey questions to evaluate the impacts of the program. We know a trip diary question will be important for measuring mode shift and related reductions in vehicle trips and vehicle miles traveled. We also know that to show the full impact of the program, it will be important to measure other behavior change metrics through the post-program participant surveys to tell the full story: this may include self-reported changes in behavior; changes in knowledge and/or awareness of transportation options; changes in frequency of use of transportation options; and/or changes in attitudes or perceptions. The post-program survey will also gather feedback about the program, its elements, and participants' experiences to inform future programming.

Alta will administer the pre-program survey as part of the program registration process. The post-program survey will be administered online and promoted through emails to program participants. To encourage participation, we will offer an attractive survey incentive (such as a drawing for a gift card to a local grocery store or business).

Deliverables:

- Pre- and post-program survey (one draft and one final)

3.5 Program Implementation (New Movers and Multi-family Outreach)

Based on the marketing strategy, program approach, and input from and collaboration with stakeholders, Alta will implement the pilot program by reaching out to the target audience and inviting residents to sign up for the program at GetThereSWWashington.org. For each community, program promotions and materials will be designed to speak to both new movers and multi-family housing residents to promote transportation options.

Additionally, Alta will engage with property managers and other housing service providers during stakeholder engagement and throughout the program. The project team will work with multi-family housing partners and contacts to distribute and post relevant materials, host events, and encourage participation. Multi-family housing partners and providers may include the following:

- Fourth Plain Community Commons/Fourth Plain Forward
- Parc Central
- The Cottages at Fisher's Landing
- Eight Towncenter Apartments
- Renaissance Apartments

This task will also include community outreach at frequented community hubs and events, custom events with community partners (such as transit adventures or community walks), periodic participant newsletters, ongoing promotions and engagement (such as contests or challenges), and marketing and ad buys as determined by the final approach and budget. We will work with partners to plan culturally relevant events and meet people where they are, and will collect feedback as the program proceeds. We envision sending segmented, customized e-newsletters to participant groups based on their interests and needs, to share resources, tips, event announcements, and trip planning support and ideas.

Deliverables:

- Up to 8 months of program implementation logistics and outreach, including quarterly reporting on engagement

3.6 Incentive Procurement

We have decades of experience procuring and distributing culturally relevant and desirable incentives and have learned what works and what doesn't. We believe in incentives that are attractive enough to get potential participants to respond, but not so attractive or valuable that people opt in without having any intrinsic motivation to participate or change their travel behavior. Using information gained in the stakeholder interviews, Alta will procure survey and program incentives, such as branded giveaway items and travel tools (e.g., bike lights, umbrellas, local gift cards). If grant funding prohibits the purchase of incentives, we will reach out to businesses in the program area to solicit prizes or donations for program incentives.

Deliverables:

- Incentive list, including ongoing inventory, recipient contact information, and budget

Task 4: Evaluation

4.1 Program Analysis and Reporting

During the program, Alta will track and monitor project communications and events, promotional outputs, materials distribution, program participation, and other program activities. Alta will update the City on progress made using a custom shared tracking platform developed by our civic data analytics team, as well as quarterly reports.

Following the close of the post-program survey, our data experts will clean and analyze the baseline and post-program survey data and interpret the survey results. They will reference relevant and timely travel data sources to measure and report on vehicle trips and vehicle miles traveled reductions.

To show and tell the full story of the program's impact, Alta will write a final report, which will cover program activities, outputs, and outcomes (such as mode shift and other behavior change metrics), as well as lessons learned and recommendations for future programs. The report will be designed to show evaluation findings and key takeaways in graphic form. We will also share stories, photos, and quotes from participants to communicate the impact of the program. The program report will include a brief (2-page) graphic executive summary that can be shared on its own, as well as relevant data appendices.

Deliverables:

- Raw, cleaned anonymous survey data and results charts (in Excel format)
- Quarterly status reports (one draft and one final for each)
- Final program report, including executive summary and data appendices (one draft and one final)

4.2 Title VI Report

During the program, Alta will track outreach methods and engagement activities that were specifically aimed to reach Title VI populations. Following the program, Alta will develop a Title VI report that covers an analysis of languages spoken in program areas, number of translated materials, Title VI population program engagement, and more.

Deliverables:

- Title VI report (one draft and one final)

Project Schedule:

Task	2024												2025					
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Task 1: Project Management	Kickoff Meeting	Project Management, Biweekly Meetings, Progress Reports & Invoicing																
Task 2: Program Marketing and Partnerships	Marketing Strategy																	
	Stakeholder Engagement & Partnerships																	
Task 3: Program Design, Materials Production, and Program Implementation				Approach, Design & Development		Program Implementation & Outreach												
Task 4: Evaluation				Methodology & Survey Development		Pre-Program Survey & Monitoring						Final Evaluation & Reporting						

Attachment B Budget

Task	Phase Names	Alta Planning + Design, Inc.												Outreach Ambassador	Total Task Hours	Total Task Fee
		Principal-In-Charge	Project Manager	Specialist	TDM Advisor	Community Engagement Specialist	Civic Data Analytics Leader	Civic Data Analyst	Art Director	Graphic Designer	Web Developer	Creative Production Manager	Project Accountant			
		Cathy Cibor	Sydney Cape	Bonnie Chiffelle	Anna Gore	Katie Selin	David Wasserman	Grace Young	Marguerite Schumm	Joseph Abad	Zane DeBusk	Caitlin Dronen	Jennifer Xiong	TBD		
	2024 Hourly Rate*	\$245	\$130	\$130	\$190	\$160	\$245	\$160	\$190	\$140	\$175	\$160	\$115	\$100		
1	Project Management	86	136	54	0	0	0	0	0	0	0	0	30	0	306	\$49,220
1.1	Project Initiation and Kickoff Meeting	6	10										2		18	\$3,000
1.2	Project Administration	40	72										28		140	\$22,380
1.3	Project Management Team (PMT) Meetings	40	54	54											148	\$23,840
2	Program Marketing and Partnerships	18	84	75	2	66	0	0	0	0	0	0	0	0	245	\$36,020
2.1	Partnerships Development & Stakeholder Engagement	10	68	55		66									199	\$29,000
2.2	Marketing Strategy	8	16	20	2										46	\$7,020
3	Program Design, Materials Production, and Program Implementation	66	182	350	2	0	4	0	20	302	40	12	0	296	1274	\$171,290
3.1	Program Design & Approach	10	20	24	2		2								58	\$9,040
3.2	Materials Design, Production, and Print Management	16	52	144					18	294		10			534	\$75,580
3.3	Web Content and Development	8	16	24					2		40	2			92	\$14,860
3.4	Program Survey	12	12	2			2								28	\$5,250
3.5	Program Implementation (New Movers and Multifamily Outreach)	18	70	140										296	524	\$61,310
3.6	Incentive Procurement	2	12	16						8					38	\$5,250
4	Evaluation	24	80	136	0	0	12	50	4	64	4	2	0	0	376	\$55,640
4.1	Program Analysis and Reporting	22	74	116			12	48	4	64	4	2			346	\$51,450
4.2	Title VI Report	2	6	20				2							30	\$4,190
	Staff Hours	194	482	615	4	66	16	50	24	366	44	14	30	296	2201	\$312,170
	Labor Total	\$47,530	\$62,660	\$79,950	\$760	\$10,560	\$3,920	\$8,000	\$4,560	\$51,240	\$7,700	\$2,240	\$3,450	\$29,600		\$312,170
	Reimbursable Expenses & Project Supplies															\$109,000
	Project Total	\$47,530	\$62,660	\$79,950	\$760	\$10,560	\$3,920	\$8,000	\$4,560	\$51,240	\$7,700	\$2,240	\$3,450	\$29,600		\$421,170
	NOTES:															
	* This fee proposal is valid for 90 days from the date submitted.															
	* Hours and staff assignments may be adjusted by the consultant as needed to implement the tasks described during the course of the project.															
	* Hourly rates will be adjusted if work is continued into subsequent years.															

Expense Budget Detail

Category	Expected Details/Assumptions	Cost
CBO compensation	\$400 per meeting for 5 meetings for 8 CBOs, 2 additional champion CBOs at \$10,000 each	\$36,000
Printing	Up to 6 printed materials per program area (e.g., postcards/mailers, maps, posters, yard signs)	\$28,000
Postage and direct mail services	2 mailers to 50,000 households	\$25,000
Incentives and promotional items	\$5 transit fare sign-up incentive for first 1000 participants, monthly promotional incentives, survey incentive	\$8,500
Paid media	Geotargeted Meta ads	\$3,000
Translation services	Translation for materials	\$5,000
Project supplies and expenses	Equipment and supplies for tabling/events/fulfillment, transit fare/mileage for events, email marketing client etc.	\$3,500
TOTAL		\$109,000



Staff Report: 004-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024

SUBJECT On-Call Mechanical Engineering Services Contract per RFQ 65-23

Key Points

This contract provides the City with on-call mechanical engineering professional services to evaluate, design, and prepare construction drawings for facility HVAC projects - technical expertise the City of Vancouver does not currently have in-house.

The City's Climate Action Framework (CAF) calls for energy efficiency upgrades to exceed the WA Clean Buildings Act energy performance standards and a transition of City buildings to 100% renewable energy. The major maintenance and replacement of Heating, Ventilation and Air Conditioning (HVAC) system improvements in the City's buildings is a significant component of advancing these CAF actions. The contract duration is 5 years, at a not-to-exceed amount of \$3,000,000.

Strategic Plan Alignment

Climate and Natural Systems – Environmental stewardship and efforts to address climate change to ensure a sustainable future.

Present Situation

On September 29, 2023, RFQ # 65-23 On-Call Mechanical Engineering Services was issued for solicitation for qualifications to firms to assess city buildings for mechanical upgrades along with construction drawings and specifications for the upgrades.

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

On October 25, 2023, the city received eight (8) qualification statements for RFQ 65-23. The qualification statements were evaluated based on project approach and understanding, capabilities, and qualifications.

Sazan Environmental of Portland, Oregon was selected to provide the service.

Advantage(s)

This contract will allow for mechanical engineering services to be performed on an on-call, as-needed basis. This service is in addition to the on-call electrical engineering contract passed by council in June of 2023, and the Interlocal Agreement with the Department of Enterprise Services (DES) passed by council in October of 2023, which are separate functions that collectively will allow us to complete climate related projects.

Disadvantage(s)

None

Budget Impact

Funds to assess mechanical upgrades have been budgeted through the capital projects budgets. Funds for projects through the life of the contract will be approved through the yearly supplemental process or approved capital projects. The contract terms are 5 years, \$3,000,000.

Prior Council Review

None

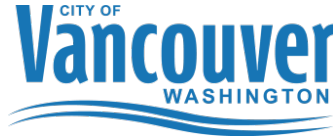
Action Requested

Authorize the City Manager, or designee, to execute a Professional Services Agreement with Sazan Environmental for the services referenced above in a contract with a not-to-exceed amount of \$3,000,000.

Brian Taylor, Operations Superintendent, 360-487-8390

ATTACHMENTS:

- ▯ On-Call Mechanical Engineering Services Agreement No. C-101529



CITY OF VANCOUVER
ON-CALL MECHANICAL ENGINEERING SERVICES AGREEMENT
No. C-101529

This Services Agreement (hereinafter referred to as the “Agreement”) is entered into by and between the City of Vancouver, Washington, a municipal corporation organized under the laws of the State of Washington, (hereinafter referred to as the "City") and Sazan Group, Inc. (hereinafter referred to as the "Contractor"). The City and Contractor may be collectively referred to herein as the “parties” or individually as a “party”.

WHEREAS, the City desires to engage the Contractor to perform services as described in this Agreement; and

WHEREAS, the City advertised and issued a Request for Qualifications, numbered 65-23 (hereinafter referred to as the “solicitation”) and after evaluation of the Contractor’s responsive proposal, found the Contractor be capable of performing the required services; and

WHEREAS, the Contractor represents by entering into this Agreement that it is fully qualified to perform the services described herein in a competent and professional manner, and to the full satisfaction of the City.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

- 1. SCOPE OF WORK:** The Contractor agrees to provide the City all services and materials set forth below and as further described in the City’s solicitation, and the Contractor’s responsive proposal to the City’s solicitation, (collectively referred to herein as the “work”) which are each incorporated herein by this reference, and made a part of this Agreement as if fully set forth herein.

Contractor will provide a thorough evaluation, produce construction drawings and specifications for building mechanical upgrade projects as needed. Additional services will include evaluation, design, and construction documentation creation of future mechanical system projects relating to the City’s Climate Action Framework (CAF).

All work must be authorized and approved by the City's Project Manager before any work can begin. The Contractor shall approach each project in a manner consistent with its usual customary business practices. The Contractor shall actively seek collaborative input from City staff.

2. **COMPENSATION:** Payment to the Contractor for the work described in this Agreement shall not exceed \$3,000,000.00 USD.

This payment shall be maximum compensation for the work and for all labor, materials, supplies, equipment and incidentals necessary to complete the work as set forth herein, and it shall not be exceeded without the City's prior written authorization in the form of a negotiated and executed amendment.

Compensation is limited to the amount specified for each specific task and/or sub-task, unless amended in writing. The City requires the Contractor to complete the work stated within the number of hours stated for each task, and/or sub-task, or the lump sum amount. If compensation is made on an hourly basis and the work requires fewer hours than those estimated, the Contractor will be paid for the actual worked hours necessary to complete that task and/or sub-task. If the Contractor underestimated the number of hours required to perform the work, the Contractor shall be paid up to the maximum number of hours stated for the task and/or sub-task. Compensation may be amended, at the City's sole discretion, for documentable circumstances not reasonably foreseeable to either party at the time the task and/or subtask is initiated, or for changes to the scope of work or deliverables requested by the City. All deliverables must be acceptable to the City, at the sole discretion of the City.

Travel expenses are limited to airfare, or mileage at the current IRS rate, and lodging at the U.S. General Services Administration rates. The Contractor is solely responsible for its staff's travel time, including travel to and from the City of Vancouver. The City will reimburse only pre-approved miscellaneous Contractor expenses at-cost upon submission of receipts to City.

During the life of this Contract, and in consideration of the City's business needs, the Contractor may make requests for compensation adjustments. In consideration of market conditions, the City may allow an annual adjustment to compensation paid for the actual cost of services. Contractor shall submit the request for consideration, together with supporting documentation, before the anniversary date of this Agreement. The City will review the request and, at its sole discretion, make a decision. If accepted, the adjustment shall become effective on the anniversary date of the Agreement and will be firm for the remainder of the contracted period. All adjustments will be authorized by written contract amendment.

3. **PAYMENT FOR CONTRACTOR SERVICES:** The Contractor shall submit monthly invoices to City covering both professional fees and project expenses, if any, for fees and expenses from the previous month. Payments to Contractor shall be net thirty (30) days.

The City reserves the right to correct any invoices paid in error. The Contractor shall be paid according to the rates set forth below in Attachment “A”, incorporated herein by this reference, and made a part of this Agreement as if fully set forth herein.

City and Contractor agree that any amount paid in error by City does not constitute a rate change in the amount of the contract. The City’s contract/purchase order (PO) number given on the notice to proceed **must** be referenced on any invoice submitted for payment.

4. **TERM OF AGREEMENT:** The term of this Agreement shall commence on January 16, 2024 and continue until January 15, 2029. Unless directed otherwise by the City, Contractor shall perform the work in accordance with any schedules made a part of this Agreement.
5. **ORDER OF PRECEDENCE:** Where there is a conflict among or between any of these documents, the controlling documents shall be the first listed in the following sequence: Amendments to this Agreement; this Agreement; Contract Purchase Orders; the Contractor’s responsive proposal to the City’s solicitation, and the City’s solicitation.
6. **RELATION OF PARTIES:** The Contractor, and its subcontractors, agents, employees, or other vendors contracted by the Contractor to provide services or other work for the purpose of meeting the Contractor’s obligations under this agreement (collectively referred to as “subcontractors”), are independent contractors performing professional services for the City and are not employees of the City. The Contractor and its subcontractors shall not, as a result of this Agreement, accrue leave, retirement, insurance, bonding or any other rights, privileges, or benefits afforded to City employees. The Contractor and its subcontractors shall not have the authority to bind City in any way except as may be specifically provided herein.
7. **E-VERIFY:** The Contractor shall enter into and register a Memorandum of Understanding with the Department of Homeland Security E-Verify program within sixty (60) days after execution of this Agreement. The Contractor shall ensure all Contractor employees and any subcontractors assigned to perform work under this Agreement are eligible to work in the United States. The Contractor shall provide verification of compliance upon the request of the City. Failure by the Contractor to comply with this subsection shall be considered a material breach.
8. **DELAYS AND EXTENSIONS OF TIME:** If the Contractor is delayed at any time in the progress of the work covered by this Agreement, by any causes beyond Contractor's control, the

time for performance may be extended by such time as shall be mutually agreed upon by the Contractor and the City and shall be incorporated in a written amendment to this Agreement. Any request for an extension of time shall be made in writing to the City.

9. OWNERSHIP OF RECORDS AND DOCUMENTS: Any and all work product prepared by the Contractor in the course of performing this Contract shall immediately become the property of the City. In consideration of the compensation provided for by this Agreement, the Contractor hereby further assigns all copyright interests in such work product to the City. A copy may be retained by the Contractor. Previously owned intellectual property of Contractor, and any know-how, methodologies or processes used by the Contractor to provide the services or project deliverables under this Agreement shall remain property of the Contractor.

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

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

11. TERMINATION FOR DEFAULT: If the Contractor defaults by failing to perform any of the obligations of the Agreement, including violating any law, regulation, rule or ordinance applicable to this Agreement, or becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency or makes an assignment for the benefit of creditors, the City may, by depositing written notice to the Contractor in the U.S. mail, postage prepaid, terminate the Agreement, and at the City's option, obtain performance of the work elsewhere.

If the Agreement is terminated for default, the Contractor shall not be entitled to receive any further payments under the Agreement until all work called for has been fully performed. Any extra cost or damage to the City resulting from such default(s) shall be deducted from any money due or coming due to the Contractor. The Contractor shall bear any extra expenses incurred by the City in completing the work, and all damage sustained, or which may be sustained by the City by reason of such default.

If a notice of termination for default has been issued and it is later determined for any reason that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the termination for public convenience paragraph herein.

12. OPPORTUNITY TO CURE: The City at its sole discretion may in lieu of a termination allow the Contractor to cure the defect(s), by providing a "Notice to Cure" to Contractor setting forth the remedies sought by City and the deadline to accomplish the remedies. If the Contractor

fails to remedy to the City's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within the time stated time, the City shall have the right to terminate the Contract without any further obligation to the Contractor. Any such termination for default shall not in any way operate to preclude the City from also pursuing all available remedies against the Contractor and its sureties for said breach or default, including but not limited to termination of this Contract for convenience.

13. COMPLIANCE WITH THE LAW: The Contractor agrees to comply with all relevant, Federal, State, and Municipal laws, rules, policies, regulations or ordinances in the performance of work under this Agreement.

14. CITY BUSINESS AND OCCUPATION LICENSE: The Contractor will be required to obtain a business license when contracting with the City unless allowable exemptions apply. The Contractor shall contact the State of Washington Business License Service (BLS) at: <http://bls.dor.wa.gov/file.aspx>, or by phone at 800-451-7985, or go to www.bls.dor.wa.gov/cities/vancouver.aspx or www.cityofvancouver.us/businesslicense, to determine whether a business license is required pursuant to the Vancouver Municipal Code (VMC) Chapter 5.04.

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

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

All liability insurance required herein shall be under a Comprehensive or Commercial General Liability and business policies.

COVERAGE	LIMITS OF LIABILITY
I. Commercial General Liability:	
Policy shall include Bodily Injury, Property Damage, Personal Injury and Broad Form Contractual Liability	
Each Occurrence	\$1,000,000
General Aggregate Per Occurrence	\$2,000,000
Products & Completed Operations Aggregate	\$2,000,000
Personal and Advertising Injury	\$1,000,000
Blanket Contractual Liability	\$1,000,000
II. Commercial Automobile Liability	
Policy shall include Bodily Injury and Property Damage, for any owned, Hired, and/or Non-owned vehicles used in the operation, installation and maintenance of facilities under this agreement.	
Combined Single Limit	\$1,000,000
III. Workers' Compensation (applicable to the State of Washington)	
Per Occurrence	
Employer's Liability	\$1,000,000
Disease Each Employee	\$1,000,000
Disease Policy Limit	\$1,000,000
Each Claim	\$1,000,000
Annual Aggregate	\$1,000,000
IV. Professional Liability	
Policy shall include coverage against any and all claims for damages to person or property which may arise out of the performance of this Contract whether such work shall be by the Contractor, subcontractor or anyone directly or indirectly employed by either the Contractor or a subcontractor	\$1,000,000

In addition to the coverage and limits listed above the Contractor's insurance must all contain the following:

- a. City Listed as an Additional Insured. The City of Vancouver, its Agents, Representatives, Officers, Directors, Elected and Appointed Officials, and Employees must be named as an additional insured. The required Additional Insured endorsements shall be at least as broad as ISO CG 20 10 11 85, or its equivalent CG 20 10 07 04 and CG 20 37 07 04 must be included with the Certificate of Insurance.
- b. Either the Commercial General Liability or the Workers' Compensation policy must be endorsed to include "Washington Stop Gap" insurance. The limits and aggregates

referenced must apply to the Stop Gap coverage as well and must be indicated on the certificate.

- c. Employment Security. The Contractor shall comply with all employment security laws of the State in which services are provided and shall timely make all required payments in connection therewith.
- d. The City of Vancouver shall be listed on the Certificate as the Certificate Holder.
- e. Coverage Trigger: The insurance must be written on an “occurrence” basis. This must be indicated on the Certificate.

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

All policies shall be issued by an insurance company licensed to do business in the State of Washington. The City of Vancouver may inspect all policies and copies shall be provided to the City upon request.

17. NOTICES: All notices which are given or required to be given pursuant to this Agreement shall be hand delivered, mailed postage paid, or sent by electronic mail as follows:

For the City:
Anna Vogel
City of Vancouver
415 W 6th Street
P O Box 1995
Vancouver WA 98668-1995
Email: anna.vogel@cityofvancouver.us

For the Contractor:
Daniel Touger
Sazar Group Inc.
111 SW Fifth Ave, Suite 3120
Portland, OR 97204
Email: dtouger@sazan.com

Either party may change the designated contact or any information listed above by giving advance notice in writing to the other party.

18. AMENDMENTS: All changes to this Agreement, including changes to the scope of work and compensation sections, must be made by written amendment and signed by all parties to this Agreement.

19. SCOPE OF AGREEMENT: This Agreement incorporates all the agreements, covenants and understanding between the parties hereto and are merged into this written Agreement. No prior

agreement or prior understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless set forth in this Agreement.

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

21. GOVERNING LAW/VENUE: This Agreement shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the parties hereunder shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. Any action or suit brought in connection with this Agreement shall be brought in the Superior Court of Clark County, Washington.

22. COOPERATIVE PURCHASING: The Washington State Inter-local Cooperation Act, Ch. 39.34 RCW, authorizes public agencies to cooperatively purchase goods and services if all parties agree. By having executed this Agreement, the Contractor agrees that other public agencies may purchase goods and services under this solicitation or contract at their own cost and without the City incurring any financial or legal liability for such purchases. The City agrees to allow other public agencies to purchase goods and services under this solicitation or contract, provided that the City is not held financially or legally liable for purchases and that any public agency purchasing under such solicitation or contract file a copy of this invitation and such contract in accordance with RCW 39.34.040.

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

24. DEBARMENT: The Contractor certifies that that it is not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from covered transactions by any Federal, State or local department or agency.

25. CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT: Supplier must 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).

- 26. BYRD ANTI-LOBBYING AMENDMENT:** Byrd Anti-Lobbying Amendment (31 U.S.C. 1352)—Suppliers that apply or bid for an award of \$100,000 or more 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 takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.
- 27. PROCUREMENT OF RECOVERED MATERIALS:** Supplier must comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. 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.
- 28. WARRANTIES:** All products shall be warranted against defects or faulty workmanship and materials by the Supplier for one (1) year following inspection and acceptance of the products by the City. Warranty shall include all costs incurred, including shipping, for repair or replacement except that which is damaged by misuse or abuse. This one-(1) year warranty shall in no way affect normal extended or manufacturer’s warranty exceeding this one (1) year period. Supplier warrants that all goods and services furnished under this Contract are new, conform strictly to the specifications herein, are merchantable, good workmanship, free from defect, comply with all applicable safety and health standards established for such products, all goods are properly packaged, and all appropriate instructions or warnings are supplied. If a defect is found, a component failure occurs, or workmanship is found to cause failure, the Vendor shall replace the product at their own expense, including shipping charges. Any replacement product will be warrantied for one (1) year from the date it is delivered. All implied and expressed warranty provisions of the Uniform Commercial Code are incorporated into this Contract.
- 29. NONDISCRIMINATION:** The City of Vancouver, WA is an equal opportunity employer. In the performance of this Agreement, the Contractor will not discriminate against any employee or applicant for employment on the grounds of race, creed, color, national origin, sex, sexual orientation, marital status, age or the presence of any sensory, mental or physical handicap.

The undersigned, as the authorized representatives of the City and Contractor respectively, agree to all of the terms and conditions contained in this Agreement, as of the dates set forth below.

CITY OF VANCOUVER

A municipal corporation

CONTRACTOR:

Sazan Group, Inc.

Eric Holmes, City Manager

Signature

Date

Printed Name /Title

Attest:

Date

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

Säzän General Rates

<u>Staff Category</u>	<u>Hourly Rate</u>
Principal	\$275
Associate Principal	\$235
Associate	\$210
Fire & Life Safety Engineer	\$295
Commissioning Manager	\$210
Senior Commissioning Professional	\$180
Energy Consultant 3	\$215
Energy Consultant 2	\$180
Energy Consultant 1	\$145
Green Building Consultant	\$215
Project Manager 3	\$200
Project Manager 2	\$180
Project Manager 1	\$160
Engineer 4	\$200
Engineer 3	\$190
Engineer 2	\$180
Engineer 1	\$140
Designer 4	\$195
Designer 3	\$160
Designer 2	\$130
Designer 1	\$115
Engineering Technician	\$125
Technology Consultant	\$215
Technology Designer	\$145
Lighting Designer 3	\$190
Lighting Designer 2	\$180
Lighting Designer 1	\$160
BIM Manager	\$175
AutoCAD/BIM Technician	\$120
Administrative Assistant	\$105

Expenses will be billed at cost plus 10% administrative fees

600 Stewart Street
Suite 1400
Seattle, WA 98101
206.267.1700

111 SW Fifth Avenue
Suite 3210
Portland, OR 97204
503.416.2400

311 E Veterans Way
Suite 102
Tempe, AZ 85281
480.201.3243

sazän.com

AKS Engineering & Forestry LLC

Billing Rates – Effective 7/1/2023

	<u>Hourly rate</u>
Principal/Sr. Project Manager	\$245
QA/QC Reviewer	\$245
Project Manager	\$230
Sr. Project Engineer	\$220
Project Engineer	\$185
Engineering Designer	\$165
Engineering CAD Technician	\$145
Sr. Project Surveyor	\$220
Project Surveyor	\$185
Surveyor	\$165
Survey CAD Technician	\$145
One-person Survey Crew w/ vehicle & equipment	\$210
One-person Survey Crew w/ vehicle & equipment - BOLI	\$230
Two-person Survey Crew w/ vehicle & equipment	\$275
Two-person Survey Crew w/ vehicle & equipment – BOLI	\$290
Two-person Laser Scanning Survey Crew w/vehicle & equipment	\$275
Two-person Laser Scanning Survey Crew w/vehicle & equipment - BOLI	\$290
One-person Drone Field Crew	\$220
One-person Drone Field Crew – BOLI	\$240
Drone Specialist - Office	\$165
One-person LiDAR Field Crew	\$245
One-person LiDAR Field Crew – BOLI	\$275
LiDAR Specialist – Office	\$165
Sr. Landscape Architect	\$185
Landscape Architect	\$150
Sr. Land Use Planner	\$220
Land Use Planner	\$175
Planning Technician/Graphic Design Specialist	\$145
Construction Manager/Owners Representative	\$220
Construction Inspector	\$155
Sr. Natural Resources Manager	\$240
Natural Resources Specialist	\$170
Natural Resources Technician	\$130
Sr. Certified Arborist	\$190
Certified Arborist	\$165
Sr. Forest Engineer	\$190
Forest Engineering Technician	\$145
Sr. Forester	\$190
Forester Technician	\$145
GIS Specialist	\$155
Technical Editor	\$130
Project Coordinator/Clerical	\$100
Non-salary costs (reimbursables)	
Subcontractors and Subconsultants	cost + 10%
Application/Permit Fees	cost + 10%
Mileage	current federally allowed rate
Technical Supplies	cost + 10%
Postage/Shipping	cost + 10%
Commercial Copies	cost + 10%
Commercial Deliveries	cost + 10%
Per Diem	Standard rates apply

AKS does not have an additional charge or multiplier for overtime. Field equipment (survey instruments, vehicles, etc.), computer hardware, and computer software (AutoCAD licenses, etc.) are included in the labor rate.



2024 RATE SCHEDULE

PROFESSIONAL, TECHNICAL AND PROJECT STAFF

Services performed by **Miller Consulting Engineers, Inc.** shall be compensated at the following hourly billing rates:

Position	Hourly Billing Rate
Principal Engineer	\$208.00
Associate Engineer II	\$180.00
Associate Engineer I	\$168.00
Structural Designer II	\$158.00
Structural Designer I	\$150.00
BIM Technician	\$132.00
CAD Technician	\$112.00
Administrative Assistant	\$ 96.00
Engineering Intern	\$ 62.00

The hourly rates shown above are subject to modification as costs and policies change. Client will be promptly notified in the event of change.

PREMIUM TIME

Salary premiums are paid to non-exempt staff for premium time when it is approved by the client. Time expended by exempt personnel is paid on a straight-time basis.

EXPENSES

Expenses for services by Miller Consulting Engineers, Inc. shall be invoiced at reasonable and normal rates. All expenses for "outside" services properly incurred in the performance of the work, including traveling and living expenses, deliveries, reproduction and other such services and materials, as may be required, shall be invoiced at cost plus 10 percent, as an administrative allowance.



2022-2023 HOURLY BILLING RATES

Partner	\$245 - \$278
Associate Principal	\$215
Project Manager	\$205
Project Designer	\$190
Interior Designer	\$125 - \$195
Sustainability Leader	\$205
Project Architect	\$190
Staff Architect	\$155 - \$180
Intern Architect	\$125 - \$145
Clerical Support	\$90

TO: Daniel Touger
Sazan Group

FROM: Matt Wiggins
Wiggins Preconstruction Services

SUBJECT: Wiggins Preconstruction Hourly Rate

DATE: December 12, 2023

Dear Daniel,

Thank you again for including Wiggins Preconstruction services on your team for upcoming projects. We use a single hourly rate for estimating and preconstruction services as follows.

Scope(s) of Work	2023 / 2024 Rate*
Construction Cost Estimating (all scopes), Owner Soft Cost Estimating, Value Engineering, Constructability Review, Life Cycle Analysis	\$165 / HR

*Rate includes all expenses with the exception of airfare, lodging, and overnight meal costs.

Sincerely,

Matt Wiggins | Principal | 360.870.5100
Wiggins Preconstruction Services



Staff Report: 005-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024

SUBJECT Purchase of Supervisory Control and Data Acquisition equipment for Sanitary Sewer Pump Stations - S&B, Inc., Sole Source

Key Points

- SCADA (Supervisory Control and Data Acquisition) allows staff to monitor the operations of the sewer pump stations throughout the system.
- The equipment used for the pump station SCADA system is proprietary to S&B, Inc. for the system currently in place.
- A sole source justification to purchase SCADA equipment from S&B Inc. was approved by City Public Works and Finance staff.
- Meet the obligation of the 12/29/2019 Developer agreement between the City and Hewlett Packard, Inc.

Strategic Plan Alignment

Safe and Prepared Community – a safe place to live, work, learn, and play.

Present Situation

Sewer Engineering has upgraded 6 existing pump stations to a newer more comprehensive and efficient SCADA system. There are 23 pump stations remaining in the system to undergo upgrades. These upgrades will require the purchase of SCADA equipment from S&B, Inc. to bring the stations up to current standards.

Depending on the size of the stations and the extent of the work, the pump station upgrades are either completed through a Capital project or by the City's Operations Team. In either case, SCADA equipment, MCC (Motor Control Center) and RTU (Remote Terminal Unit) equipment needs to be pre-purchased to accommodate for supply chain issues.

In addition to the existing pump stations requiring upgrades and pursuant to the Development Agreement executed between the City and Hewlett Packard, Inc. in December 2019, the City will administer a construction contract to complete the construction of a sanitary sewer pump station

within Section 30. The pump station will be designed in accordance with City standards and will come under ownership of the City upon its completion. The City's design standards include certain manufactured items that must be obtained by a sole source vendor. Those items are described in detail within this staff report. The City is endeavoring to have the pump station completed by the end of 2025.

Advantage(s)

1. Equipment pre-purchase to accommodate for supply chain issues.
2. Continue with existing SCADA system.
3. Meet the obligation of the 12/29/2019 Development Agreement between the City and Hewlett Packard, Inc.

Disadvantage(s)

The sole source procurement of the SCADA equipment did not go through a competitive pricing process due to the need for compatibility with existing SCADA system at the Vancouver Sanitary Sewer Pump Stations.

Budget Impact

The SCADA upgrades are programmed into the Sanitary Sewer Collections Capital budget for 2023 and 2024.

Prior Council Review

As part of 2023-2024 Capital Budget.

Action Requested

Authorize the City Manager, or designee to award and execute a contract and any required amendments with S&B, Inc. for SCADA upgrades to existing Sanitary Sewer Pump Stations as well as the purchase of the MCC and RTU in accordance with the Developer Agreement of 12/29/2019.

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

ATTACHMENTS:

- ▢ Sole Source Justification Form

SOLE SOURCE JUSTIFICATION

Purchases Above \$10,000

A sole source is defined as:

A purchase that is clearly and legitimately limited to a single source or supplier.

- A. If there is a way to draft the specifications so that more than one respondent will reply, it is not a sole source.
- B. The use of sole source purchases shall be limited only to specific instances which are totally justified to satisfy compatibility or technical performance needs.

As a part of the review of the sole source request, Procurement will post this request form on the Procurement Portal for public inspection and comment. The form will remain on the Procurement Portal after award with the purchase order or paper contract to be a part of record open to public inspection (RCW 39.04.280(2)(a)).

I REQUEST THAT THE REFERENCED PURCHASE BE DECLARED A SOLE SOURCE PURCHASE.

Department: <u>Sewer Engineering - Collections</u>	Requestor: <u>Sheryl Hale</u>
Proposed supplier name and address: <u>S&B Inc - Randy Stead 13200 SE 30th St,</u> <u>Bellvue, WA 98005</u>	Contract # (if applicable):
Estimated cost of goods or services for this request: \$ <u>\$500,000</u>	Total Amount Spent to Date (if applicable): \$

This is a sole source purchase because (Check all that apply):

- ☒ **Sole Source:** No other items are known to exist which perform the same function.
- ☐ **Special Design:** Item is specific design to fit in with an existing installation.
- ☐ **Consultant:** Providing professional or technical expertise of a unique nature or location availability.
- ☐ **Proprietary:** Item is held under exclusive title, trademark, patent, or copyright.
- ☐ **Warrant Service:** The vendor is the sole provider of factory authorized warranty service.
- ☐ **Established Standard:** The vendor is the sole provider of goods and services for which the City has an established a standard through an Invitation to Bid or Request for Proposal process.
- ☐ **Used Item:** The vendor/distributor is a holder of a used item that would represent good value and is advantageous to the City (attach information on market price, availability, etc).

Describe the proposed goods or services.	<u>New telemetry panels to replace existing panels at sewer pump stations as well as new pump stations. Install new flow meters and update existing software.</u>
What are the specific <u>necessary</u> features that this supplier provides that are not available from other suppliers?	<u>All equipment hardware is installed and programmed using our supplier's proprietary software and is remotely maintained by our supplier.</u>
Discuss how similar goods or services are <u>unable</u> to meet the required objective.	<u>Different software and programming will not communicate with our current setup.</u>

What steps have been taken to verify that these features are not available elsewhere?

- ☐ Other brands/manufacturers were examined. Provide a list of phone numbers and names and explain why these did not meet the requirements:
- ☐ Other vendors were contacted but did not meet the requirements. Provide a list of companies and phone numbers and why they did not meet the requirements:
- ☒ Other, please explain: We have an ongoing maintenance contract with our supplier.

Can your requirements be modified so that competitive products or services may be used? ☐ Yes ☒ No

If yes, please explain modifications and potential costs:

Is this a one-time procurement? ☒ No* ☐ Yes	*If an on-going sole source procurement is <u>required</u>, include or attach an estimate that shows total annualized expenditure for each year.
PRICE REASONABLENESS (Check all that apply and attach back-up documentation)	
I determined that the price is fair and reasonable because: ☐ I compared the proposed price to prices I previously paid for the same or similar goods and/or services. See PO # . Specify price: ☐ I compared the proposed price to current published catalog, price lists, or market prices as documented in the attachments and the proposed price is similar or less. Attach relevant documentation. ☐ I compared the proposed price to rough yardsticks, such as dollars per pound, per horsepower, or other units of measure and did not discover significant inconsistencies that warrant additional pricing inquiry. ☒ Based on my knowledge of the market, my experience of prior similar proposals, or knowledge imparted by technical experts. ☐ The price is set by law or regulations. ☐ Market research reveals that same or similar goods or services are available for a similar price. ☐ Other:	
STATEMENT OF NEED AND CERTIFICATION: My department's recommendation for sole source is based upon an objective review of the good/service required and appears to be in the best interest of the City. I know of no conflict of interest on my part or personal involvement in any way with this request. No gratuities, favors or compromising action have taken place. Neither has my personal familiarity with particular brands, types of equipment, materials or firms been a deciding influence on my request to sole source this purchase when there are other known suppliers to exist. I hereby certify that this justification for sole source procurement is accurate and complete to the best of my knowledge and belief.	
 Signature (Requestor)	12/18/2023 Date
Department/Division Manager	
Based upon the above, I authorize the sole source acquisition of the goods or services specified.	
 Signature	12/19/2023 Date
Procurement Department Review	
Based upon the above, I have reviewed this request and I ☐ support/ ☐ deny this request.	
DocuSigned by:  Signature	12/28/2023 Online review done. 3-day advertising on Bonfire done, with no responses. MW Date
FMS Department Director Signature	
Based upon the above, I authorize the sole source acquisition of the goods or services specified.	
Signature	Date

Note: This Sole Source Justification is valid for two (2) years from the noted date; a new justification form is needed for additional time, as new vendors may enter the marketplace.

Procurement Use Only	
Dated Posted to Procurement Portal:	Date Closed on Procurement Portal:
Supplier Contract Number:	Staff Report # (if applicable):
Effective Date:	End Date:



Staff Report: 006-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024

SUBJECT Homework Café interlocal agreement with Vancouver Public Schools (VPS) to support implementation of the Fourth Plain for All Investment Strategy

Key Points

- On November 13, 2023, Vancouver City Council adopted the Fourth Plain for All (FPFA) Investment Strategy. This strategy was co-created with the local community to in part determine how to invest \$25 million in federal American Rescue Plan Act (ARPA) funds that were dedicated to the Fourth Plain area by City Council on November 15, 2021.
- During community engagement for the FPFA Investment Strategy, community members and VPS staff cited the need to invest in academic and career readiness support for area students, specifically supports that address COVID-related challenges including ongoing learning loss.
- The Vancouver Public Schools Homework Café pilot program addresses learning loss by pairing regular after-school tutoring for students with culturally relevant educational opportunities for families, which helps implement the “Expand Academic and Career Support Programs” strategy in the FPFA Investment Strategy.
- This interlocal agreement allows the City to reimburse Vancouver Public Schools for expenses related to implementing the Homework Café pilot program until December 2026, up to a maximum of \$500,000.

Strategic Plan Alignment

Economic Opportunity - a place where a wide variety of businesses of all sizes grow and thrive.

Housing and Human Needs – meeting basic needs and partnering with organizations to support the community.

Present Situation

The City of Vancouver received funding through the American Rescue Plan Act (ARPA) to help support efforts to recover from the pandemic-induced economic and housing crisis, which disproportionately impacted socially and economically vulnerable communities and small independent businesses. On November 15, 2021, the Vancouver City Council endorsed an

investment framework that would allocate nearly 75% of these funds (approximately \$25 million) to the Fourth Plain area in central Vancouver.

Council directed staff to co-create a 10-year investment strategy with the local community that incorporates the dedicated \$25 million in ARPA funding, as well as prepares the City to take advantage of other funding sources and opportunities to continue advancing equity, safety, mobility, access to jobs and services, a thriving small business ecosystem, and improved parks and open spaces for the Fourth Plain community.

The resulting Fourth Plain for All Investment Strategy includes community-identified priorities and action items to advance the community's vision for the Fourth Plain area over the next 10 years. Projects and programs will advance through a combination of ARPA funding and other funding sources. The Investment Strategy calls out key priority action items to be implemented in the short-term using ARPA funding.

The Homework Café pilot program, to be operated by Vancouver Public Schools (VPS), helps to implement one of the strategies prioritized for ARPA funding in the investment strategy to "Expand Academic and Career Support Programs". This program provides regular after-school tutoring to address COVID-related learning loss and provides caregivers with culturally relevant adult educational opportunities while students are being tutored. Each session will culminate in a family meal open to all participants and teachers to provide both an incentive for participation and an opportunity for community building.

The Homework Café pilot program is scoped to be a three-year pilot to provide three 8-week tutoring sessions per year at one Fourth Plain area school in the first year and two Fourth Plain schools in years two and three. Vancouver Public Schools will provide high-quality tutoring, adult educational opportunities, and a family meal at each tutoring session. The interlocal agreement allows the City to reimburse VPS for expenses related to implementing the Homework Café pilot program until December 2026, up to a maximum of \$500,000.

Advantage(s)

1. The Homework Café pilot program directly addresses COVID-related learning loss in Fourth Plain area schools.
2. The Homework Café pilot program helps to implement the "Expand Academic and Career Support Programs" strategy in the Fourth Plain for All Investment Strategy, which was one of the strategies prioritized by the community to utilize ARPA funding.
3. The Homework Café pilot program is designed to be holistic and address not only learning loss in students, but also to provide adult educational opportunities to further support students and families and a family meal to facilitate community building.

Disadvantage(s)

None

Budget Impact

Allocation of ARPA funding for prioritized investments through the Fourth Plain for All project was included in previously completed budget processes, including the 2023 fall supplemental budget.

Prior Council Review

1. November 15, 2021: Approval of ARPA Funds Investment Framework.
2. October 3, 2022: Update on ARPA-funded investments in the Main Street and Fourth Plain Corridors.
3. December 19, 2022: Approval of the consultant contract with Parametrix to assist with the engagement and planning process for the development of the investment strategy.
4. April 10, 2023: Council workshop focused on the proposed engagement approach.
5. June 5, 2023: Council workshop to provide an update on Phase 1 engagement.
6. July 10, 2023: Council workshop to provide an update on Phase 2 engagement and potential short-term investment options.
7. August 28, 2023: Council workshop to provide an overview of the draft Fourth Plain for All Investment Strategy, including the proposed allocations of ARPA funding within the strategy.
8. November 13, 2023: Council adoption of the Fourth Plain for All Investment Strategy.

Action Requested

On January 8, 2024, authorize the City Manager, or designee, to execute an interlocal agreement with Vancouver Public Schools to fund the Homework Café Pilot Program as described herein.

Shannon Williams, Senior Planner, 360-487-7898

ATTACHMENTS:

- ▢ Homework Cafe Interlocal Agreement

INTERLOCAL HOMEWORK CAFE AGREEMENT

Between

VANCOUVER PUBLIC SCHOOLS

**2901 Falk Road
Vancouver, WA 98661**

and

CITY OF VANCOUVER

**415 W. 6th Street
Vancouver, Washington 98660**

THIS INTERLOCAL HOMEWORK CAFE AGREEMENT (this “Agreement”), made and entered into this ____ day of _____ 2024 (the “Effective Date”) by and between Vancouver Public Schools, a Washington public school district (“VPS”) and the City of Vancouver, a Washington municipal corporation (the “City” or “Vancouver”), hereinafter sets forth a common agreement concerning the provision of a tutoring program called Homework Café to serve students and families of Vancouver’s Fourth Plain Corridor Community.

BACKGROUND

A. The Fourth Plain Corridor Community, which includes the residential neighborhoods located north and south of Fourth Plain Boulevard between Interstate-5 on the west and Interstate-205 on the east, is the most diverse in the City of Vancouver with the highest concentration of economic and social vulnerability in the city, and the City of Vancouver has been working to strengthen and support the community through multiple efforts, including but not limited to the Fourth Plain Corridor Subarea Plan, the Fourth Plain Forward Action Plan, and the Fourth Plain Forward Initiative; and

B. On November 15, 2021, the Vancouver City Council endorsed an investment framework for \$32.6 million in American Rescue Plan Act (ARPA) funds received by the federal government to help support recovery from the COVID-19 pandemic, of which approximately 75% was allocated to the Fourth Plain area in central Vancouver, which experienced disproportionate health and economic impacts from the pandemic; and

C. The Fourth Plain for All (FPFA) Investment Strategy, adopted by Vancouver City Council on November 13, 2023, was co-created with the local community to incorporate \$25 million in ARPA funding, as well as prepare the City to take advantage of other funding sources and opportunities to invest in five categories highlighted during community engagement: Affordable Housing, Community Building & Public Health, Parks & Public Spaces, Transportation, and Economic Development; and

D. The VPS Homework Café pilot program responds to needs identified by both the Fourth Plain Corridor Community and VPS staff to invest in academic and career readiness support for area students, specifically supports that address COVID-related challenges including ongoing learning loss. The

VPS Homework Café pilot program would also help implement the “Expand Academic and Career Support Programs” strategy in the FPFA Investment Strategy.

E. The City and VPS acknowledge that, through the City of Vancouver Strategic Plan (2023-2029 Update, Adopted June 2023), the Vancouver City Council has identified five core values of livability, equity and inclusion, innovation, sustainability and resiliency, and community trust and relationships and the parties will endeavor to support those values in fulfilling this Agreement.

F. In accordance with the Washington Interlocal Cooperation Act, Chapter 39.34 RCW, VPS and the City mutually agree that cooperation between VPS and the City on this project will make the most efficient use of the parties respective powers and provide services and facilities in a manner that best accords with the geographic, economic, and demographic factors influencing the needs and development of the local community.

NOW, THEREFORE, in consideration of the foregoing and for good and valuable consideration as provided herein, the parties hereto agree as follows:

AGREEMENT

1. **Purpose.** This Agreement between VPS and the City is made for the purpose of creating a Homework Café Pilot Program to provide learning support for students in accordance with the Overview attached hereto as Exhibit A.

2. **Duration and Termination.** The initial term for the Agreement shall be for three years, commencing on January 1, 2024 and expiring on December 31, 2026.

3. **Cooperative Obligations:**

A. Responsibilities of VPS:

1. Plan and coordinate Homework Café to take place at VPS school locations located within the Fourth Plain Community and mutually agreed upon by the for VPS students who need extra academic support, with the initial location projected to be at Ogden Elementary School, located at 3200 NE 86th Ave, Vancouver, WA 98662.

2. Hire, staff, and supervise the Homework Café with VPS certificated teachers and non-certificated tutors for small group teaching and/or tutoring in elementary core subjects at the end of the school day at least one day per week for up to three hours.

3. Provide dinner service for participating students and families hosted through VPS Nutrition Services department.

4. Collect impact data through VPS teacher surveys and aggregate de-identified academic outcome data for participants annually for the life of the program.

5. Compile annual impact reports to study proof of concept and continuation funding at end of pilot.

6. Submit regular invoices to the City that detail the VPS services provided pursuant to this Agreement and in accordance with Homework Café Budget attached hereto as Exhibit B.

B. Responsibilities of City of Vancouver:

1. Upon receipt of VPS invoices, the City will reimburse VPS for eligible expenses of the Homework Café Pilot Program, including VPS staff time, food services, and educational opportunities for participating students and parents in accordance with Homework Café Budget attached hereto as Exhibit B.
2. The City has budgeted and reserved funding for the Homework Café Pilot Program up to the following annual amounts:
 - a. Year 1 (January – December 2024), \$96,578
 - b. Year 2 (January – December 2025), \$180,781
 - c. Year 3 (January – December 2026), \$187,615
3. The City's total expenditure for the duration of this Agreement must not exceed \$500,000.

4. General Provisions:

A. Nondiscrimination: In the performance of this Agreement, the parties will not discriminate against any person on the grounds of race, creed, color, national origin, sex, sexual orientation, marital status, age or the presence of any sensory, mental or physical handicap.

B. Independent Parties: VPS and the City are independent entities and this Agreement is entered into in accordance with the Washington Interlocal Cooperation Act (Chapter 39.34 RCW), contingent upon respective approval by the parties governing bodies. No joint venture or legal partnership is intended by or created through this Agreement. Each party is solely and directly responsible for costs incurred pursuant to this Agreement.

C. Notice: Any notice required or given pursuant to this Agreement shall be issued to the addresses for the parties identified above, or to the staff representative designated in writing (which writing may be issued electronically) by the City or VPS.

D. Indemnification: VPS and the City respectively agree to indemnify, defend, save and hold harmless the other party and its officials, employees and agents from any and all liability, demands, claims, causes of action, suits or judgments, including costs, attorney fees and expenses incurred in connection therewith, of whatsoever kind or nature to the extent arising out of, or in connection with, or incident to, the negligent performance or willful misconduct pursuant to this Agreement.

E. Governing Law and Venue: The laws of the State of Washington govern this Agreement and the rights and obligations of the parties hereunder shall be construed and enforced in accordance with such laws without regard to the principles of conflict of laws. Any action or suit brought in connection with this Agreement must be brought in the Superior Court of Clark County, Washington.

F. Compliance with the Law: The parties agree to comply with all relevant, federal, state, and municipal laws, rules, policies, regulations or ordinances in fulfilling the obligations of this Agreement.

G. Termination for Public Convenience: The City or VPS may terminate this Agreement for convenience at any time for any reason deemed appropriate. Termination will be effective immediately upon notice of termination given by one party to the other party. In the event this Agreement is terminated prior to the completion of work, consideration will only be due for the portion of the work completed at the time of termination of the Agreement.

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

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the Effective Date.

VANCOUVER PUBLIC SCHOOLS

By: _____
Name: _____
Title: _____

Date: _____

Approved as to form (VPS Attorney):

By: _____
Name/Title: _____

CITY OF VANCOUVER

By: _____
Name: _____
Title: _____

Date: _____

Attest:

By: _____
By: Natasha Ramras, City Clerk (or Designee)

Approved as to form:

By: _____
By: Jonathan Young, City Attorney (or Designee)

EXHIBIT A

HOMEWORK CAFÉ PILOT PROGRAM - OVERVIEW

The Homework Café is scoped to be a three-year pilot to provide regular after-school tutoring to help students improve academic achievement and is in direct response to COVID-related decreases in student's test scores which have not yet rebounded to pre-COVID levels. Year one will begin in January 2024 at one Fourth Plain Corridor Community school, while years two and three of the pilot would add the tutoring program at a second school in the Fourth Plain Corridor Community. School year cadence will be one 8-week session in the fall and two 8-week sessions after winter break with at least a one week break in between.

The Homework Café program will take place after school starting after release and culminating in a family meal in the cafeteria catered by VPS nutrition services for students and their families, as well as any staff who would like to stay for the meal. In addition to certificated supplementals for intensive tutoring, Homework Café funds provided by the City may pay for AVID tutors (or the like) for more basic tutoring needs such as reading proficiency and lower grade math concepts. Tutoring attendance may be open to families who would like to learn the strategies to assist their children at home and/or an adult education component may be implemented on topics that have been presented by families as wants or needs including but not limited to: Financial Literacy, Civics/Citizenship, Navigating District Technology, Building Social Emotional Competency, etc.

The Homework Café program coordinator appointed by VPS will plan session goals based on the needs of students and before and after testing data will be collected via regular assessments such as iReady and teacher feedback. In the final year of the three-year pilot, VPS and the City will evaluate the program results and student assessments as a proof of concept for securing a sustainable funding source.

EXHIBIT B
HOMEWORK CAFÉ BUDGET

Expense	Description	Year 1 (Jan - Dec 2024)	Year 2[†] (Jan - Dec 2025)	Year 3[†] (Jan - Dec 2026)
Salary/Fringe:*	Program Coordinator 0.15 FTE Cert	\$18,000	\$18,900	\$19,845
	Cert Supplemental 3 hours/week 32 weeks	\$5,568	\$11,693	\$12,277
	Cert Supplemental 3 hours/week 32 weeks	\$5,568	\$11,693	\$12,277
	Cert Supplemental 3 hours/week 32 weeks	\$5,568	\$11,693	\$12,277
	Cook Supplemental 3 hours/week 32 weeks	\$3,840	\$8,064	\$8,467
	Cafeteria Assistant 3 hours/week 32 weeks	\$3,840	\$8,064	\$8,467
	Tutor 2 hours/week 32 hours	\$1,920	\$4,032	\$4,234
	Tutor 2 hours/week 32 hours	\$1,920	\$4,032	\$4,234
	Tutor 2 hours/week 32 hours	\$1,920	\$4,032	\$4,234
	Salary/Fringe Total	\$48,144	\$82,202	\$86,313
Supplies [‡]	Dinner for 60 (\$15 pp) x 32 weeks	\$28,800	\$59,904	\$62,300
	Tutoring Supplies	\$10,000	\$20,000	\$20,000
	Custodial Supplies	\$5,000	\$10,000	\$10,000
	Supplies Total	\$43,800	\$89,904	\$92,300
Direct Costs	Subtotals	\$91,944	\$172,106	\$178,613
Indirect Costs	5.04%	\$4,634	\$8,674	\$9,002
Total Cost		\$96,578	\$180,781	\$187,615

Notes:

* Includes a 5% increase each year for cost of living (COLA) and contract increases.

[†] Year 1 costs include expenses for tutoring at 1 school; costs are doubled beginning in Year 2 to reflect the addition of tutoring at a second school.

[‡] Includes a 4% increase each year to account for average inflation.



Staff Report: 007-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024

SUBJECT Grant Agreement for Fenton Community Park (RCO #22-1496A)

Key Points

- This grant provides \$1,000,000 in state funding toward the Fenton Community Park acquisition.
- The Washington State Recreation and Conservation Office has been a significant funding source for park projects since 1968, providing over \$10 million in grant funding for 41 projects throughout Vancouver. These funds allowed the City to leverage \$12 million in local funds to stimulate \$23 million in park and open space acquisition, development, and restoration projects city wide.
- Execution of the grant agreement allows staff to initiate the reimbursement process.

Strategic Plan Alignment

Climate and Natural Systems – Environmental stewardship and efforts to address climate change to ensure a sustainable future.

Present Situation

Acquisition of Fenton Community Park was completed in 2019 and approved by City Council on December 17, 2018. The property was acquired under a Waiver of Retroactivity, granted by RCO to preserve the city's ability to seek a grant for the acquisition of the property prior to completion of a grant agreement.

On April 18, 2022, City Council authorized Parks staff to submit a grant project application to the Recreation and Conservation Office for consideration in the biennial Washington Wildlife and Recreation Program (WWRP) for the Fenton property acquisition (Resolution M-4167). The City of Vancouver was officially informed on November 1, 2023, that \$1,000,000 is available toward reimbursement of acquisition expenses.

Per RCO requirements, a project agreement must be executed to accept grant funding. The agreement obligations specify that lands purchased with WWRP funds be retained and managed

in a manner consistent with the original intent of the grant program by committing the site to public outdoor recreation in perpetuity. The attached agreement is consistent with standard RCO requirements and execution of the document will enable Parks staff to initiate the grant reimbursement process.

Advantage(s)

1. Complies with standard document procedures, grant reimbursement, and site management requirements of the Recreation Conservation Office.
2. Provides reimbursement to the Parks Capital Fund for a total of \$1,000,000.
3. Grant funds leverage local resources for local park projects.

Disadvantage(s)

None identified.

Budget Impact

Grant funding leverages local resources to provide additional revenue for local park projects. Acceptance and execution of the grant agreement will allow staff to complete the reimbursement process to allow release of grant funding.

This acquisition project was completed in 2019 under a Waiver of Retroactivity to allow the land purchase to precede execution of a grant agreement. All RCO grants require a minimum 50% match. The local grant project match requirement was satisfied through Park Impact Fee (PIF) District C funding. Due to insufficient cash resources, the PIF District C fund borrowed funds from the General Fund to fund the acquisition and has been repaying the loan since. The balance of the General Fund loan is anticipated to be extinguished in 2024. No additional budget allocation is required.

Prior Council Review

On December 3, 2018, City Council authorized the \$5,725,000 Fenton land purchase of 22.5 acres, and acceptance of an additional 22.28 acres of wooded wetlands donated by the seller to complement to the future park for natural resource protection, enhancement, stewardship, and environmental education. The combined parcels created a 44.78-acre community park to serve northeast Vancouver, one of the most underserved areas of Vancouver.

Action Requested

Accept and authorize the City Manager, or designee, to execute Grant Project Agreement 2022-1496A for the Fenton Community Park acquisition reimbursement.

Monica Tubberville, Senior Planner, 360-487-8353

ATTACHMENTS:

- Fenton Community Park Agreement

Project Sponsor: Vancouver Parks, Recreation & Cultural Services Department

Project Number: 22-1496A

Project Title: Fenton Community Park

Approval Date: 06/28/2023

PARTIES OF THE AGREEMENT

This Recreation and Conservation Office Grant Agreement (Agreement) is entered into between the State of Washington by and through the Recreation and Conservation Funding Board (RCFB or funding board) and the Recreation and Conservation Office (RCO), P.O. Box 40917, Olympia, Washington 98504-0917 and by and through the Vancouver Parks, Recreation & Cultural Services Department (Sponsor, and primary Sponsor), PO Box 1995, Vancouver, WA 98668, and shall be binding on the agents and all persons acting by or through the parties.

All Sponsors are equally and independently subject to all the conditions of this Agreement except those conditions that expressly apply only to the primary Sponsor.

Prior to and during the Period of Performance, per the Applicant Resolution/Authorizations submitted by all Sponsors (and on file with the RCO), the identified Authorized Representative(s)/Agent(s) have full authority to legally bind the Sponsor(s) regarding all matters related to the project identified above, including but not limited to, full authority to: (1) sign a grant application for grant assistance, (2) enter into this Agreement on behalf of the Sponsor(s), including indemnification, as provided therein, (3) enter any amendments thereto on behalf of Sponsor(s), and (4) make any decisions and submissions required with respect to the project. Agreements and amendments must be signed by the Authorized Representative/Agent(s) of all Sponsors, unless otherwise allowed in the AMENDMENTS TO AGREEMENT Section.

- A. During the Period of Performance, in order for a Sponsor to change its Authorized Representative/Agent as identified on the original signed Applicant Resolution/Authorization the Sponsor must provide the RCO a new Applicant Resolution/Authorization signed by its governing body or a written delegation of authority to sign in lieu of originally authorized Representative/Agency(s). Unless a new Applicant Resolution/Authorization has been provided, the RCO shall proceed on the basis that the person who is listed as the Authorized Representative in the last Resolution/Authorization that RCO has received is the person with authority to bind the Sponsor to the Agreement (including any amendments thereto) and decisions related to implementation of the Agreement.
- B. Amendments After the Period of Performance. RCO reserves the right to request and Sponsor has the obligation to provide, authorizations and documents that demonstrate any signatory to an amendment has the authority to legally bind the Sponsor as described in the above Sections.

For the purposes of this Agreement, as well as for grant management purposes with RCO, only the primary Sponsor may act as a fiscal agent to obtain reimbursements (See PROJECT REIMBURSEMENTS Section).

PURPOSE OF AGREEMENT

This Agreement sets out the terms and conditions by which a grant is made from the Outdoor Recreation Account of the State of Washington. The grant is administered by the Recreation and Conservation Office (RCO).

DESCRIPTION OF PROJECT

The Vancouver Parks, Recreation and Community Services Department will use this grant to purchase 44 acres located in east Vancouver for a future community park that will expand recreation access for residents in the area. The primary recreational opportunities provided through this grant are passive and active outdoor recreation.

PERIOD OF PERFORMANCE

The period of performance begins on July 1, 2023 (project start date) and ends on December 31, 2024 (project end date). No allowable cost incurred before or after this period is eligible for reimbursement unless specifically provided for by written amendment or addendum to this Agreement, or specifically provided for by applicable RCWs, WACs, and any applicable RCO manuals as of the effective date of this Agreement.

The RCO reserves the right to summarily dismiss any request to amend this Agreement if not made at least 60 days before the project end date.

STANDARD TERMS AND CONDITIONS INCORPORATED

The Standard Terms and Conditions of the Recreation and Conservation Office attached hereto are incorporated by reference as part of this Agreement.

LONG-TERM OBLIGATIONS

For this acquisition project, the Sponsor's long-term obligations for the project area shall be in perpetuity, beginning at project completion, unless otherwise identified in the Agreement or as approved by the funding board or RCO.

PROJECT FUNDING

The total grant award provided for this project shall not exceed \$1,000,000.00. The RCO shall not pay any amount beyond that approved for grant funding of the project and within the percentage as identified below. The Sponsor shall be responsible for all total project costs that exceed this amount. The minimum matching share provided by the Sponsor shall be as indicated below:

	Percentage	Dollar Amount	Source of Funding
RCFB - WWRP - Local Parks	18.04%	\$1,000,000.00	State
Project Sponsor	81.96%	\$4,543,442.00	
Total Project Cost	100.00%	\$5,543,442.00	

RIGHTS AND OBLIGATIONS INTERPRETED IN LIGHT OF RELATED DOCUMENTS

All rights and obligations of the parties under this Agreement are further specified in and shall be interpreted in light of the Sponsor's application and the project summary and eligible scope activities under which the Agreement has been approved and/or amended as well as documents produced in the course of administering the Agreement, including the eligible scope activities, the milestones report, progress reports, and the final report. Provided, to the extent that information contained in such documents is irreconcilably in conflict with the Agreement, such information shall not be used to vary the terms of the Agreement, unless the terms in the Agreement are shown to be subject to an unintended error or omission. "Agreement" as used here and elsewhere in this document, unless otherwise specifically stated, has the meaning set forth in the definitions of the Standard Terms and Conditions.

AMENDMENTS TO AGREEMENT

Except as provided herein, no amendment (including without limitation, deletions) of this Agreement will be effective unless set forth in writing signed by all parties. Exception: extensions of the Period of Performance and minor scope adjustments need only be signed by RCO's director or designee and consented to in writing (including email) by the Sponsor's Authorized Representative/Agent or Sponsor's designated point of contact for the implementation of the Agreement (who may be a person other than the Authorized Agent/Representative), unless otherwise provided for in an amendment. This exception does not apply to a federal government Sponsor or a Sponsor that requests and enters into a formal amendment for extensions or minor scope adjustments.

It is the responsibility of a Sponsor to ensure that any person who signs an amendment on its behalf is duly authorized to do so.

Unless otherwise expressly stated in an amendment, any amendment to this Agreement shall be deemed to include all current federal, state, and local government laws and rules, and policies applicable and active and published in the applicable RCO manuals or on the RCO website in effect as of the effective date of the amendment, without limitation to the subject matter of the amendment. Provided, any update in law, rule, policy or a manual that is incorporated as a result of an amendment shall apply only prospectively and shall not require that an act previously done in compliance with existing requirements be redone. However, any such amendment, unless expressly stated, shall not extend or reduce the long-term obligation term.

COMPLIANCE WITH APPLICABLE STATUTES, RULES, AND POLICIES

This Agreement is governed by, and the sponsor shall comply with, all applicable state and federal laws and regulations, applicable RCO manuals as identified below, Exhibits, and any applicable federal program and accounting rules effective as of the date of this Agreement or as of the effective date of an amendment, unless otherwise provided in the amendment. Provided, any update in law, rule, policy or a manual that is incorporated as a result of an amendment shall apply only prospectively and shall not require that an act previously done in compliance with existing requirements be redone unless otherwise expressly stated in the amendment.

For the purpose of this Agreement, WAC Title 286, RCFB policies shall apply as terms of this Agreement.

For the purpose of this Agreement, the following RCO manuals are deemed applicable and shall apply as terms of this Agreement:

- Acquisition Projects - Manual 3
- Long Term Obligations - Manual 7
- Reimbursements - Manual 8
- WWRP - Recreation Programs - Manual 10a

SPECIAL CONDITIONS

PRE-EXISTING HAYING AND CONTINUING USE

A few months after purchasing the Fenton property under an RCO approved waiver of retroactivity (#18-72), the Sponsor entered a five-year agricultural (hay) lease on the property to help defer maintenance costs. Because the Sponsor wants to extend the lease agreement, Sponsor must submit an Allowable Uses request for consideration. RCO will not approve any reimbursements before resolution of that request. To ensure timely completion of the project, the Sponsor must submit the Allowable Uses request by March 31, 2024. If an Allowable Use is not approved by RCO, the Sponsor must terminate the haying operation by September 30, 2024.

SPECIAL CONDITIONS - CULTURAL RESOURCES

CONDITION APPLIES TO THE FOLLOWING AREA(S): Fenton Community Park

State - RCO Lead: Proceed under an IDP: No cultural resources work is required for this scope of work, the project may proceed in accordance with RCO's Inadvertent Discovery Plan. Future project actions or any changes to the scope of work may require cultural resources survey.

AGREEMENT CONTACTS

The parties will provide all written communications and notices under this Agreement to either or both the mail address and/or the email address listed below:

Sponsor Project Contact

Monica Tubberville
Park Planner
PO Box 1995
Vancouver, WA 98668-1995
monica.tubberville@cityofvancouver.us

RCO Contact

Russell Malburg
Outdoor Grants Manager
PO Box 40917
Olympia, WA 98504-0917
russell.malburg@rco.wa.gov

These addresses and contacts shall be effective until receipt by one party from the other of a written notice of any change. Unless otherwise provided for in this Agreement, decisions relating to the Agreement must be made by the Authorized Representative/Agent, who may or may not be the Project Contact for purposes of notices and communications.

ENTIRE AGREEMENT

This Agreement, with all amendments and attachments, constitutes the entire Agreement of the parties. No other understandings, oral or otherwise, regarding this Agreement shall exist or bind any of the parties.

EFFECTIVE DATE

Unless otherwise provided for in this Agreement, this Agreement, for Project 22-1496, shall become effective and binding on the date signed by both the sponsor and the RCO's authorized representative, whichever is later (Effective Date). Reimbursements for eligible and allowable costs incurred within the period of performance identified in the PERIOD OF PERFORMANCE Section are allowed only when this Agreement is fully executed and an original is received by RCO.

The Sponsor has read, fully understands, and agrees to be bound by all terms and conditions as set forth in this Agreement and the STANDARD TERMS AND CONDITIONS OF THE RCO GRANT AGREEMENT. The signatories listed below represent and warrant their authority to bind the parties to this Agreement.

Vancouver Parks, Recreation & Cultural Services Department

By: _____

Date: _____

Name (printed): _____

Title: _____

State of Washington Recreation and Conservation Office
On behalf of the Recreation and Conservation Funding Board (RCFB or funding board)

By: _____
FOR Megan Duffy
Director
Recreation and Conservation Office

Date: _____

Pre-approved as to form:

By:  _____
Assistant Attorney General

Date: 05/01/2023

Project Sponsor: Vancouver Parks, Recreation & Cultural Services Department

Project Number: 22-1496A

Project Title: Fenton Community Park

Approval Date: 06/28/2023

Eligible Scope Activities

ELIGIBLE SCOPE ACTIVITIES

Acquisition Metrics

Property: Fenton Community Park (Worksite #1, Fenton Community Park)

Real Property Acquisition

Land

Clean up of hazardous substances required (yes/no):

No

Acres by Acreage Type (fee simple):

Uplands

22.50

Wetlands

22.28

Existing structures on site:

No structures on site

A residence and outbuildings were located on the site, but have been demolished. DAHP review was completed prior to structure removal and documentation is attached. The residence, identified as the McCarty House, was built in 1895. DAHP (Property ID 18705) determined the structures were not eligible for historic designation due to significant structural modifications. Associated demolition costs are intentionally excluded from the reimbursement request due to the high value of the land itself.

Incidentals

Appraisal

Appraisal Review

Closing, Recording, Taxes, Title

Environmental Audits

Wetland Delineations

Administrative Costs (Acq)

Administrative costs (Acq)

Project Sponsor: Vancouver Parks, Recreation & Cultural Services Department

Project Number: 22-1496A

Project Title: Fenton Community Park

Approval Date: 06/28/2023

Project Milestones

PROJECT MILESTONE REPORT

Complete	Milestone	Target Date	Comments/Description
X	Order Appraisal(s)	07/22/2017	
X	Purchase Agreement Signed	02/20/2018	
X	Order Appraisal Review(s)	08/15/2018	
X	Survey Complete	12/03/2018	
X	Acquisition Closing	03/12/2019	Waiver #18-72
X	Project Start	07/01/2023	
	Progress Report Due	01/31/2024	
	Special Conditions Met	03/31/2024	Submit Allowable Use Request for haying - see Special Condition
	Annual Project Billing Due	06/30/2024	
	Cultural Resources Complete	06/30/2024	Proceed in accordance with IDP
	Progress Report Due	07/31/2024	
	RCO Notice to Proceed	08/31/2024	
	Recorded Acq Documents to RCO	09/30/2024	
	RCO Final Inspection	11/30/2024	
	Funding Acknowl Sign Posted	11/30/2024	
	Final Billing Due	12/01/2024	
	Final Report Due	12/02/2024	
	Agreement End Date	12/31/2024	

Project Sponsor: Vancouver Parks, Recreation & Cultural Services Department

Project Number: 22-1496A

Project Title: Fenton Community Park

Approval Date: 06/28/2023

Standard Terms and Conditions of the Recreation and Conservation Office

Table of Contents

STANDARD TERMS AND CONDITIONS EFFECTIVE DATE	8
CITATIONS, HEADINGS AND DEFINITIONS	8
PERFORMANCE BY THE SPONSOR	10
ASSIGNMENT	11
RESPONSIBILITY FOR PROJECT	11
INDEMNIFICATION	11
INDEPENDENT CAPACITY OF THE SPONSOR	12
CONFLICT OF INTEREST	12
COMPLIANCE WITH APPLICABLE LAW	12
ARCHAEOLOGICAL AND CULTURAL RESOURCES	13
RECORDS	14
PROJECT FUNDING	14
PROJECT REIMBURSEMENTS	14
RECOVERY OF PAYMENTS	15
COVENANT AGAINST CONTINGENT FEES	15
INCOME (AND FEES) AND USE OF INCOME	15
PROCUREMENT REQUIREMENTS	16
TREATMENT OF EQUIPMENT AND ASSETS	16
RIGHT OF INSPECTION	16
STEWARDSHIP AND MONITORING	16
PREFERENCES FOR RESIDENTS	17
ACKNOWLEDGMENT AND SIGNS	17
PROVISIONS APPLYING TO ACQUISITION PROJECTS	17
LONG-TERM OBLIGATIONS OF THE PROJECTS AND SPONSORS	18
CONSTRUCTION, OPERATION, USE, AND MAINTENANCE OF ASSISTED PROJECTS	19
ORDER OF PRECEDENCE	19
LIMITATION OF AUTHORITY	20
WAIVER OF DEFAULT	20
APPLICATION REPRESENTATIONS – MISREPRESENTATIONS OR INACCURACY OR BREACH	20
SPECIFIC PERFORMANCE	20
TERMINATION AND SUSPENSION	20
DISPUTE HEARING	21
ATTORNEYS' FEES	22
GOVERNING LAW/VENUE	22
SEVERABILITY	22
END OF STANDARD TERMS AND CONDITIONS	22

STANDARD TERMS AND CONDITIONS EFFECTIVE DATE

This document sets forth the Standard Terms and Conditions of the Recreation and Conservation Office as of 10/30/2023.

CITATIONS, HEADINGS AND DEFINITIONS

- A. Any citations referencing specific documents refer to the current version on the effective date of this Agreement or the effective date of any amendment thereto.
- B. Headings used in this Agreement are for reference purposes only and shall not be considered a substantive part of this Agreement.
- C. Definitions. As used throughout this Agreement, the following terms shall have the meaning set forth below:

acquisition project – A project that purchases or receives a donation of a right to or in real property including, but not limited to, fee simple land acquisition, conservation easement, access/trail/recreational easements, covenants, leases, water rights, and mineral rights.

Agreement, terms of the Agreement, or project agreement – The document entitled “RCO GRANT AGREEMENT” accepted by all parties to the present project and transaction, including without limitation the Standard Terms and Conditions of the RCO Grant Agreement, all exhibits, attachments, addendums, amendments, and applicable manuals, and any intergovernmental agreements, and/or other documents that are incorporated into the Agreement subject to any limitations on their effect under this Agreement.

applicable manual(s), manual – A manual designated in this Agreement to apply as terms of this Agreement, subject (if applicable) to substitution of the “RCO director” for the term “board” in those manuals where the project is not approved by or funded by the referenced board, or a predecessor to the board.

applicable WAC(s) – Designated chapters or provisions of the Washington Administrative Code that apply by their terms to the type of grant in question or are deemed under this Agreement to apply as terms of the Agreement, subject to substitution of the “RCO director” for the term “board” or “agency” in those cases where the RCO has contracted to or been delegated to administer the grant program in question.

applicant – Any party, prior to becoming a Sponsor, who meets the qualifying standards/eligibility requirements for the grant application or request for funds in question.

application – The documents and other materials that an applicant submits to the RCO to support the applicant’s request for grant funds; this includes materials required for the “Application” in the RCO’s automated project information system, and other documents as noted on the application checklist including but not limited to legal opinions, maps, plans, evaluation presentations and scripts.

Authorized Representative/Agent – A Sponsor’s agent (employee, political appointee, elected person, etc.) authorized to be the signatory of this Agreement and any amendments requiring a Sponsor’s signature. This person has the signature authority to bind the Sponsor to this Agreement, grant, and project.

C.F.R. – Code of Federal Regulations

completed project or project completion – The status of a project when all of the following have occurred:

- The grant funded project has been inspected by the RCO and the RCO has determined that all scopes of work to implement the project have been completed satisfactorily.
- A final project report is submitted to and accepted by RCO.
- Any needed amendments to the Agreement have been entered by the Sponsor and RCO and have been delivered to the RCO.
- A final reimbursement request has been delivered to and paid by RCO.
- Documents affecting property rights (including RCO’s as may apply) and any applicable notice of grant, have been recorded (as may apply).

contractor – An entity that receives a contract from a Sponsor related to performance of work or another obligation under this Agreement.

conversion – A conversion occurs 1) when facilities acquired, developed, renovated or restored within the project area are changed to a use other than that for which funds were approved, without obtaining prior written formal RCO or board approval, 2) when property interests are conveyed to a third party not otherwise eligible to receive grants in the program from which funding was approved without obtaining prior written formal RCO or board approval, or 3) when obligations to operate and maintain the funded property are not complied with after reasonable opportunity to

cure.

Cultural Resources – Archaeological or historic archaeological sites, historic buildings/structures, and cultural or sacred places.

director – The chief executive officer of the Recreation and Conservation Office or that person's designee.

effective date – The date when the signatures of all parties to this agreement are present in the agreement.

equipment – Tangible personal property (including information technology systems) having a useful service life of more than one year and a per-unit acquisition cost which equals or exceeds the lesser of the capitalization level established by the Sponsor or \$5,000 (2 C.F.R. Part 200 (as updated)).

funding board or board – The Washington State Recreation and Conservation Funding Board, or the Washington State Salmon Recovery Funding Board. Or both as may apply.

Funding Entity – the entity that approves the project that is the subject to this Agreement.

grant program – The source of the grant funds received. May be an account in the state treasury, or a grant category within a larger grant program, or a federal source.

long-term compliance period – The term of years, beginning on the end date of the agreement, when long-term obligations exist for the Sponsor. The start date and end date of the compliance period may also be prescribed by RCO per the Agreement.

long-term obligations – Sponsor's obligations after the project end date, as specified in the Agreement and manuals and other exhibits as may apply.

match or matching share – The portion of the total project cost provided by the Sponsor.

milestone – An important event with a defined date to track an activity related to implementation of a funded project and monitor significant stages of project accomplishment.

Office – Means the Recreation and Conservation Office or RCO.

pass-through entity – A non-Federal entity that provides a subaward to a subrecipient to carry out part of a Federal program (2 CFR 200 (as updated)). If this Agreement is a federal subaward, RCO is the pass-through entity.

period of performance – The period beginning on the project start date and ending on the project end date.

pre-agreement cost – A project cost incurred before the period of performance.

primary Sponsor – The Sponsor who is not a secondary Sponsor and who is specifically identified in the Agreement as the entity to which RCO grants funds to and authorizes and requires to administer the grant. Administration includes but is not limited to acting as the fiscal agent for the grant (e.g. requesting and accepting reimbursements, submitting reports). Primary Sponsor includes its officers, employees, agents and successors.

project – The undertaking that is funded by this Agreement either in whole or in part with funds administered by RCO.

project area - A geographic area that delineates a grant assisted site which is subject to project agreement requirements.

project completion or completed project – The status of a project when all of the following have occurred:

- The grant funded project has been inspected by the RCO and the RCO has determined that all scopes of work to implement the project have been completed satisfactorily.
- A final project report is submitted to and accepted by RCO.
- Any needed amendments to the Agreement have been entered by the Sponsor and RCO and have been delivered to the RCO.
- A final reimbursement request has been delivered to and paid by RCO.
- Documents affecting property rights (including RCO's as may apply) and any applicable notice of grant, have been recorded (as may apply).

project cost – The total allowable costs incurred under this Agreement and all required match share and voluntary committed matching share, including third-party contributions (see also 2 C.F.R. Part 200 (as updated)) for federally funded projects).

project end date – The specific date identified in the Agreement on which the period of performance ends, as may be changed by amendment. This date is not the end date for any long-term obligations.

project start date – The specific date identified in the Agreement on which the period of performance starts.

RCFB – Recreation and Conservation Funding Board

RCO – Recreation and Conservation Office – The state agency that administers the grant that is the subject of this Agreement. RCO includes the director and staff.

RCW – Revised Code of Washington

reimbursement – RCO's payment of funds from eligible and allowable costs that have already been paid by the Sponsor per the terms of the Agreement.

renovation project – A project intended to improve an existing site or structure in order to increase its useful service life beyond current expectations or functions. This does not include maintenance activities to maintain the facility for its originally expected useful service life.

secondary Sponsor – One of two or more Sponsors who is not a primary Sponsor. Only the primary Sponsor may be the fiscal agent for the project.

Sponsor – A Sponsor is an organization that is listed in and has signed this Agreement.

Sponsor Authorized Representative/Agent – A Sponsor's agent (employee, political appointee, elected person, etc.) authorized to be the signatory of this Agreement and any amendments requiring a Sponsor signature. This person has the signature authority to bind the Sponsor to this Agreement, grant, and project.

subaward – Funds allocated to the RCO from another organization, for which RCO makes available to or assigns to another organization via this Agreement. Also, a subaward may be an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of any award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a federal or other program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract. Also see 2 C.F.R. Part 200 (as updated). For federal subawards, a subaward is for the purpose of carrying out a portion of a Federal award and creates a federal assistance relationship with the subrecipient (2 C.F.R. Part 200 (as updated)). If this Agreement is a federal subaward, the subaward amount is the grant program amount in the Project Funding Section.

subrecipient – Subrecipient means an entity that receives a subaward. For non-federal entities receiving federal funds, a subrecipient is an entity that receives a subaward from a pass-through entity to carry out part of a federal program; but does not include an individual that is a beneficiary of such program. A subrecipient may also be a recipient of other federal awards directly from a federal awarding agency (2 C.F.R. Part 200 (as updated)). If this Agreement is a federal subaward, the Sponsor is the subrecipient.

tribal consultation – Outreach, and consultation with one or more federally recognized tribes (or a partnership or coalition or consortium of such tribes, or a private tribal enterprise) whose rights will or may be significantly affected by the proposed project. This includes sharing with potentially-affected tribes the scope of work in the grant and potential impacts to natural areas, natural resources, and the built environment by the project. It also includes responding to any tribal request from such tribes and considering tribal recommendations for project implementation which may include not proceeding with parts of the project, altering the project concept and design, or relocating the project or not implementing the project, all of which RCO shall have the final approval of.

useful service life – Period during which a built asset, equipment, or fixture is expected to be useable for the purpose it was acquired, installed, developed, and/or renovated, or restored per this Agreement.

WAC – Washington Administrative Code.

PERFORMANCE BY THE SPONSOR

The Sponsor shall undertake the project as described in this Agreement, and in accordance with the Sponsor's proposed goals and objectives described in the application or documents submitted with the application, all as finally approved by the RCO (to include any RCO approved changes or amendments thereto). All submitted documents are incorporated by this reference as if fully set forth herein.

Timely completion of the project and submission of required documents, including progress and final reports, is important. Failure to meet critical milestones or complete the project, as set out in this Agreement, is a material breach of the Agreement.

ASSIGNMENT

Neither this Agreement, nor any claim arising under this Agreement, shall be transferred or assigned by the Sponsor without prior written approval of the RCO. Sponsor shall not sell, give, or otherwise assign to another party any property right, or alter a conveyance (see below) for the project area acquired with this grant without prior approval of the RCO.

RESPONSIBILITY FOR PROJECT

Although RCO administers the grant that is the subject of this Agreement, the project itself remains the sole responsibility of the Sponsor. The RCO and Funding Entity (if different from the RCO) undertakes no responsibilities to the Sponsor, or to any third party, other than as is expressly set out in this Agreement.

The responsibility for the implementation of the project is solely that of the Sponsor, as is the responsibility for any claim or suit of any nature by any third party related in any way to the project. When a project has more than one Sponsor, any and all Sponsors are equally responsible for the project and all post-completion stewardship responsibilities and long-term obligations unless otherwise stated in this Agreement.

The RCO, its employees, assigns, consultants and contractors, and members of any funding board or advisory committee or other RCO grant review individual or body, have no responsibility for reviewing, approving, overseeing or supervising design, construction, or safety of the project and leaves such review, approval, oversight and supervision exclusively to the Sponsor and others with expertise or authority. In this respect, the RCO, its employees, assigns, consultants and contractors, and any funding board or advisory committee or other RCO grant review individual or body will act only to confirm at a general, lay person, and nontechnical level, solely for the purpose of project eligibility and payment and not for safety or suitability, that the project apparently is proceeding or has been completed as per the Agreement.

INDEMNIFICATION

The Sponsor shall defend, indemnify, and hold the State and its officers and employees harmless from all claims, demands, or suits at law or equity arising in whole or in part from the actual or alleged acts, errors, omissions or negligence in connection with this Agreement (including without limitation all work or activities thereunder), or the breach of any obligation under this Agreement by the Sponsor or the Sponsor's agents, employees, contractors, subcontractors, or vendors, of any tier, or any other persons for whom the Sponsor may be legally liable.

Provided that nothing herein shall require a Sponsor to defend or indemnify the State against and hold harmless the State from claims, demands or suits based solely upon the negligence of the State, its employees and/or agents for whom the State is vicariously liable.

Provided further that if the claims or suits are caused by or result from the concurrent negligence of (a) the Sponsor or the Sponsor's agents or employees, and (b) the State, or its employees or agents the indemnity obligation shall be valid and enforceable only to the extent of the Sponsor's negligence or its agents, or employees.

As part of its obligations provided above, the Sponsor specifically assumes potential liability for actions brought by the Sponsor's own employees or its agents against the State and, solely for the purpose of this indemnification and defense, the Sponsor specifically waives any immunity under the state industrial insurance law, RCW Title 51. Sponsor's waiver of immunity under this provision extends only to claims against Sponsor by Indemnitee RCO, and does not include, or extend to, any claims by Sponsor's employees directly against Sponsor.

Sponsor shall ensure that any agreement relating to this project involving any contractors, subcontractors and/or vendors of any tier shall require that the contracting entity indemnify, defend, waive RCW 51 immunity, and otherwise protect the State as provided herein as if it were the Sponsor. This shall not apply to a contractor or subcontractor is solely donating its services to the project without compensation or other substantial consideration.

The Sponsor shall also defend, indemnify, and hold the State and its officers and employees harmless from all claims, demands, or suits at law or equity arising in whole or in part from the alleged patent or copyright infringement or other allegedly improper appropriation or use of trade secrets, patents, proprietary information, know-how, copyright rights or inventions by the Sponsor or the Sponsor's agents, employees, contractors, subcontractors or vendors, of any tier, or any other persons for whom the Sponsor may be legally liable, in performance of the work under this Agreement or arising out of any use in connection with the Agreement of methods, processes, designs, information or other items furnished or communicated to the State, its agents, officers and employees pursuant to the Agreement. Provided, this indemnity shall not apply to any alleged patent or copyright infringement or other allegedly improper appropriation or use of trade secrets, patents, proprietary information, know-how, copyright rights or inventions resulting from the State's, its agents', officers' and employees' failure to comply with specific written instructions regarding use provided to the State, its agents, officers and employees by the Sponsor, its agents, employees, contractors, subcontractors or vendors, of any tier, or any other persons for whom the Sponsor may be legally liable.

The funding board and RCO are included within the term State, as are all other agencies, departments, boards, councils, committees, divisions, bureaus, offices, societies, or other entities of state government.

INDEPENDENT CAPACITY OF THE SPONSOR

The Sponsor and its employees or agents performing under this Agreement are not officers, employees or agents of the RCO or Funding Entity. The Sponsor will not hold itself out as nor claim to be an officer, employee or agent of the RCO or the Funding Entity, or of the state of Washington, nor will the Sponsor make any claim of right, privilege or benefit which would accrue to an employee under RCW 41.06.

The Sponsor is responsible for withholding and/or paying employment taxes, insurance, or deductions of any kind required by federal, state, and/or local laws.

CONFLICT OF INTEREST

Notwithstanding any determination by the Executive Ethics Board or other tribunal, RCO may, in its sole discretion, by written notice to the Sponsor terminate this Agreement if it is found after due notice and examination by RCO that there is a violation of the Ethics in Public Service Act, RCW 42.52; or any similar statute involving the Sponsor in the procurement of, or performance under, this Agreement.

In the event this Agreement is terminated as provided herein, RCO shall be entitled to pursue the same remedies against the Sponsor as it could pursue in the event of a breach of the Agreement by the Sponsor. The rights and remedies of RCO provided for in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law or this Agreement.

COMPLIANCE WITH APPLICABLE LAW

In implementing the Agreement, the Sponsor shall comply with all applicable federal, state, and local laws (including without limitation all applicable ordinances, codes, rules, and regulations). Such compliance includes, without any limitation as to other applicable laws, the following laws:

- A. **Nondiscrimination Laws.** The Sponsor shall comply with all applicable federal, state, and local nondiscrimination laws and/or policies, including but not limited to: the Americans with Disabilities Act; Civil Rights Act; and the Age Discrimination Employment Act (if applicable). In the event of the Sponsor's noncompliance or refusal to comply with any nondiscrimination law or policy, the Agreement may be rescinded, cancelled, or terminated in whole or in part, and the Sponsor may be declared ineligible for further grant awards from the RCO or Funding Entity. The Sponsor is responsible for any and all costs or liability arising from the Sponsor's failure to so comply with applicable law. Except where a nondiscrimination clause required by a federal funding agency is used, the Sponsor shall insert the following nondiscrimination clause in each contract for construction of this project: "During the performance of this contract, the contractor agrees to comply with all federal and state nondiscrimination laws, regulations and policies."
- B. **Secular Use of Funds.** No funds awarded under this grant may be used to pay for any religious activities, worship, or instruction, or for lands and facilities for religious activities, worship, or instruction. Religious activities, worship, or instruction may be a minor use of the grant supported recreation and conservation land or facility.
- C. **Wages and Job Safety.** The Sponsor agrees to comply with all applicable laws, regulations, and policies of the United States and the State of Washington or other jurisdiction which affect wages and job safety. The Sponsor agrees when state prevailing wage laws (RCW 39.12) are applicable, to comply with such laws, to pay the prevailing rate of wage to all workers, laborers, or mechanics employed in the performance of any part of this contract, and to file a statement of intent to pay prevailing wage with the Washington State Department of Labor and Industries as required by RCW 39.12.40. The Sponsor also agrees to comply with the provisions of the rules and regulations of the Washington State Department of Labor and Industries.
 - 1) Pursuant to RCW 39.12.040(1)(a), all contractors and subcontractors shall submit to Sponsor a statement of intent to pay prevailing wages if the need to pay prevailing wages is required by law. If a contractor or subcontractor intends to pay other than prevailing wages, it must provide the Sponsor with an affirmative statement of the contractor's or subcontractor's intent. Unless required by law, the Sponsor is not required to investigate a statement regarding prevailing wage provided by a contractor or subcontractor.
- D. **Restrictions on Grant Use.** No part of any funds provided under this grant shall be used, other than for normal and recognized executive-legislative relationships, for publicity or propaganda purposes, or for the preparation, distribution, or use of any kit, pamphlet, booklet, publication, radio, television, or video presentation designed to support or defeat legislation pending before the U.S. Congress or any state legislature. No part of any funds provided under this grant shall be used to pay the salary or expenses of any Sponsor, or agent acting for such Sponsor, related to any activity designed to influence legislation or appropriations pending before the U.S. Congress or any state legislature.
- E. **Debarment and Certification.** By signing the Agreement with RCO, the Sponsor certifies that neither it nor its principals nor any other lower tier participant are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by Washington State Labor and Industries. Further, the Sponsor agrees not to enter into any arrangements or contracts related to this Agreement with any party

ARCHAEOLOGICAL AND CULTURAL RESOURCES

- A. Project Review. RCO facilitates the review of projects for potential impacts to archaeology and cultural resources, except as those listed below. The Sponsor shall follow RCO guidance and directives to assist it with such review as may apply.
 - 1) **Projects occurring on State/Federal Lands:** Archaeological and cultural resources compliance for projects occurring on State or Federal Agency owned or managed lands, will be the responsibility of the respective agency, regardless of sponsoring entity type. Prior to ground disturbing work or alteration of a potentially historic or culturally significant structure, or release of final payments on an acquisition, the Sponsor must provide RCO all documentation acknowledging and demonstrating that the applicable archaeological and cultural resources responsibilities of such state or federal landowner or manager has been conducted.
- B. Termination. RCO retains the right to terminate a project due to anticipated or actual impacts to archaeology and cultural resources.
- C. Notice To Proceed. No work shall commence in the project area until RCO has provided a notice of cultural resources completion. RCO may require on-site monitoring for impacts to archaeology and cultural resources during any demolition, construction, land clearing, restoration, or repair work, and may direct that work stop to minimize, mitigate, or avoid impacts to archaeology and cultural resource impacts or concerns. All cultural resources requirements for non ground disturbing projects (such as acquisition or planning projects) must be met prior to final reimbursement.
- D. Compliance and Indemnification. At all times, the Sponsor shall take reasonable action to avoid, minimize, or mitigate adverse effects to archaeological and historic resources in the project area, and comply with any RCO direction for such minimization and mitigation. All federal or state cultural resources requirements under Governor's Executive Order 21-02 and the National Historic Preservation Act, and the State Environmental Policy Act and the National Environmental Policy Act, and any local laws that may apply, must be completed prior to the start of any work on the project site. The Sponsor must agree to indemnify and hold harmless the State of Washington in relation to any claim related to historical or cultural artifacts discovered, disturbed, or damaged due to the project funded under this Agreement. Sponsor shall comply with RCW 27.53, RCW 27.44.055, and RCW 68.50.645, and all other applicable local, state, and federal laws protecting cultural resources and human remains.
- E. Costs associated with project review and evaluation of archeology and cultural resources are eligible for reimbursement under this agreement. Costs that exceed the budget grant amount shall be the responsibility of the Sponsor.
- F. Inadvertent Discovery Plan. The Sponsor shall request, review, and be bound by the RCO Inadvertent Discovery Plan, and:
 - 1) Keep the IDP at the project site.
 - 2) Make the IDP readily available to anyone working at the project site.
 - 3) Discuss the IDP with staff and contractors working at the project site.
 - 4) Implement the IDP when cultural resources or human remains are found at the project site.
- G. Inadvertent Discovery
 - 1) If any archaeological or historic resources are found while conducting work under this Agreement, the Sponsor shall immediately stop work and notify RCO, the Department of Archaeology and Historic Preservation at (360) 586-3064, and any affected Tribe, and stop any activity that may cause further disturbance to the archeological or historic resources.
 - 2) If any human remains are found while conducting work under this Agreement, Sponsor shall immediately stop work and notify the local Law Enforcement Agency or Medical Examiner/Coroner's Office, and then RCO, all in the most expeditious manner, and stop any activity that may cause disturbance to the remains. Sponsor shall secure the area of the find will and protect the remains from further disturbance until the State provides a new notice to proceed.
 - a) Any human remains discovered shall not be touched, moved, or further disturbed unless directed by the Department of Archaeology and Historic Preservation (DAHP).
 - b) The county medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county medical examiner/coroner determines the remains are non-forensic, then they will report that finding to the Department of Archaeology and Historic Preservation (DAHP) who will then take jurisdiction over

the remains. The DAHP will notify any appropriate cemeteries and all affected tribes of the find. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

RECORDS

- A. **Digital Records.** If requested by RCO, the Sponsor must provide a digital file(s) of the project property and funded project site in a format specified by the RCO.
- B. **Maintenance and Retention.** The Sponsor shall maintain books, records, documents, data and other records relating to this Agreement and performance of the services described herein, including but not limited to accounting procedures and practices which sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Agreement. Sponsor shall retain such records for a period of nine years from the date RCO deems the project complete, as defined in the PROJECT REIMBURSEMENTS Section. If any litigation, claim or audit is started before the expiration of the nine (9) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.
- C. **Access to Records and Data.** At no additional cost, the records relating to the Agreement, including materials generated under the Agreement, shall be subject at all reasonable times to inspection, review or audit by RCO, personnel duly authorized by RCO, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement. This includes access to all information that supports the costs submitted for payment under the grant and all findings, conclusions, and recommendations of the Sponsor's reports, including computer models and methodology for those models.
- D. **Public Records.** Sponsor acknowledges that the RCO is subject to RCW 42.56 and that this Agreement and any records Sponsor submits or has submitted to the State shall be a public record as defined in RCW 42.56. RCO administers public records requests per WAC 286-06 and 420-04 (which ever applies). Additionally, the Sponsor agrees to disclose any information in regards to the expenditure of that funding as if the project sponsor were subject to the requirements of chapter 42.56 RCW. By submitting any record to the State, Sponsor understands that the State may be requested to disclose or copy that record under the state public records law, currently codified at RCW 42.56. The Sponsor warrants that it possesses such legal rights as are necessary to permit the State to disclose and copy such record to respond to a request under state public records laws. The Sponsor hereby agrees to release the State from any claims arising out of allowing such review or copying pursuant to a public records act request, and to indemnify against any claims arising from allowing such review or copying and pay the reasonable cost of state's defense of such claims.

PROJECT FUNDING

- A. **Authority.** This Agreement and funding is made available to Sponsor through the RCO.
- B. **Additional Amounts.** The RCO or Funding Entity shall not be obligated to pay any amount beyond the dollar amount as identified in this Agreement, unless an additional amount has been approved in advance by the RCO director and incorporated by written amendment into this Agreement.
- C. **Before the Agreement.** No expenditure made, or obligation incurred, by the Sponsor before the project start date shall be eligible for grant funds, in whole or in part, unless specifically provided for by the RCO director, such as a waiver of retroactivity or program specific eligible pre-Agreement costs. For reimbursements of such costs, this Agreement must be fully executed and an original received by RCO. The dollar amounts identified in this Agreement may be reduced as necessary to exclude any such expenditure from reimbursement.
- D. **After the Period of Performance.** No expenditure made, or obligation incurred, following the period of performance shall be eligible, in whole or in part, for grant funds hereunder. In addition to any remedy the RCO or Funding Entity may have under this Agreement, the grant amounts identified in this Agreement shall be reduced to exclude any such expenditure from participation.

PROJECT REIMBURSEMENTS

- A. **Reimbursement Basis.** This Agreement is administered on a reimbursement basis per WAC 286-13 and/or 420-12, whichever has been designated to apply. Only the primary Sponsor may request reimbursement for eligible and allowable costs incurred during the period of performance. The primary Sponsor may request reimbursement only after (1) this Agreement has been fully executed and (2) the Sponsor has remitted payment to its vendors. RCO will authorize disbursement of project funds only on a reimbursable basis at the percentage as defined in the PROJECT FUNDING Section. Reimbursement shall not be approved for any expenditure not incurred by the Sponsor, or for a donation used as part of its matching share. RCO does not reimburse for donations. All reimbursement requests must include proper documentation of expenditures as required by RCO.

- B. **Reimbursement Request Frequency.** The primary Sponsor is required to submit a reimbursement request to RCO, at a minimum for each project at least once a year for reimbursable activities occurring between July 1 and June 30 or as identified in the milestones. Sponsors must refer to the most recent applicable RCO manuals and this Agreement regarding reimbursement requirements.
- C. **Compliance and Payment.** The obligation of RCO to pay any amount(s) under this Agreement is expressly conditioned on strict compliance with the terms of this Agreement and other agreements between RCO and the Sponsor.
- D. **Conditions for Payment of Retainage.** RCO reserves the right to withhold disbursement of the total amount of the grant to the Sponsor until the following has occurred:
 - 1) RCO has accepted the project as a completed project, which acceptance shall not be unreasonably withheld.
 - 2) On-site signs are in place (if applicable); Any other required documents and media are complete and submitted to RCO; Grant related fiscal transactions are complete, and
 - 3) RCO has accepted a final boundary map of the project area for which the Agreement terms will apply in the future.

RECOVERY OF PAYMENTS

- A. **Recovery for Noncompliance.** In the event that the Sponsor fails to expend funds under this Agreement in accordance with state and federal laws, and/or the provisions of the Agreement, fails to meet its percentage of the project total, and/or fails to comply with any of the terms and conditions of the Agreement, RCO reserves the right to recover grant award funds in the amount equivalent to the extent of noncompliance in addition to any other remedies available at law or in equity.
- B. **Return of Overpayments.** The Sponsor shall reimburse RCO for any overpayment or erroneous payments made under the Agreement. Repayment by the Sponsor of such funds under this recovery provision shall occur within 30 days of demand by RCO. Interest shall accrue at the rate of twelve percent (12%) per annum from the time the Sponsor received such overpayment. Unless the overpayment is due to an error of RCO, the payment shall be due and owing on the date that the Sponsor receives the overpayment from the RCO. If the payment is due to an error of RCO, it shall be due and owing 30 days after demand by RCO for refund.

COVENANT AGAINST CONTINGENT FEES

The Sponsor warrants that no person or selling agent has been employed or retained to solicit or secure this Agreement on an agreement or understanding for a commission, percentage, brokerage or contingent fee, excepting bona fide employees or bona fide established agents maintained by the Sponsor for the purpose of securing business. RCO shall have the right, in the event of breach of this clause by the Sponsor, to terminate this Agreement and to be reimbursed by Sponsor for any grant funds paid to Sponsor (even if such funds have been subsequently paid to an agent), without liability to RCO or, in RCO's discretion, to deduct from the Agreement grant amount or consideration or recover by other means the full amount of such commission, percentage, brokerage or contingent fee.

INCOME (AND FEES) AND USE OF INCOME

See WAC 286-13-110 for additional requirements for projects funded from the RCFB.

- A. **Compatible source.** The source of any income generated in a funded project or project area must be compatible with the funding source and the Agreement and any applicable manuals, RCWs, and WACs.
- B. **Use of Income.** Subject to any limitations contained in applicable state or federal law, any needed approvals of RCO, and applicable rules and policies, income or fees generated at a project work site (including entrance, utility corridor permit, cattle grazing, timber harvesting, farming, rent, franchise fees, ecosystem services, carbon offsets sequestration, etc.) during or after the reimbursement period cited in the Agreement, must be used to offset:
 - 1) The Sponsor's matching resources;
 - 2) The project's total cost;
 - 3) The expense of operation, maintenance, stewardship, monitoring, and/or repair of the facility or program assisted by the grant funding;
 - 4) The expense of operation, maintenance, stewardship, monitoring, and/or repair of other similar units in the Sponsor's system;

- 5) Capital expenses for similar acquisition and/or development and renovation; and/or
 - 6) Other purposes explicitly approved by RCO or otherwise provided for in this agreement.
- C. **Fees.** User and/or other fees may be charged in connection with land acquired or facilities developed, maintained, renovated, or restored and shall be consistent with the:
- 1) Grant program laws, rules, and applicable manuals;
 - 2) Value of any service(s) furnished;
 - 3) Value of any opportunities furnished; and
 - 4) Prevailing range of public fees in the state for the activity involved.

PROCUREMENT REQUIREMENTS

- A. **Procurement Requirements.** If the Sponsor has, or is required to have, a procurement process that follows applicable state and/or federal law or procurement rules and principles, it must be followed, documented, and retained. If no such process exists, the Sponsor must follow these minimum procedures:
- 1) Publish a notice to the public requesting bids/proposals for the project;
 - 2) Specify in the notice the date for submittal of bids/proposals;
 - 3) Specify in the notice the general procedure and criteria for selection; and
 - 4) Sponsor must contract or hire from within its bid pool. If bids are unacceptable the process needs to be repeated until a suitable bid is selected.
 - 5) Comply with the same legal standards regarding unlawful discrimination based upon race, gender, ethnicity, sex, or sex-orientation that are applicable to state agencies in selecting a bidder or proposer.

Alternatively, Sponsor may choose a bid from a bidding cooperative if authorized to do so.

This procedure creates no rights for the benefit of third parties, including any proposers, and may not be enforced or subject to review of any kind or manner by any entity other than the RCO. Sponsors may be required to certify to the RCO that they have followed any applicable state and/or federal procedures or the above minimum procedure where state or federal procedures do not apply.

TREATMENT OF EQUIPMENT AND ASSETS

Equipment shall be used and managed only for the purpose of this Agreement, unless otherwise provided herein or in the applicable manuals, or approved by RCO in writing.

- A. **Discontinued Use.** Equipment obtained under this Agreement shall remain in the possession of the Sponsor for the duration of the project, or RULES of applicable grant assisted program. When the Sponsor discontinues use of the equipment for the purpose for which it was funded, RCO may require the Sponsor to deliver the equipment to RCO, or to dispose of the equipment according to RCO published policies.
- B. **Loss or Damage.** The Sponsor shall be responsible for any loss or damage to equipment.

RIGHT OF INSPECTION

The Sponsor shall provide right of access to the project to RCO, or any of its officers, or to any other authorized agent or official of the state of Washington or the federal government, at all reasonable times, in order to monitor and evaluate performance, long-term obligations, compliance, and/or quality assurance under this Agreement. If a landowner agreement or other form of control and tenure limits access to the project area, it must include (or be amended to include) the RCO's right to inspect and access lands acquired or developed with this funding assistance.

STEWARDSHIP AND MONITORING

Sponsor agrees to perform monitoring and stewardship functions as stated in the applicable WACs and manuals, this Agreement, or as otherwise directed by RCO consistent with the existing laws and applicable manuals. Sponsor further agrees to utilize, where applicable and financially feasible, any monitoring protocols recommended by the RCO, provided that RCO does not represent that any monitoring it may recommend will be adequate to reasonably assure project performance or

safety. It is the sole responsibility of the Sponsor to perform such additional monitoring as may be adequate for such purposes.

PREFERENCES FOR RESIDENTS

Sponsors shall not express a preference for users of grant assisted projects on the basis of residence (including preferential reservation, membership, and/or permit systems) except that reasonable differences in admission and other fees may be maintained on the basis of residence. Fees for nonresidents must not exceed twice the fee imposed on residents. Where there is no fee for residents but a fee is charged to nonresidents, the nonresident fee shall not exceed the amount that would be imposed on residents at comparable state or local public facilities.

ACKNOWLEDGMENT AND SIGNS

- A. **Publications.** The Sponsor shall include language which acknowledges the funding contribution of the applicable grant program to this project in any release or other publication developed or modified for, or referring to, the project during the project period and in the future.
- B. **Signs.**
 - 1) During the period of performance through the period of long-term obligation, the Sponsor shall post openly visible signs or other appropriate media at entrances and other locations on the project area that acknowledge the applicable grant program's funding contribution, unless waived by the director; and
 - 2) During the period of long-term obligation, the Sponsor shall post openly visible signs or other appropriate media at entrances and other locations to notify the public of the availability of the site for reasonable public access.
- C. **Ceremonies.** The Sponsor shall notify RCO no later than two weeks before a dedication ceremony for this project. The Sponsor shall verbally acknowledge the applicable grant program's funding contribution at all dedication ceremonies and in all advertisements and mailings thereof, and any and all of its related digital media publications.

PROVISIONS APPLYING TO ACQUISITION PROJECTS

The following provisions shall be in force:

- A. **Evidence of Land Value.** Before disbursement of funds by RCO as provided under this Agreement, the Sponsor agrees to supply documentation acceptable to RCO that the cost of the property rights acquired has been established according to all applicable manuals and RCWs or WACs.
- B. **Evidence of Title.** The Sponsor agrees to provide documentation that shows the type of ownership interest for the property that has been acquired. This shall be done before any payment of financial assistance.
- C. **Legal Description of Real Property Rights Acquired.** The legal description of any real property rights purchased with funding assistance provided through this Agreement (and protected by a recorded conveyance of rights to the State of Washington) shall be delivered to RCO before final payment.
- D. **Conveyance of Rights to the State of Washington.** When real property rights (both fee simple and lesser interests) are acquired, the Sponsor agrees to execute an appropriate document (provided or approved by RCO) conveying (a conveyance) certain rights and responsibilities to RCO or the Funding Entity on behalf of the State of Washington or another agency of the state, or federal agency, or other organization. These conveyance documents include a Deed of Right, Assignment of Rights, Easements and/or Leases as described below. The Sponsor agrees to use document language provided by RCO, to record the executed document in the County where the real property lies, and to provide a copy of the recorded document to RCO. The conveyance document required will vary depending on the project type, the real property rights being acquired and whether or not those rights are being acquired in perpetuity.
 - 1) **Deed of Right.** The Deed of Right as described in RCO Manual #3 conveys to the people of the state of Washington the right to preserve, protect, access, and/or use the property for public purposes consistent with the funding source and project agreement. Sponsors shall use this document when acquiring real property rights that include the underlying land. This document may also be applicable for those easements where the Sponsor has acquired a perpetual easement for public purposes.
 - 2) **Assignment of Rights.** The Assignment of Rights as described in RCO Manual #3 document transfers certain rights to RCO and the state such as public access, conservation of habitats and species, access for compliance inspections by RCO, and enforcement. Sponsors shall use this document when an easement or lease is being acquired under this Agreement. The Assignment of Rights requires the signature of the underlying landowner and must be incorporated by reference in the easement document.
 - 3) **Easements and Leases.** The Sponsor may incorporate required language from the Deed of Right or Assignment of Rights directly into the easement or lease document, thereby eliminating the requirement for a

separate conveyance document. Language will depend on the situation; Sponsor must obtain RCO approval on the language prior to executing the easement or lease.

- 4) **Disposal or Encumbrance of Any Real Property or Conveyance.** Sponsor shall not dispose of or encumber its title to the project property, a conveyance to RCO, or other interests in the project property without written RCO approval. RCO approval of any disposal, sale, or any encumbrance upon any title or conveyance shall be based on, among other things, ensuring sponsor's agreement and long-term obligation requirements are met and ensuring RCO's rights to enforce this Agreement.
- E. **Real Property Acquisition and Relocation Assistance.** In the event that housing and relocation costs and procedures are required by local, state, tribal, or federal law, or rule; the Sponsor agrees to provide such housing and relocation assistance as a condition of the Agreement and receiving grant funds.
- F. **Buildings and Structures.** Buildings and Structures. In general, grant funds are to be used for outdoor recreation, conservation, or salmon recovery. Sponsors agree to remove or demolish ineligible structures. Sponsor must consult with RCO regarding treatment of such structures and compliance with COMPLIANCE WITH APPLICABLE LAW SECTION, and ARCHAEOLOGICAL AND CULTURAL RESOURCES RESPONSIBILITIES SECTION.
- G. **Hazardous Substances.**
 - 1) **Certification.** The Sponsor shall inspect, investigate, and conduct an environmental audit of the proposed acquisition site for the presence of hazardous substances, as defined in RCW 70A.305.020(13), and certify:
 - a) No hazardous substances were found on the site, or
 - b) Any hazardous substances found have been treated and/or disposed of in compliance with applicable state and federal laws, and the site deemed "clean."
 - 2) **Responsibility.** Nothing in this provision alters the Sponsor's duties and liabilities regarding hazardous substances as set forth in RCW 70A.305.
 - 3) **Hold Harmless.** The Sponsor will defend, protect and hold harmless the State and any and all of its employees and/or agents, from and against any and all liability, cost (including but not limited to all costs of defense and attorneys' fees) and any and all loss of any nature from any and all claims or suits resulting from the presence of, or the release or threatened release of, hazardous substances on the property the Sponsor is acquiring, except to the extent, if any, that the State, its officers and agents caused or contributed to the release. The Funding Entity and RCO are included within the term State, as are all other agencies, departments, boards, councils, committees, divisions, bureaus, offices, societies, or other entities of state government.
- H. **Carbon Offsets and Payments for Ecosystem Services.** (Ecosystem services are those benefits people through the existence of natural ecosystems. These include but are not limited to provisioning, regulating, cultural, and support services.) Sponsors acquiring property with RCO funding assistance may use those properties to generate carbon offsets or ecosystem service payments to the extent that those activities/uses do not conflict with the funding purpose. Sponsor shall notify RCO of its intent to pursue a carbon or ecosystem service project prior to enrollment (entering into an agreement with a crediting authority to commit to the terms of a carbon offset or payment for ecosystems services project) and any enrollment must be approved by RCO. If a deed restriction is required to secure the carbon credits or ecosystem service payments, sponsor must receive RCO written approval before conveyance is recorded, which approval may be conditioned on the deed restriction not interfering with RCO's rights under this Agreement. Income realized from the sale of carbon offsets or payments for ecosystem services must be used in accordance with the INCOME (AND FEES) AND USE OF INCOME section of this agreement, further provided that such use of income/revenue does not constitute a conveyance of real property as defined in this agreement or by RCO rules.
- I. **Developing and Restoring Purchased Property.** If the Sponsor intends to develop or restore the property acquired it shall do so within the timeline and deadline provided by the funding program or board policies that apply to the grant funded project, or as provided for in this Agreement.

LONG-TERM OBLIGATIONS OF THE PROJECTS AND SPONSORS

- A. **Long-Term Obligations.** This section applies to completed projects only.
- B. **Perpetuity.** For acquisition, development, and restoration projects, or a combination thereof, unless otherwise allowed by applicable manual, policy, program rules, or this Agreement, or approved in writing by RCO. The RCO requires that the project area continue to function for the purposes for which these grant funds were approved, in perpetuity.
- C. **Conversion.** The Sponsor shall not at any time convert any real property (including any interest therein) or facility acquired, developed, renovated, and/ or restored pursuant to this Agreement, unless provided for in applicable

statutes, rules, and policies. Conversion includes, but is not limited to, putting such property (or a portion of it) to uses other than those purposes for which funds were approved or transferring such property to another entity without prior approval via a written amendment to the Agreement. All real property or facilities acquired, developed, renovated, and/or restored with funding assistance shall remain in the same ownership and in public use/access status in perpetuity unless otherwise expressly provided in the Agreement or applicable policies or unless a transfer or change in use is approved by the RCO through an amendment. Failure to comply with these obligations is a conversion. Further, if the project is subject to operation and or maintenance obligations, the failure to comply with such obligations, without cure after a reasonable period as determined by the RCO, is a conversion. Determination of whether a conversion has occurred shall be based upon all terms of the Agreement, and all applicable state or federal laws or regulation.

- 1) For acquisition projects that are expressly term-limited in the Agreement, the restriction on conversion shall apply only for the length of the term, unless otherwise provided by this Agreement and incorporated documents, WACs, or any applicable state or federal law or regulation.
- 2) When a conversion has been determined to have occurred, the Sponsor shall remedy the conversion as set forth in this Agreement (with incorporated documents) and as required by all applicable policies, manuals, WACs and laws that exist at the time the remedy is implemented or the right to the remedy is established by a court or other decision-making body, and the RCO may pursue all remedies as allowed by the Agreement or law.

CONSTRUCTION, OPERATION, USE, AND MAINTENANCE OF ASSISTED PROJECTS

The following provisions shall be in force for this agreement:

- A. **Property and facility operation and maintenance.** Sponsor must ensure that properties or facilities assisted with the grant funds, including undeveloped sites, are built, operated, used, and maintained:
 - 1) According to applicable federal, state, and local laws and regulations, including public health standards and building codes;
 - 2) In a reasonably safe condition for the project's intended use;
 - 3) Throughout its estimated useful service life so as to prevent undue deterioration;
 - 4) In compliance with all federal and state nondiscrimination laws, regulations and policies.
- B. **Open to the public.** Unless otherwise specifically provided for in the Agreement, and in compliance with applicable statutes, rules, and applicable WACs and manuals, facilities must be open and accessible to the general public, and must:
 - 1) Be constructed, maintained, and operated to meet or exceed the minimum requirements of the most current guidelines or rules, local or state codes, Uniform Federal Accessibility Standards, guidelines, or rules, including but not limited to: the International Building Code, the Americans with Disabilities Act, and the Architectural Barriers Act, as amended and updated.
 - 2) Appear attractive and inviting to the public except for brief installation, construction, or maintenance periods.
 - 3) Be available for appropriate use by the general public at reasonable hours and times of the year, according to the type of area or facility, unless otherwise stated in RCO manuals or, by a decision of the RCO director in writing. Sponsor shall notify the public of the availability for use by posting and updating that information on its website and by maintaining at entrances and/or other locations openly visible signs with such information.

ORDER OF PRECEDENCE

This Agreement is entered into, pursuant to, and under the authority granted by applicable federal and state laws. The provisions of the Agreement shall be construed to conform to those laws. In the event of a direct and irreconcilable conflict between the terms of this Agreement and any applicable statute, rule, or policy or procedure, the conflict shall be resolved by giving precedence in the following order:

- A. Federal law and binding executive orders;
- B. Code of federal regulations;
- C. Terms and conditions of a grant award to the state from the federal government;

- D. Federal grant program policies and procedures adopted by a federal agency that are required to be applied by federal law;
- E. State Constitution, RCW, and WAC;
- F. Agreement Terms and Conditions and Applicable Manuals;
- G. Applicable deed restrictions, and/or governing documents.

LIMITATION OF AUTHORITY

Only RCO's Director or RCO's delegate authorized in writing (delegation to be made prior to action) shall have the authority to alter, amend, modify, or waive any clause or condition of this Agreement; provided that any such alteration, amendment, modification, or waiver of any clause or condition of this Agreement is not effective or binding unless made as a written amendment to this Agreement and signed by the RCO Director or delegate.

WAIVER OF DEFAULT

Waiver of any default shall not be deemed to be a waiver of any subsequent default. Waiver or breach of any provision of the Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of the Agreement unless stated to be such in writing, signed by the director, or the director's designee, and attached as an amendment to the original Agreement.

APPLICATION REPRESENTATIONS – MISREPRESENTATIONS OR INACCURACY OR BREACH

The Funding Entity (if different from RCO) and RCO rely on the Sponsor's application in making its determinations as to eligibility for, selection for, and scope of, funding grants. Any misrepresentation, error or inaccuracy in any part of the application may be deemed a breach of this Agreement.

SPECIFIC PERFORMANCE

RCO may, at its discretion, enforce this Agreement by the remedy of specific performance, which means Sponsors' completion of the project and/or its completion of long-term obligations as described in this Agreement. However, the remedy of specific performance shall not be the sole or exclusive remedy available to RCO. No remedy available to the RCO shall be deemed exclusive. The RCO may elect to exercise any, a combination of, or all of the remedies available to it under this Agreement, or under any provision of law, common law, or equity, including but not limited to seeking full or partial repayment of the grant amount paid and damages.

TERMINATION AND SUSPENSION

The RCO requires strict compliance by the Sponsor with all the terms of this Agreement including, but not limited to, the requirements of the applicable statutes, rules, and RCO policies, and with the representations of the Sponsor in its application for a grant as finally approved by RCO. For federal awards, notification of termination will comply with 2 C.F.R. § 200 (as updated).

A. For Cause.

- 1) The RCO director may suspend or terminate the obligation to provide funding to the Sponsor under this Agreement:
 - a) If the Sponsor breaches any of the Sponsor's obligations under this Agreement;
 - b) If the Sponsor fails to make progress satisfactory to the RCO director toward completion of the project by the completion date set out in this Agreement. Included in progress is adherence to milestones and other defined deadlines; or
 - c) If the primary and secondary Sponsor(s) cannot mutually agree on the process and actions needed to implement the project;
- 2) Prior to termination, the RCO shall notify the Sponsor in writing of the opportunity to cure. If corrective action is not taken within 30 days or such other time period that the director approves in writing, the Agreement may be terminated. In the event of termination, the Sponsor shall be liable for damages or other relief as authorized by law and/or this Agreement.
- 3) RCO reserves the right to suspend all or part of the Agreement, withhold further payments, or prohibit the Sponsor from incurring additional obligations of funds during the investigation of any alleged breach and

pending corrective action by the Sponsor, or a decision by the RCO to terminate the Contract.

- B. **For Convenience.** Except as otherwise provided in this Agreement, RCO may, by ten (10) days written notice, beginning on the second day after the mailing, terminate this Agreement, in whole or in part when it is in the best interest of the state. If this Agreement is so terminated, RCO shall be liable only for payment required under the terms of this Agreement prior to the effective date of termination. A claimed termination for cause shall be deemed to be a "Termination for Convenience" if it is determined that:

- 1) The Sponsor was not in default; or
- 2) Failure to perform was outside Sponsor's control, fault or negligence.

C. **Rights and Remedies of the RCO.**

- 1) The rights and remedies of RCO provided in this Agreement are not exclusive and are in addition to any other rights and remedies provided by law.
- 2) In the event this Agreement is terminated by the director, after any portion of the grant amount has been paid to the Sponsor under this Agreement due to Sponsor's breach of the Agreement or other violation of law, the director may require that any amount paid be repaid to RCO for redeposit into the account from which the funds were derived. However, any repayment shall be limited to the extent repayment would be inequitable and represent a manifest injustice in circumstances where the project will fulfill its fundamental purpose for substantially the entire period of performance and of long-term obligation.

- D. **Non Availability of Funds.** The obligation of the RCO to make payments is contingent on the availability of state and federal funds through legislative appropriation and state allotment. If amounts sufficient to fund the grant made under this Agreement are not appropriated to RCO for expenditure for this Agreement in any biennial fiscal period, RCO shall not be obligated to pay any remaining unpaid portion of this grant unless and until the necessary action by the Legislature or the Office of Financial Management occurs. If RCO participation is suspended under this section for a continuous period of one year, RCO's obligation to provide any future funding under this Agreement shall terminate. Termination of the Agreement under this section is not subject to appeal by the Sponsor.

- 1) **Suspension:** The obligation of the RCO to manage contract terms and make payments is contingent upon the state appropriating state and federal funding each biennium. In the event the state is unable to appropriate such funds by the first day of each new biennium RCO reserves the right to suspend the Agreement, with ten (10) days written notice, until such time funds are appropriated. Suspension will mean all work related to the contract must cease until such time funds are obligated to RCO and the RCO provides notice to continue work.
- 2) **No Waiver.** The failure or neglect of RCO to require strict compliance with any term of this Agreement or to pursue a remedy provided by this Agreement or by law shall not act as or be construed as a waiver of any right to fully enforce all rights and obligations set forth in this Agreement and in applicable state or federal law and regulations.

DISPUTE HEARING

Except as may otherwise be provided in this Agreement, when a dispute arises between the Sponsor and the RCO, which cannot be resolved, either party may request a dispute hearing according to the process set out in this section. Either party's request for a dispute hearing must be in writing and clearly state:

- A. The disputed issues;
- B. The relative positions of the parties;
- C. The Sponsor's name, address, project title, and the assigned project number.

In order for this section to apply to the resolution of any specific dispute or disputes, the other party must agree in writing that the procedure under this section shall be used to resolve those specific issues. The dispute shall be heard by a panel of three persons consisting of one person chosen by the Sponsor, one person chosen by the director, and a third person chosen by the two persons initially appointed. If a third person cannot be agreed on, the persons chosen by the Sponsor and director shall be dismissed and an alternate person chosen by the Sponsor, and one by the director shall be appointed and they shall agree on a third person. This process shall be repeated until a three person panel is established.

Any hearing under this section shall be informal, with the specific processes to be determined by the disputes panel according to the nature and complexity of the issues involved. The process may be solely based on written material if the parties so agree. The disputes panel shall be governed by the provisions of this Agreement in deciding the disputes.

The parties shall be bound by the majority decision of the dispute panelists, unless the remedy directed by that panel is beyond the authority of either or both parties to perform, as necessary, or is otherwise unlawful.

Request for a disputes hearing under this section by either party shall be delivered or mailed to the other party. The request shall be delivered or mailed within thirty (30) days of the date the requesting party has received notice of the action or position of the other party which it wishes to dispute. The written agreement to use the process under this section for resolution of those issues shall be delivered or mailed by the receiving party to the requesting party within thirty (30) days of receipt by the receiving party of the request.

All costs associated with the implementation of this process shall be shared equally by the parties.

ATTORNEYS' FEES

In the event of litigation or other action brought to enforce contract terms, each party agrees to bear its own costs and attorneys' fees.

GOVERNING LAW/VENUE

This Agreement shall be construed and interpreted in accordance with the laws of the State of Washington. In the event of a lawsuit involving this Agreement, venue shall be in Thurston County Superior Court if legally proper; otherwise venue shall be in the Superior Court of a county where the project is situated, if venue there is legally proper, and if not, in a county where venue is legally proper. The Sponsor, by execution of this Agreement acknowledges the jurisdiction of the courts of the State of Washington and agrees to venue as set forth above.

SEVERABILITY

The provisions of this Agreement are intended to be severable. If any term or provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the validity of the remainder of the Agreement.

END OF STANDARD TERMS AND CONDITIONS

This is the end of the Standard Terms and Conditions of the Agreement.



Staff Report: 008-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024

SUBJECT Health Insurance Contribution

Key Points

- City operates a self-insured health trust for covered employees that received an updated 2024 rate increase of 9.3% to 18%. These increases are due to factors beyond our control, such as increase in healthcare expenses, large medical claims in our population, in addition to inflation and other market factors.
- The City's policy since becoming self-insured has been to pick up the first 5% of the cost increase annually, with the employees picking up the balance of the increase, if any.
- Staff is requesting approval for a one-time increase in City contribution towards the employee's cost of insurance premium of up to an additional 5% for 2024.
- Estimated cost of City's additional contribution is estimated at approximately \$696,000 for 2024.

Strategic Plan Alignment

High Performing Government – a government that is reliable, fiscally responsible, equitable, and open to compromise.

Present Situation

City of Vancouver operates a self-insured health insurance trust for non-union employees and employees represented by AFSCME, Vancouver Fire Department Guild and the Joint Labor Coalition (Teamsters, IAM, Plumbers and Steamfitters). Since the City became self-insured, it picked up the first 5% in annual cost increases and employees picked up the balance of the increase, if any applicable.

The City receives updated rates on an annual basis from insurance carriers that provide medical and pharmacy services for the City. For 2024 the annual increase in cost for the City's PPO plan totaled 9.3% for Regence and the City's HMO plan (Kaiser) increase came in at 18%. These rate increases would result in large increases in employee contributions towards their health insurance of up to 23% for the Kaiser plan.

The City's Budget committee recommended a one-time exception to be made in 2024 in the City paying up to an additional 5% for a total contribution increase of up to 10% for 2024. During 2024, a thorough review of the medical coverage will take place and, hopefully, the cost increase for the following year will be significantly lower. The City's Health Care Governing Board took this recommendation under advisement and approved the increases. This one-time action by the City does not set the precedent for the future health cost increases. This one-time exception requires mutual agreement with the impacted Unions, who have approved via signed MOU's which are attached.

Advantage(s)

1. Nurture ongoing productive labor relations
2. Support competitiveness for talent
3. Mitigate cost of living adjustments being absorbed by healthcare cost.

Disadvantage(s)

None

Budget Impact

Estimated 2024 budget impact of covering additional 5% of increasing cost is \$696,000. The Second Supplemental of 2023 included sufficient budget to cover the cost of the one-time cost increase.

Prior Council Review

None

Action Requested

Approve additional requested one-time contribution of up to 5%, for a total contribution increase of up to 10% by the City to employee health insurance rates for 2024.

Lee Lofton, Deputy Human Resources Director, 360-487-8415

ATTACHMENTS:

- ▢ AFSCME Health Insurance MOU
- ▢ JLC Health Insurance MOU
- ▢ VFDG Health Insurance MOU

MEMORANDUM OF UNDERSTANDING

2024 Health Care Cost Increases

This Memorandum of Understanding ("MOU") is made between the City of Vancouver ("City") and the AFSCME, Local 307VC ("Union").

Background:

For 2024, the IRS raised the minimum deductible for high deductible health plans to \$1600 for an individual and \$3200 for a family. Article 14.4(B) currently incents employees to use our Consumer Driven Health Plan by making a contribution to employee's Health Savings Account (HSA) in the amount to equal to the current deductible of \$1500 for an individual and \$3000 for a family.

Additionally, the City receives updated rates on an annual basis from our insurance carriers. Article 14.4(C) states "...for the term of the contract the City contribution will increase up to 5% of any increasing premium costs." For 2024 those costs for the City's PPO plan (Regence) came in at 9.3% and the City's HMO plan (Kaiser) came in at 18%.

THEREFORE, the City and the Union met to discuss and have come to a conclusion that is agreeable and satisfactory to all parties.

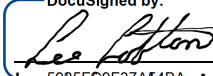
WHEREBY the parties agree as follows:

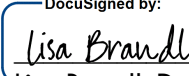
Agreement:

1. This agreement is non-precedent setting and evidence of this agreement cannot be used in any current or future disputes between the parties, including, but not limited to, contract negotiations.
2. The City agrees to change the language in Article 14.4(B) as follows:
 - B. Consumer Driven Health Plans (CDHP)
 - a. CDHP's will include a Health Savings Account (HSA).
 - i. The City will make a contribution to the Employee's HSA in the following amounts:
 1. Employee-only coverage - \$1,600
 2. Employee plus one or more dependents - \$3,200
 - b. Employees may also contribute pre-tax dollars to their HSA up to the limits allowed by law.
3. The City agrees to contribute for 2024 only an additional one-time increase of up to an additional 5% of the increase premium costs. This will bring the total contribution in Article 14.4 (C) for 2024 only, up to 10% of the increasing premium costs.
4. In the event of any disputes regarding the interpretation and/or application of this memorandum of understanding, the terms of Article 21 Grievance Procedure shall apply.
5. This Memorandum of Understanding will sunset on December 31, 2024.

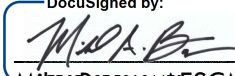
Dated this 8th day of November, 2023

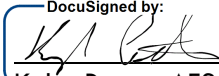
For the Employer:

DocuSigned by:

Lee Lofton, Interim HR Director

DocuSigned by:

Lisa Brandl, Deputy City Manager

For the Union:

DocuSigned by:

Mike Boyer, AFSCME Business Representative

DocuSigned by:

Kyle Peters, AFSCME President

MEMORANDUM OF UNDERSTANDING

2024 Health Care Cost Increases

This Memorandum of Understanding ("MOU") is made between the City of Vancouver ("City") and the Joint Labor Coalition ("Union").

Background:

For 2024, the IRS raised the minimum deductible for high deductible health plans to \$1600 for an individual and \$3200 for a family. Article 14.4(B) currently incents employees to use our Consumer Driven Health Plan by making a contribution to employee's Health Savings Account (HSA) in the amount equal to the current deductible of \$1500 for an individual and \$3000 for a family.

Additionally, the City receives updated rates on an annual basis from our insurance carriers. Article 14.4(C) states "...the City contribution will increase up to 5% of any increasing premium costs." For 2024, those costs for the City's PPO plan (Regence) came in at 9.3% and the City's HMO plan (Kaiser) came in at 18%.

THEREFORE, the City and the Union met to discuss and have come to a conclusion that is agreeable and satisfactory to all parties.

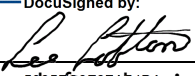
WHEREBY the parties agree as follows:

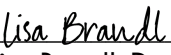
Agreement:

1. This agreement is non-precedent setting and evidence of this agreement cannot be used in any current or future disputes between the parties, including, but not limited to, contract negotiations.
2. The City agrees to change the language in Article 14.4(B) as follows:
 - B. Consumer Driven Health Plans (CDHP)
 - a. CDHP's will include a Health Savings Account (HSA).
 - i. The City will make a contribution to the Employee's HSA in the following amounts:
 1. Employee-only coverage - \$1,600
 2. Employee plus one or more dependents - \$3,200
 - b. Employees may also contribute pre-tax dollars to their HSA up to the limits allowed by law.
3. The City agrees to contribute for 2024 only an additional one-time increase of up to an additional 5% of the increase premium costs. This will bring the total contribution in Article 14.4 (C) for 2024 only, up to 10% of the increasing premium costs.
4. In the event of any disputes regarding the interpretation and/or application of this memorandum of understanding, the terms of Article 21 Grievance Procedure shall apply.
5. This Memorandum of Understanding will sunset on December 31, 2024.

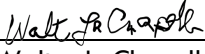
Dated this 9th day of November, 2023

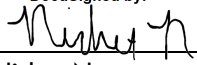
For the Employer:

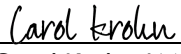
DocuSigned by:

Lee Lofon, Interim HR Director

DocuSigned by:

Lisa Brandt, Deputy City Manager

For the Union:

DocuSigned by:

Walter LaChapelle, Teamsters, Local #58

DocuSigned by:

Nichole Newsome, UA Local 290

DocuSigned by:

Carol Krohn, IAM, District Lodge W24

MEMORANDUM OF UNDERSTANDING

2024 Health Care Cost Increases

This Memorandum of Understanding ("MOU") is made between the City of Vancouver ("City") and the Vancouver Fire Department Guild (the Guild).

Background:

For 2024 the IRS raised the minimum deductible for high deductible health plans to \$1600 for an individual and \$3200 for a family. Article 11.3(B) currently incents employees to use our Consumer Driven Health Plan by making a contribution to employee's Health Savings Account (HSA) in the amount to equal to the current deductible of \$1500 for an individual and \$3000 for a family.

Additionally, the City receives updated rates on an annual basis from our insurance carriers. Article 11.3(C) states "...for the term of the contract the City contribution will increase up to 5% of any increasing premium costs." For 2024, those costs for the City's PPO plan (Regence) came in at 9.3% and the City's HMO plan (Kaiser) came in at 18%.

THEREFORE, the City and the Guild met to discuss and have come to a conclusion that is agreeable and satisfactory to all parties.

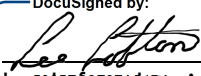
WHEREBY the parties agree as follows:

Agreement:

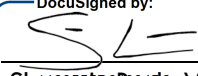
1. This agreement is non-precedent setting and evidence of this agreement cannot be used in any current or future disputes between the parties, including, but not limited to, contract negotiations.
2. The City agrees to change the language in Article 11.3(B) as follows:
 - B. Consumer Driven Health Plans (CDHP)
 - a. CDHP's will include a Health Savings Account (HSA).
 - i. The City will make a contribution to the Employee's HSA in the following amounts:
 1. Employee-only coverage - \$1,600
 2. Employee plus one or more dependents - \$3,200
 - b. Employees may also contribute pre-tax dollars to their HSA up to the limits allowed by law.
3. The City agrees to contribute for 2024 only an additional one-time increase of up to an additional 5% of the increase premium costs. This will bring the total contribution in Article 11.3 (C) for 2024 only, up to 10% of the increasing premium costs.
4. In the event of any disputes regarding the interpretation and/or application of this memorandum of understanding, the terms of Article 14 Grievance Procedure shall apply.
5. This Memorandum of Understanding will sunset on December 31, 2024.

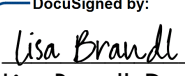
Dated this 8th day of November, 2023

For the Employer:

DocuSigned by:

Lee Lofton, Interim HR Director

For the Guild:

DocuSigned by:

Shane LaBeck, VFD Guild Secretary/Treasurer

DocuSigned by:

Lisa Brandl, Deputy City Manager



Staff Report: 009-24

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024
1/22/2024

SUBJECT Fircrest Meadows Planned Development

Key Points

- The applicant, Ginn Development Group, requests approval of a 57-lot planned development, subdivision and zone change from R-6 to R-9 in the Fircrest Neighborhood south of 18th Street, east of NE 121st Avenue.
- Per VMC 20.210-1 planned developments and 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. Planned developments provide flexibility for innovative planning practices that result in well-designed, efficient and functional urban environments.
- The proposed development includes the preservation of existing trees on site and over an acre of open space. The City Hearing Examiner, following a duly noticed public hearing, has determined that the proposed development will meet all applicable approval criteria and is recommending that City Council approve the planned development, subdivision and zone change.
- City Council may approve the application, add conditions of approval, or deny the application as the final decision maker. The decision by City Council is appealable to Superior Court.

Strategic Plan Alignment

Vibrant and Distinct Neighborhoods – a variety of accessible places and spaces.

Present Situation

The applicant requests approval of a proposed planned development consisting of a 57-lot single-family subdivision and zone change from R-6 to R-9 on a 7.46-acre parcel.

Planned developments allow for flexibility in certain development standards in order to promote creativity in design and efficient use of land; increase economic feasibility; and preserve existing landscape features and amenities. The proposed planned development includes over an acre of open space, preservation of existing trees, and an innovative lot size arrangement.

Planned developments allow for an increase in density of up to 15%. The proposed development is within the maximum density of the R-9 zone including the 15% density bonus allowed by the planned development.

Advantage(s)

1. Approval will allow for additional housing units to be constructed.
2. Approval will allow for flexible design and environmental preservation.
3. 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 increase in traffic.

Budget Impact

None

Prior Council Review

Council has not previously reviewed this development.

Action Requested

On Monday, January 8, 2024, approve the ordinance on first reading; setting date of second reading and quasi-judicial public hearing for January 22, 2024.

Mark Person, Senior Planner, 360-487-7885

ATTACHMENTS:

- ▢ Presentation
- ▢ Ordinance
- ▢ Staff Report Exhibits
- ▢ Staff Report_11-21-23
- ▢ Hearing Examiner Recommendation and Final Order



CITY OF
Vancouver
WASHINGTON

Fircrest Meadows PD, Subdivision and Zone Change

Mark Person

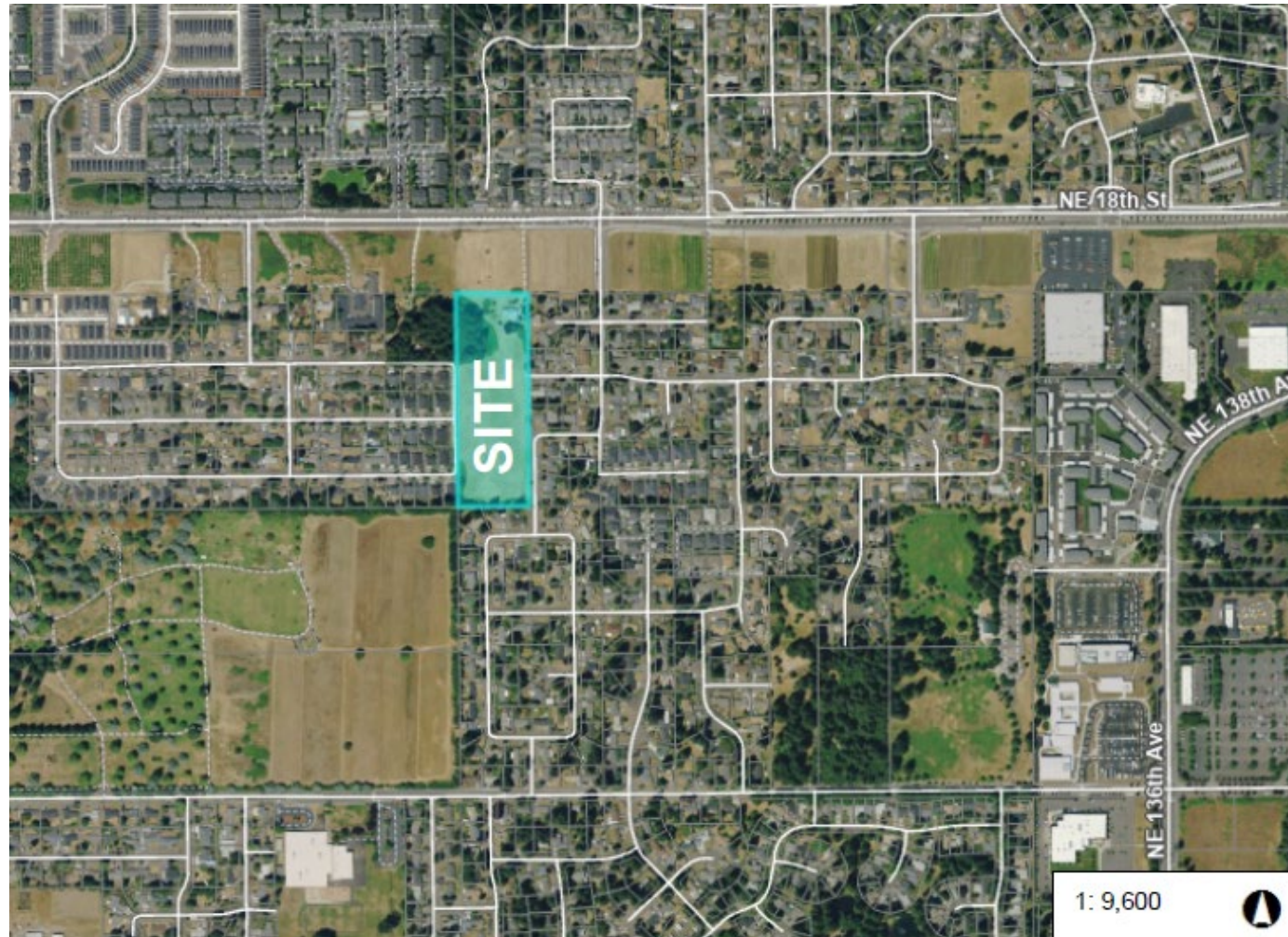
Senior Planner

Community Development

January 8, 2023

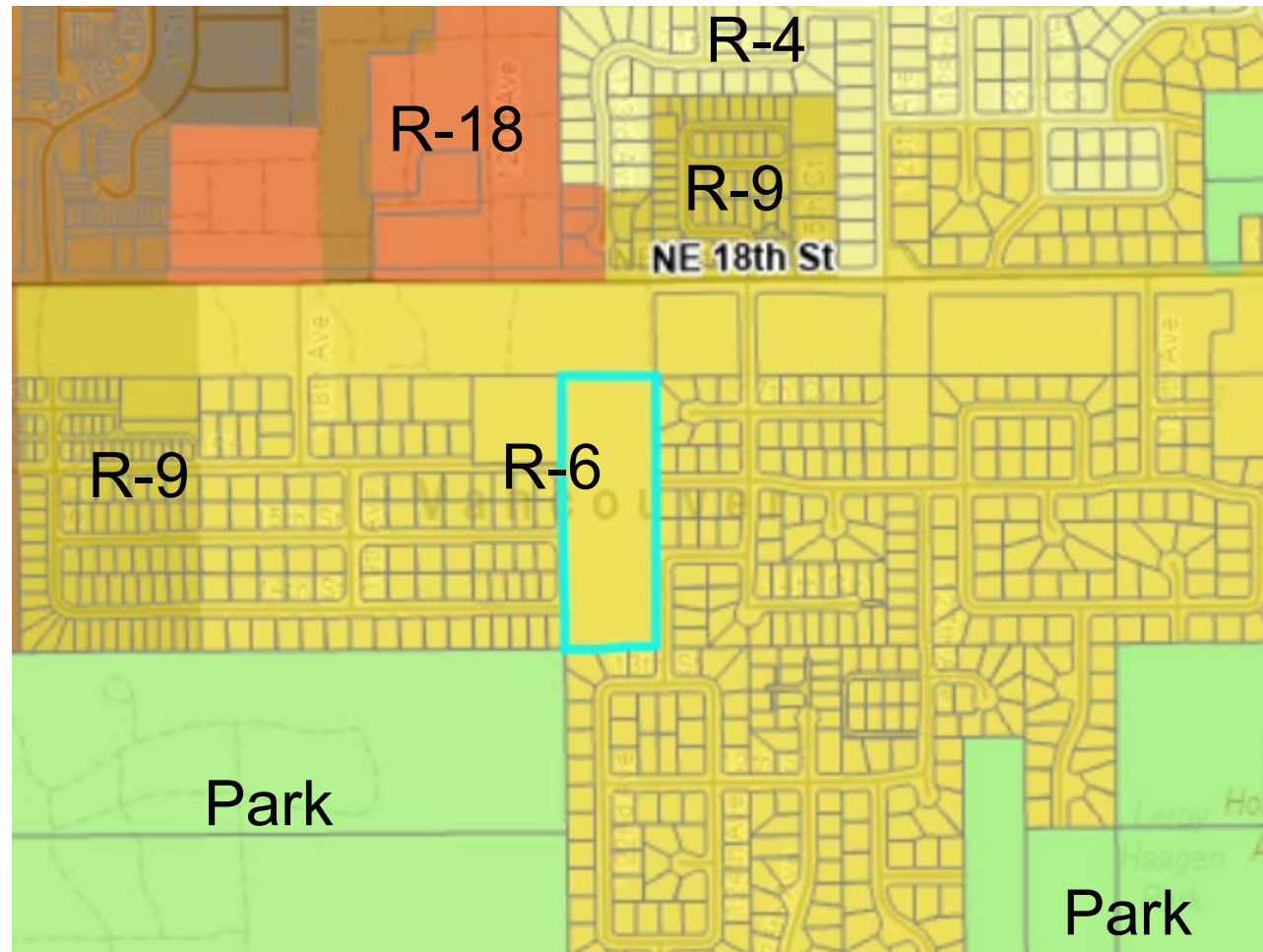
Aerial Photo

Fircrest Meadows 57-lot planned development, subdivision and zone change



Zoning

Fircrest Meadows 57-lot planned development, subdivision and zone change



Preliminary Plat

Fircrest Meadows 57-lot planned development, subdivision and zone change



Applicable Regulations

Fircrest Meadows 57-lot planned development, subdivision and zone change

Title 20 – Land Use and Development Code

- Planned Developments VMC 20.260
- Zone Change 20.285
- Subdivisions VMC 20.320

Title 11 – Transportation Code

Title 14 – Water, Sewer and Stormwater Codes

Title 16 – Fire Code

Title 17 – Building Code





Next Steps

- January 22, 2024, Public Hearing



Thank You - Questions



Mark.person@cityofvancouver.us 360-487-7885



January/8/2024 (Date of First Reading)
January/22/2024 (Date of Public Hearing)

ORDINANCE NO. M- [Ordinance Number]

AN ORDINANCE rendering findings and issuing a decision on a proposed concept development plan for the Fircrest Meadows Planned Development and Zone Change; and providing for severability and an effective date.

WHEREAS, on November 21, 2023, a hearing was held before the Vancouver Hearings Examiner regarding the approval of the concept development plan for the Fircrest Meadows Planned Development and Zone Change.

WHEREAS, on December 5, 2023, the Vancouver Hearing Examiner recommended approval of the concept development plan for the Fircrest Meadows Planned Development and Zone Change under File PRJ-168703, LUP-83548; and

WHEREAS, the concept development plan is consistent with the Comprehensive Plan and more consistent with the Vancouver Strategic Plan by allowing for a higher density of housing, which would better address the City's housing shortage. The R-9 zone is compatible with the current Comprehensive Plan designation.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Findings.

ORDINANCE - 1

A. The Vancouver Hearing Examiner has found that all of the following criteria have been met, with conditions, as required by VMC 20.260.050:

1. Content. The concept plan contains all of the components required in Section 20.260.070. Compliance with all applicable standards. The proposed development and uses comply with all applicable standards of the Title, except where adjustments are being approved as part of the concept plan application, pursuant to Section 20.260.030(D)(2).
2. Architectural and site design. The proposed development demonstrates the use of innovative, aesthetic, energy-efficient and environmentally-friendly design and materials.
3. Transportation system capacity. There is either sufficient capacity in the transportation system to safely support the development proposed in all future phases or there will be adequate capacity by the time each phase of development is completed.
4. Availability of public services. There is either sufficient capacity within public services such as water supply, police and fire services, and sanitary waste and storm water disposal, to adequately serve the development proposed in all future phases, or there will be adequate capacity available by the time each phase of development is completed.
5. Protection of designated resources. City-designated resources such as historic landmarks, significant trees and sensitive natural resources are protected in compliance with the standards in this and other Titles of the VMC.

6. Compatibility with adjacent uses. The concept plan contains design, landscaping, parking, traffic management and multi-modal transportation elements that limit conflicts between the planned development and adjacent uses. If zoning districts are shifted per Section 20.260.020(C) VMC, there shall be a demonstration that the reconfiguration of uses is compatible with surrounding uses by means of appropriate setbacks, design features or other techniques.
 7. Mitigation of off-site impacts. All potential off-site impacts including litter, noise, shading, glare and traffic, will be identified and mitigated to the extent practicable.
- B. The information for the concept development plan has been submitted and approved, as required by VMC 20.260.070.
- C. The concept development plan of the Fircrest Meadows Planned Development and Zone Chagne is consistent with the Comprehensive Plan and more consistent with the Vancouver Strategic Plan by allowing for a higher density of housing, which would better address the City's housing shortage. The R-9 zone is compatible with the current Comprehensive Plan designation..
- D. City Council hereby adopts the foregoing findings and the findings of the Vancouver Hearings Examiner contained in the Findings, Conclusions, and Recommendation, which are hereby incorporated by reference, as its own.

Section 2. Legal Description.

The legal description of the lands referred to in this ordinance is as follows:

Parcel 164912000 located in a portion of the northeast quarter of Section 27, Township 2 North, Range 2 East, Willamette Meridian, and Clark County, Washington.

Section 3. Approval Granted.

Based upon the foregoing findings, as well as the findings contained in Staff Report No. PRJ-168703/LUP-83548, which are hereby incorporated by reference, approval of the concept development plan for the Fircrest Meadows Planned Development and Zone Change is hereby granted, with the conditions outlined in the Hearing Examiner's Findings, Conclusions, and Recommendation, incorporated above by reference and the additional conditions outlined above.

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 provision 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 McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

ORDINANCE - 4

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE rendering findings and issuing a decision on a proposed concept development plan for the Fircrest Meadows Planned Development and Zone Change; and providing for severability and an effective date. The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).

ORDINANCE - 5

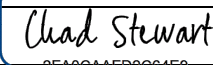


Planning Permit Application

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 plans@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)	
☐ Duplex		☐ Industrial			
		☐ Residential			
		☐ Wireless Communications Facility (new) see VMC 20.890			
PROJECT INFORMATION					
Site Acres: 7.45		Disturbed Acres:		Zoning: R-9	
				Sewer: ☐ Septic ☒ Public	
				Water: ☐ Well ☒ Public	
Proposed # of Lots: 57		Proposed Dwelling Units:			
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: Fircrest Meadows					
Project site address: 12301 NE 18th Street				Parcel #(s): 164912000	
PROJECT DESCRIPTION					
(Briefly describe the proposed project. Provide more detail in project narrative)					
57 lot Planned Unit Development					
PRIMARY APPLICANT			CONTACT		
Business Name: Ginn Group			Business Name: PLS Engineering		
Contact Name: Chad Stewart			Contact Name: Travis Johnson		
Address: 502 NE 72nd St.			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)			OWNER		
(responsible for ePlans uploading and correspondence)			(attached additional sheets for multiple owners)		
Name: PLS Engineering			Name: Roger Bradstreet		
Address: 604 W Evergreen Blvd			Address: 12301 NE 18th Street		
City/State/Zip: Vancouver, WA 98660			City/State/Zip: Vancouver, WA 98684		
Email (required): pm@plsengineering.com			Email: rbbradstreet@comcast.net		
Phone: (360) 944-6519			Phone:		
ONLINE PAYMENT					
Existing ePermits User Name: projects@ginndevelopment.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:		Date: 7/10/2023	
Property Owner or Owner's Authorized Agent Signature: 				Date: 7/11/2023	

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 <u>Check Use Type below</u> ☐ 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)

PLS

ENGINEERING

PROJECT NARRATIVE FOR FIRCREST MEADOWS

A TYPE IV PLANNED DEVELOPMENT, REZONE, AND SUBDIVISION APPLICATION

Submitted to
THE CITY OF VANCOUVER

FOR
GINN GROUP
502 NE 72nd Street
Vancouver, WA 98665
(360) 608-6026

July 2023

Table of Contents

General Information.....	2
Land Use and Development Code – VMC Title 20.....	5
Decision Making Procedures – 20.210	5
Planned Developments – 20.260.....	5
Text and Map Amendments – 20.285.....	10
Subdivisions – 20.320.....	11
Lower Density Residential Districts – 20.410	13
Archaeological Resource Protection – 20.710.....	14
Critical Areas Protection – 20.740.....	14
Tree, Vegetation, and Soil Conservation – 20.770	15
SEPA Regulations – 20.790.....	15
Impact Fees – 20.915	15
Landscaping – 20.925	15
Narrow Lot Developments– 20.927.....	16
Parking and Loading – 20.945	16
Signs – 20.960.....	16
Vision Clearance – 20.985	16
Streets and Sidewalks – VMC Title 11.....	17
Concurrency - 11.70.....	17
Street and Development Standards – 11.80	17
Trees and Vegetation – VMC Title 12.....	18
Water and Sewers – VMC Title 14.04, 14.10 and 14.16.....	18
Erosion Control – 14.24.....	19
Stormwater – 14.25	19
Water Resource Protection – 14.26	19
Fire – VMC Title 16	19
Building & Construction – VMC Title 17	19
Revised Code of Washington (RCW).....	20

General Information

Owner:

Roger Bradstreet
12301 NE 18th Street
Vancouver, WA 98684
rbbradstreet@comcast.net

Applicant:

Ginn Group
Contact: Chad Stewart
502 NE 72nd St.
Vancouver, WA 98665
(360) 608-6026
chad@ginngrp.com

Project Contacts:

PLS Engineering
Travis Johnson, PE
604 W Evergreen Boulevard
Vancouver, WA 98660
(360) 944-6519
pm@plsengineering.com

Location:	NE ¼ of Section 27, T2N, R2E, WM
Address:	12301 NE 18 th Street, Vancouver, WA
Project Size:	7.46 acres
Zoning:	R-6 with zone change proposal to R-9
Comprehensive Plan:	UL
Current Use:	Single Family Residential
Tax Lot Information:	164912000
School District:	Evergreen
Elementary:	Fircrest
Middle School:	Cascade
High School:	Evergreen
Water District:	Vancouver
Sewer District:	Vancouver
Fire District:	Vancouver Fire
Park District:	C
Case File:	PRJ-168703/PIR-83264
Transportation Impact Fee:	Cascade

Project Description

The Fircrest Meadows project is located at 12301 NE 18th Street (Parcel 164912000) in the City of Vancouver. Spanning 7.46 acres, this site is zoned Low Density Residential (R-6) and is situated south of NE 18th Street and east of 112th Avenue. The northern property line of Fircrest Meadows abuts the BPA overhead powerlines and is surrounded by existing single-family residential homes to the west, east, and south that are also zoned R-6. The subject parcel currently has an existing single-family residence with attached garage.

The need for housing is rapidly increasing within the City of Vancouver, and there continues to be a housing shortage. In response to this, the development of Fircrest Meadows aims to provide new housing supply within the city. The proposed plan is to create 57 individual lots, accommodating single-family detached homes under the City's Planned Development process.

To achieve this vision, a thoughtful increase in density is required, and as such, a zone change from R-6 to R-9 is proposed. This development will offer much-needed housing options for the community and will seamlessly integrate into the established single-family homes surrounding the site.

The development proposal includes lots with a minimum width of 30', a minimum lot depth of 84', and a minimum lot area of 2,500 sf. Larger lots are proposed around the perimeter to reduce perceived impacts of the smaller lots to the nearby neighbors. 14% of the site will be retained as open space for both passive and active recreational uses.

In summary, the development of Fircrest Meadows presents an excellent opportunity to increase housing supply and provide middle-housing in the City of Vancouver. With a thoughtful increase in density and a focus on seamless integration with the surrounding neighborhood, this development will create a balanced and harmonious environment that will benefit the community for years to come.

Transportation and Utilities:

Multiple existing streets will be improved/extended with the proposed development. NE 16th Street will be extended through the site and will meet the standards of a neighborhood circulator. Bulb-outs will be included at the intersection with NE 122nd Court to provide traffic calming along this stretch of roadway. NE 121st Ave and NE 123rd Ave are existing half width street that were constructed along the western and eastern ends of the property. The applicant is proposing to complete the construction of the roadway meeting the standards of a local access roadway. NE 14th Street is proposed to be extended through the site as a local access road. NE 122nd Court is proposed as a local access road with a reduced right-of-way (ROW) width. A road modification request is being submitted regarding the reduced ROW request.

Stormwater runoff from the site will be collected, treated, and routed to infiltration trenches located throughout the site.

Landscape and Critical Areas:

An Oregon white oak is located in the NE corner of the site and is proposed to be retained with site development. There are no proposed impacts to critical areas onsite.

A small portion of the NW corner of the site has slopes that are between fifteen and twenty-five percent. This area is addressed in the geotechnical report and has been found to not be a geological or landslide hazard.

While the site is not within an area of high probability for discovery of archaeological resources, it is over 5 acres in size and therefore requires an archaeological predetermination. An Archaeological Predetermination Report is included with this application.

A Level V Tree Plan and Landscape Plan are submitted with this application demonstrating compliance with code. Most of the existing fir trees are retained in the open space in the NW corner of the site.

Proposal & Code Compliance Discussion

Land Use and Development Code – VMC Title 20

Decision Making Procedures – 20.210

The subdivision is proposed as a planned development and 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.

Planned Developments – 20.260

Purpose (20.260.010):

The purpose of the planned development provisions as stated in section 20.260.010 are to provide:

- Flexibility that will result in well designed, efficient, and functional urban environments.
- Efficient use of urban land.
- Increase economic feasibility.
- Critical Area resource protection.

The Fircrest Meadows project complies with the purpose of these provision as shown in the discussions below.

Applicability (20.260.020):

Planned developments are allowed in all zoning districts except for park, greenway and natural area districts. Single-family detached residential units are allowed by right within planned developments in the R-9 zone.

Approval Process (20.260.030):

A concurrent planned development review is proposed for this project. Initial approval of a concept plan as discussed in this section is proposed to be concurrently reviewed with the detailed site plan, a zoning map amendment, and a preliminary plat. A Hearings Examiner will be the initial review authority for the planned development and the City Council will be the final authority. A Type IV review is required for this process.

Approval Criteria (20.260.050):

The following is the approval criteria for the proposed planned development:

A. Concept development plan approval criteria:

1. *Content.* The concept plan contains all of the components required in Section 20.260.070. The proposed development and uses comply with all applicable standards of the Title. The

applicant is not proposing any adjustments that are not outright allowed by this planned development process.

2. *Architectural and site design.* The proposed development demonstrates the use of innovative, aesthetic, energy-efficient and environmentally friendly architectural and site design.

- The site design was generally dictated by existing features around and within the site. The adjacent roadways were required to be extended and widened to meet city standards. Most of the onsite trees are also proposed to be retained within an open space at the NW corner of the site. The combination of roadway design and tree retention resulted in an efficient site design that will benefit the public by providing vehicular and pedestrian connections through the site as well as providing open spaces for the community to enjoy.
- The applicant is currently proposing homes that are no larger than 1500 sqft. These smaller homes and the compact subdivision design results in an environmentally friendly development. The smaller homes are planned to maximize functionality without wasted space. Larger homes would be less environmentally friendly due to the additional heating/cooling and energy costs. The subdivision is efficiently planned and compact. Higher density development within urban areas with existing urban services are significantly more environmentally friendly than large-lot subdivisions or development outside of the urban areas. The compact design of the site also limits the impervious surfaces and retains valuable open space within the site.
- Lots 40-47 on the preliminary plat directly abut existing homes in the Sandcastle Heights Subdivision to the east. Lots 1-7 directly abut existing homes in the Evergreen Park Subdivision to the south. These lots have been designed with a wider lot width of 42' - 45', rather than the reduced width of 30', to create a buffer along the perimeter where adjacent single-family homes exist. These homes are also planned to be single level homes which will reduce perceived impacts of the development for adjacent neighbors.
- The proposed homes will be energy efficient. The homes will be served by electricity only – no natural gas will be brought into the development. The smaller sized homes (less than 1,500sf) will result in efficient 3-bedroom floorplans. The applicant generally proposes slab on grade homes with efficient building envelopes and better than industry standard windows. The homes will likely include high efficiency HVAC systems using electric heat pumps with a minimum HSPF rating of 9.5. The project's electric design will account for all homes to have EV chargers, and all garages will be EV charger-ready.

3. *Transportation system capacity.* There is sufficient capacity in the transportation system to safely support the development as proposed. A Traffic Study has been prepared for this site and is included with this application.

4. *Availability of public services.* There is sufficient capacity within public services such as water supply, police and fire services, and sanitary waste and storm water disposal, to adequately serve the development as proposed. Please see the Preliminary Plans for further information.

5. *Protection of designated resources.* There are no historic landmarks. The single critical area onsite (an oregon white oak tree) will be retained and protected.

6. *Compatibility with adjacent uses.* In order to provide a transition of density from adjacent sites and to avoid perceived impacts to adjacent single-story homes, the applicant is proposing the following minimum lot area/widths:

	Minimum lot area (sqft)	Lot area reduction	Lot width (ft)	Lot width reduction	Average lot area (sqft)
Perimeter lots adjacent to existing single level homes	4000	20%	43	5%	4427.0
Perimeter lots adjacent to existing roadways	3333.3	33.3%	36	20%	3661.1
Interior lots or lots adjacent to BPA	2500	50%	30	33.3%	2821.0

Proposed lots 1-7 and 40-47 directly abut existing residences with larger lot sizes and mostly single level homes. The lots will have a minimum 40' lot width with a minimum 4000 sqft lot size and are currently planned to be single level homes. Lots 8-19 and 35-39 are across the road from existing development. Because the roadway already provides a buffer these lots are designed to have a minimum 36' lot width and a 3333 sqft lot area. The remaining lots are internal or adjacent to the BPA right-of-way and will have a minimum 30' lot width and a 2,500 sqft lot area. This transitioning of densities will minimize perceived impacts and result in a compatible design with the existing neighborhood.

7. *Mitigation of off-site impacts.* Potential off-site impacts include noise, shading, glare, parking, and traffic.

- Noise – Construction will occur only during the approved hours according to VMC 7.05.010. At full buildout the general residential noise from the new development is not expected to cause any off-site impacts.
- Shading – The proposed homes are proposed to be well under the 35' height limit and will meet depth standards and setbacks. This will significantly minimize potential shading of adjacent properties. The homes directly adjacent to existing single level homes are also planned to be single level homes.
- Glare – Street lights are proposed on the new streets. These lights will include shielding to prevent excessive lighting of adjacent properties.

- Parking – Ample parking is provided on each lot in addition to common parking areas and on-street parking. The available onsite parking will minimize the need for new residents to park along existing streets away from the proposed development.
- Traffic – While there will be a slight increase in traffic, the existing roadways will continue to operate at acceptable levels and per the traffic report, no off-site mitigation is required. The applicant is proposing to include curb return bulb-outs at the intersection of NE 122nd Court and NE 16th Street as a traffic calming feature along the proposed roadway connection.

B. Adjustment approval criteria:

The applicant is proposing to adjust the lot coverage standards for lots 1-6, and 40-47 to allow for flexibility in the design for potential single-story homes on the lots. The maximum lot coverage is 50% and the applicant is requesting a 10% increase to 55%. This requested increase is only intended to apply to single story homes and would not be applicable to potential 2-story homes.

1. The adjustment(s) is warranted given site conditions and/or characteristics of the design.

Increasing the flexibility for single-level homes on the proposed lots is warranted given the site design. Increasing the flexibility for single-level homes is important given the benefits and reduced impacts that are discussed below.

2. The benefits accruing from the implementation of the adjustment outweigh any potential adverse impacts.

Introducing a mix of housing types will be beneficial to the community as single level homes are more accessible to larger segments of potential buyers. The single level homes would benefit older residents that need more accessible housing.

3. Any impacts resulting from the adjustment are mitigated to the extent practical.

The potential impacts are mitigated by restricting the increased lot coverage to single-level homes. The single level home will have less of a visual impact on the neighbors than a potential 2-story home.

Development Standards (20.260.060):

For planned developments the minimum lot depth and width standards of the base zone do not apply and the hearings examiner can reduce the minimum lot size requirements.

The applicant is proposing the following minimum lot widths and areas given the location of the proposed lot:

	Minimum lot area (sqft)	Lot area reduction	Lot width (ft)	Lot width reduction	Average lot area (sqft)
Perimeter lots adjacent to existing single level homes	4000	20%	43	5%	4427.0
Perimeter lots adjacent to existing roadways	3333.3	33.3%	36	20%	3661.1
Interior lots or lots adjacent to BPA	2500	50%	30	33.3%	2821.0

VMC 20.260.060.C states, “In exchange for the approval of higher residential densities, smaller lots and relaxed development standards, the developer of a planned development is required to provide common open space for the active and passive recreational activities of residents, employees and visitors.”

The applicant is required to provide at least 10% of the gross area of the site as open space. This area must be fully accessible to the future residents of the subdivision.

With a 7.45-acre site, 0.75 acres of open space is required. A total of 1 acre of open space is provided between Tract A and B. These tracts meet the requirements for unencumbered open space. These areas will feature a grass lawn, picnic area, and appealing landscaping along the perimeter. The applicant is also showing a conceptual alignment for a trail that extends through tract A, across the BPA ROW and to NE 18th Street. The applicant is willing to construct this trail if staff sees this as a useful trail connection that will benefit the community. The alignment of the trail is subject to modification and will be finalized when construction drawings are completed. This trail segment may also be subject to BPA approval and it’s inclusion in this project can’t be guaranteed.

The applicant is also willing to provide a public easement for a potential trail connection at the SW corner of the lot along the west side of proposed lot 7. We understand that the city and neighborhood association have had past discussions regarding a trail connection in this area and the applicant is willing to include the necessary easements to facilitate a future improvement.

Residential density may be adjusted to allow for on-site density transfers and a density bonus of 15% above the maximum density is allowed. The proposed density calculation is included further below in the section that discusses Lower Density Residential Districts – 20.410.

Concept and Detailed Development Plan Submission Requirements (20.260.070 and 080):

All elements of these sections have been submitted with this application. The applicant is proposing that the concept and detailed development plans be reviewed concurrently. Per VMC 20.260.070.B, a planning history is required to be addressed. A search of past permits and plats on Clark County GIS shows that there are no open or active application, and no outstanding conditions of approval that affect the property.

Text and Map Amendments – 20.285

As stated previously in this narrative the applicant is proposing a zoning map amendment to rezone the parcel from R-6 to R-9. This rezone will facilitate the applicant's vision of providing a "middle-housing" development in the City of Vancouver.

This section addresses process and approval criteria of zoning map amendments. A zoning map amendment not involving associated comprehensive plan map amendments must 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;*

The City adopted a 2016-2021 Strategic Plan, and updated it in November 2018. The city is currently working on a new Strategic Plan, but it appears that it has not yet been adopted.

This request is consistent with Objective 6.2.1:

"Develop a broader range of housing choices through incentives, changes in regulations and implementation of the Affordable Housing Task Force recommendations."

In the final 2016 report the Affordable Housing Task Force discussed potential tools and programs to increase the supply of affordable housing units in the city. One of the high priority items discussed amending zoning/development regulations to encourage affordable housing options.

The intent of the option would be to increase the overall supply of housing in the city which would result in lower purchase prices and rental costs. While this does not provide "affordable housing" it goes a long way to make housing more affordable. Since the adoption of the strategic plan housing prices have continued to soar. This is partly due to a high demand for housing in the Vancouver region that far outpaces the new housing supply.

In response to the strategic plan and the Affordable Housing Task Force recommendations, the City Council studied and approved housing code updates. 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 and own homes in the City of Vancouver.
- The rezone is only an incremental change in density and through the proposed lot size transition the overall neighborhood livability will be maintained.
- 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.

2. *That a change in circumstances has occurred since the existing designation was established.*

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.

Subdivisions – 20.320

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 Kittelson and Associates 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. The subdivision will provide ample open space with a proposed trail and picnic tables for the community. Impact fees will be paid for parks and schools to offset the potential impacts.
- D. The subdivision design has taken into account the physical characteristics of the site. There is an Oregon white oak onsite that will be retained and protected. A portion of the NW corner of the site has slopes that are between fifteen and twenty-five percent. This area is addressed in the geotechnical report and has been found to not be a geological or landslide hazard.
- 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.

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.

- c. The site is surrounded by existing development. A BPA right-of-way exists to the north, therefore no street is proposed to stub to the north. Existing streets are continued through the site where necessary to provide blocks.
 - 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 not proposed.
 - f. The side lot lines run at right angles to the proposed streets as far as practical.
 - 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. The proposed open space tract will provide recreational opportunities for residents in this area.
 - 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.

Lower Density Residential Districts – 20.410

The applicant proposes to construct a 57-lot subdivision for single-family detached homes with with a request to rezone the site from R-6 to R-9. The existing single-family residence will be removed. This proposal will utilize the Planned Development standards. The Planned Development standards allow for reduced lot sizes, widths and depths. This is addressed under the section above that discusses VMC 20.260.

Standard	Required (R-9 zone)	Proposed
Minimum Lot Size	5,000 sf	2,500 sf
Maximum Average Lot Size	7,400 sf	
Minimum Lot Width	45'	30'
Minimum Lot Depth	65'	65'
Maximum Lot Coverage	50%	50%*
Front Yard	10', 18' to garage	10', 18' to garage
Rear Yard	5'	5'

Side Yard	0'5'	5'
Street Side Yard	8'	8'
Maximum Bldg Height	35'	35'
Minimum Landscape	10%	10%

*55% for potential single-level homes on lots 1-6 and 40-47

Density:

- The maximum allowable density under the R-9 zone is 8.7 units/per acre.
- The net area of the site is 5.69 acres once right-of-way and street tracts are subtracted from the gross site area.
- Planned Developments are allowed a 15% density bonus.
- The maximum density for the site is 57 units. ($5.69 \times 8.7 \times 1.15 = 56.9$)

Open Space:

Nestled in the northwest corner of the site is an existing tree grove amongst sloping topography that distinguishes the area. This area has been retained as open space in Tract A, with a meandering trail that traverses the open space, ensuring that it remains accessible and open to the community. A pocket park is located in Tract B with picnic tables and lawn area, further enhancing the community.

Approximately 1 acre of the site will be designated as common open space, largely situated in the northwest corner. This accounts for 14 % of the site and fulfills the Planned Development's minimum open space requirements (10% of the gross site area).

Archaeological Resource Protection – 20.710

An Archaeological Predetermination for this site was done by Archaeological Services LLC. A site visit performed on May 19, 2023 which found no artifacts. The report recommends that based on age the existing home should be recorded on a DAHP Historic Property Inventory form prior to demolition. 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.

Critical Areas Protection – 20.740

The site contains a single Oregon white oak in the NE corner of the site. No other critical areas were found onsite. A Critical Areas Memo has been prepared for this project by Ecological Land Services which provided the following key data:

- There are no wetlands onsite.
- 1 Oregon white oak measuring greater than 12 inches DBH was located onsite on proposed Lot 48.
- To ensure the oak is protected after the development of Lot 48 a covenant will be recorded protecting the Oregon white oak from future homeowner activity involving digging or excavation which may damage the oak root system or branch

removal activities, unless the case arises where a licensed arborist determines that branch removal or other pruning activities would be beneficial to the tree. The oak will also be outside of the approved building envelope for lot 48.

A small portion of the NW corner of the site has slopes that are between fifteen and twenty-five percent. This area is addressed in the geotechnical report and has been found to not be a geological or landslide hazard.

Please see the reports included with this application for further details.

Tree, Vegetation, and Soil Conservation – 20.770

A Level V tree plan is required for this application. Please reference the landscape and tree plans included with the application that show the retained trees, proposed trees, and includes a calculation of tree density. A large portion of the site will remain undeveloped and retain significant native vegetation. Silt fence will be installed onsite prior to construction to ensure that the retained areas are not impacted during construction.

SEPA Regulations – 20.790

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.

Impact Fees – 20.915

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. The applicant requests impact fee credits for the existing single-family home that is proposed to be removed.

Landscaping – 20.925

A landscape and tree plan has 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. These criteria will be reviewed for compliance at building permit review.

Street trees are proposed along all street frontages.

Landscape buffers are not required for this project based on adjacent zoning.

Narrow Lot Developments– 20.927

Developments that propose lot widths less than 40' are subject to the narrow lot development standards. Lots are proposed to vary in width with the narrowest lots approximately 30' wide, therefore this section applies to the development.

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.

A guest parking space is required for every 3 narrow lots. With 41 narrow lots a total of 14 parking spaces are required. Guest parking areas near Tract A and Tract B provide a total of 10 additional parking spaces. There are also large portions of the roads that will accommodate street parking. With over 760 lf of roadway frontage available for parking, up to 34 cars will be able to park on the street.

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. Lots that are served by the shared driveways will be required to set out the carts on the public road. General locations of collection areas are shown on the narrow lot plan.

Parking and Loading – 20.945

Each lot will have a minimum 12' wide driveway that can accommodate at least 1 parked vehicle on the lot. The homes will also have at least a single car garage. 18' wide driveways are also an option for certain lots within the development. 10 additional parking spaces have been designed in guest parking lots near Tracts A and B. This configuration will exceed the required parking standards for single family homes.

Signs – 20.960

No signs are proposed at this time.

Vision Clearance – 20.985

Vision clearance triangles and sight distance triangles are shown on the preliminary plat. Vision clearance meets the requirements in standard Plan T04-04.

Streets and Sidewalks – VMC Title 11

Concurrency - 11.70

A Transportation Impact Study has been prepared by Kittelson and Associates 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 45 morning peak hour trips, 59 evening peak hour trips, and 570 average weekday trips.
- All of the study intersections were found to operate acceptably under existing and future conditions with full build out of the development.
- No safety based mitigation needs were identified based on review of historic crash data at the study intersections.

Street and Development Standards – 11.80

Roadway Standards for NE 16th Street:

NE 16th Street is a proposed Neighborhood Circulator that will be extended east/west through the site to connect to the existing sections of NE 16th Street. The full width of the street will be constructed with this plat and will include a 54' right-of-way with 36' paved width, 4' planter and 5' sidewalks. To provide traffic calming, bulb-outs are proposed at the intersection with NE 122nd Court. The street at this intersection is proposed to be reduced to a 24' paved section with a wider 10' planter.

Roadway Standards for NE 123rd Avenue:

NE 123rd Avenue is an existing Neighborhood Circulator that abuts the site along the southeast edge. Existing improvements include a 56' right-of-way with 40' paved width and no sidewalks along the site frontage. Proposed improvements for this roadway include a 3' right-of-way dedication with 5' sidewalk and 4' planter along the site frontage. The ROW dedication and improvements are designed as a continuation of the existing improvements located to the south.

Roadway Standards for NE 121st Avenue:

NE 121st Avenue is an existing Local Access Street that runs along the west property line. Existing improvements off-site include a 28' right-of-way with 16' paved width and no sidewalks along the site frontage. Proposed improvements for this roadway include a 22' right-of-way dedication with an additional 14' paved surface to provide a 30' paved width, as well as a 5' sidewalk and 4' planter along the site frontage.

Roadway Standards for NE 14th Street:

NE 14th Street is a proposed Local Access Street. The full width of the street will be constructed with this plat and will include a 50' right-of-way with 28' paved width, 4' planters and 5' sidewalks on each side.

Roadway Standards for NE 122nd Court:

NE 122nd Avenue is a proposed Local Access Street that will terminate on the north and south ends with a cul-de-sac turnaround. This road was originally proposed as a private street, which would be allowed under the planned development standards. The city requested that the roadway remain public even with the slightly reduced ROW proposed for the street. A road modification request has been submitted that addresses the reduced ROW for the roadway. The proposed design includes a 46' right-of-way with 28' paved roadway, 4' planters and 5' sidewalks on each side.

Private Access Roads:

Tracts C, D, and E contain short narrow private drives that serve up to 4 lots each. These driveways will follow a modified standard detail T10-18, providing a 21' wide tract with an 18'-20' paved width.

Road Modifications:

A road modification request has been submitted regarding the reduced ROW width for NE 122nd Court.

Trees and Vegetation – VMC Title 12

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.

Water and Sewers – VMC Title 14.04, 14.10 and 14.16

All lots will be served by public sewer and water.

A public water main currently crosses the site in the location of the proposed NE 16th Street extension. The applicant will also connect the existing water main in NE 121st Ave to the water main in NE 123rd Ave along the proposed NE 14th Street.

An existing sanitary sewer main is located within NE 121st Ave along the western end of the site. This main extends to the north to NE 18th Street within an easement. The proposed lots adjacent to NE 121st Ave will utilize the existing main for sewer service, the rest of the site will be served by a new sewer extension that will begin at the NW corner of the site and will extend to the SE corner of the site.

Erosion Control – 14.24

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.

Stormwater – 14.25

Stormwater will be collected from impervious surfaces, then treated and routed to infiltration trenches located on site. 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.

Water Resource Protection – 14.26

The entire city is located within a Critical Aquifer Recharge area. The proposal does not include any prohibited discharges to groundwater or surface waters. Infiltration of stormwater is proposed and will follow the applicable stormwater regulations. Stormwater from streets and driveways will be treated using filter cartridges prior to entering infiltration facilities.

Fire – VMC Title 16

All onsite streets provide the opportunity for emergency vehicles to circulate or turnaround within the site. New fire hydrants are proposed within the development to meet the applicable spacing requirements.

Building & Construction – VMC Title 17

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 located over 1 mile away from Fircrest Elementary, Cascade Middle and Evergreen High Schools. Students living in the future development will be bused to schools.

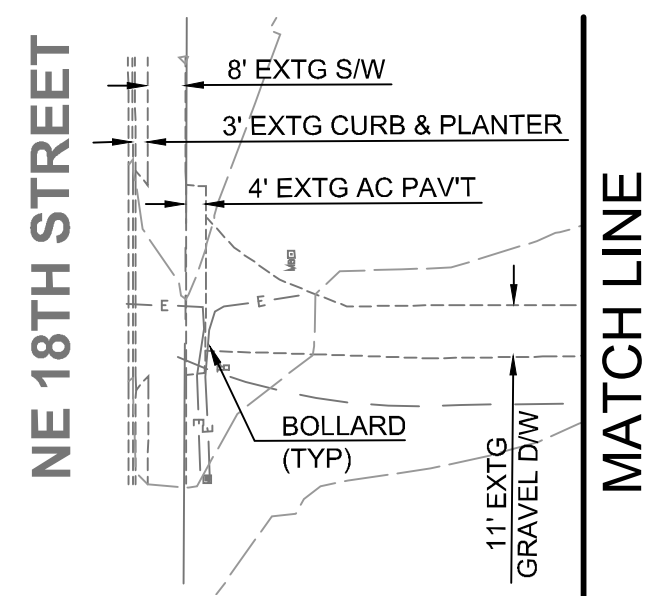
This application and narrative also show compliance with the applicable standards of the Vancouver Municipal Code.

APPLICANT:
Ginn Group LLC
Chad Stewart
502 NE 72nd St
(360) 608-5048
chad@ginngrp.com

CONTACT:
PLS Engineering
Travis Johnson, PE
604 W Evergreen Blvd
Vancouver, WA 98660
(360) 944-6519
pm@plsengineering.com

OWNER:
Roger Bradstreet
12301 NE 18th Street

SITE ADDRESS:
Parcel # 164912-000
12301 NE 18TH ST,
Vancouver, WA 98684



Located in the NE ¼ of Section 27, T2N, R2E, W.M.
City of Vancouver, Washington

CRITICAL AREAS:

There is an Oregon white oak located in the NE corner of the site. This tree is proposed to be retained. There are no other known critical areas located onsite

HORIZONTAL DATUM:

NAD 83 (2011). Washington State plane
coordination system, South zone, U.S. survey
feet. Based on real time kinematic
corrections from the Washington State reference
network.

VERTICAL DATUM:

NGVD29. City of Vancouver Datum based on
based on real time kinematic corrections from the
Washington State Reference Network.

EXISTING CONDITIONS LEGEND

LINETYPES

ST	ST	ST	ST	STORM SEWER LINE
GHP GHP GHP				OVERHEAD POWER LINE
W	W	W	W	WATER LINE LOCATE
SA	SA	SA	SA	SANITARY SEWER PIPE
T	T	T	T	TELECOMM UTILITY
E	E	E	E	UNDERGROUND
X	X	X	X	ELECTRIC FENCE
_____				CENTERLINE
_____				RIGHT OF WAY
_____				EDGE OF PAVEMENT
_____				CURB LINE
_____				EDGE OF GRAVEL
_____				SIDEWALK
_____				PAVEMENT STRIPING
_____				LOT LINE
100				PROPERTY BOUNDARY
_____				CONTOUR LINE

SYMBOLS

-  CATCH BASIN
-  STORM MANHOLE
-  CURB INLET
-  FIRE HYDRANT
-  WATER VALVE
-  SAN SEWER MH
-  UTILITY POLE
-  EXTG WELL
-  TEL PEDESTAL
-  GUY WIRE
-  MAILBOX
-  EXTG TREES



VICINITY MAP

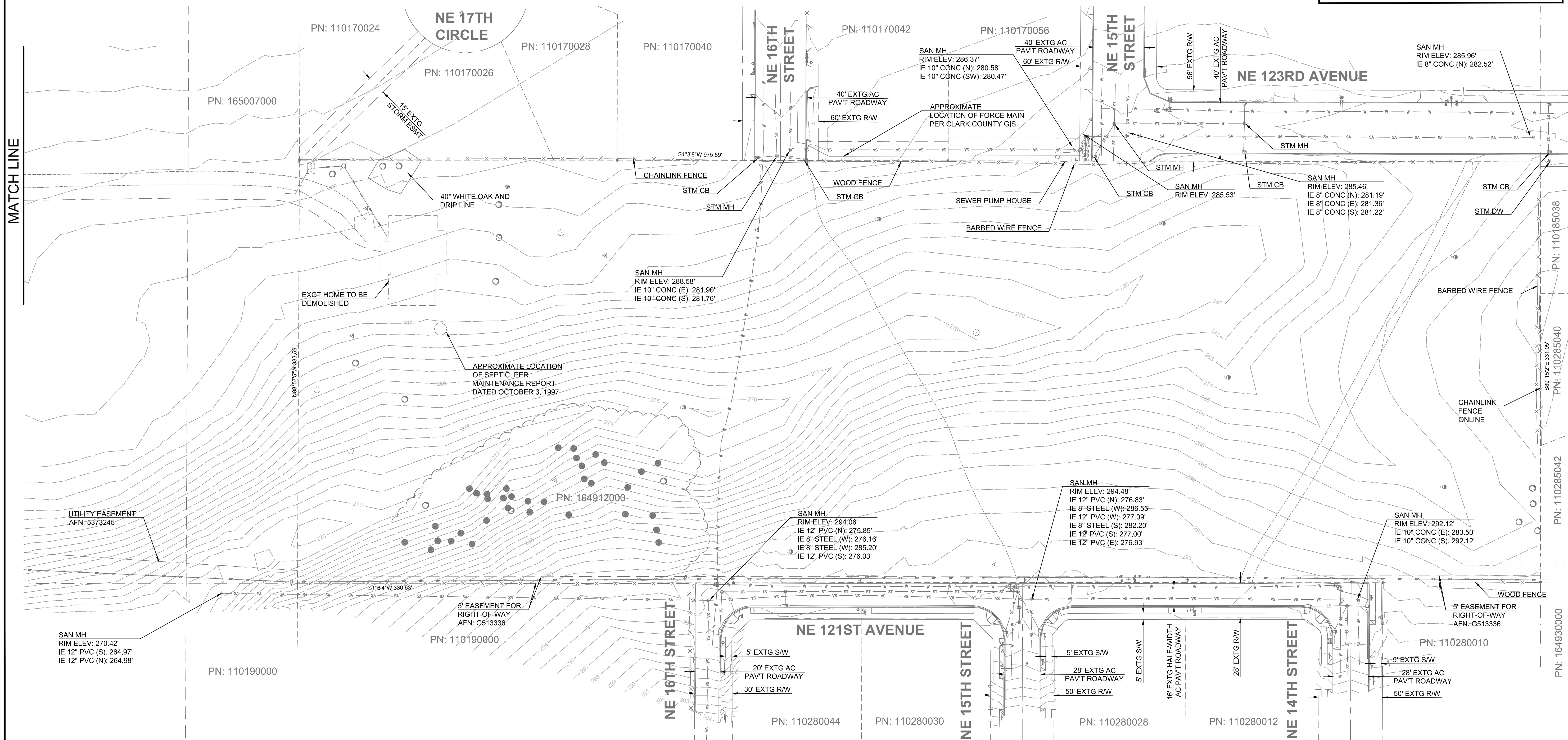
NOT TO SCALE

Scale 1" = 40'



Sheet Index

1. Existing Conditions Plan
2. Preliminary Plat
3. Narrow Lot Plan
4. Grading & Erosion Control Plan
5. Stormwater Plan
6. Water & Sanitary Plan
7. Street, Striping, Signing & Street Lighting Plan
- T. Existing Tree & Soil Protection Plan
- L1. Preliminary Landscape & Tree Plan



Existing Conditions Plan For:

Fircrest Meadows

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

PLS

ENGINEERING

Revisions	
1	
2	
3	
4	
5	
6	

Project No. 3615

SCALE: H: 1"=40'
V: N(Δ)

DESIGNED BY:

DRAFTED BY:

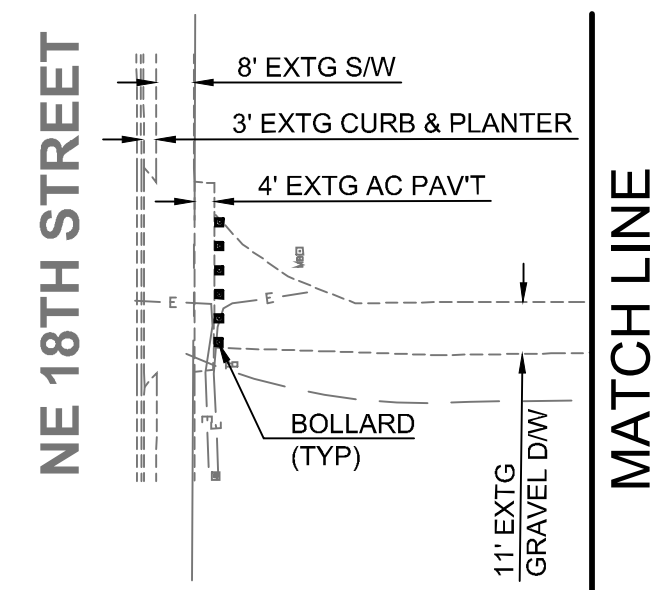
REVIEWED BY:	
--------------	--

01

09

APPLICANT:
Ginn Group LLC
Chad Stewart
502 NE 72nd St
(360) 608-5048
chad@ginngrp.com

CONTACT:
PLS Engineering
Travis Johnson, PE
604 W Evergreen Blvd
Vancouver, WA 98660
(360) 944-6519
pm@plsengineering.com



The applicant is proposing a 57 lot planned development concurrent with a rezone from R-6 to R-9. The site is located at 12301 NE 18th Street (parcel 16491200) and includes 7.46 acres of land. The site currently has a single family residence with a majority of the site including vacant land. All existing structures are proposed to be removed with site development. The existing driveway serving the residence from NE 18th Street to the north will be closed to vehicular traffic. The site is bordered by single family residential development to the east, south and west. BPA right-of-way abuts the north end of the site.

Minimum Lot Size Proposed: 2520 sqft
Minimum Lot Width Proposed: 30 ft

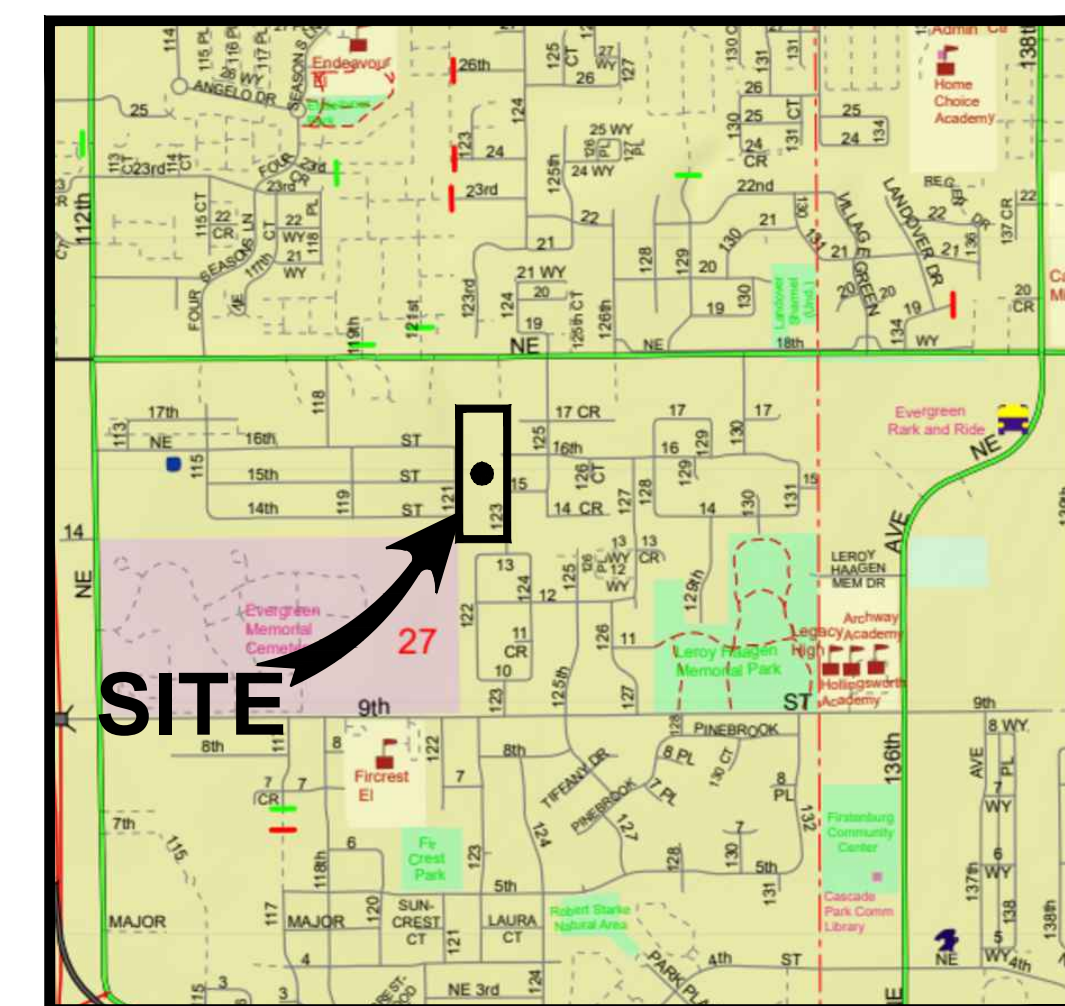
Setbacks

Front yard:	10'
Garage:	18'
Rear yard:	5'
Side yard:	5'
Street side yard:	10'

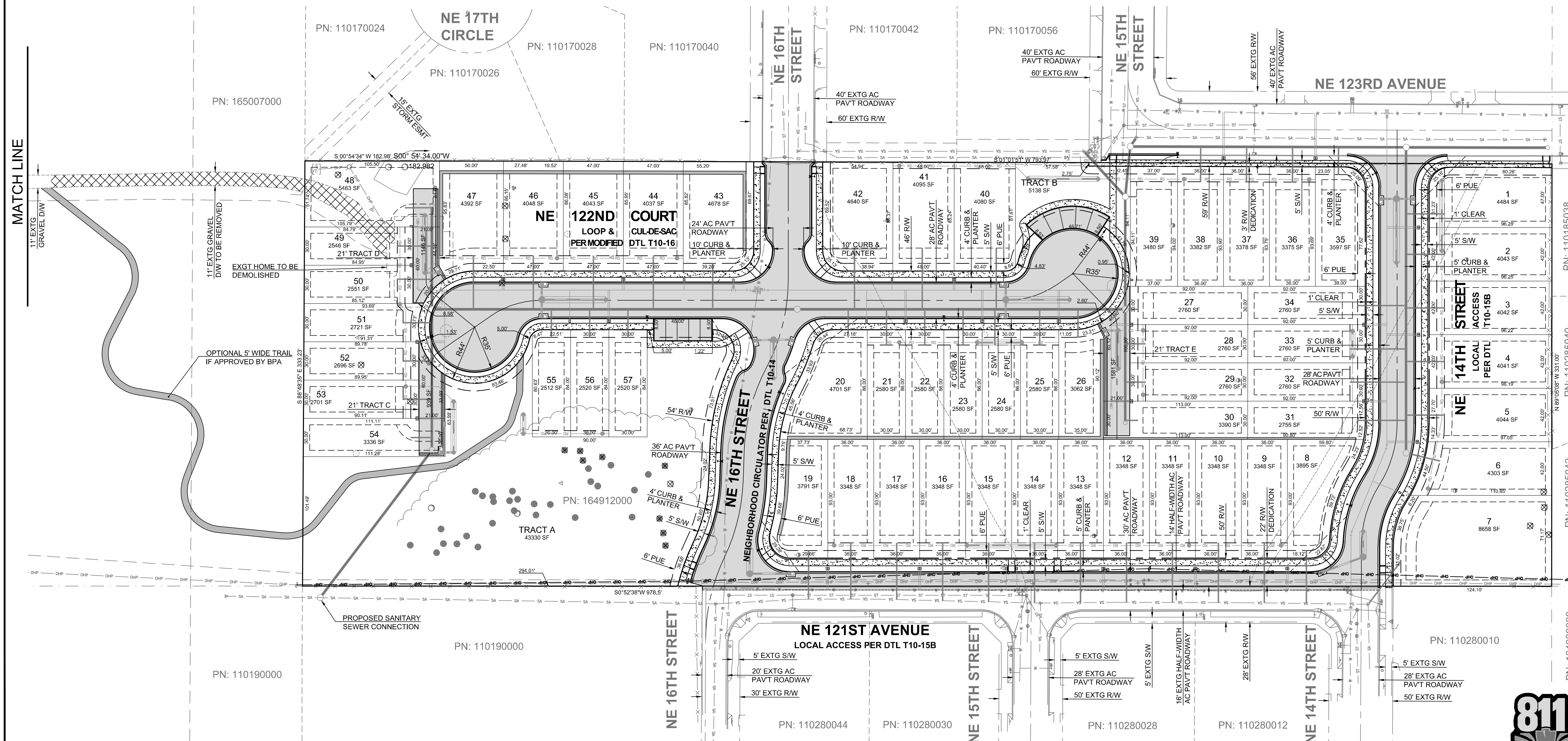
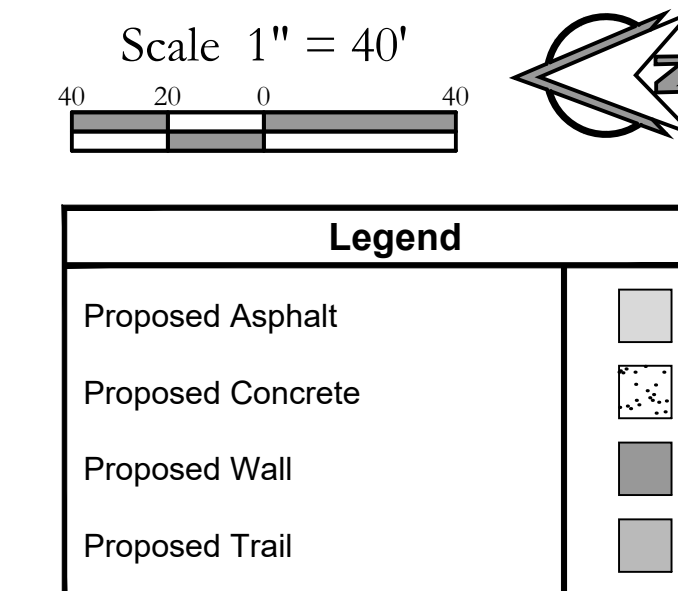
NE 14th Street is proposed as a Local Access Street per standard detail T10-15B. NE 16th Street is proposed as a Neighborhood Circulator per standard detail T10-14. NE 121st Avenue is a Local Access road and requires a minimum 50' full right-of-way width and 28' paved street full-width. NE 122nd Court is proposed as two street segments per modified standard detail T10-16 with dead end cul-de-sacs. NE 123rd Avenue is a Neighborhood Circulator and requires a minimum 54' full right-of-way width and 36' paved street full-width. The applicant is

The City of Vancouver is the public water and sanitary sewer purveyor. The existing neighborhoods to the east and west have existing water and sanitary sewer mains that can be extended through the site to serve the proposed lots. Stormwater is proposed to be collected, treated and routed to infiltration trenches located onsite. An existing septic tank and water well exist on the site. These will be decommissioned prior to development of the site.

There is an Oregon white oak located in the NE corner of the site. This tree is proposed to be retained. There are no other known critical areas located onsite.



VICINITY MAP
NOT TO SCALE



Preliminary Plat For:

Preliminary Plat For: Firecrest Meadows

A Subdivision Located In The City Of Vancouver, Washington

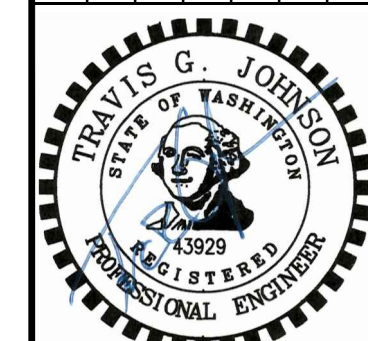
Engineering - Surveying - Planning

604 W. Evergreen Blvd., Vancouver, WA 98660

PH (360) 944-6519 | Fax (360) 944-6539

PLS
ENGINEERING

Revisions	
1	
2	
3	
4	
5	
6	



7-14-23

Project No. 3615

SCALE: H: 1"=40'

SCALE:	V: N/A
--------	--------

DESIGNED BY:	
DRAFTED BY:	

REVIEWED BY:

REVIEWED BY:	

02 /

—

09

03

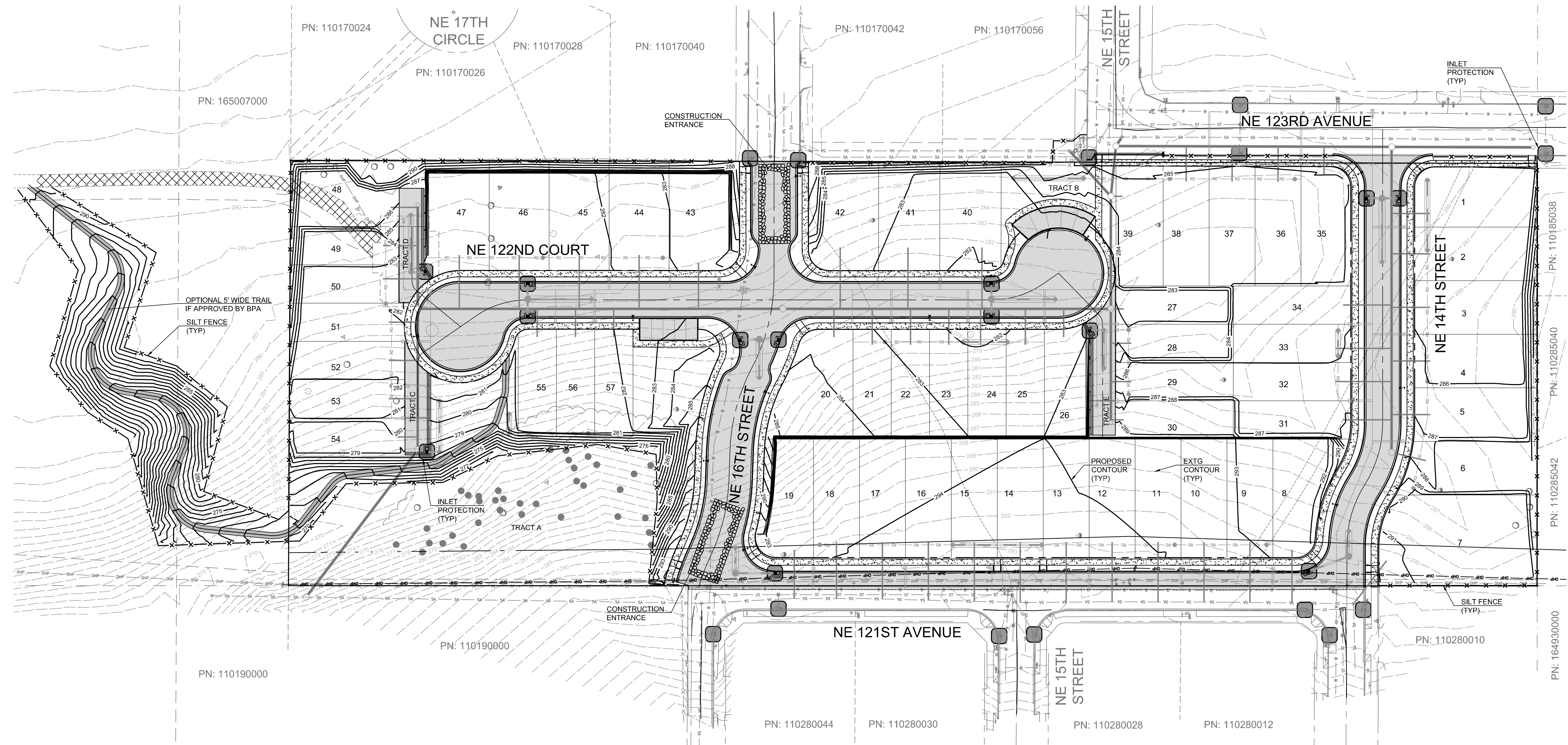
Know what's **below**.
Call before you dig.

Located in the SE $\frac{1}{4}$ of Section 33, T5N, R1E and
the NE $\frac{1}{4}$ of Section 4, T4N, R1E, W.M.
Some City, Washington



Fircrest Meadows

Located in the NE ¼ of Section 27, T2N, R2E, W.M.
City of Vancouver, Washington

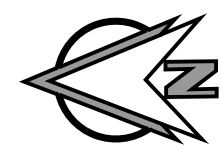


HORIZONTAL DATUM:

NAD 83 (2011). Washington State plane coordination system, South zone, U.S. survey feet.
Based on real time kinematic corrections from the Washington State reference network.

VERTICAL DATUM:

NGVD29. City of Vancouver Datum based on based on real time kinematic corrections
from the Washington State Reference Network.

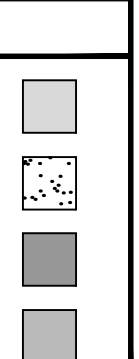


Scale 1" = 40'



Legend

- Proposed Asphalt
- Proposed Concrete
- Proposed Wall
- Proposed Trail



Revisions

1	2	3	4	5	6



Project No. 3615

SCALE: H: 1"=40' V: N/A

DESIGNED BY: MJM

DRAFTED BY: MEA

REVIEWED BY: TGJ

04

09



Know what's below.
Call before you dig.

Grading & Erosion Control Plan For:

Fircrest Meadows

A Subdivision Located In The City Of Vancouver, Washington

Engineering - Surveying - Planning

604 W. Evergreen Blvd., Vancouver, WA 98660

PH (360) 944-6519

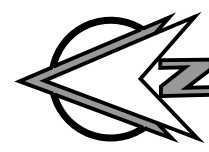
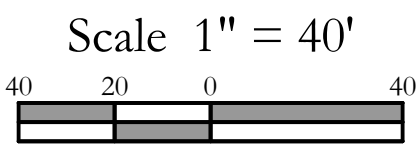
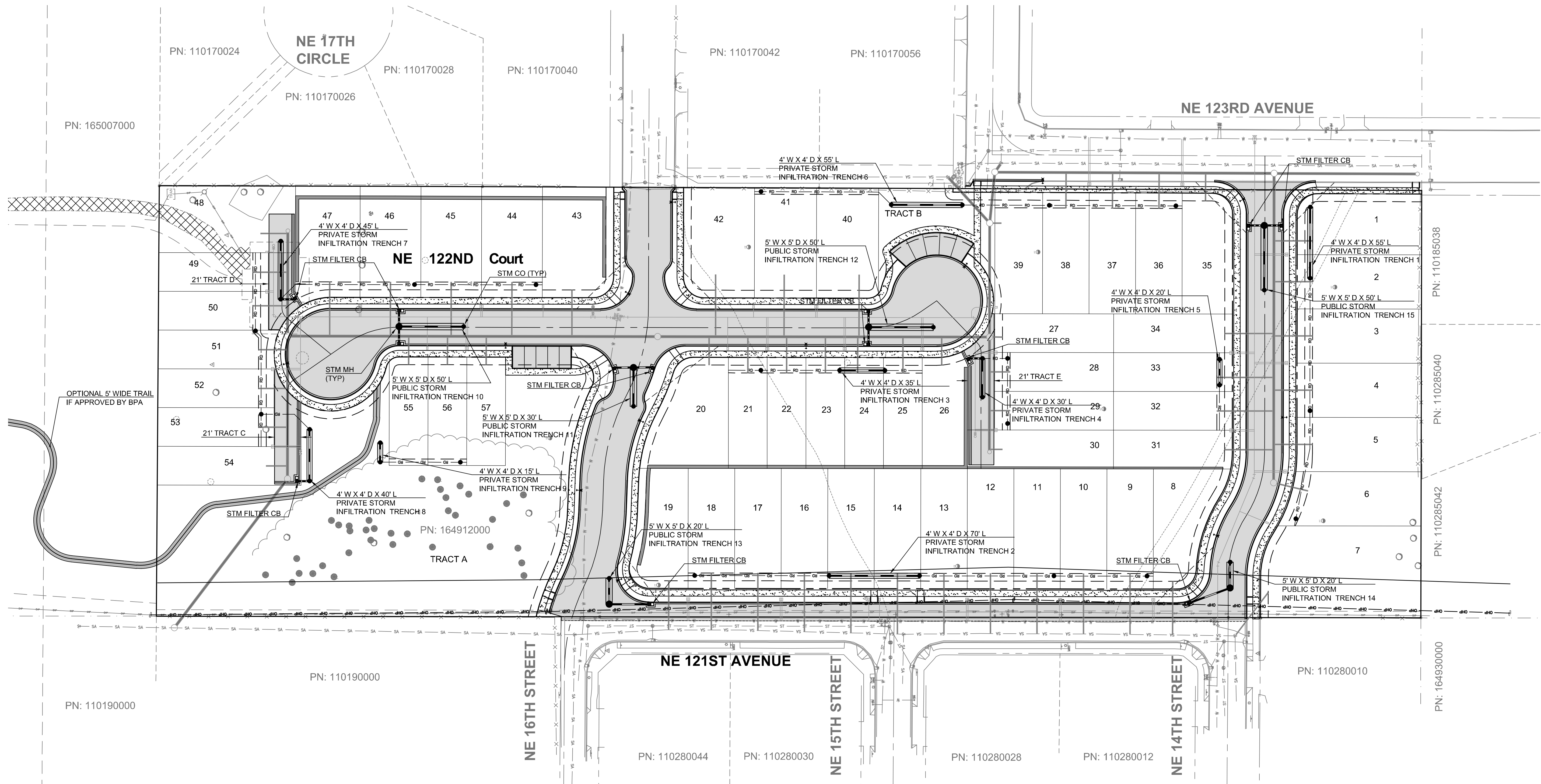
Fax (360) 944-6539

PLS

ENGINEERING

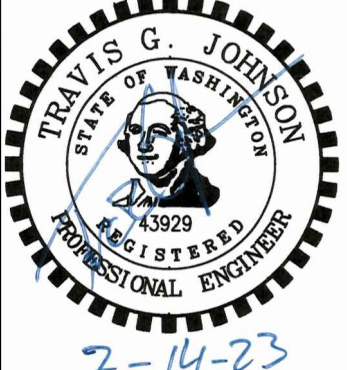
Fircrest Meadows

Located in the NE ¼ of Section 27, T2N, R2E, W.M.
City of Vancouver, Washington



Legend	
Proposed Asphalt	
Proposed Concrete	
Proposed Wall	
Proposed Trail	

Revisions					
1					
2					
3					
4					
5					
6					



Project No. 3615
SCALE: H: 1"=40' V: N/A
DESIGNED BY: MJM
DRAFTED BY: MEA
REVIEWED BY: TGJ

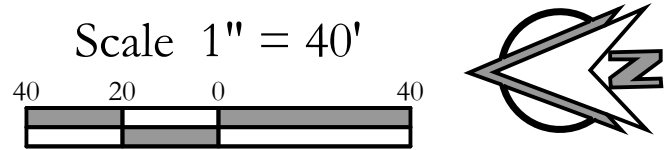
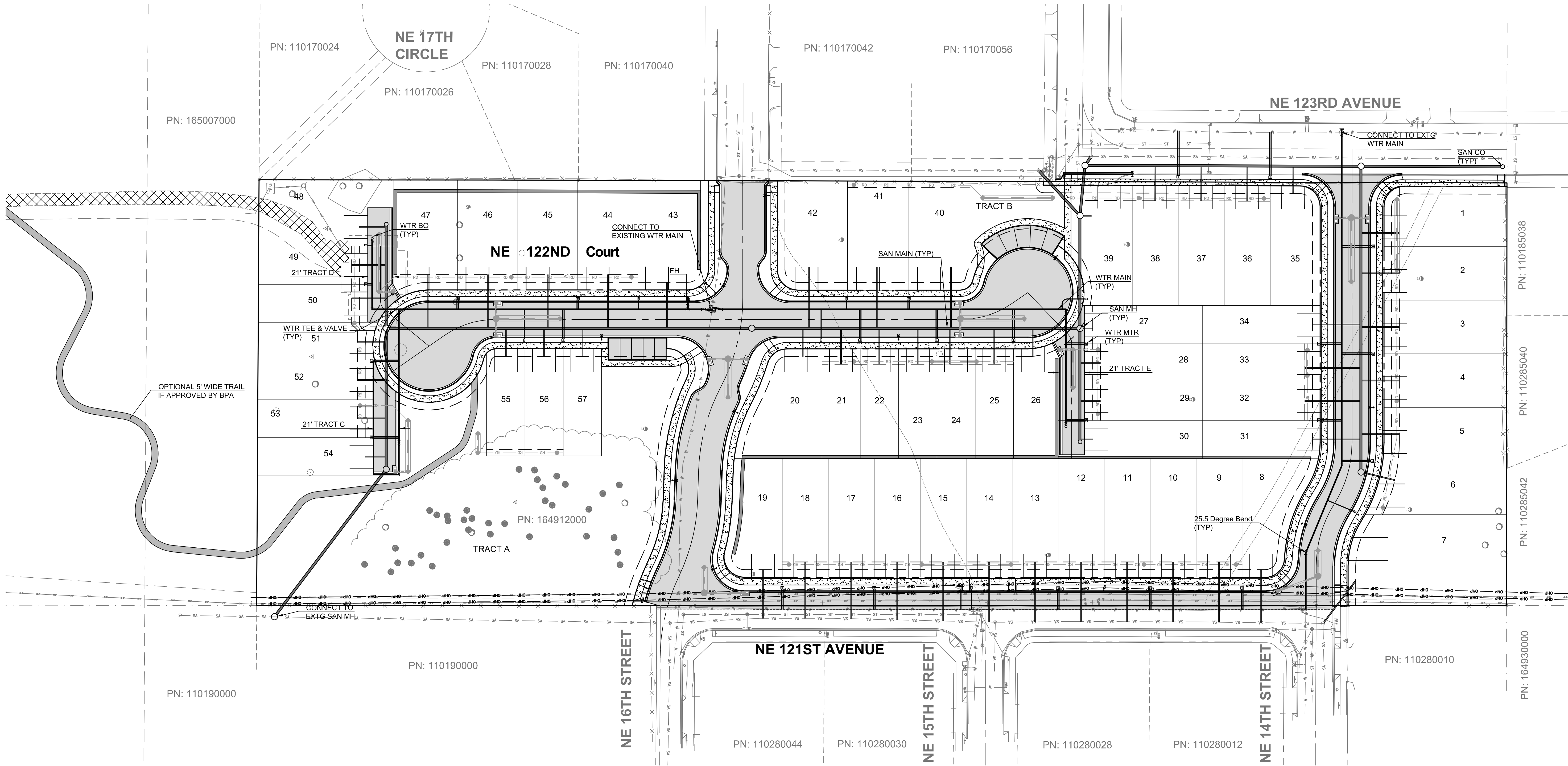
05
09

Stormwater Plan For: Fircrest Meadows 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

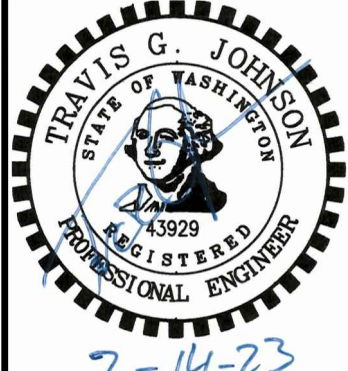
Fircrest Meadows

Located in the NE ¼ of Section 27, T2N, R2E, W.M.
City of Vancouver, Washington



Legend	
Proposed Asphalt	
Proposed Concrete	
Proposed Wall	
Proposed Trail	

Revisions					
1	2	3	4	5	6



Project No. 3615	
SCALE:	H: 1"=40' V: N/A
DESIGNED BY:	MJM
DRAFTED BY:	MEA
REVIEWED BY:	TGJ

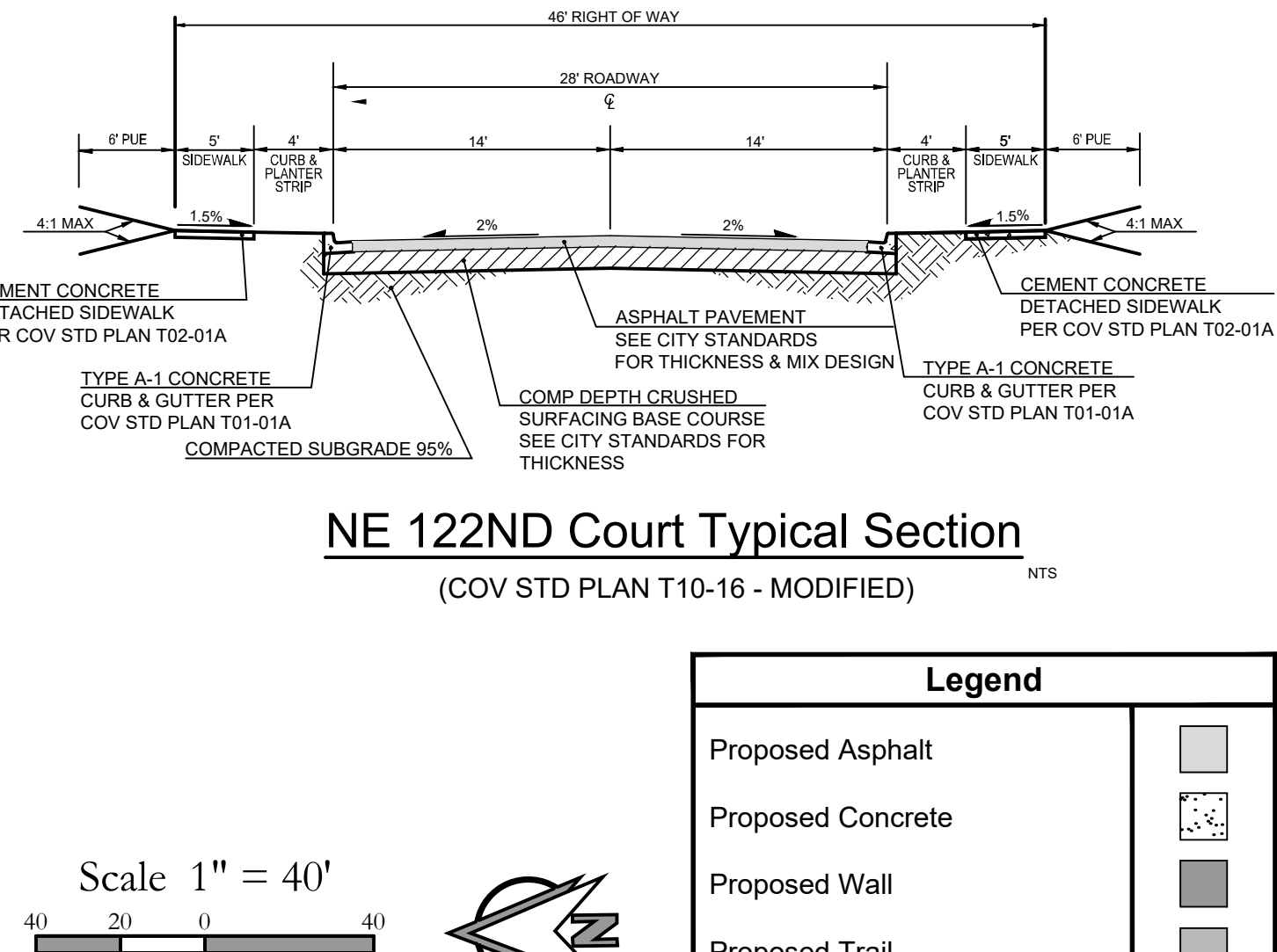
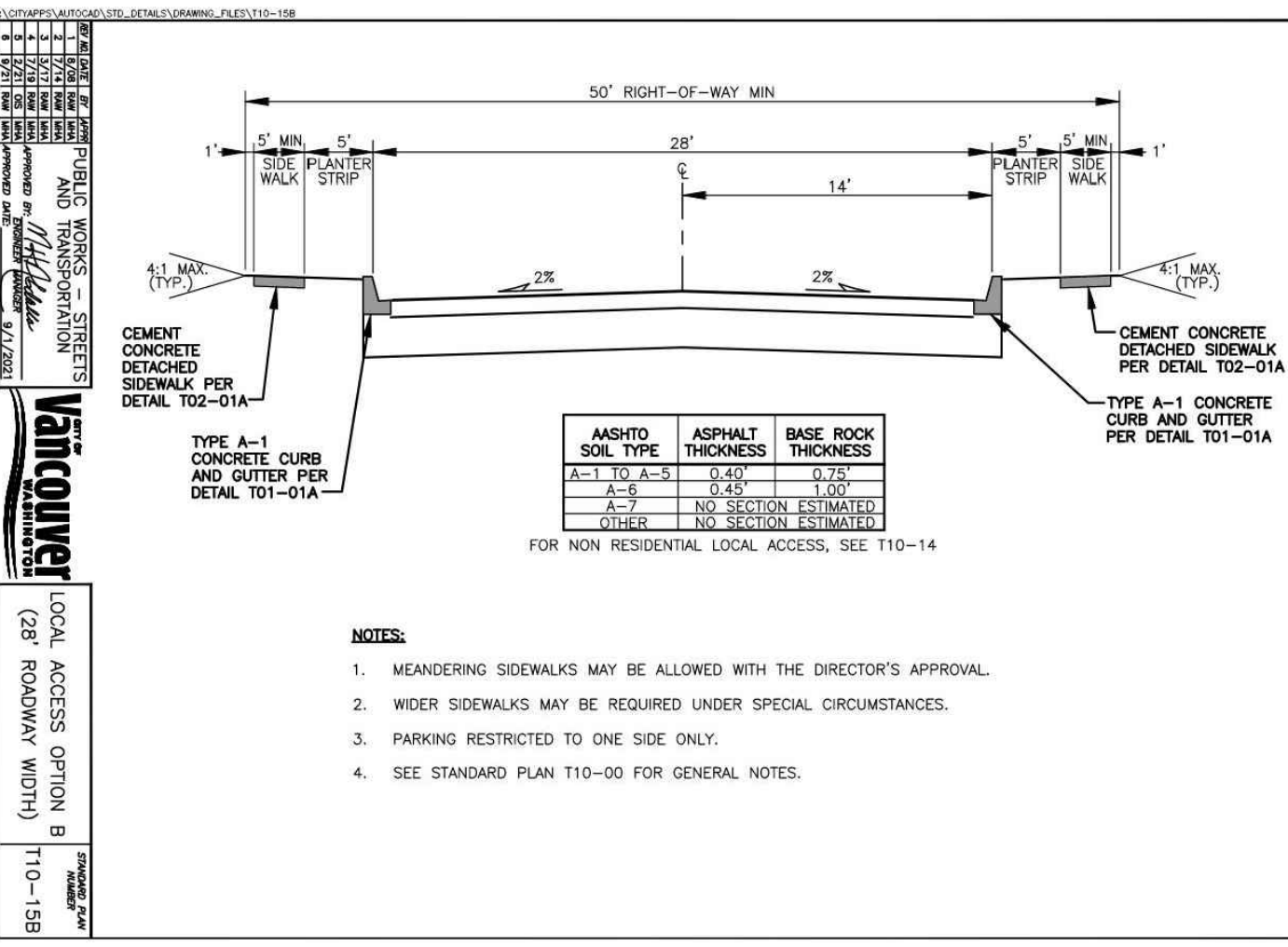
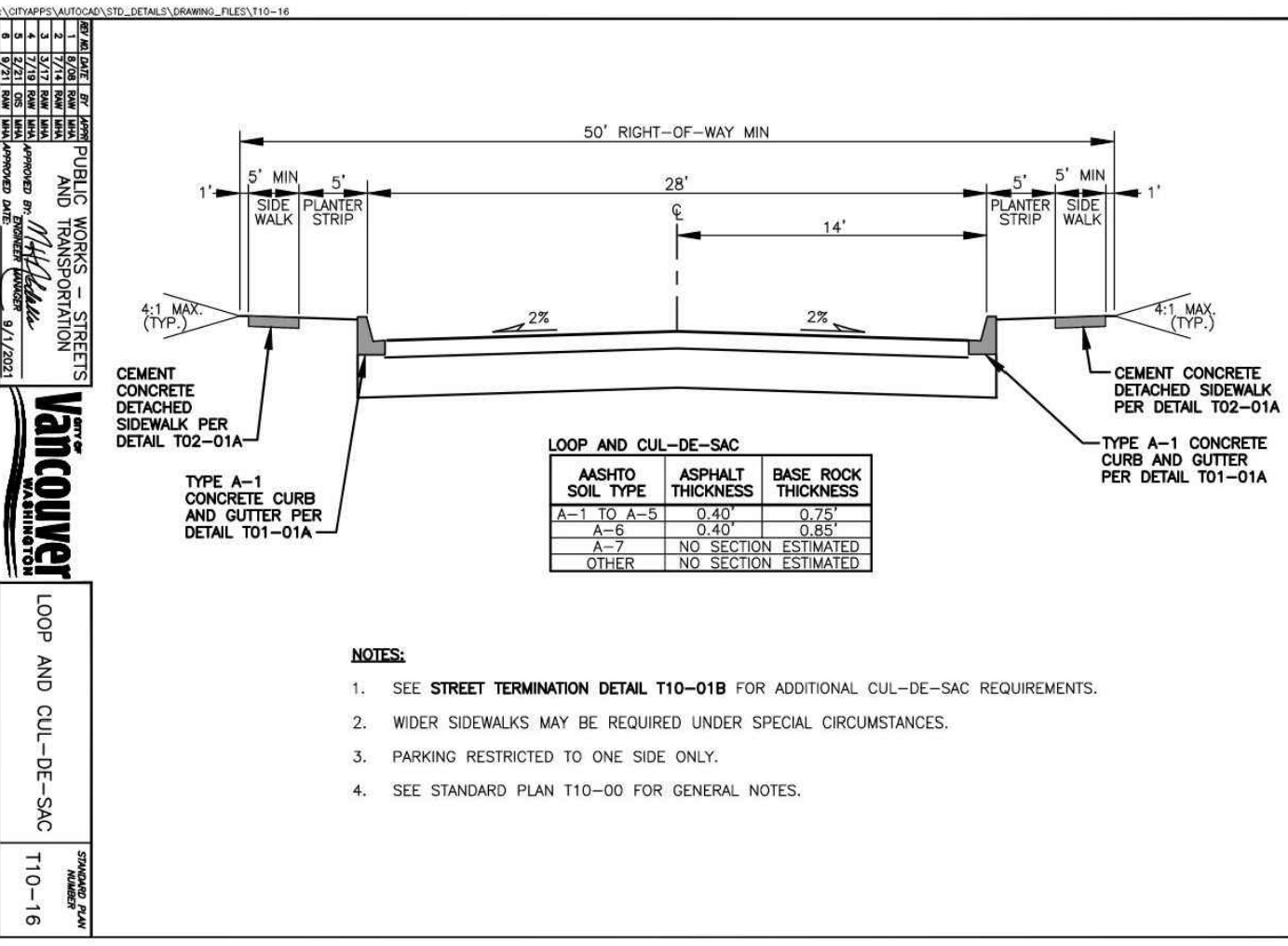
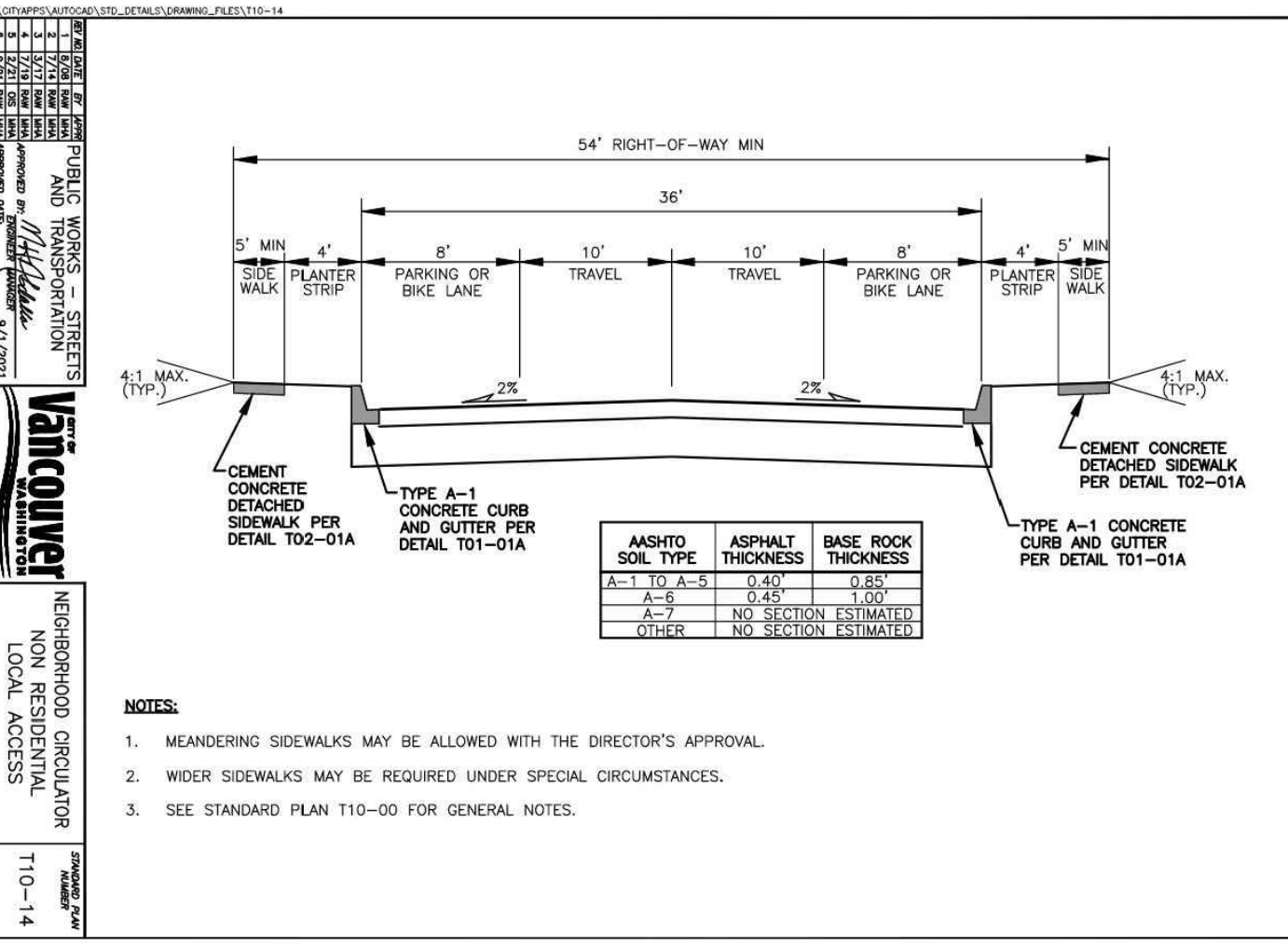
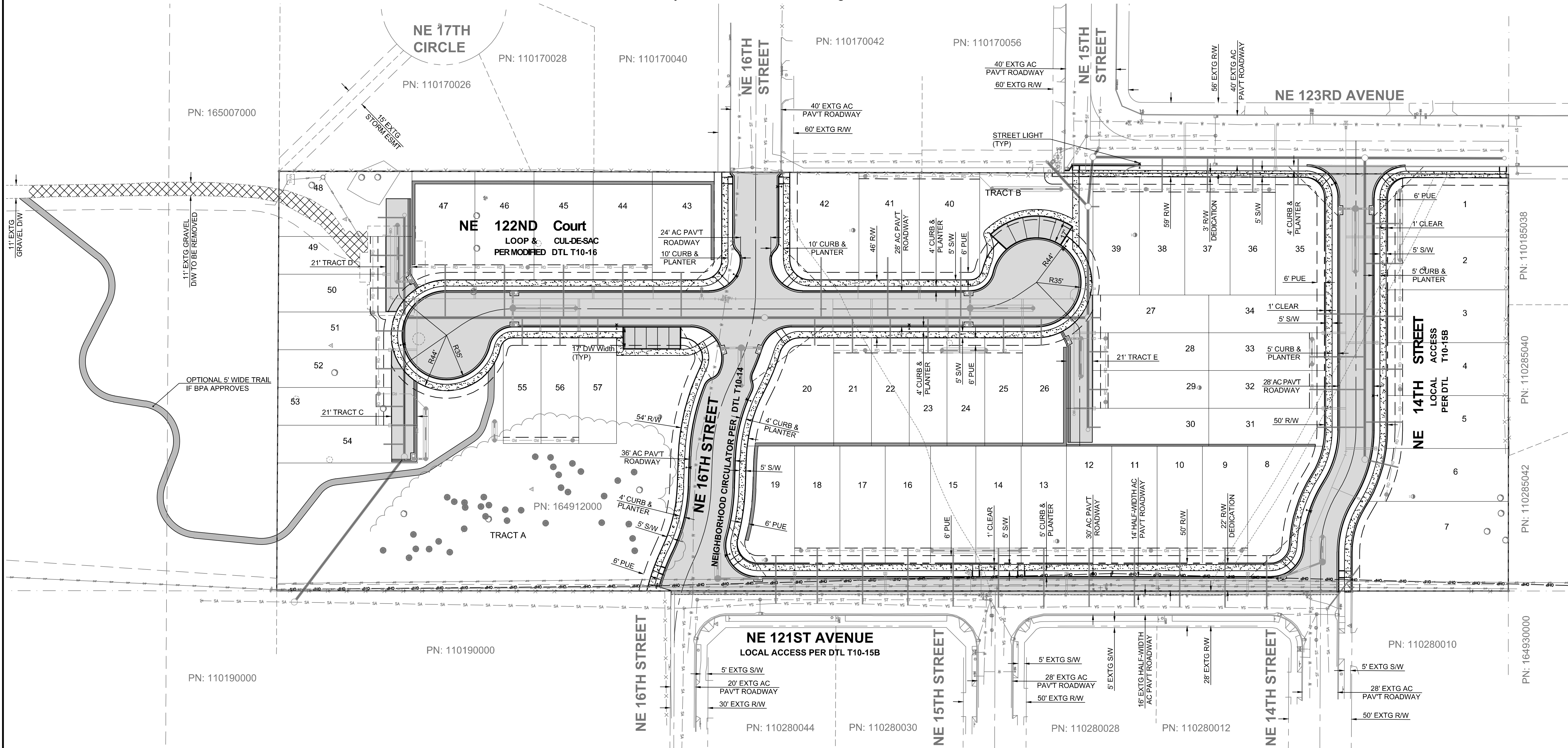
06
09

Water & Sanitary Plan For:
Fircrest Meadows
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

PLS ENGINEERING

Fircrest Meadows

Located in the NE ¼ of Section 27, T2N, R2E, W.M.
City of Vancouver, Washington



Revisions

1	2	3	4	5	6

Project No. 3615
SCALE: H: 1"=40'
V: N/A
DESIGNED BY: MJM
DRAFTED BY: MEA
REVIEWED BY: TGJ

07
09

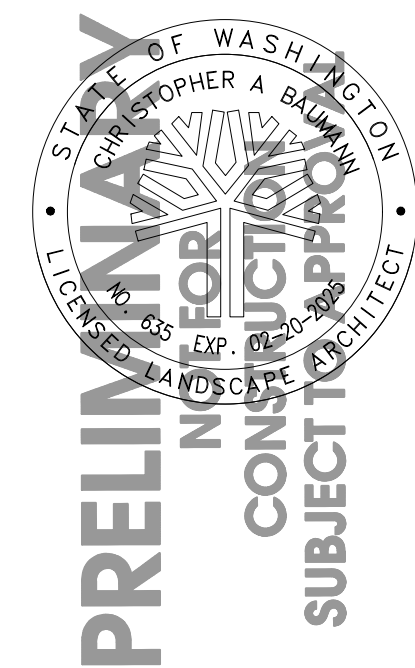
Street, Striping, Signing & Street Lighting Plan For:

Fircrest Meadows

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

PLS ENGINEERING



FIRCREST MEADOWS

12301 NE 18TH STREET
Vancouver, Washington

SITE STATISTICS	
7.46± AC	SITE AREA
21	NUMBER OF JURISDICTIONAL TREES TO BE REMOVED
52	NUMBER OF JURISDICTIONAL TREES ON SITE

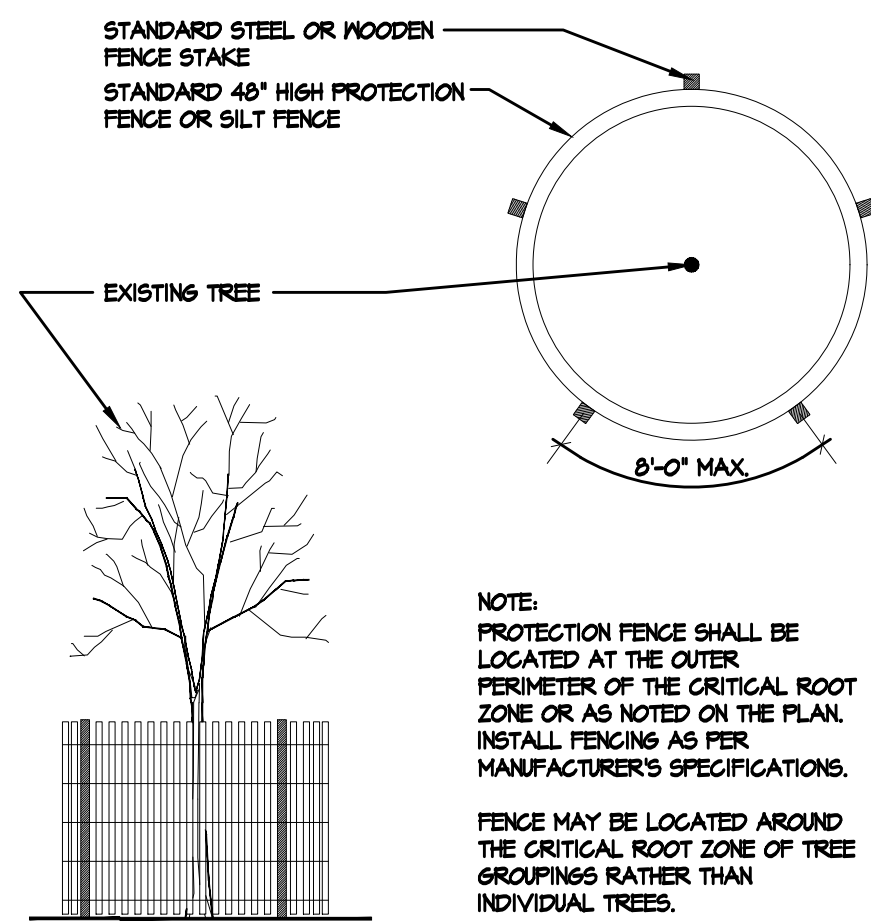
SYMBOL LEGEND	
SYMBOL	DESCRIPTION
	EXISTING TREE
	EXISTING TREE TO BE REMOVED
	CRITICAL ROOT ZONE AREA / CANOPY AREA
	TREE PROTECTION FENCE LOCATION (4' CHAIN LINK, ORANGE PYC FENCE OR SILT FENCE) (ALSO DENOTES AREA WHERE NO IMPACTS TO CRITICAL ROOT ZONE SHALL OCCUR)

TREE PROTECTION NOTES

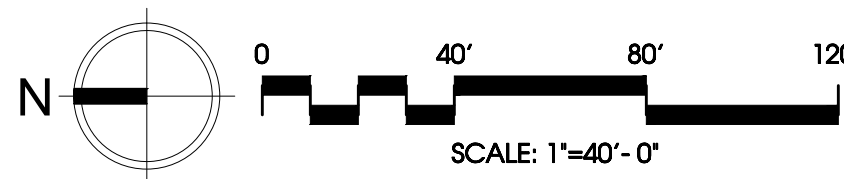
- 1) No person may conduct any of the following activities within the drip line of the trees designated to remain including, but not limited to: parking equipment, fueling, servicing equipment, placing solvents, storing building material and soil deposits, dumping concrete washout and locating burn holes.
- 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 1½" 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 should 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 be 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 Z395 Arboricultural Operations: Safety Requirements
 - ANSI A300 Part I Pruning

EXISTING TREE MATRIX						
#	TYPE	COMMENTS		SIZE	RECOMMENDATIONS	UNITS
1	Mountain Ash	CBE	OSD	17"	X	
2	Cherry			2 @ 9"	R	1.5
3	Oregon White Oak			40"	R	15
4	Cherry	CBE	OSD	10"	X	
5	Pear	CBE	OSD	8"	X	
6	Pear	CBE	OSD	2 @ 6"	X	
7	Maple			8"	R	1.5
8	Fir			35"	R	12
9	Fir			30"	R	10
10	Fir			40"	R	15
11	Fir			37"	R	13
12	Fir			19"	R	4
13	Fir			23"	R	6
14	Fir			10"	R	1.5
15	Fir			47"	R	18
16	Fir			26"	R	8
17	Fir			19"	R	4
18	Fir			34"	R	12
19	Fir			38"	R	13
20	Fir			16"	R	3
21	Fir			28"	R	6
22	Fir			34"	R	12
23	Fir			27"	R	8
24	Alder			6"	R	1
25	Fir			36"	R	13
26	Fir			29"	R	9
27	Fir			36"	R	13
28	Fir			30"	R	10
29	Fir			27"	R	8
30	Fir			14"	R	2
31	Fir			20"	R	5
32	Fir		OSD	25"	X	
33	Fir		OSD	32"	X	
34	Fir		OSD	27"	X	
35	Fir		OSD	40"	X	
36	Fir			24"	R	7
37	Fir			36"	R	13
38	Fir			20"	R	5
39	Fir			23"	R	6
40	Fir		OSD	36"	X	
41	Fir		OSD	26"	X	
42	Fir		OSD	14"	X	
43	Hawthorn			7"	X	
44	Fir		OSD	36"	X	
45	Maple	CRC	OSD	29"	X	
46	Maple	CBE	OSD	22"	X	
47	Dogwood	CBE	OSD	13"	X	
48	Maple	CBE	OSD	3 @ 10"	X	
49	Maple	CBE	OSD	9"	X	
50	Maple	CBE	OSD	14"	X	
51	Maple	CBE	OSD	7"	X	
52	Fir	offsite		46"	R	0
53	Fir	offsite		36"	R	0
54	Fir	offsite		36"	R	0
55	Fir	offsite		36"	R	0
56	Fir	offsite		44"	R	0
57	Walnut	CRC	OSD	8"	X	
58	Cedar	offsite		3 @ 12"	R	0
59	Cedar	offsite		8 @ 8"	R	0
60	Pine	offsite		32"	R	0
61	Pine	offsite		30"	R	0
Total Units						257.5

TREE MATRIX LEGEND	
TREE RECOMMENDATIONS	
R	TREE DESIGNATED FOR RETENTION (RETAIN & PROTECT DURING CONSTRUCTION)
X	TREE DESIGNATED FOR REMOVAL
TREE CONFLICTS WITH CONSTRUCTION	
CR	CONFLICT WITH ROAD CONSTRUCTION
CG	CONFLICT WITH SITE GRADING / DRAINAGE
CS	CONFLICT WITH STORMWATER FACILITY
CE	CONFLICT WITH BUILDING ENVELOPE
CU	CONFLICT WITH UTILITY TRENCH
CD	CONFLICT WITH DRIVE AND PATIO LOCATION



A Tree Protection Fencing Detail
Not To Scale SECTION / PLAN VIEW



TREE PROTECTION TIME LINE & NARRATIVE

EXISTING ON-SITE AND OFF-SITE TREE LOCATIONS AND SIZES HAVE BEEN OBTAINED VIA SURVEY INFORMATION AND SITE OBSERVATIONS.

3 EXISTING TREES WITHIN THE PROJECT BOUNDARIES ARE PROPOSED TO BE REMOVED DUE TO CONFLICTS WITH THE PROPOSED SITE GRADING AND ROAD IMPROVEMENTS.

TREE PROTECTION FENCING SHALL BE PLACED AS SHOWN TO PROTECT THE EXISTING TREES NOTED FOR RETENTION.

SOIL PROTECTION NOTES

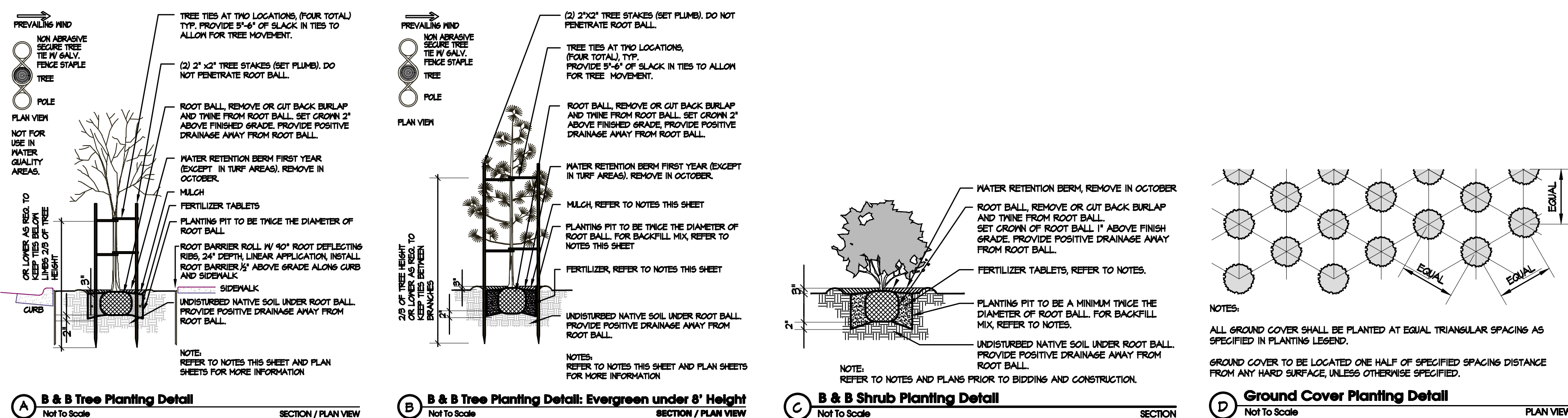
- 1) Refer to the grading plan prepared by the civil engineer for additional information.
- 2) No grading operations shall take place within the critical root zones of the off-site trees.
- 3) Stockpile existing topsoil during grading operations and replace prior to planting. Stockpiled shall be placed 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 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.



www.planningsolutionsinc.co



12301 NE 18TH STREET
Vancouver, Washington



LANDSCAPE PLAN NARRATIVE

TIMELINE
REQUIRED TREES SHALL BE PLANTED AND MAINTAINED IN COMPLIANCE WITH VMC 20.035 (LANDSCAPING) AND VMC 20.170 (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.

REQUIRED TREE DENSITY			
	SITE AREA	REQUIRED TREE UNITS / ACRE DISTURBED	TOTAL REQUIRED TREE UNITS
	7.46± AC	30	224

TREE DENSITY SUMMARY			
EXISTING TREE UNITS RETAINED			257.5
TREE UNITS PROPOSED TO PLANT (SEE TREE DENSITY CALCULATIONS THIS SHEET)			
PROPOSED NON-STREET TREE DECIDUOUS TREE UNITS PLANTED			0
PROPOSED EVERGREEN TREE UNITS PLANTED			0
TREE UNITS PROVIDED			257.5

[illegible]

SHEET #:

L1

SHEET 2 OF 2

1. ALL BOUNDARIES, EASEMENTS, UTILITIES AND LEGAL ENCUMBRANCES TO BE CONFIRMED WITH OWNER PRIOR TO BEGINNING WORK. PROPERTY LINES AND SURVEY INFORMATION PROVIDED BY PL'S 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 Z601 "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 MANUFACTURER'S INSTRUCTIONS.
22. EXISTING VEGETATION TO BE SPRAYED WITH ROUNDUP, OR APPROVED EQUAL, PER MANUFACTURER'S INSTRUCTIONS. EFFICIENT 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 GRASS TO BE PROVIDED 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 TOPSOIL MEETING THE REQUIREMENTS OF bmp T-518 FOR LAWN AND BED AREAS.
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 4" 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.

[illegible]

Lots: 8-39, 48-57



Front Elevation - NW
1/4" = 1'-0"



Left Elevation
1/8" = 1'-0"



Rear Elevation
1/8" = 1'-0"



Right Elevation
1/8" = 1'-0"



FIRCREST 20' PLAN

FILE NAME :
20' PLAN 1499 SF
DRAWN BY:
E DRAFTING
SCALE :
As indicated
PLOT DATE :
6/21/2023
3:04:24 PM

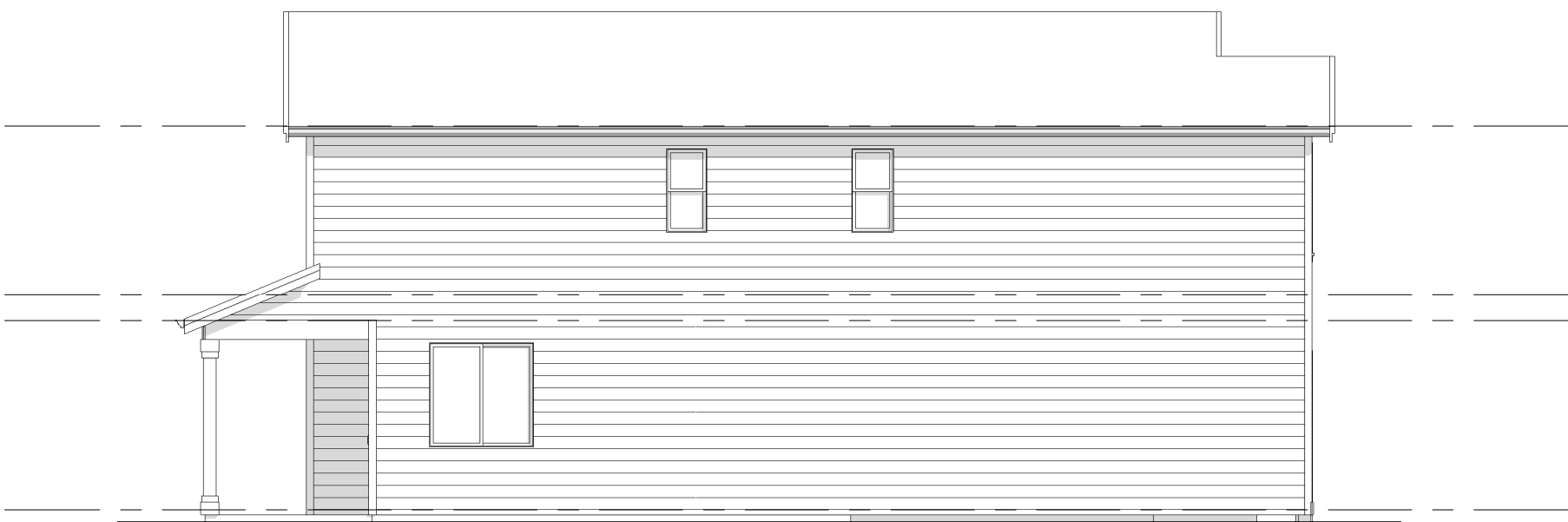
Written dimensions on these drawings shall have precedence over scaled dimensions. Contractor shall assume responsibility for all dimensions and conditions on the job. The designer must be notified and consent to any variations from dimensions set forth herein. The type of exterior finish, the installation and waterproofing details are all to be the full responsibility of the owner/builder. This Designer assumes no responsibility for the integrity of the building envelope. This document is the property of E Drafting Corp. No reuse or reproduction is allowed without the written consent from E Drafting Corp.

SHEET
Building Elevations

A1



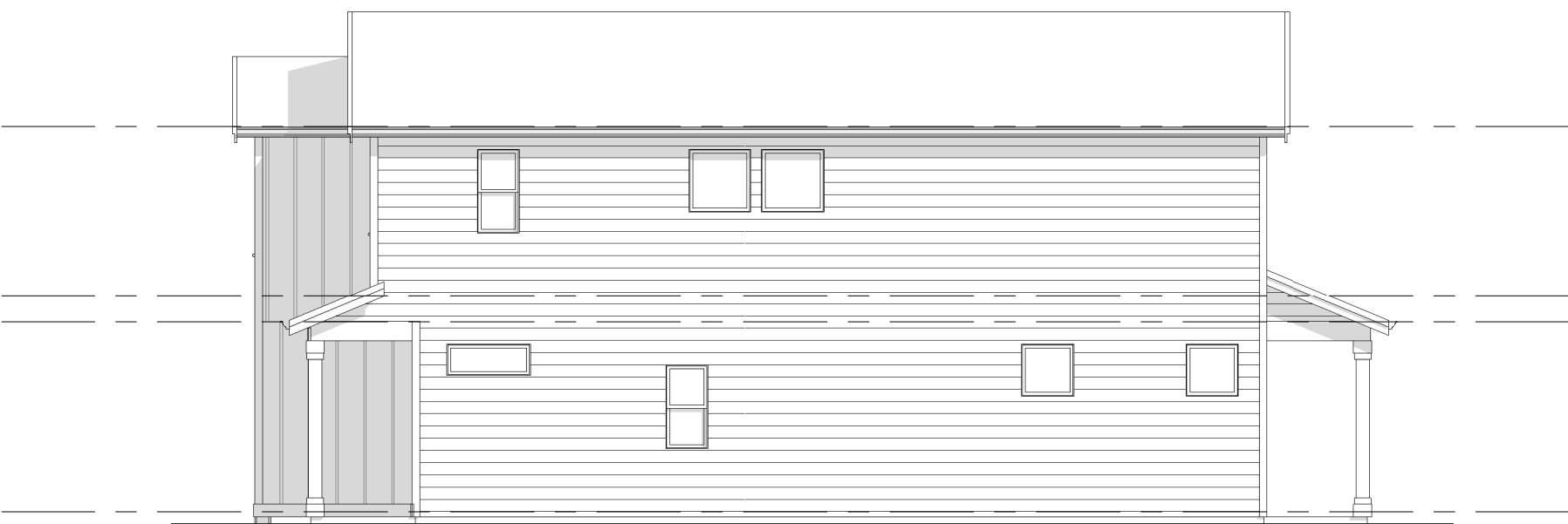
Front Elevation - Farmhouse
1/4" = 1'-0"



Left Elevation
1/8" = 1'-0"



Rear Elevation
1/8" = 1'-0"



Right Elevation
1/8" = 1'-0"

CONCEPTUAL DESIGN

Brian Emrich:
360-409-4592
Email:
edrafting@hotmail.com

FIRCREST 20' PLAN

FILE NAME :
20' PLAN 1499 SF
DRAWN BY:
E DRAFTING
SCALE :
As indicated
PLOT DATE :
6/21/2023
3:07:12 PM

Written dimensions on these drawings shall have precedence over scaled dimensions. Contractor shall assume responsibility for all dimensions and conditions on the job. The designer must be notified and consent to any variations from dimensions set forth herein. The type of exterior finish, the installation and waterproofing details are all to be the full responsibility of the owner/builder. This Designer assumes no responsibility for the integrity of the building envelope. This document is the property of E Drafting Corp. No reuse or reproduction is allowed without the written consent from E Drafting Corp.

SHEET
Building Elevations

A1

GENERAL FLOOR PLAN NOTES:

1. WINDOW SIZES & ROUGH OPENINGS TO BE VERIFIED BY CONTRACTOR.
2. WINDOWS THAT ARE BOTH WITHIN 24 INCHES OF A DOOR IN A CLOSED POSITION AND WITHIN 60 INCHES OF THE FLOOR SHOULD BE TEMPERED.
3. WINDOWS IN ENCLOSURES FOR BATHTUBS, SHOWERS, HOT TUBS, WHIRLPOOLS, SAUNAS AND STEAM ROOMS WHERE THE GLASS IS WITHIN 60 INCHES ABOVE A DRAIN INLET SHOULD BE TEMPERED.
4. WINDOWS WITH A PANE LARGER THAN NINE SQUARE FEET, HAVING A BOTTOM EDGE CLOSER THAN 18 INCHES TO THE FLOOR AND A TOP EDGE HIGHER THAN 36 INCHES ABOVE THE FLOOR SHOULD BE TEMPERED.
5. FIREBLOCK ALL PLUMBING PENETRATIONS AND STAIR RUNS.
6. ALL WOOD IN CONTACT WITH CONCRETE TO BE PRESSURE TREATED.
7. TOP OF HANDRAILS SHALL BE PLACED AT 38" ABOVE THE NOSING OF TREADS & LANDINGS. THE NOSING OF TREADS AND LANDINGS, HANDRAILS SHALL BE CONTINUOUS THE FULL LENGTH OF THE STAIRS. THE HANDGRIP PORTION SHALL NOT BE LESS THAN 1 1/4" NOR MORE THAN 2" IN CROSS-SECTIONAL DIMENSION. PROVIDE A SMOOTH SURFACE WITH NO SHARP CORNERS. HANDRAILS PROJECTING FROM A WALL SHALL HAVE A SPACE NOT LESS THAN 1 1/2" BETWEEN THE WALL AND THE HANDRAIL.
8. PREFABRICATED FIREPLACES, CHIMNEYS AND RELATED COMPONENTS TO BEAR U.L. OR I.C.B.O. SEAL OF APPROVAL AND TO BE INSTALLED PER MANUFACTURER'S SPECIFICATION.
9. ELEV. OF FLOOR OR LAND'G 11/2" MAX (OR 13/4" MAX FOR INSURING DR) BELOW THRESHOLD IS REQ'D FROM THE REG'D EXIT DOOR, WHERE DOOR IS NOT THE REG'D EXIT DOOR. A STAIRWAY OF 2 OR FEWER RISERS IS PERMITTED WHERE DOOR DOES NOT SWING OVER RISER.

CEILING VENTILATION:

THE NET FREE VENTILATING AREA SHALL NOT BE LESS THAN 1/150 OF THE AREA OF SPACE TO BE VENTILATED, EXCEPT THAT THE AREA MAY BE 1/300, PROVIDED AT LEAST 50% OF THE REQUIRED VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE SPACE TO BE VENTILATED AT LEAST 3 FEET ABOVE EAVE VENTS WITH THE BALANCE OF THE REQUIRED VENTILATION PROVIDED BY EAVE VENTS. THE OPENINGS SHALL BE COVERED WITH CORROSION-RESISTANT METAL MESH WITH MESH OPENINGS OF 1/4" IN DIMENSION.

MISCELLANEOUS NOTES:

1. EACH BEDROOM TO HAVE A MINIMUM WINDOW OPENING OF 5.7 SQ. FT. WITH A MINIMUM WIDTH OF 20 IN. AND SHALL BE LESS THAN 44 IN. ABOVE FIN. F.L.R.
2. ALL WINDOWS WITHIN 18 IN. OF THE FLOOR, AND WITHIN 12 IN. OF ANY DOOR ARE TO HAVE TEMPERED GLAZING.
3. SKYLIGHTS ARE TO BE GLAZED WITH TEMPERED GLASS ON OUTSIDE AND LAMINATED GLASS ON INSIDE (UNLESS FLEXIGLAS). GLASS TO HAVE MAXIMUM CLEAR SPAN OF 25 IN. AND FRAME IS TO BE ATTACHED TO A 2X CURB WITH A MINIMUM OF 1 IN. OVER ROOF PLANE.
4. ALL TUB AND SHOWER ENCLOSURES ARE TO BE GLAZED WITH SAFETY GLASS.
5. ALL EXTERIOR WINDOWS ARE TO BE DOUBLE GLAZED AND ALL EXTERIOR DOORS ARE TO BE SOLID CORE WITH WEATHER STRIPPING, PROVIDE 1 IN. DEADBOLT LOCKS ON ALL EXTERIOR DOORS, AND LOCKING DEVICES ON ALL DOORS AND WINDOWS WITHIN 10 FT. (VERTICAL) OF GRADE. PROVIDE PEEP-HOLE 54 - 66 IN. ABOVE FIN. FLOOR ON EXTERIOR ENTRY, SERVICE AND INTER. CONNECT EACH ONE, SO THAT, WHEN ANY ONE IS TRIPPED, THEY WILL ALL SOUND.
6. CONNECT ALL SMOKE DETECTORS (SEE PLAN FOR LOCATION) TO HOUSE ELECTRICAL SYSTEM AND INTER. CONNECT EACH ONE, SO THAT, WHEN ANY ONE IS TRIPPED, THEY WILL ALL SOUND.
7. PROVIDE COMBUSTION AIR VENTS (W/ SCREEN AND BACK DAMPER) FOR FIREPLACES, WOOD STOVES AND ANY APPLIANCES WITH AN OPEN FLAME.
8. BATHROOMS AND UTILITY ROOMS ARE TO BE VENTED TO THE OUTSIDE WITH A FAN CAPABLE OF PRODUCING A MINIMUM OF 4 AIR EXCHANGES PER HOUR. RANGE HOODS ARE ALSO TO BE VENTED TO THE OUTSIDE.
9. ELECTRICAL RECEPTACLES IN BATHROOMS, KITCHENS AND GARAGES SHALL BE G.F.I. OR G.F.I.C. PER NATIONAL ELECTRICAL CODE REQUIREMENTS.

GENERAL NOTES:

1. ALL WORK SHALL BE DONE IN CONFORMANCE WITH THE LATEST EDITION OF LOCAL BUILDING CODE, ONE AND TWO FAMILY DWELLING CODES AND ALL OTHER GOVERNING CODES, LAWS AND REGULATIONS.
2. SITE/CONSTRUCTION DOCUMENTS AND CONSTRUCTION PHASE. CONTRACTOR SHALL NOT SCALE THE DRAWINGS, OR DETAILS. CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS AND CONDITIONS AT THE JOBSITE. NOTIFY DESIGN AGENCY IN WRITING OF ANY SIGNIFICANT DEVIATIONS, ANY CHANGES TO CONSTRUCTION DOCUMENTS OR IF ADDITIONAL DETAILS, SPECIFICATIONS ARE NEEDED FOR PROPER EXECUTION OF THE WORK. ALSO NOTIFY DESIGN AGENCY IN WRITING IF THERE ARE ANY CORRECTIONS OR CHANGES TO BE MADE TO THE CONSTRUCTION DOCUMENTS REQUIRED BY THE PLANNING/BUILDING DEPARTMENT OFFICIALS. PLANS CORRECTION LIST OR COMMENTS (FROM THE PLANNING/BUILDING DEPARTMENT OFFICIALS) MUST BE DELIVERED TO THE DESIGN AGENCY.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL TRADES, INCLUDING ALL ARCHITECTURAL, STRUCTURAL, MECHANICAL AND ELECTRICAL REQUIREMENTS.
4. MECHANICAL AND ELECTRICAL WORK IS ON A CONTRACTOR DESIGN/BUILD BASIS. COORDINATE ALL ARCHITECTURAL AND STRUCTURAL WORK WITH MECHANICAL AND ELECTRICAL REQUIREMENTS.
5. ALL DIMENSIONS ARE TO THE FACE OF FRAMING MEMBERS UNLESS NOTED OTHERWISE. FOR ALL EXTERIOR AND INTERIOR WALL SPACING PLEASE REFER TO A0 SHEET BUILDING INFORMATION.
6. COORDINATE ALL ITEMS NOT SHOWN OR NOTED WITH OWNER AND/OR DESIGNER, INCLUDING BUT NOT LIMITED TO FINISHES, COLORS, CABINETS, HARDWARE, FIXTURES, ETC.
7. SEAL OR WEATHER STRIP ALL EXTERIOR OPENINGS AND PENETRATIONS IN MANNER TO PREVENT OUTSIDE AIR INFILTRATION AND MOISTURE FROM ENTERING STRUCTURAL AND OCCUPIED SPACES, INCLUDING AROUND PLUMBING AND ELECTRICAL LINES AND EQUIPMENT PASSING THROUGH WALLS, GUTTERS, DOWNSPOUTS, ETC.
8. IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO FOLLOW AND COORDINATE PER THE MANUFACTURER'S PRINTED INSTRUCTIONS, SPECIFICATIONS AND INSTALLATION DETAILS THE INSTALLATION OF ALL BUILDING PRODUCTS (INTERIOR AND EXTERIOR), FIXTURES, EQUIPMENT, ETC., OR FOLLOW THE INDUSTRY STANDARD DETAILS FOR ALL THE CONDITIONS NOT SHOWN ON THE DRAWINGS FOR PROPER EXECUTION OF THE WORK IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS. THE DESIGN AGENCY MUST BE NOTIFIED IN WRITING TO PROVIDE ADDITIONAL DETAILS, SPECIFICATIONS OR INFORMATION PER REQUEST OF THE GENERAL CONTRACTOR OR OWNER FOR PROPER EXECUTION OF THE WORK.

CONSTRUCTION PHASE:

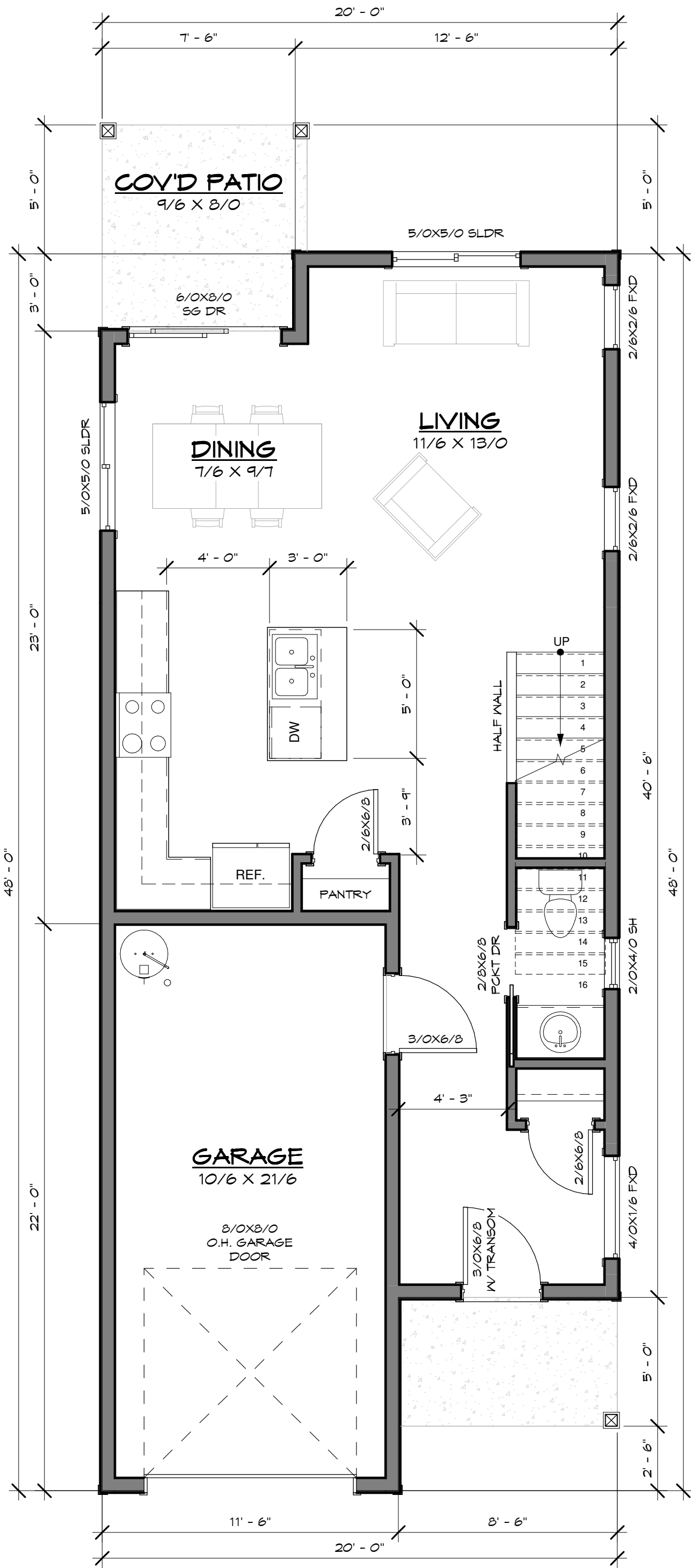
THE DESIGNER SHALL NOT HAVE CONTROL OVER OR CHARGE OF AND SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, SINCE THESE ARE SOLELY THE CONTRACTOR'S RESPONSIBILITY UNDER CONTRACT FOR CONSTRUCTION. THE DESIGNER SHALL NOT BE RESPONSIBLE FOR CONTRACTOR'S SCHEDULES OR FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS.

MATERIAL SPECIFICATION NOTE:

THE DESIGNER DOES NOT RECOMMEND OR SPECIFY USE OF ANY TYPE OF "STUCCO PRODUCTS" OR EXTERIOR INSULATED AND FINISH SYSTEM ("EIFS") FOR THE EXTERIOR OF THE HOUSE. THE DESIGNER WILL NOT BE LIABLE FOR ANY KIND OF DAMAGES TO THE BUILDING (STRUCTURAL OR COSMETIC) IF THE OWNER OR THE CONTRACTOR DECIDE TO USE SUCH PRODUCTS.

- 110V S.D.
- SMOKE & CARBON MONOXIDE COMBO DETECTORS TO BE INSTALLED AS REQUIRED PER IRC R319.3. SMOKE DETECTORS TO BE INTERCONNECTED AND POWERED BY PREMISE WIRING AND HAVE BATTERY BACKUP.

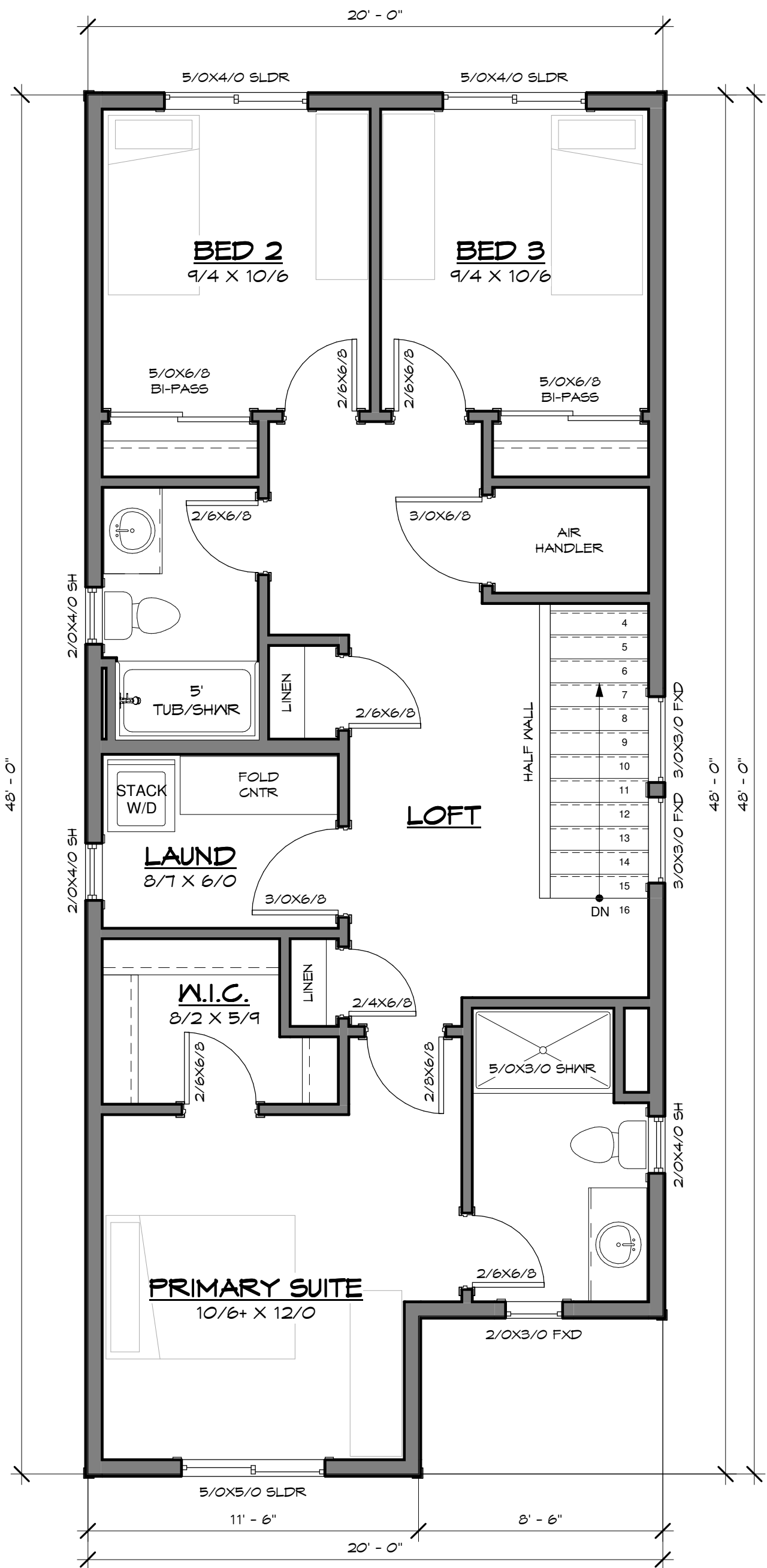
FAN V.T.O.S	DOMESTIC KITCHENS	
	RANGE HOODS/DOWN DRAFT EXHAUST.	150 CFM FAN
	BATHROOMS/ TOILET ROOMS	
	ROOMS CONTAINING BATH AND SPA FACILITIES. (STATIC PRESSURE SHALL BE RATED AT 0.10-INCH WATER GAUGE FOR INTERMITTENT FANS.)	MIN. 80 CFM INTERMITTENT OR 20 CFM CONTINUOUS
	TOILET ROOMS WITHOUT BATHING OR SPA FACILITIES, WHEN NOT PROVIDED WITH NATURAL VENTILATION IN ACCORDANCE WITH SECTION R303.3.2.	MIN. 50 CFM



MAIN FLR
627 SF

Main Floor Plan

1/4" = 1'-0"



UPPER FLR
872 SF

Upper Floor Plan

1/4" = 1'-0"

FIRECREST 20' PLAN

FILE NAME :
20' PLAN 1499 SF
DRAWN BY:
E DRAFTING
SCALE:
1/4" = 1'-0"
PLOT DATE :
6/21/2023
3:01:15 PM

Written dimensions on these drawings shall have precedence over scaled dimensions. Contractor shall assume responsibility for all dimensions and conditions on the job. The designer must be notified and consent to any variations from dimensions set forth herein. The type of exterior finish, the installation and waterproofing details are all to be the full responsibility of the owner/builder. This Designer assumes no responsibility for the integrity of the building envelope. This document is the property of E Drafting Corp. No reuse or reproduction is allowed without the written consent from E Drafting Corp.

SHEET
Floor Plans

A3

DRAFTING CORP.
Your new home starts here
Brian Emrich
360-409-4592
Email: edrafting@hotmail.com

GENERAL FLOOR PLAN NOTES:

1. WINDOW SIZES & ROUGH OPENINGS TO BE VERIFIED BY CONTRACTOR.
2. WINDOWS THAT ARE BOTH WITHIN 24 INCHES OF A DOOR IN A CLOSED POSITION AND WITHIN 60 INCHES OF THE FLOOR SHOULD BE TEMPERED.
3. WINDOWS IN ENCLOSURES FOR BATHTUBS, SHOWERS, HOT TUBS, WHIRLPOOLS, SAUNAS AND STEAM ROOMS WHERE THE GLASS IS WITHIN 60 INCHES ABOVE A DRAIN INLET SHOULD BE TEMPERED.
4. WINDOWS WITH A PANE LARGER THAN NINE SQUARE FEET, HAVING A BOTTOM EDGE CLOSER THAN 18 INCHES TO THE FLOOR AND A TOP EDGE HIGHER THAN 36 INCHES ABOVE THE FLOOR SHOULD BE TEMPERED.
5. FIREBLOCK ALL PLUMBING PENETRATIONS AND STAIR RUNS.
6. ALL WOOD IN CONTACT WITH CONCRETE TO BE PRESSURE TREATED.
7. TOP OF HANDRAILS SHALL BE PLACED AT 38" ABOVE THE NOSING OF TREADS & LANDINGS THE NOSING OF TREADS AND LANDINGS. HANDRAILS SHALL BE CONTINUOUS THE FULL LENGTH OF THE STAIRS. THE HANDGRIP PORTION SHALL NOT BE LESS THAN 1 1/4" NOR MORE THAN 2" IN CROSS-SECTIONAL DIMENSION. PROVIDE A SMOOTH SURFACE WITH NO SHARP CORNERS. HANDRAILS PROJECTING FROM A WALL SHALL HAVE A SPACE NOT LESS THAN 1 1/2" BETWEEN THE WALL AND THE HANDRAIL.
8. PREFABRICATED FIREPLACES, CHIMNEYS AND RELATED COMPONENTS TO BEAR U.L. OR I.C.B.O. SEAL OF APPROVAL AND TO BE INSTALLED PER MANUFACTURER'S SPECIFICATION.
9. ELEV. OF FLOOR OR LAND'G 11/2" MAX (OR 13/4" MAX FOR INSURING DR) BELOW THRESHOLD IS REQ'D FROM THE REG'D EXIT DOOR, WHERE DOOR IS NOT THE REG'D EXIT DOOR. A STAIRWAY OF 2 OR FEWER RISERS IS PERMITTED WHERE DOOR DOES NOT SWING OVER RISER.

CEILING VENTILATION:

THE NET FREE VENTILATING AREA SHALL NOT BE LESS THAN 1/150 OF THE AREA OF SPACE TO BE VENTILATED, EXCEPT THAT THE AREA MAY BE 1/300, PROVIDED AT LEAST 50% OF THE REQUIRED VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE SPACE TO BE VENTILATED AT LEAST 3 FEET ABOVE EAVE VENTS WITH THE BALANCE OF THE REQUIRED VENTILATION PROVIDED BY EAVE VENTS. THE OPENINGS SHALL BE COVERED WITH CORROSION-RESISTANT METAL MESH WITH MESH OPENINGS OF 1/4" IN DIMENSION.

MISCELLANEOUS NOTES:

1. EACH BEDROOM TO HAVE A MINIMUM WINDOW OPENING OF 5.7 SQ. FT. WITH A MINIMUM WIDTH OF 20 IN. AND A SILL LESS THAN 44 IN. ABOVE FIN. FLR.
2. ALL WINDOWS WITHIN 18 IN. OF THE FLOOR, AND WITHIN 12 IN. OF ANY DOOR ARE TO HAVE TEMPERED GLAZING.
3. SKYLIGHTS ARE TO BE GLAZED WITH TEMPERED GLASS ON OUTSIDE AND LAMINATED GLASS ON INSIDE (UNLESS PLEXIGLAS). GLASS TO HAVE MAXIMUM CLEAR SPAN OF 25 IN. AND FRAME IS TO BE ATTACHED TO A 2X CURB WITH A MINIMUM OF 4 IN. ABOVE ROOF PLANE.
4. ALL TUB AND SHOWER ENCLOSURES ARE TO BE GLAZED WITH SAFETY GLASS.
5. ALL EXTERIOR WINDOWS ARE TO BE DOUBLE GLAZED AND ALL EXTERIOR DOORS ARE TO BE SOLID CORE WITH WEATHER STRIPPING, PROVIDE 1/2 IN. DEADBOLT LOCKS ON ALL EXTERIOR DOORS, AND LOCKING DEVICES ON ALL DOORS AND WINDOWS WITHIN 10 FT. (VERTICAL) OF GRADE. PROVIDE PEEP-HOLE 54 - 66 IN. ABOVE FIN. FLOOR ON EXTERIOR ENTRY DOORS.
6. CONNECT ALL SMOKE DETECTORS (SEE PLAN FOR LOCATION) TO HOUSE ELECTRICAL SYSTEM AND INTER-CONNECT EACH ONE, SO THAT, WHEN ANY ONE IS TRIPPED, THEY WILL ALL SOUND.
7. PROVIDE COMBUSTION AIR VENTS (W/ SCREEN AND BACK DAMPER) FOR FIREPLACES, WOOD STOVES AND ANY APPLIANCES WITH AN OPEN FLAME.
8. BATHROOMS AND UTILITY ROOMS ARE TO BE VENTED TO THE OUTSIDE WITH A FAN CAPABLE OF PRODUCING A MINIMUM OF 4 AIR EXCHANGES PER HOUR. RANGE HOODS ARE ALSO TO BE VENTED TO THE OUTSIDE.
9. ELECTRICAL RECEPTACLES IN BATHROOMS, KITCHENS AND GARAGES SHALL BE G.F.I. OR G.F.I.C. PER NATIONAL ELECTRICAL CODE REQUIREMENTS.

GENERAL NOTES:

1. ALL WORK SHALL BE DONE IN CONFORMANCE WITH THE LATEST EDITION OF LOCAL BUILDING CODE, ONE AND TWO FAMILY DWELLING CODES AND ALL OTHER GOVERNING CODES, LAWS AND REGULATIONS.
2. SITE/CONSTRUCTION DOCUMENTS AND CONSTRUCTION PHASE. CONTRACTOR SHALL NOT SCALE THE DRAWINGS, OR DETAILS. CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS AND CONDITIONS AT THE JOBSITE. NOTIFY DESIGN AGENCY IN WRITING OF ANY SIGNIFICANT DEVIATIONS, ANY CHANGES TO CONSTRUCTION DOCUMENTS OR IF ADDITIONAL DETAILS, SPECIFICATIONS ARE NEEDED FOR PROPER EXECUTION OF THE WORK. ALSO NOTIFY DESIGN AGENCY IN WRITING IF THERE ARE ANY CORRECTIONS OR CHANGES TO BE MADE TO THE CONSTRUCTION DOCUMENTS REQUIRED BY THE PLANNING/BUILDING DEPARTMENT OFFICIALS. PLANS CORRECTION LIST OR COMMENTS (FROM THE PLANNING/BUILDING DEPARTMENT OFFICIALS) MUST BE DELIVERED TO THE DESIGN AGENCY.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL TRADES, INCLUDING ALL ARCHITECTURAL, STRUCTURAL, MECHANICAL AND ELECTRICAL REQUIREMENTS.
4. MECHANICAL AND ELECTRICAL WORK IS ON A CONTRACTOR DESIGN/BUILD BASIS. COORDINATE ALL ARCHITECTURAL AND STRUCTURAL WORK WITH MECHANICAL AND ELECTRICAL REQUIREMENTS.
5. ALL DIMENSIONS ARE TO THE FACE OF FRAMING MEMBERS UNLESS NOTED OTHERWISE. FOR ALL EXTERIOR AND INTERIOR WALL SPACINGS PLEASE REFER TO A0 SHEET BUILDING INFORMATION.
6. COORDINATE ALL ITEMS NOT SHOWN OR NOTED WITH OWNER AND/OR DESIGNER, INCLUDING BUT NOT LIMITED TO FINISHES, COLORS, CABINETS, HARDWARE, FIXTURES, ETC.
7. SEAL OR WEATHER STRIP ALL EXTERIOR OPENINGS AND PENETRATIONS IN MANNER TO PREVENT OUTSIDE AIR INFILTRATION AND MOISTURE FROM ENTERING STRUCTURAL AND OCCUPIED SPACES, INCLUDING AROUND PLUMBING AND ELECTRICAL LINES AND EQUIPMENT PASSING THROUGH WALLS, GUTTERS, DOWNSPOUTS, ETC.
8. IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO FOLLOW AND COORDINATE PER THE MANUFACTURER'S PRINTED INSTRUCTIONS, SPECIFICATIONS AND INSTALLATION DETAILS THE INSTALLATION OF ALL BUILDING PRODUCTS (INTERIOR AND EXTERIOR), FIXTURES, EQUIPMENT, ETC. OR FOLLOW THE INDUSTRY STANDARD DETAILS FOR ALL THE CONDITIONS NOT SHOWN ON THE DRAWINGS FOR PROPER EXECUTION OF THE WORK IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS. THE DESIGN AGENCY MUST BE NOTIFIED IN WRITING TO PROVIDE ADDITIONAL DETAILS, SPECIFICATIONS OR INFORMATION PER REQUEST OF THE GENERAL CONTRACTOR OR OWNER FOR PROPER EXECUTION OF THE WORK.

CONSTRUCTION PHASE:

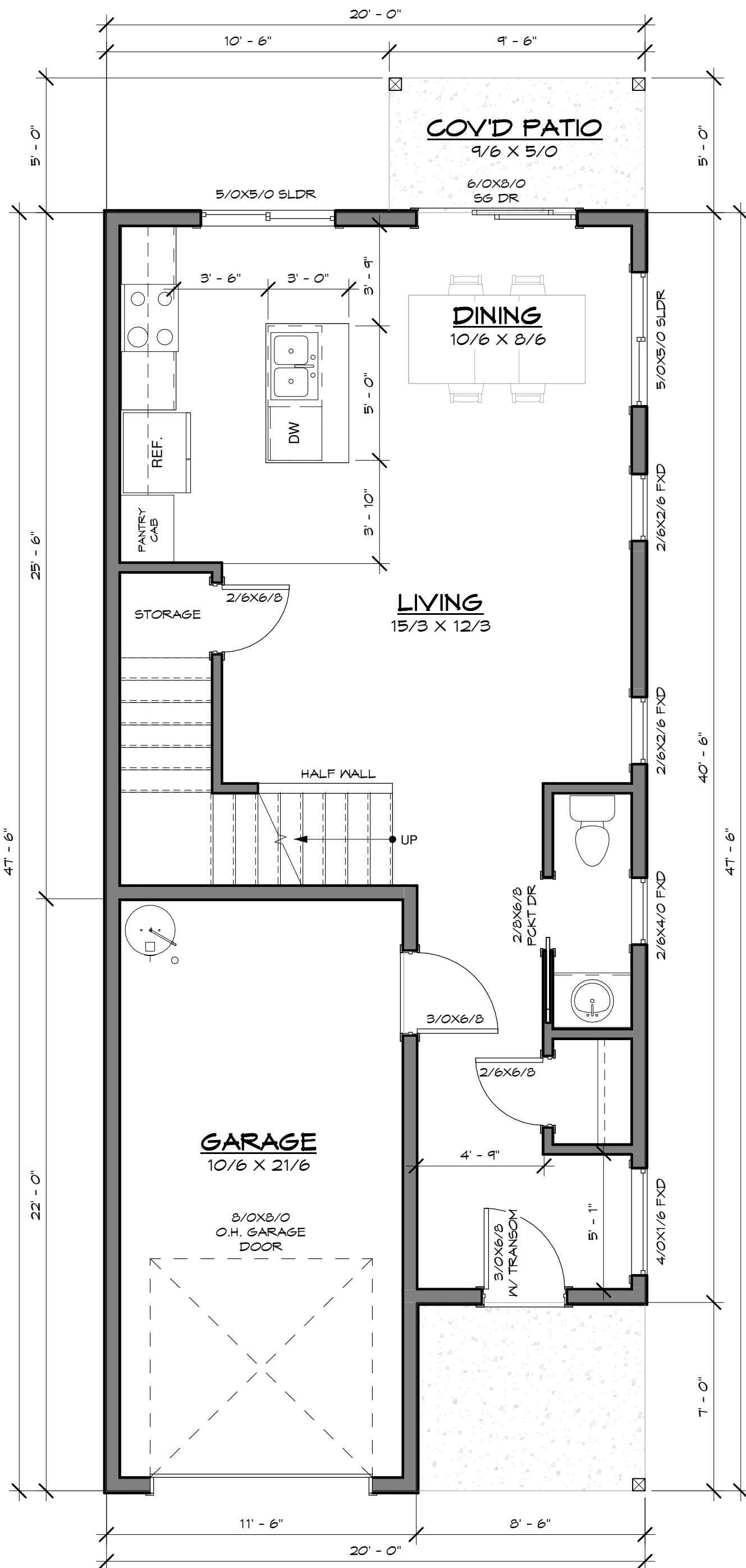
THE DESIGNER SHALL NOT HAVE CONTROL OVER OR CHARGE OF AND SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, SINCE THESE ARE SOLELY THE CONTRACTOR'S RESPONSIBILITY UNDER CONTRACT FOR CONSTRUCTION. THE DESIGNER SHALL NOT BE RESPONSIBLE FOR CONTRACTOR'S SCHEDULES OR FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS.

MATERIAL SPECIFICATION NOTE:

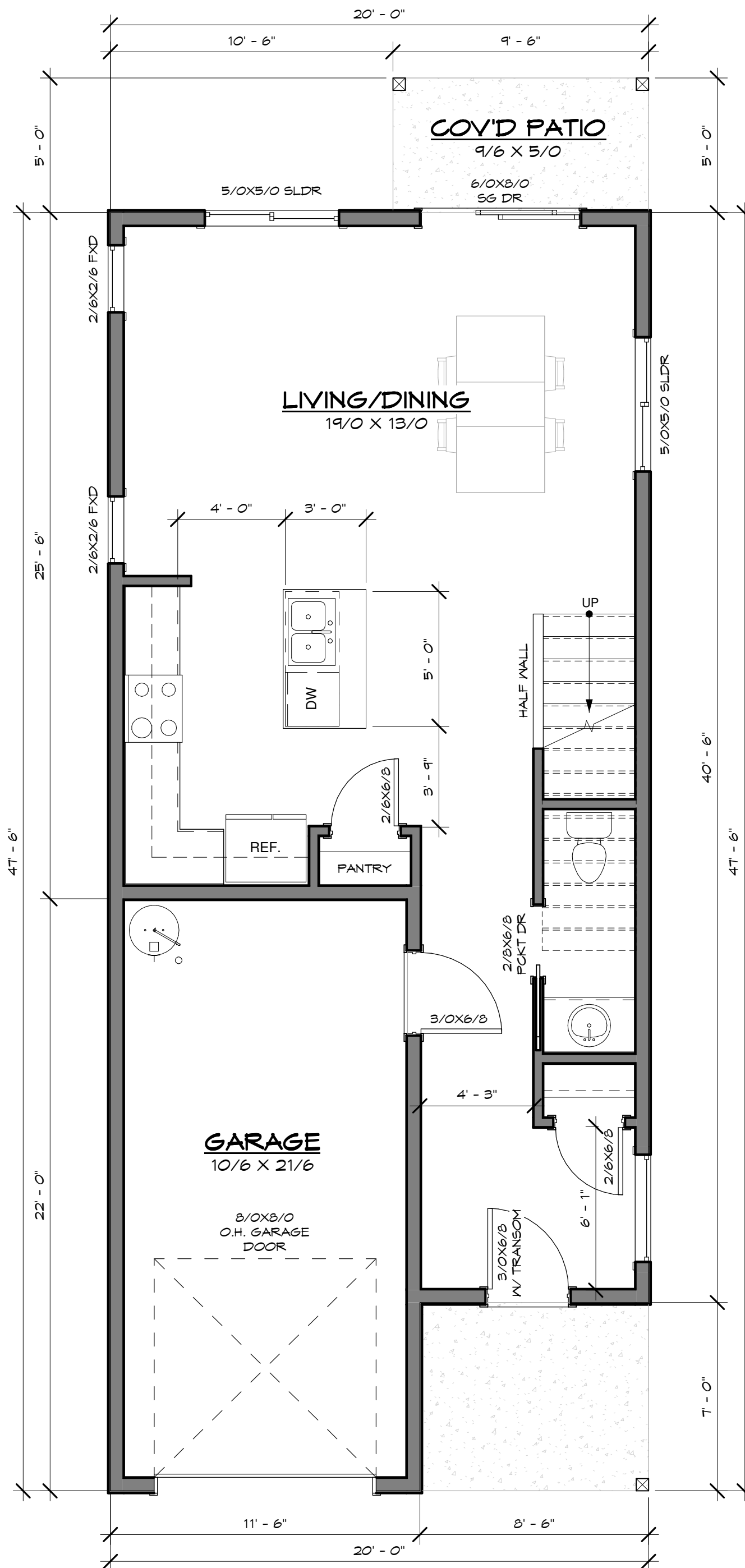
THE DESIGNER DOES NOT RECOMMEND OR SPECIFY USE OF ANY TYPE OF "STUCCO PRODUCTS" OR EXTERIOR INSULATED AND FINISH SYSTEM ("EIFS") FOR THE EXTERIOR OF THE HOUSE. THE DESIGNER WILL NOT BE LIABLE FOR ANY KIND OF DAMAGES TO THE BUILDING (STRUCTURAL OR COSMETIC) IF THE OWNER OR THE CONTRACTOR DECIDE TO USE SUCH PRODUCTS.

- 110V S.D.
- SMOKE & CARBON MONOXIDE COMBO DETECTORS TO BE INSTALLED AS REQUIRED PER IRC R319.3. SMOKE DETECTORS TO BE INTERCONNECTED AND POWERED BY PREMISE WIRING AND HAVE BATTERY BACKUP.

FAN V.T.O.S.	DOMESTIC KITCHENS	
	RANGE HOODS/DOWNDRAFT EXHAUST.	150 CFM FAN
	BATHROOMS/ TOILET ROOMS	
	ROOMS CONTAINING BATH AND SPA FACILITIES. (STATIC PRESSURE SHALL BE RATED @ 0.10-INCH WATER GAUGE FOR INTERMITTENT FANS.)	MIN. 80 CFM INTERMITTENT OR 20 CFM CONTINUOUS
	TOILET ROOMS WITHOUT BATHING OR SPA FACILITIES, WHEN NOT PROVIDED WITH NATURAL VENTILATION IN ACCORDANCE WITH SECTION R303.3.2.	MIN. 50 CFM



MAIN FLR OPT A
644 SF



MAIN FLR OPT B
644 SF

Main Floor Plan
1/4" = 1'-0"

CONCEPTUAL DESIGN

FIRCREST 20' PLAN

FILE NAME :

XXXX-X-XX-XX

DRAWN BY:

E DRAFTING

SCALE:

1/4" = 1'-0"

PLOT DATE :

6/30/2023
10:21:57 AM

Written dimensions on these drawings shall have precedence over scaled dimensions. Contractor shall assume responsibility for all dimensions and conditions on the job. The designer must be notified and consent to any variations from dimensions set forth herein. The type of exterior finish, the installation and waterproofing details are all to be the full responsibility of the owner/builder. This Designer assumes no responsibility for the integrity of the building envelope. This document is the property of E Drafting Corp. No reuse or reproduction is allowed without the written consent from E Drafting Corp.

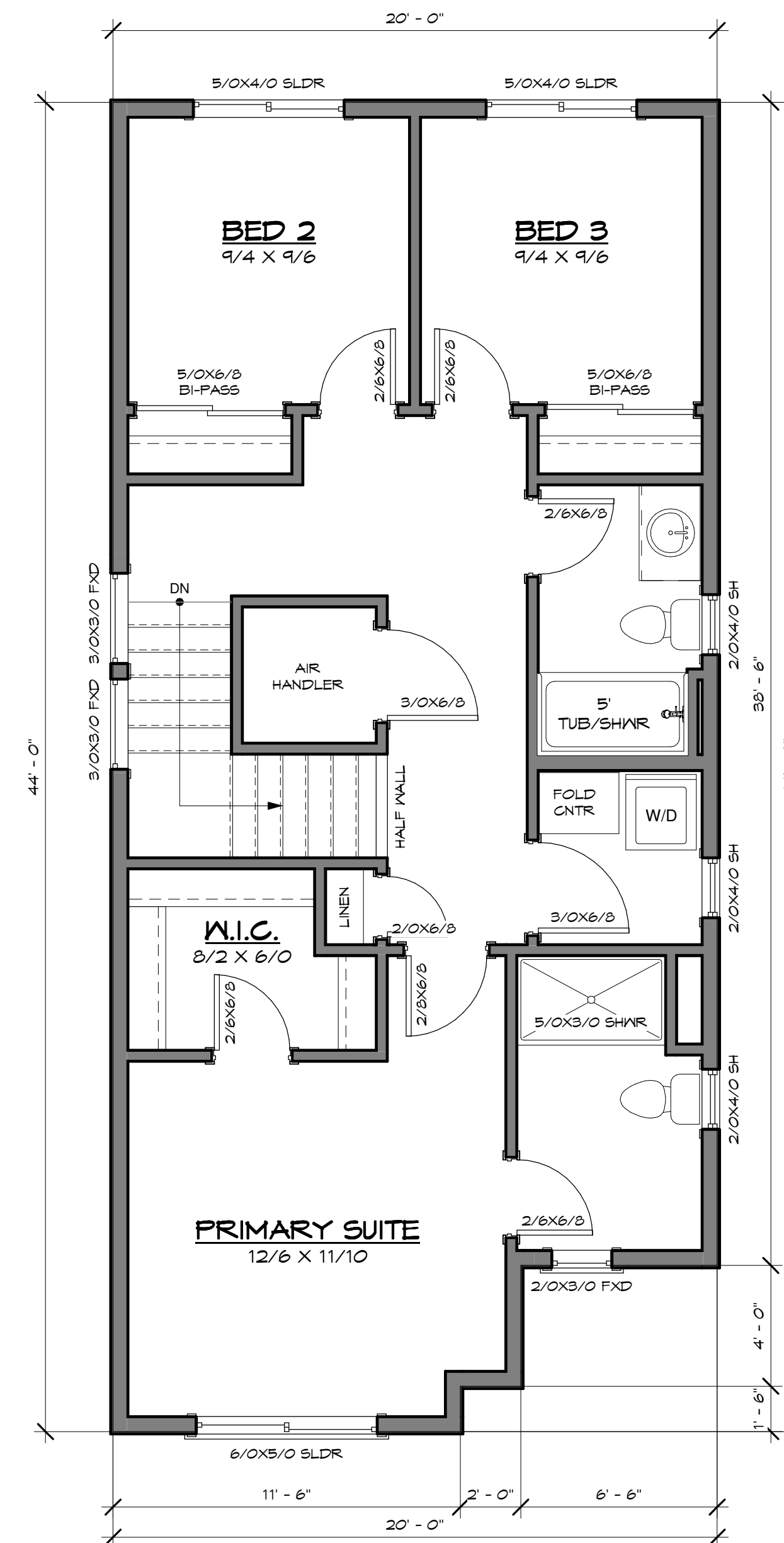
SHEET
Floor Plans

A3

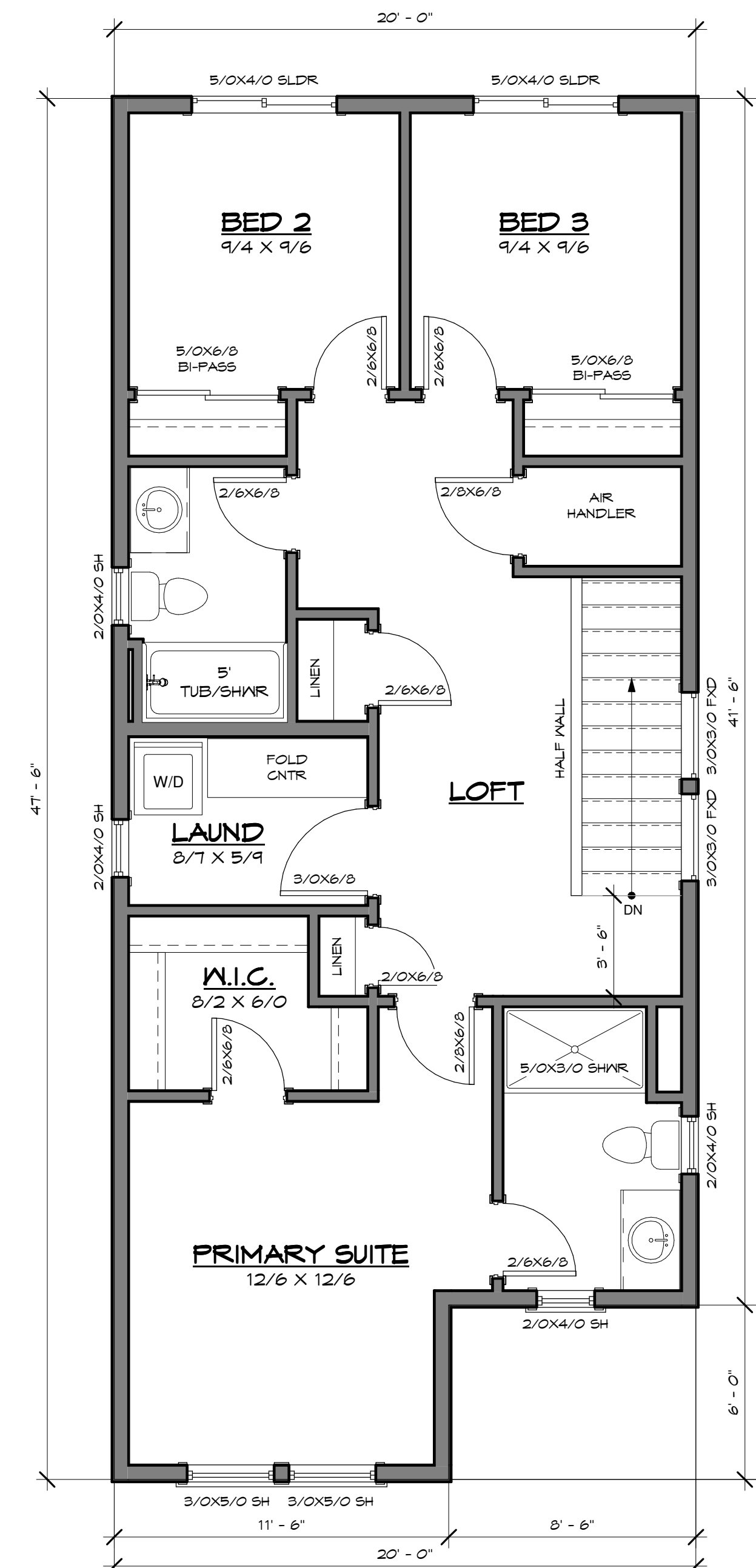
DRAFTING CORP
Your new home starts here
Email: edrafting@hotmail.com
Brian Emrich: 960-409-4592

CONCEPTUAL DESIGN

Lots: 8-39, 48-57



UPR FLR OPT A
791 SF
Upper Floor Plan
1/4" = 1'-0"



UPR FLR OPT B
855 SF

FIRCREST 20' PLAN

FILE NAME :
XXXX-X-XX-XX
DRAWN BY:
E DRAFTING
SCALE :
1/4" = 1'-0"
PLOT DATE :
6/30/2023
10:21:57 AM

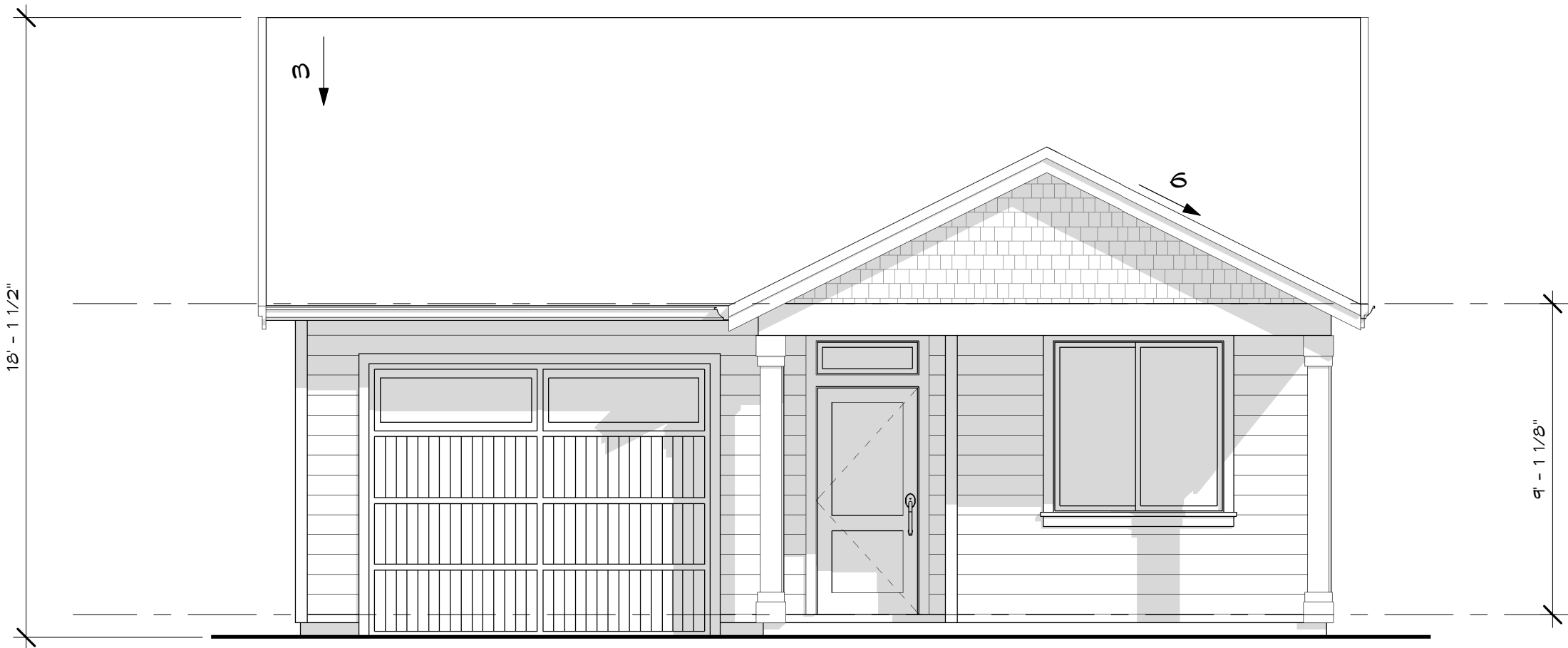
written dimensions on these drawings shall have precedence over scaled measurements. Contractor shall assume responsibility for all dimensions and conditions on the job. The Designer must be notified and consent to any variations from dimensions set forth herein. The type of exterior finish, the installation and waterproofing details shall all be the full responsibility of the owner/builder. This Designer assumes no responsibility for the integrity of the building envelope. This document is the property of E Drafting Corp. No reuse or reproduction is allowed without the written consent of E Drafting Corp.

SHEET
Floor Plans

A3.1

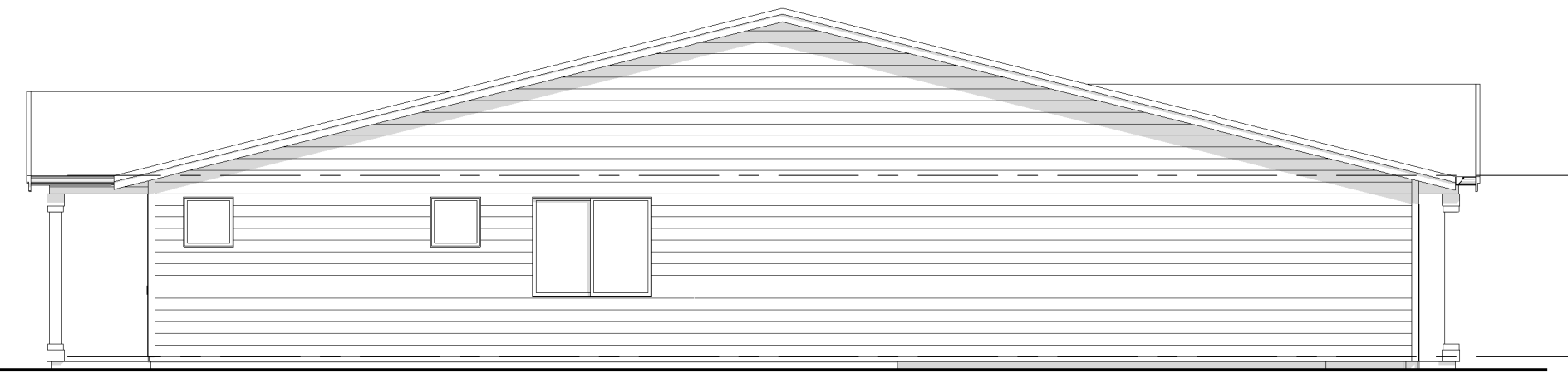


Lots: 1-7



Front Elevation - NW
1/4" = 1'-0"

CONCEPTUAL DESIGN



Left Elevation
1/8" = 1'-0"



Rear Elevation
1/8" = 1'-0"



Right Elevation
1/8" = 1'-0"



DRAFTING

CORP

Your new home starts here

Brian Emrich:

360-409-4592

Email:

edrafting@hotmail.com

FIRCREST 30' PLAN

FILE NAME :
XXXX-X-XX-XX

DRAWN BY:
E DRAFTING

SCALE :
As indicated

PLOT DATE :
6/28/2023
12:21:15 PM

Written dimensions on these drawings shall have precedence over scaled dimensions. Contractor shall assume responsibility for all dimensions and conditions on the job. The designer must be notified and consent to any variations from dimensions set forth herein. The type of exterior finish, the installation and waterproofing details are all to be the full responsibility of the owner/builder. This Designer assumes no responsibility for the integrity of the building envelope. This document is the property of E Drafting Corp. No reuse or reproduction is allowed without the written consent from E Drafting Corp.

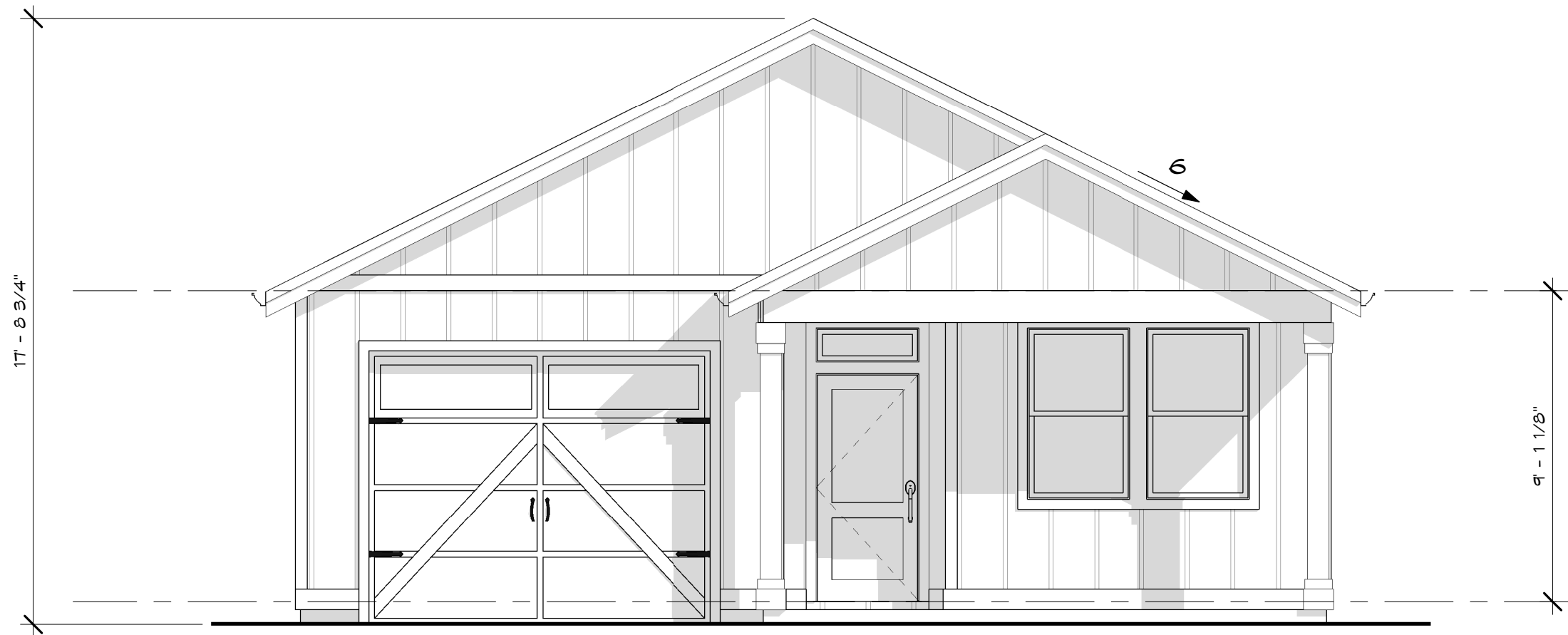
SHEET

Building Elevations

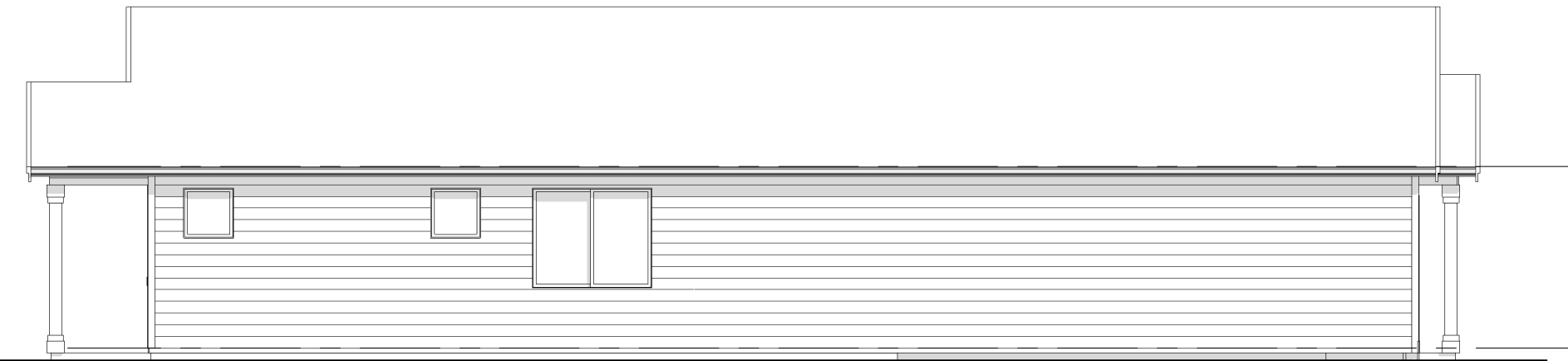
A1

Page 52 of 168

Lots: 1-7



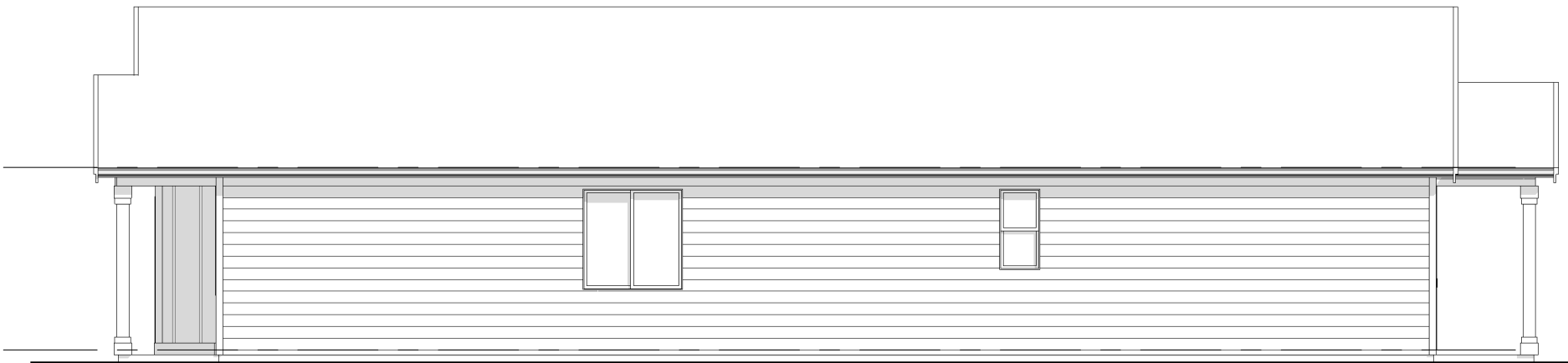
Front Elevation - Farmhouse
1/4" = 1'-0"



Left Elevation
1/8" = 1'-0"



Rear Elevation
1/8" = 1'-0"



Right Elevation
1/8" = 1'-0"

CONCEPTUAL DESIGN



DRAFTING

CORP

Your new home starts here

Brian Emrich:

360-409-4592

Email:

edrafting@hotmail.com

FIRCREST 30' PLAN

FILE NAME :
XXXX-X-XX-XX

DRAWN BY:
E DRAFTING

SCALE :
As indicated

PLOT DATE :
6/28/2023
12:19:19 PM

Written dimensions on these drawings shall have precedence over scaled dimensions. Contractor shall assume responsibility for all dimensions and conditions on the job. The designer must be notified and consent to any variations from dimensions set forth herein. The type of exterior finish, the installation and waterproofing details are all to be the full responsibility of the owner/builder. This Designer assumes no responsibility for the integrity of the building envelope. This document is the property of E Drafting Corp. No reuse or reproduction is allowed without the written consent from E Drafting Corp.

SHEET

Building Elevations

A1

Page 53 of 168

GENERAL FLOOR PLAN NOTES:

1. WINDOW SIZES & ROUGH OPENINGS TO BE VERIFIED BY CONTRACTOR.
2. WINDOWS THAT ARE BOTH WITHIN 24 INCHES OF A DOOR IN A CLOSED POSITION AND WITHIN 60 INCHES OF THE FLOOR SHOULD BE TEMPERED.
3. WINDOWS IN ENCLOSURES FOR BATHTUBS, SHOWERS, HOT TUBS, WHIRLPOOLS, SAUNAS AND STEAM ROOMS WHERE THE GLASS IS WITHIN 60 INCHES ABOVE A DRAIN INLET SHOULD BE TEMPERED.
4. WINDOWS WITH A PANE LARGER THAN NINE SQUARE FEET, HAVING A BOTTOM EDGE CLOSER THAN 10 INCHES TO THE FLOOR AND A TOP EDGE HIGHER THAN 36 INCHES ABOVE THE FLOOR SHOULD BE TEMPERED.
5. FIREBLOCK ALL PLUMBING PENETRATIONS AND STAIR RUNS.
6. ALL WOOD IN CONTACT WITH CONCRETE TO BE PRESSURE TREATED.
7. TOP OF HANDRAILS SHALL BE PLACED AT 36" ABOVE THE NOSING OF TREADS & LANDINGS THE NOSING OF TREADS AND LANDINGS. HANDRAILS SHALL BE CONTINUOUS THE FULL LENGTH OF THE STAIRS. THE HANDGRIP PORTION SHALL NOT BE LESS THAN 1 1/4" NOR MORE THAN 2" IN CROSS-SECTIONAL DIMENSION. PROVIDE A SMOOTH SURFACE WITH NO SHARP CORNERS. HANDRAILS PROJECTING FROM A WALL SHALL HAVE A SPACE NOT LESS THAN 1 1/2" BETWEEN THE WALL AND THE HANDRAIL.
8. PREFABRICATED FIREPLACES, CHIMNEYS AND RELATED COMPONENTS TO BEAR U.L. OR I.C.B.O. SEAL OF APPROVAL AND TO BE INSTALLED PER MANUFACTURER'S SPECIFICATION.
9. ELEV. OF FLOOR OR LAND'G 1 1/2" MAX (OR 13/4" MAX FOR INSURING DR) BELOW THRESHOLD IS REQ'D FROM THE REG'D EXIT DOOR, WHERE DOOR IS NOT THE REG'D EXIT DOOR. A STAIRWAY OF 2 OR FEWER RISERS IS PERMITTED WHERE DOOR DOES NOT SWING OVER RISER.

CEILING VENTILATION:

THE NET FREE VENTILATING AREA SHALL NOT BE LESS THAN 1/150 OF THE AREA OF SPACE TO BE VENTILATED, EXCEPT THAT THE AREA MAY BE 1/300, PROVIDED AT LEAST 50% OF THE REQUIRED VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE SPACE TO BE VENTILATED AT LEAST 3 FEET ABOVE EAVE VENTS WITH THE BALANCE OF THE REQUIRED VENTILATION PROVIDED BY EAVE VENTS. THE OPENINGS SHALL BE COVERED WITH CORROSION-RESISTANT METAL MESH WITH MESH OPENINGS OF 1/4" IN DIMENSION.

MISCELLANEOUS NOTES:

1. EACH BEDROOM TO HAVE A MINIMUM WINDOW OPENING OF 5.7 SQ. FT. WITH A MINIMUM WIDTH OF 20 IN. AND A SILL LESS THAN 44 IN. ABOVE FIN. FLR.
2. ALL WINDOWS WITHIN 10 IN. OF THE FLOOR, AND WITHIN 12 IN. OF ANY DOOR ARE TO HAVE TEMPERED GLAZING.
3. SKYLIGHTS ARE TO BE GLAZED WITH TEMPERED GLASS ON OUTSIDE AND LAMINATED GLASS ON INSIDE (UNLESS PLEXIGLAS). GLASS TO HAVE MAXIMUM CLEAR SPAN OF 25 IN. AND FRAME IS TO BE ATTACHED TO A 2X CURB WITH A MINIMUM OF 4 IN. ABOVE ROOF PLANE.
4. ALL TUB AND SHOWER ENCLOSURES ARE TO BE GLAZED WITH SAFETY GLASS.
5. ALL EXTERIOR WINDOWS ARE TO BE DOUBLE GLAZED AND ALL EXTERIOR DOORS ARE TO BE SOLID CORE WITH WEATHER STRIPPING. PROVIDE 1 IN. DEADBOLT LOCKS ON ALL EXTERIOR DOORS, AND LOCKING DEVICES ON ALL DOORS AND WINDOWS WITHIN 10 FT. (VERTICAL) OF GRADE. PROVIDE PEEP-HOLE 54 - 66 IN. ABOVE FIN. FLOOR ON EXTERIOR ENTRY DOORS.
6. CONNECT ALL SMOKE DETECTORS (SEE PLAN FOR LOCATION) TO HOUSE ELECTRICAL SYSTEM AND INTER-CONNECT EACH WIRE, SO THAT WHEN ANY ONE IS TRIPPED, THEY WILL ALL SOUND.
7. PROVIDE COMBUSTION AIR VENTS (W/ SCREEN AND BACK DAMPER) FOR FIREPLACES, WOOD STOVES AND ANY APPLIANCES WITH AN OPEN FLAME.
8. BATHROOMS AND UTILITY ROOMS ARE TO BE VENTED TO THE OUTSIDE WITH A FAN CAPABLE OF PRODUCING A MINIMUM OF 4 AIR EXCHANGES PER HOUR. RANGE HOODS ARE ALSO TO BE VENTED TO THE OUTSIDE.
9. ELECTRICAL RECEPTACLES IN BATHROOMS, KITCHENS AND GARAGES SHALL BE G.F.I. OR G.F.I.C. PER NATIONAL ELECTRICAL CODE REQUIREMENTS.

GENERAL NOTES:

1. ALL WORK SHALL BE DONE IN CONFORMANCE WITH THE LATEST EDITION OF LOCAL BUILDING CODE, STATE AND TWO FAMILY DWELLING CODES AND ALL OTHER GOVERNING CODES, LAWS AND REGULATIONS.
2. SITE/CONSTRUCTION DOCUMENTS AND CONSTRUCTION PHASE. CONTRACTOR SHALL NOT SCALE THE DRAWINGS, OR DETAILS. CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS AND CONDITIONS AT THE JOB. NOT A DESIGN AGENCY IN WRITING OF ANY SIGNIFICANT DEVIATIONS, ANY CHANGES TO CONSTRUCTION DOCUMENTS OR ADDITIONAL DETAILS. SPECIFICATIONS ARE NEEDED FOR PROPER EXECUTION OF THE WORK. ALSO NOTIFY DESIGN AGENCY IN WRITING IF THERE ARE ANY CORRECTIONS OR CHANGES TO BE MADE TO THE CONSTRUCTION DOCUMENTS REQUIRED BY THE PLANNING/BUILDING DEPARTMENT OFFICIALS. PLANS CORRECTION LIST OR COMMENTS (FROM THE PLANNING/BUILDING DEPARTMENT OFFICIALS) MUST BE DELIVERED TO THE DESIGN AGENCY.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL TRADES, INCLUDING ALL ARCHITECTURAL, STRUCTURAL, MECHANICAL AND ELECTRICAL REQUIREMENTS.
4. MECHANICAL AND ELECTRICAL WORK IS ON A CONTRACTOR DESIGN/BUILD BASIS. COORDINATE ALL ARCHITECTURAL AND STRUCTURAL WORK WITH MECHANICAL AND ELECTRICAL REQUIREMENTS.
5. ALL DIMENSIONS ARE TO THE FACE OF FRAMING MEMBERS UNLESS NOTED OTHERWISE. FOR ALL EXTERIOR AND INTERIOR WALL SPACING PLEASE REFER TO A0 SHEET BUILDING INFORMATION.
6. COORDINATE ALL ITEMS NOT SHOWN OR NOTED WITH OWNER AND/OR DESIGNER, INCLUDING BUT NOT LIMITED TO FINISHES, COLORS, CABINETS, HARDWARE, FIXTURES, ETC.
7. SEAL OR WEATHER STRIP ALL EXTERIOR OPENINGS AND PENETRATIONS IN MANNER TO PREVENT OUTSIDE AIR INFILTRATION AND MOISTURE FROM ENTERING STRUCTURAL AND OCCUPIED SPACES, INCLUDING AROUND PLUMBING AND ELECTRICAL LINES AND EQUIPMENT PASSING THROUGH WALLS, GUTTERS, DOWNSPOUTS, ETC.
8. IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO FOLLOW AND COORDINATE PER THE MANUFACTURER'S PRINTED INSTRUCTIONS, SPECIFICATIONS AND INSTALLATION DETAILS THE INSTALLATION OF ALL BUILDING PRODUCTS (INTERIOR AND EXTERIOR), FIXTURES, EQUIPMENT, ETC., OR FOLLOW THE INDUSTRY STANDARD DETAILS FOR ALL THE CONDITIONS NOT SHOWN ON THE DRAWINGS FOR PROPER EXECUTION OF THE WORK IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS. THE DESIGN AGENCY MUST BE NOTIFIED IN WRITING TO PROVIDE ADDITIONAL DETAILS, SPECIFICATIONS OR INFORMATION PER REQUEST OF THE GENERAL CONTRACTOR OR OWNER FOR PROPER EXECUTION OF THE WORK.

CONSTRUCTION PHASE:

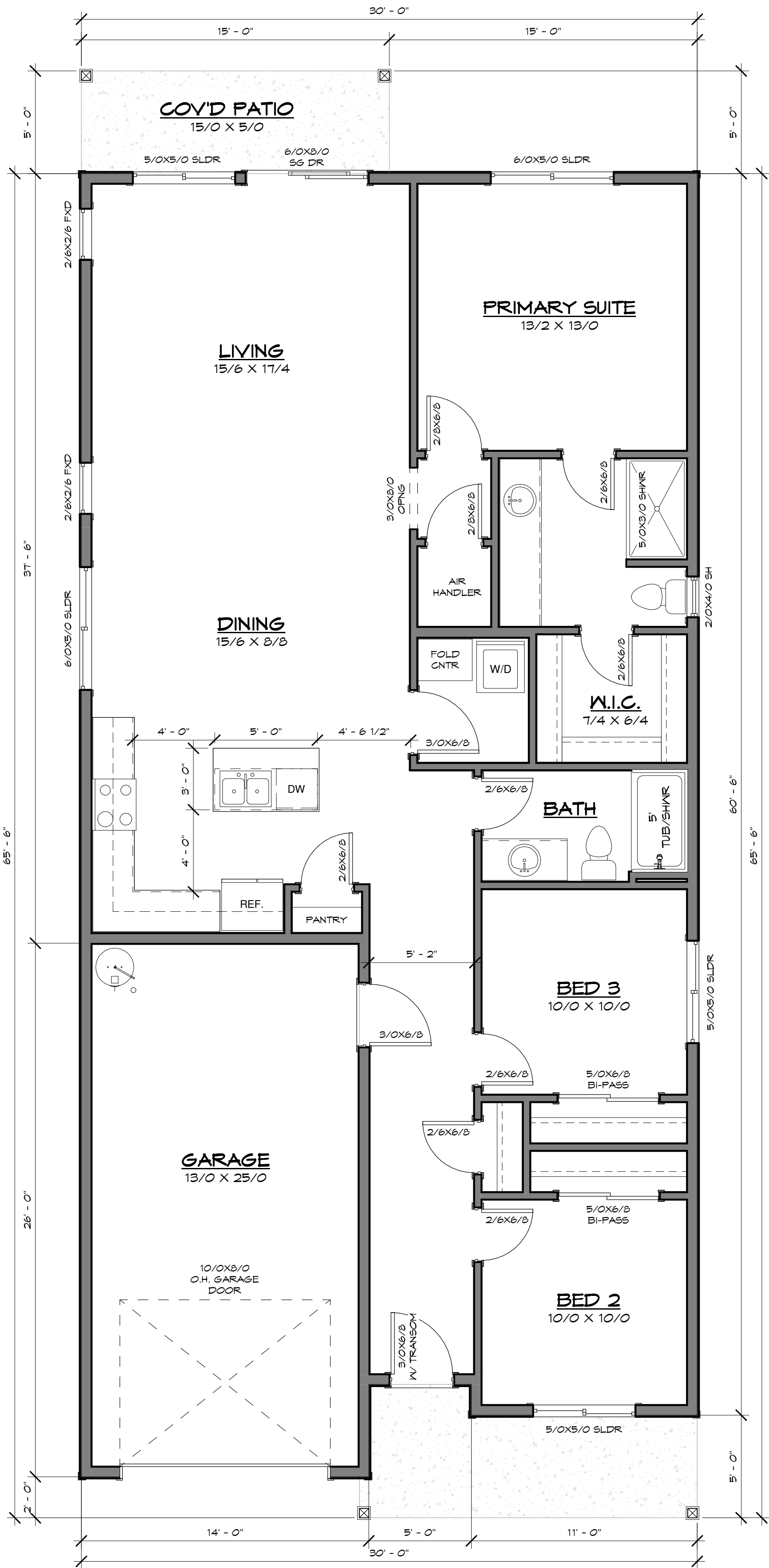
THE DESIGNER SHALL NOT HAVE CONTROL OVER OR CHARGE OF AND SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, SINCE THESE ARE SOLELY THE CONTRACTOR'S RESPONSIBILITY UNDER CONTRACT FOR CONSTRUCTION. THE DESIGNER SHALL NOT BE RESPONSIBLE FOR CONTRACTOR'S SCHEDULES OR FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS.

MATERIAL SPECIFICATION NOTE:

THE DESIGNER DOES NOT RECOMMEND OR SPECIFY USE OF ANY TYPE OF "STUCCO PRODUCTS" OR EXTERIOR INSULATED AND FINISH SYSTEM ("EIF.S.") FOR THE EXTERIOR OF THE HOUSE. THE DESIGNER WILL NOT BE LIABLE FOR ANY KIND OF DAMAGES TO THE BUILDING (STRUCTURAL OR COSMETIC) IF THE OWNER OR THE CONTRACTOR DECIDE TO USE SUCH PRODUCTS.

- 110V S.D. SMOKE & CARBON MONOXIDE COMBO DETECTORS TO BE INSTALLED AS REQUIRED PER IRC R319.3. SMOKE DETECTORS TO BE INTERCONNECTED AND POWERED BY PREMISE WIRING AND HAVE BATTERY BACKUP.

FAN V.T.O.S	DOMESTIC KITCHENS	
	RANGE HOODS/DOWNDRAFT EXHAUST.	150 CFM FAN
	BATHROOMS/ TOILET ROOMS	
	ROOMS CONTAINING BATH AND SPA FACILITIES. (STATIC PRESSURE SHALL BE RATED @ 0.10-INCH WATER GAUGE FOR INTERMITTENT FANS.)	MIN. 80 CFM INTERMITTENT OR 20 CFM CONTINUOUS
	TOILET ROOMS WITHOUT BATHING OR SPA FACILITIES, WHEN NOT PROVIDED WITH NATURAL VENTILATION IN ACCORDANCE WITH SECTION R303.3.2.	MIN. 50 CFM



Main Floor Plan - 1495 SF
1/4" = 1'-0"

FIRECREST 30' PLAN

FILE NAME : XXXX-X-XX-XX
DRAWN BY: E DRAFTING
SCALE : 1/4" = 1'-0"
PLOT DATE : 6/28/2023 12:13:12 PM

Written dimensions on these drawings shall have precedence over scaled dimensions. Contractor shall assume responsibility for all dimensions and conditions on the job. The designer must be notified and consent to any variations from dimensions set forth herein. The type of exterior finish, the installation and waterproofing details are all to be the full responsibility of the owner/builder. This Designer assumes no responsibility for the integrity of the building envelope. This document is the property of E Drafting Corp. No reuse or reproduction is allowed without the written consent from E Drafting Corp.

SHEET Floor Plans

E DRAFTING CORP
Your new home starts here

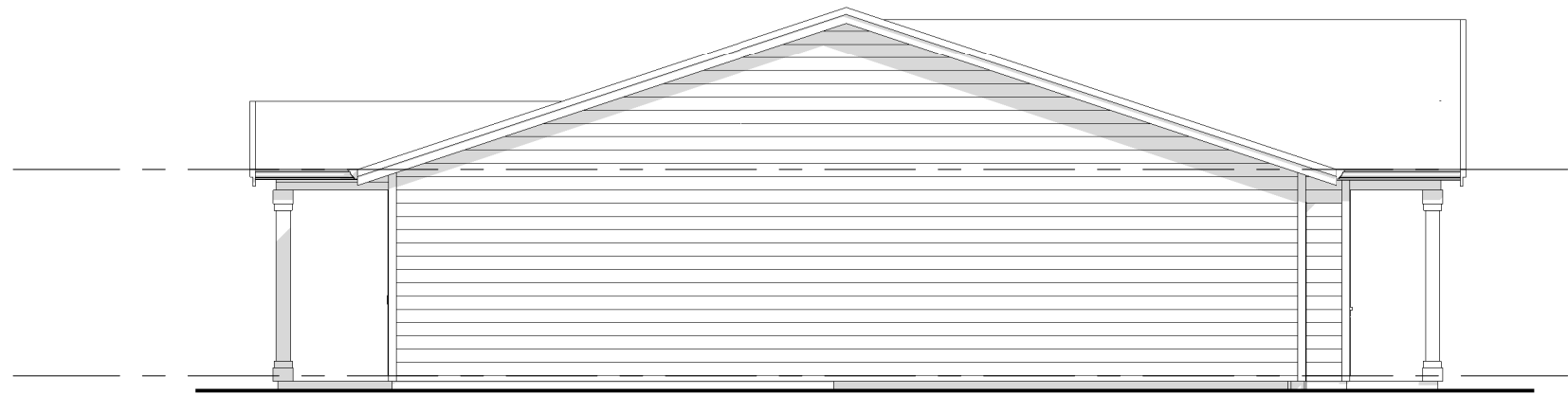
Brian Emrich:
360-409-4592

Email:
edrafting@hotmail.com



Front Elevation - NW
1/4" = 1'-0"

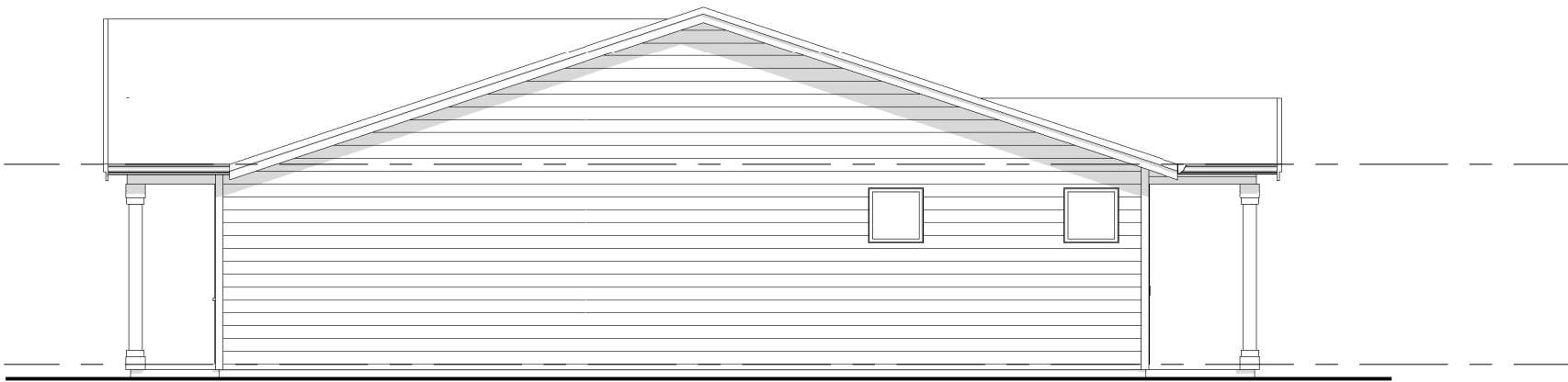
CONCEPTUAL DESIGN



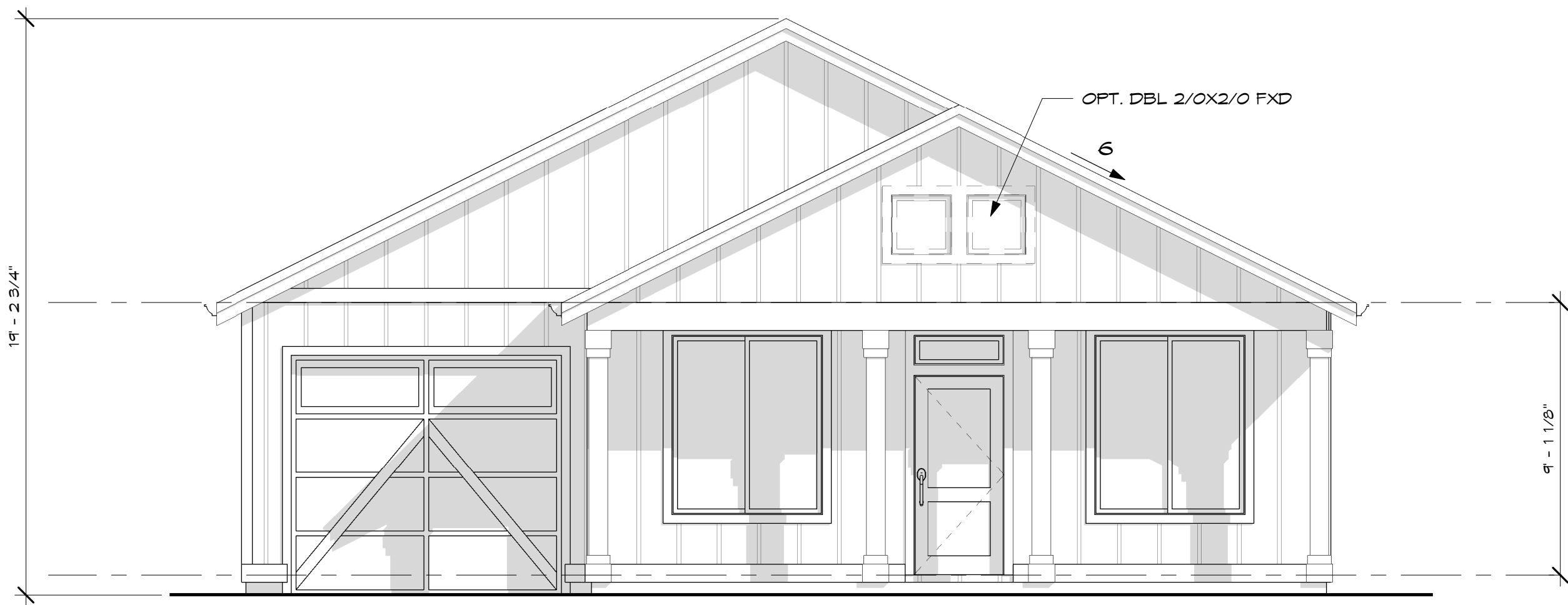
Left Elevation
1/8" = 1'-0"



Rear Elevation
1/8" = 1'-0"

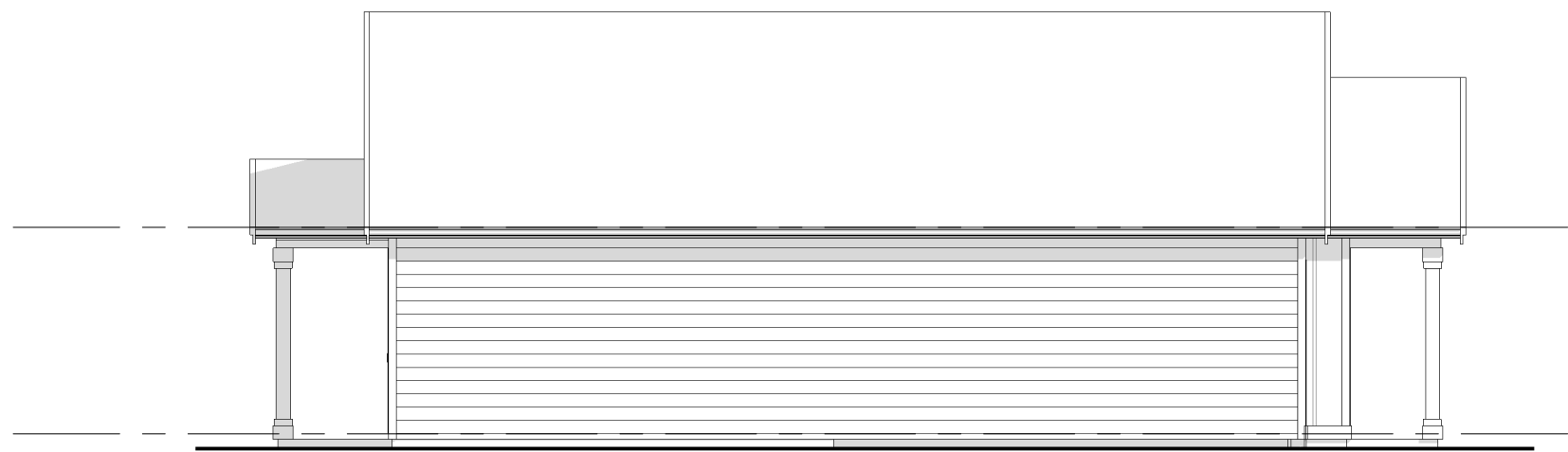


Right Elevation
1/8" = 1'-0"



Front Elevation - Farmhouse
1/4" = 1'-0"

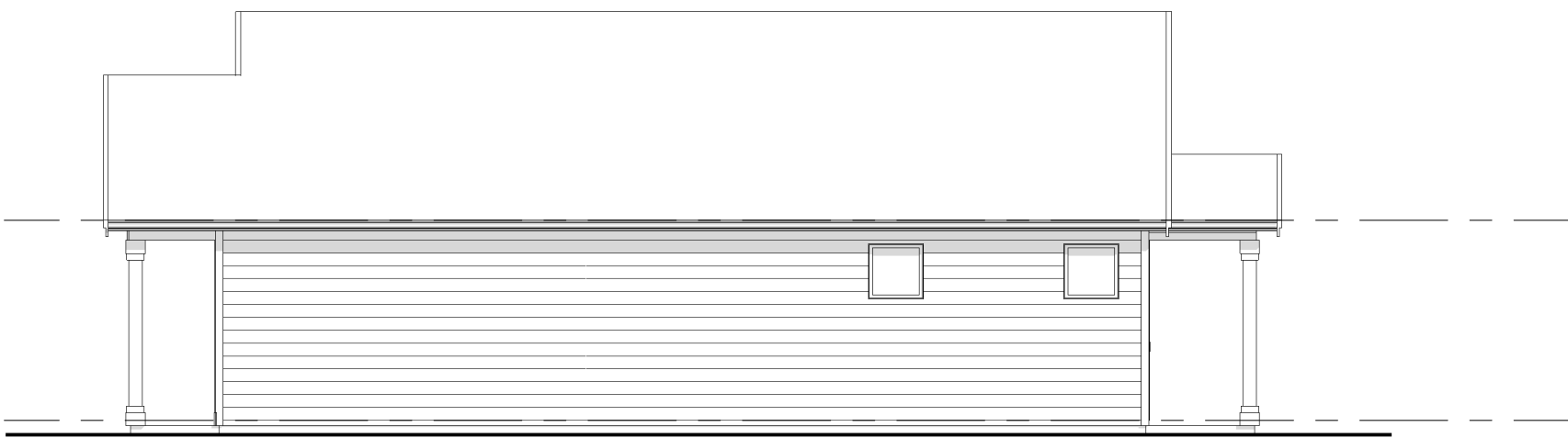
CONCEPTUAL DESIGN



Left Elevation
1/8" = 1'-0"



Rear Elevation
1/8" = 1'-0"



Right Elevation
1/8" = 1'-0"



DRAFTING

CORP

Your new home starts here

Brian Emrich:

360-409-4592

Email:

edrafting@hotmail.com

FIRCREST 36' PLAN

FILE NAME :

XXXX-X-XX-XX

DRAWN BY:

E DRAFTING

SCALE :

As indicated

PLOT DATE :

6/29/2023 9:42:06 AM

Written dimensions on these drawings shall have precedence over scaled dimensions. Contractor shall assume responsibility for all dimensions and conditions on the job. The designer must be notified and consent to any variations from dimensions set forth herein. The type of exterior finish, the installation and waterproofing details are all to be the full responsibility of the owner/builder. This Designer assumes no responsibility for the integrity of the building envelope. This document is the property of E Drafting Corp. No reuse or reproduction is allowed without the written consent from E Drafting Corp.

SHEET

Building Elevations

A1

Page 56 of 168

GENERAL FLOOR PLAN NOTES:

1. WINDOW SIZES & ROUGH OPENINGS TO BE VERIFIED BY CONTRACTOR.
2. WINDOWS THAT ARE BOTH WITHIN 24 INCHES OF A DOOR IN A CLOSED POSITION AND WITHIN 60 INCHES OF THE FLOOR SHOULD BE TEMPERED.
3. WINDOWS IN ENCLOSURES FOR BATHTUBS, SHOWERS, HOT TUBS, WHIRLPOOLS, SAUNAS AND STEAM ROOMS WHERE THE GLASS IS WITHIN 60 INCHES ABOVE A DRAIN INLET SHOULD BE TEMPERED.
4. WINDOWS WITH A PANE LARGER THAN NINE SQUARE FEET, HAVING A BOTTOM EDGE CLOSER THAN 18 INCHES TO THE FLOOR AND A TOP EDGE HIGHER THAN 36 INCHES ABOVE THE FLOOR SHOULD BE TEMPERED.
5. FIREBLOCK ALL PLUMBING PENETRATIONS AND STAIR RUNS.
6. ALL WOOD IN CONTACT WITH CONCRETE TO BE PRESSURE TREATED.
7. TOP OF HANDRAILS SHALL BE PLACED AT 36" ABOVE THE NOSING OF TREADS & LANDINGS. HANDRAILS SHALL BE CONTINUOUS THE FULL LENGTH OF THE STAIRS. THE HANDGRIP PORTION SHALL NOT BE LESS THAN 1 1/4" NOR MORE THAN 2" IN CROSS-SECTIONAL DIMENSION. PROVIDE A SMOOTH SURFACE WITH NO SHARP CORNERS. HANDRAILS PROJECTING FROM A WALL SHALL HAVE A SPACE NOT LESS THAN 1 1/2" BETWEEN THE WALL AND THE HANDRAIL.
8. PREFABRICATED FIREPLACES, CHIMNEYS AND RELATED COMPONENTS TO BEAR U.L. OR I.C.B.O. SEAL OF APPROVAL AND TO BE INSTALLED PER MANUFACTURER'S SPECIFICATION.
9. ELEV. OF FLOOR OR LAND'G 11/2" MAX (OR 13/4" MAX FOR INSING DR) BELOW THRESHOLD IS REQ'D FROM THE REQ'D EXIT DOOR. WHERE DOOR IS NOT THE REQ'D EXIT DOOR A STAIRWAY OF 2 OR FEWER RISERS IS PERMITTED WHERE DOOR DOES NOT SWING OVER RISER.

GENERAL NOTES:

1. ALL WORK SHALL BE DONE IN CONFORMANCE WITH THE LATEST EDITION OF LOCAL BUILDING CODE, ONE AND TWO FAMILY DWELLING CODES AND ALL OTHER GOVERNING CODES, LAWS AND REGULATIONS.
2. SITE/CONSTRUCTION DOCUMENTS AND CONSTRUCTION PHASE: CONTRACTOR SHALL NOT SCALE THE DRAWINGS, OR DETAILS. CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS AND CONDITIONS AT THE JOBSITE. NOTIFY DESIGN AGENCY IN WRITING OF ANY SIGNIFICANT DEVIATIONS, ANY CHANGES TO CONSTRUCTION DOCUMENTS OR IF ADDITIONAL DETAILS, SPECIFICATIONS ARE NEEDED FOR PROPER EXECUTION OF THE WORK. ALSO NOTIFY DESIGN AGENCY IN WRITING IF THERE ARE ANY CORRECTIONS OR CHANGES TO BE MADE TO THE CONSTRUCTION DOCUMENTS REQUIRED BY THE PLANNING/BUILDING DEPARTMENT OFFICIALS. PLANS CORRECTION LIST OR COMMENTS (FROM THE PLANNING/BUILDING DEPARTMENT OFFICIALS) MUST BE DELIVERED TO THE DESIGN AGENCY.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL TRADES, INCLUDING ALL ARCHITECTURAL, STRUCTURAL, MECHANICAL AND ELECTRICAL REQUIREMENTS.
4. MECHANICAL AND ELECTRICAL WORK IS ON A CONTRACTOR DESIGN/BUILD BASIS. COORDINATE ALL ARCHITECTURAL AND STRUCTURAL WORK WITH MECHANICAL AND ELECTRICAL REQUIREMENTS.
5. ALL DIMENSIONS ARE TO THE FACE OF FRAMING MEMBERS UNLESS NOTED OTHERWISE. FOR ALL EXTERIOR AND INTERIOR WALL SPACINGS PLEASE REFER TO A0 SHEET BUILDING INFORMATION.
6. COORDINATE ALL ITEMS NOT SHOWN OR NOTED WITH OWNER AND/OR DESIGNER, INCLUDING BUT NOT LIMITED TO FINISHES, COLORS, CABINETS, HARDWARE, FIXTURES, ETC...
7. SEAL OR WEATHER STRIP ALL EXTERIOR OPENINGS AND PENETRATIONS IN MANNER TO PREVENT OUTSIDE AIR INFILTRATION AND MOISTURE FROM ENTERING STRUCTURAL AND OCCUPIED SPACES, INCLUDING AROUND PLUMBING AND ELECTRICAL LINES AND EQUIPMENT PASSING THROUGH WALLS, GUTTERS, DOWNSPUTS, ETC.
8. IT IS THE GENERAL CONTRACTORS RESPONSIBILITY TO FOLLOW AND COORDINATE PER THE MANUFACTURER'S PRINTED INSTRUCTIONS, SPECIFICATIONS AND INSTALLATION DETAILS THE INSTALLATION OF ALL BUILDING PRODUCTS (INTERIOR AND EXTERIOR), FIXTURES, EQUIPMENT, ETC... OR FOLLOW THE INDUSTRY STANDARD DETAILS FOR ALL THE CONDITIONS NOT SHOWN ON THE DRAWINGS FOR PROPER EXECUTION OF THE WORK IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS. THE DESIGN AGENCY MUST BE NOTIFIED IN WRITING TO PROVIDE ADDITIONAL DETAILS, SPECIFICATIONS OR INFORMATION PER REQUEST OF THE GENERAL CONTRACTOR OR OWNER FOR PROPER EXECUTION OF THE WORK.

CONSTRUCTION PHASE:

THE DESIGNER SHALL NOT HAVE CONTROL OVER OR CHARGE OF AND SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, SINCE THESE ARE SOLELY THE CONTRACTOR'S RESPONSIBILITY UNDER CONTRACT FOR CONSTRUCTION. THE DESIGNER SHALL NOT BE RESPONSIBLE FOR CONTRACTOR'S SCHEDULES OR FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS.

MATERIAL SPECIFICATION NOTE:

THE DESIGNER DOES NOT RECOMMEND OR SPECIFY USE OF ANY TYPE OF "STUCCO PRODUCTS" OR EXTERIOR INSULATED AND FINISH SYSTEM "E.I.F.S." FOR THE EXTERIOR OF THE HOUSE. THE DESIGNER WILL NOT BE LIABLE FOR ANY KIND OF DAMAGES TO THE BUILDING (STRUCTURAL OR COSMETIC) IF THE OWNER OR THE CONTRACTOR DECIDE TO USE SUCH PRODUCTS.

110V S.D. FAN V.T.O.S.	DOMESTIC KITCHENS	
	RANGE HOODS/DOWNDRAFT EXHAUST.	150 CFM FAN
FAN V.T.O.S.	BATHROOMS/ TOILET ROOMS	
	ROOMS CONTAINING BATH AND SPA FACILITIES. (STATIC PRESSURE SHALL BE RATED AT 0.10-INCH WATER GAUGE FOR INTERMITTENT FANS.)	MIN. 80 CFM INTERMITTENT OR 20 CFM CONTINUOUS
	TOILET ROOMS WITHOUT BATHING OR SPA FACILITIES, WHEN NOT PROVIDED WITH NATURAL VENTILATION IN ACCORDANCE WITH SECTION R303.3.2.	MIN. 50 CFM

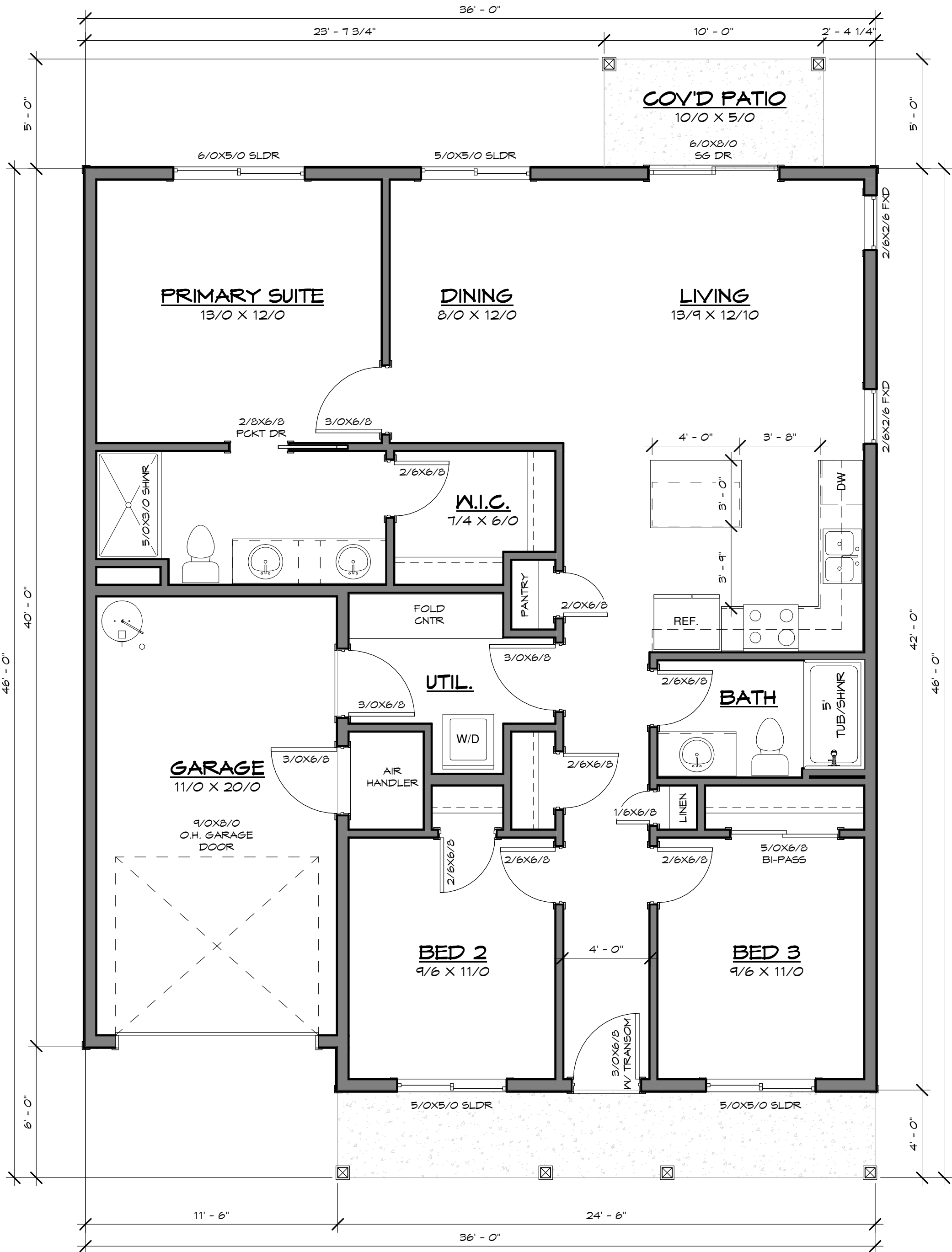
CEILING VENTILATION:

THE NET FREE VENTILATING AREA SHALL NOT BE LESS THAN 1/150 OF THE AREA OF SPACE TO BE VENTILATED, EXCEPT THAT THE AREA MAY BE 1/300, PROVIDED AT LEAST 50% OF THE REQUIRED VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE SPACE TO BE VENTILATED AT LEAST 3 FEET ABOVE EAVE VENTS WITH THE BALANCE OF THE REQUIRED VENTILATION PROVIDED BY EAVE VENTS. THE OPENINGS SHALL BE COVERED WITH CORROSION-RESISTANT METAL MESH WITH MESH OPENINGS OF 1/4" IN DIMENSION.

MISCELLANEOUS NOTES:

1. EACH BEDROOM TO HAVE A MINIMUM WINDOW OPENING OF 5.7 SQ. FT. WITH A MINIMUM WIDTH OF 20 IN. AND A SILL LESS THAN 44 IN. ABOVE FIN. FLR.
2. ALL WINDOWS WITHIN 18 IN. OF THE FLOOR, AND WITHIN 12 IN. OF ANY DOOR ARE TO HAVE TEMPERED GLAZING.
3. SKYLIGHTS ARE TO BE GLAZED WITH TEMPERED GLASS ON OUTSIDE AND LAMINATED GLASS ON INSIDE (UNLESS PLEXIGLAS). GLASS TO HAVE MAXIMUM CLEAR SPAN OF 25 IN., AND FRAME IS TO BE ATTACHED TO A 2X CURB WITH A MINIMUM OF 4 IN. ABOVE ROOF PLANE.
4. ALL TUB AND SHOWER ENCLOSURES ARE TO BE GLAZED WITH SAFETY GLASS.
5. ALL EXTERIOR WINDOWS ARE TO BE DOUBLE GLAZED AND ALL EXTERIOR DOORS ARE TO BE SOLID CORE WITH WEATHER STRIPPING. PROVIDE 1 IN. DEADBOLT LOCKS ON ALL EXTERIOR DOORS, AND LOCKING DEVICES ON ALL DOORS AND WINDOWS WITHIN 10 FT. (VERTICAL) OF GRADE. PROVIDE PEEP-HOLE 54 - 66 IN. ABOVE FIN. FLOOR ON EXTERIOR ENTRY DOORS.
6. CONNECT ALL SMOKE DETECTORS (SEE PLAN FOR LOCATION) TO HOUSE ELECTRICAL SYSTEM AND INTER-CONNECT EACH ONE, SO THAT, WHEN ANY ONE IS TRIPPED, THEY WILL ALL SOUND.
7. PROVIDE COMBUSTION AIR VENTS (W/ SCREEN AND BACK DAMPER) FOR FIREPLACES, WOOD STOVES AND ANY APPLIANCES WITH AN OPEN FLAME.
8. BATHROOMS AND UTILITY ROOMS ARE TO BE VENTED TO THE OUTSIDE WITH A FAN CAPABLE OF PRODUCING A MINIMUM OF 4 AIR EXCHANGES PER HOUR. RANGE HOODS ARE ALSO TO BE VENTED TO THE OUTSIDE.
9. ELECTRICAL RECEPTACLES IN BATHROOMS, KITCHENS AND GARAGES SHALL BE G.F.I. OR G.F.I.C. PER NATIONAL ELECTRICAL CODE REQUIREMENTS.

Lots: 40-47



OPT 1 - 1253 SF

Main Floor Plan

1/4" = 1'-0"

FIRECREST 36' PLAN

FILE NAME :
XXXX-X-XX-XX
DRAWN BY:
E DRAFTING
SCALE :
1/4" = 1'-0"
PLOT DATE :
6/29/2023
10:01:22 AM

Written dimensions on these drawings shall have precedence over scaled dimensions. Contractor shall assume responsibility for all dimensions and conditions on the job. The designer must be notified and consent to any variations from dimensions set forth herein. The type of exterior finish, the installation and waterproofing details are all to be the full responsibility of the owner/builder. This Designer assumes no responsibility for the integrity of the building envelope. This document is the property of E Drafting Corp. No reuse or reproduction is allowed without the written consent from E Drafting Corp.

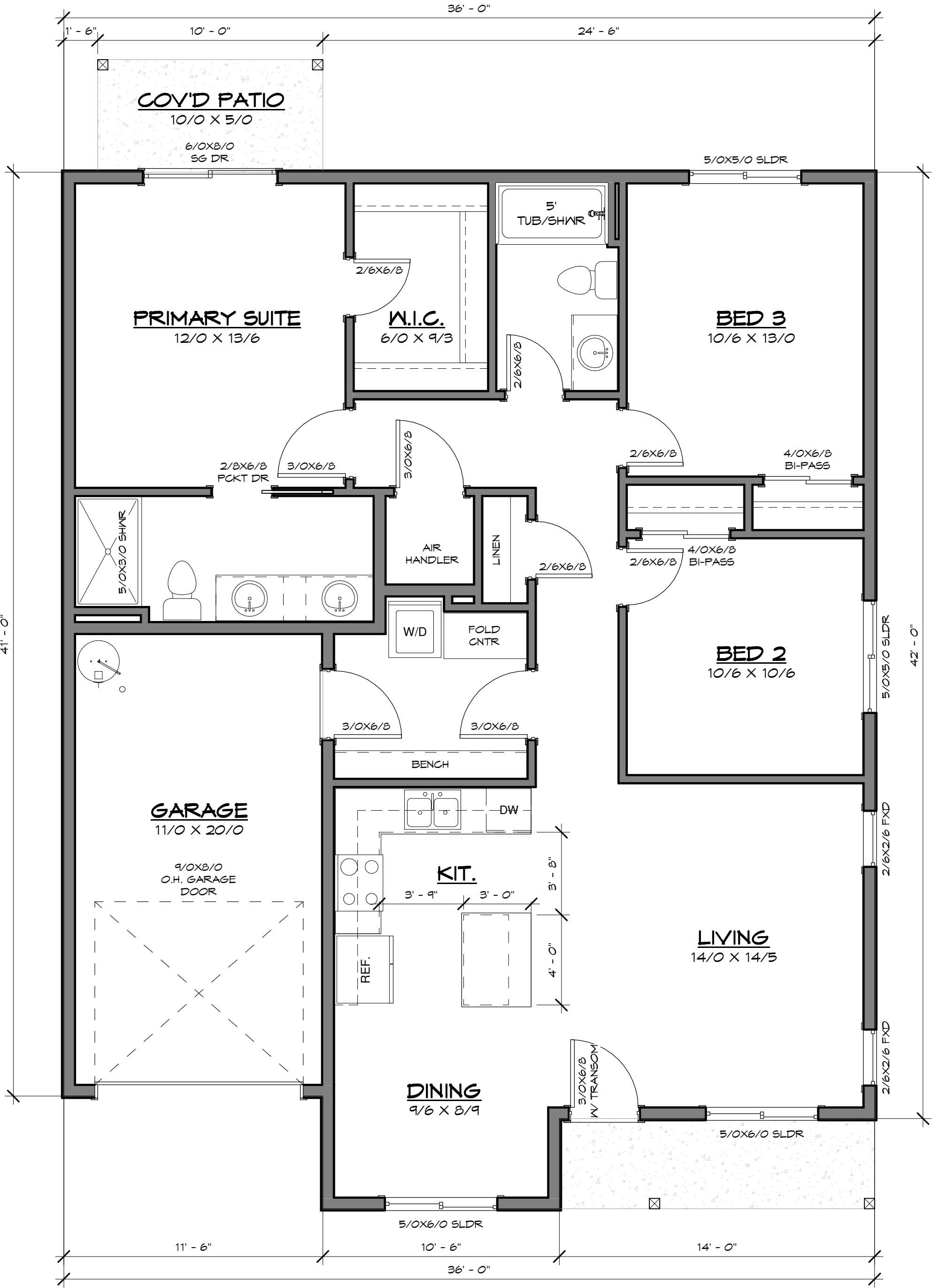
SHEET
Floor Plans

A3

Brian Emrich:
360-409-4592

Email:
edrafting@hotmail.com

CONCEPTUAL DESIGN



OPT 2 - 1306 SF

Main Floor Plan
1/4" = 1'-0"



E DRAFTING
CORP
Your new home starts here
Email: edrafting@hotmail.com
Brian Emrich: 360-409-4592

FIRCREST 36' PLAN

FILE NAME :
XXXX-X-XX-XX
DRAWN BY:
E DRAFTING
SCALE :
1/4" = 1'-0"
PLOT DATE :
6/29/2023
10:01:23 AM

Written dimensions on these drawings shall have precedence over scaled dimensions. Contractor shall assume responsibility for all dimensions and conditions on the job. The designer must be notified and consent to any variations from dimensions set forth herein. The type of exterior finish, the installation and waterproofing details **are all to be the full responsibility of** the owner/build. This Designer assumes no responsibility for the integrity of the building envelope. This document is the property of E Drafting Corp. No reuse or reproduction is allowed without the written consent from E Drafting Corp.

SHEET
Opt. Floor Plan

A3.1



Evergreen Public Schools
Transportation Department

13909 NE 28th St. P.O. Box 8910 Vancouver, WA 98668-8910
(360) 604-4950 Fax: (360) 604-4962

April 21, 2023

Lisa Harker
PLS Engineering
604 W Evergreen Blvd
Vancouver, WA 98660

RE: Fircrest Meadows Subdivision

Dear Lisa,

After reviewing the information you sent regarding the Fircrest Meadows Subdivision development at 12301 NE 18th St, it is determined the Evergreen School District does provide school bus services to that area for Evergreen High School, Cascade Middle School, and Fircrest Elementary School.

The current nearby bus stops serving the schools are as follows:

Evergreen High School: NE 18th St @ NE 118th Ave

Cascade Middle School: NE 18th St @ NE 125th Ave

Fircrest Elementary School: NE 16th St @ NE 119th Ave, NE 119th Ave @ NE 15th St,
NE 119th Ave @ NE 14th St.

As construction takes place, families move in and students register for school, the routes will be reviewed and modified within our regulations as necessary.

If you have any questions you can reach me at 360-604-4950 ext 1208.

Respectfully,

Doreen Lane

Doreen Lane
Transportation Supervisor
Doreen.lane@evergreenps.org

**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: <u>Roger Bradstreet</u> (Print or Type Name)	Telephone: _____
Mailing Address: <u>12301 NE 18th Street, Vancouver, WA 98684</u> (No., City, State, ZIP)	
Applicant: <u>Ginn Group, LLC – contact Chad Stewart</u> (Print or Type Name)	Telephone: <u>360-608-6026</u>
Mailing Address: <u>502 NE 72nd St. Vancouver, WA 98665</u> (No., City, State, ZIP)	
Relationship to Owner: <u>developer</u>	
Tax Assessor Serial Number(s): <u>164912000</u>	
Legal description: Lot(s) <u>#2 SEC 27 T2N</u> Block(s) _____ Plat name _____ <u>R2EWM 7.58A (E)</u> (If a Metes and Bounds description, check here ☐ , and attach narrative to this application.)	
Site Address (if any): <u>12301 NE 18th Street, Vancouver, WA</u>	

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: [\[help\]](#)

Fircrest Meadows

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: [\[help\]](#)

June 28, 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 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, Critical Areas Memo

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 Planned Development & 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 currently zoned R-6 (Residential) with a comprehensive plan designation of UL (Urban Low). The site covers 7.46 acres. The applicant proposes to rezone the site to R-9 and develop the site with a 57-lot single-family subdivision utilizing planned 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 is 12301 NE 18th Street, Vancouver, WA and is located in the Northeast ¼ of Section 27, Township 2 North, Range 2 East of the Willamette Meridian. The site is identified as tax serial number 164912000.

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 25%.

- 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 the site contains the following soils:

LgF – Lauren gravelly loam (20-25% slopes)
LgD – Lauren gravelly loam (8-20% slopes)
WrF – Wind River gravelly loam (12-50% slopes)
LgB – Lauren gravelly loam (0-8% slopes)

- 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. Quantities and source are unknown at this time.

- 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 70% 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 or in the immediate vicinity of the site.

- 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 will be no work within 200' of any waters.

- 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 runoff from impervious roofs, driveways, roadways, and landscaped areas. Stormwater runoff from the site will be collected, treated, and routed to infiltration trenches on site.

- 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 stormwater infiltration trenches located on site.

4. Plants [\[help\]](#)

- a. Check the types of vegetation found on the site: [\[help\]](#)
☒ deciduous tree: alder, maple, aspen, other : **hawthorn, Oregon white oak**
☒ evergreen tree: **fir**, cedar, pine, other
☒ shrubs
☒ 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: **English holly, English ivy**
- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

Approximately 90% of the site vegetation will be stripped for site preparation.

- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

One Oregon white oak is located onsite.

- 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. Most of the existing mature trees located onsite will be retained in an open space area in the NW corner of the site. In addition the existing Oregon white oak will be protected and retained.

- e. List all noxious weeds and invasive species known to be on or near the site.

None known.

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 site will be landscaped as required by code and a portion of the site will be used as open space, retaining existing trees and vegetation.

- e. List any invasive animal species known to be on or near the site.

None known.

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. Natural gas and Wood stoves are unlikely to be used on this site. 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 include 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 contaminants at the site from present or past uses. None known on site. Utilizing the Department of Ecology's (DOE), "What's in My Neighborhood" online mapping tool, there is one clean-up site within 0.25 miles of the site. The Kenan Advantage Group Inc Site cleanup is complete with a No Further Action status.

- 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.

None known.

- 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.

There are no special emergency services that might be required, outside of those normally expected for a typical residential development, in association with the proposal.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

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 currently has a single-family home. Surrounding parcels to the east, west and south are developed with single family homes. To the north are BPA overhead power lines. 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 applicant is not aware of the site ever having been used as working farmlands or working 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:

Not to the applicant's knowledge.

- c. Describe any structures on the site. [\[help\]](#)

One single-family residence with attached garage is located onsite.

- d. Will any structures be demolished? If so, what? [\[help\]](#)

Yes, the home will be demolished.

- e. What is the current zoning classification of the site? [\[help\]](#)

The site is zoned R-6, 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. [\[help\]](#)

The site contains one Oregon white oak.

- i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

It is currently planned that this development will contain 57 single-family residential lots. At 2.8 people per household there would be approximately 160 people residing within this development at completion.

- j. Approximately how many people would the completed project displace? [\[help\]](#)

Up to 3 people will be displaced by this project.

- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

The buildout of this project will provide new housing options.

- 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. [\[help\]](#)

57 residential lots/homes are proposed. The housing will be for middle-income residents.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

One unit will be eliminated.

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

57 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'. 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 a vacant lot with large grassy and treed areas to a 57-lot subdivision.

- 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. A portion of the site will be retained as open space.

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 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 buildings 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? [\[help\]](#)

Mission Hills Park is located 0.4 miles NW of the site.

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

No.

- 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 existing home is over 45 years old and therefore is recommended to be recorded on a DAHP Historic Property Inventory form prior to demolition.

- 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 LLC 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 LLC 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 LLC 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. [\[help\]](#)

NE 121st and 123rd Avenue are existing streets that abut the site to the east and west. NE 14th, 15th and 16th Streets are existing streets that stub to the site on each side. The proposal will provide frontage improvements as required to NE 121st and 123rd Avenue and will continue NE 14th and 16th Streets through the site providing connections to the east and west.

- 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? [\[help\]](#)

C-Tran operates bus routes 30 and 80 in the vicinity of the site. The nearest bus stop is approximately 1 mile to the east along NE 136th 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. 10 spaces of shared parking are proposed near Tracts A and B. Approximately 118 parking spaces will be provided with this development.

- 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). [\[help\]](#)

Frontage improvements are proposed along NE 121st and 123rd Avenues, both public streets, including right-of-way dedication, additional pavement as needed, planter strips and sidewalks. NE 14th and 16th Streets are public streets that will be extended through the site and will include sidewalks. Proposed NE 122nd Court will include modified full width improvements including sidewalks.

- 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.

- 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 45 morning peak hour trips and 59 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.

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.

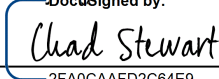
16. Utilities

- 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
- 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:

Name of signee: Chad Stewart

Position and Agency/Organization: Project Manager Ginn Group, LLC

Date Submitted: 7/10/2023



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Southwest Region Office
PO Box 47775, Olympia, WA 98504-7775 • 360-407-6300

September 18, 2023

Mark Person, AICP, Senior Planner
City of Vancouver
Community & Economics Development
PO Box 1995
Vancouver, WA 98668

Dear Mark Person:

Thank you for the opportunity to comment on the optional determination of nonsignificance/notice of application for the Fircrest Meadows Project (PRJ-168703/LUP-83548) located at 12301 Northeast 18th Street as proposed by Ginn Group. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

SOLID WASTE MANAGEMENT: Derek Rockett (360) 407-6287

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 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," on Ecology's website at: [Construction & Demolition Guidance](#). All removed debris resulting from this project must be disposed of at an approved site. 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. Contact the local jurisdictional health department for proper management of these materials.

TOXICS CLEANUP: Dean Malte (360) 999-9584

No confirmed or suspected contaminated sites are located on or within 750 feet of the project area. If any contamination is unexpectedly encountered, please report it to Ecology (per WAC 173-340-300) via the online ERTS at <https://ecology.wa.gov/Footer/Report-an-environmental-issue/statewide-issue-reporting-form>.

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.

Mark Person
September 18, 2023
Page 2

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:202301428)

cc: Derek Rockett, SWM
Sandy Smith, TCP
Joseph McCord, WQ



CLARK COUNTY WASHINGTON

PUBLIC WORKS

www.clark.wa.gov

1300 Franklin Street
PO Box 9810
Vancouver, WA 98666-9810
564.397.6118

June 7, 2023

Travis Johnson
PLS Engineering
604 W. Evergreen Blvd.
Vancouver, WA 98660

RE: Development Review Evaluation for the "Fircrest Meadows" Development located at 12301 NE 18th St. in Vancouver, WA 98684 (SR0061302; APN 164912000; PRJ-168703/PIR-83264)

****Final Approval Required by Clark County Public Health****

The Development Review Evaluation for which you applied has been completed by Clark County Public Health (CCPH). This evaluation is limited to the area of the proposed development.

On-Site Sewage Treatment Systems (CCC 24.17, WAC 246-272A, CCC 40.370, RCW 58.17):

Public sewer service is proposed and required for this development. County records indicate the presence of an operational on-site sewage system (OSS) on the parent parcel.

- 12301 NE 18th St, Parcel #164912000: Operational OSS ON0023260, unable to be located by CCPH staff during 5/23/23 site evaluation

Additional OSS components may exist at the site. This OSS and any additional OSS tanks or drywells discovered during development must be properly abandoned per CCC 24.17.210, with written notice provided to Clark County Public Health and Online RME Pumper Reports attached. Abandoned OSS locations must be marked on the final plat.

The proposed development must be served by public sewer. A copy of the final acceptance letter (or equivalent) from the sanitary sewer purveyor shall be submitted to the City of Vancouver Community & Economic Development Department with the final development site plan.

Water Systems (WAC 173-160, WAC 246-290, CCC 40.370, RCW 58.17):

Public water service is proposed and required for this project. An operational water well was observed in the field on the parent parcel by CCPH staff during a 5/23/23 field visit.

- 12301 NE 18th St, Parcel #164912000: Operational water well WP0013622 located south of existing residence

Other wells may exist on the parcel. This well and any others discovered during development must be properly decommissioned by a licensed well driller per WAC 173-160-381. Written verification and the decommissioned well report must be submitted to CCPH and decommissioned well locations 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 to the City of Vancouver Community & Economic Development Department with the final site plan.

Underground Storage Tanks (WAC 173-360A):

CCPH staff located evidence of an underground storage tank (UST) on the eastern side of the parent parcel at the end of the driveway accessing the existing residence from 18th St. Above-ground components of this UST exhibited signs of extreme degradation. This UST is located within the 100' sanitary control area radius of the water well serving the existing

residence and lies within the 5-year impact municipal wellhead protection area of Vancouver Water Station 7 to the southeast. This UST may be leaking diesel or heating oil into surrounding soils and groundwater.

CCPH recommends evaluation of the tank and surrounding soils for evidence of leakage. USTs contributing to local contamination exceeding MTCA Method A Cleanup Levels fall under the purview of Washington State Department of Ecology and may require additional remediation measures after decommissioning.

If you have any questions concerning this letter, please contact me at (564) 397-7373.

Sincerely,

Salvador Robb-Chavez

Digitally signed by Salvador Robb-Chavez
Date: 2023.06.07 14:08:12 -07'00'

Salvador Robb-Chavez
Environmental Health Specialist II

Cc: Mark Person, City of Vancouver Community & Economic Development Department



August 17, 2023

**Notice of Application, Remote Public Hearing, and
Optional SEPA Determination of Nonsignificance
Fircrest Meadows
PRJ-168703/LUP-83548**

Request: 57-lot single-family planned development, rezone from R-6 to R-9 and critical area permit through a Type IV process.

Application was submitted July 24, 2023, and deemed fully complete August 9, 2023.

Location: 12301 NE 18th Street, Parcel 164912000 located within the NE ¼ of Section 27, Township 2N, Range 2E within the Willamette Meridian.

Contact: PLS Engineering, Travis Johnson, 604 W Evergreen Boulevard, Vancouver, WA 98660

Applicant: Ginn Group, Chad Stewart, 502 NE 72nd Street, Vancouver, WA 98665

Property Owner: Roger Bradstreet, 12301 NE 18th Street, Vancouver, WA 98684

Remote Public Hearing Scheduled Land Use Hearing conducted by the Hearing Examiner
Tuesday, November 21, 2023, 5 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 mark.person@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., Sept. 18, 2023, 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: Mark Person, AICP, Senior Planner
E-mail: mark.person@cityofvancouver.us



Aug. 17, 2023

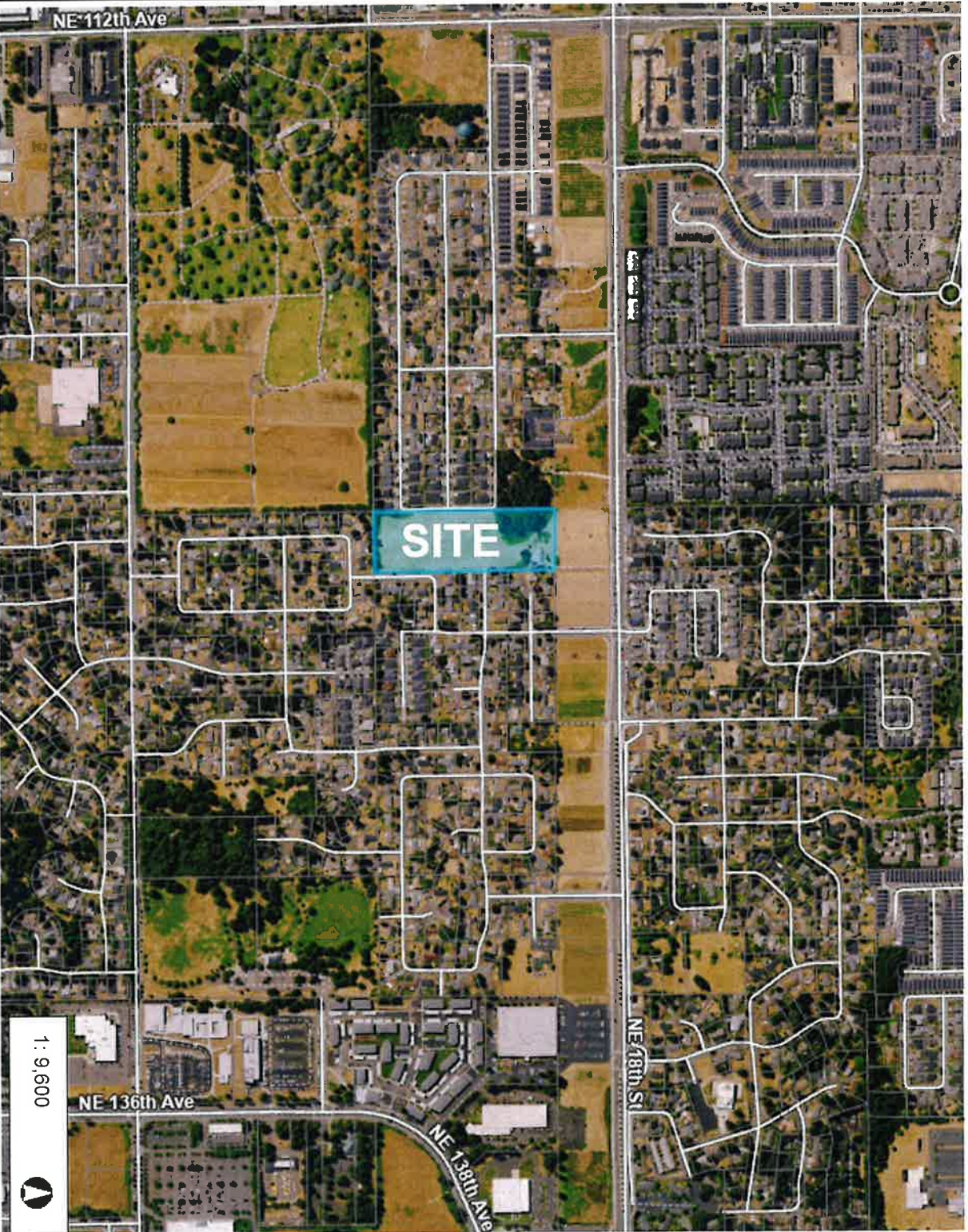
Name

Date

Coverage of this hearing is being cablecast live on Clark/Vancouver Television Channel 21 or 23, Comcast Cable Television System.



Fircrest Meadows



1,600.0 0 800.00 1,600.0 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA, GIS - <http://gis.clark.wa.gov>

1 : 9,600



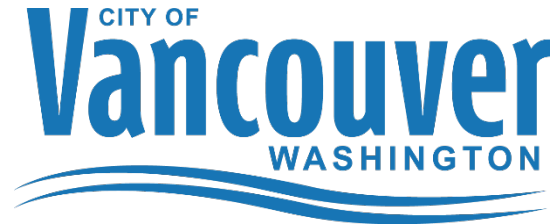
This map was generated by Clark County's "MapOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.



Legend

- ☐ Taxlots
- All Roads
 - Interstate or State Route
 - Arterial
 - Collector
 - Private or Other

Notes:



P.O. Box 1995 • Vancouver, WA 98668-1995
www.cityofvancouver.us

October 2, 2023

**Notice of Final Determination of Nonsignificance (DNS)
Fircrest Meadows
PRJ-168703/LUP-83548**

The city issued a determination of nonsignificance for this project Aug. 17, 2023; this determination is retained. The city received comments from the Department of Ecology and three members of the public.

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 nonsignificance has been issued.

Request: 57-lot single-family planned development, rezone from R-6 to R-9 and critical area permit through a Type IV process.

Location: 12301 NE 18th Street, Parcel 164912000 located within the NE ¼ of Section 27, Township 2N, Range 2E within the Willamette Meridian.

Contact: PLS Engineering, Travis Johnson, 604 W Evergreen Boulevard, Vancouver, WA 98660

Applicant: Ginn Group, Chad Stewart, 502 NE 72nd Street, Vancouver, WA 98665

Property Owner: Roger Bradstreet, 12301 NE 18th Street, Vancouver, WA 98684

Requests to appeal this decision must be made in writing within 14 calendar days after the date the decision is mailed. 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., Oct. 16, 2023.

Due to the limited days the permit center is open for walk-in assistance, the appeal request shall be emailed to eplans@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: Mark Person, AICP, Senior Planner
E-mail: mark.person@cityofvancouver.us

A handwritten signature in blue ink, appearing to read "Mark Person", is written over a horizontal line.

Name

Oct. 2, 2023

Date

EXHIBIT J

Trip Generation and & Distribution 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.**

City of Vancouver Transportation Services
Trip and Traffic Impact Fee Calculation Worksheet
Application Number: PRJ-168703

EXHIBIT K

Project Name: <u>Fircrest Meadows</u>	Date: <u>9/20/2023 12:00:00 AM</u>
Project Address: <u>12301 NE 18TH ST</u>	TAZ: <u>TA281</u>
Project Number: <u>PRJ-168703</u>	Primary Corridor: <u>18TH #1</u>
ENG Number: _____	Parcel 1 ID: <u>164912000</u>
TIF District: <u>Cascade</u>	Parcel 2 ID: _____
TIF Overlay District: <u>Overlay - Mill Plain / I-205</u>	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	1		1	1	10
^^ equals zero if this is a new development on greenfield or if old use has been gone > 1 year.								Existing Trips Total		
								1	1	10

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
		0	0	0	0	0				0
Single Family Det.Homes	210	0.75	1	10	1	57		45	59	570
*Unit of measure = ITE Unit by which total size is divided by in order to calc. trip generation								New Project Trips		
								45	59	570
**Size - Total size of development, eg 10 dwelling units or 50,000 sqf.								Net New Project Trips (new trip - existing trips)		
								44	58	560

***% 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	570	560.00	326	0		0.15	\$155,176.00	\$0.00
Sum		570	560	TIF Totals:				\$155,176.00	\$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

Application Number: PRJ-168703

Project Name:	Fircrest Meadows	Date:	9/20/2023 12:00:00 AM
Project Address:	12301 NE 18TH ST	TAZ:	TA281
Project Number:	PRJ-168703	Primary Corridor:	18TH #1
ENG Number:		Parcel 1 ID:	164912000
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
NE 112th Ave to NE 138th Ave	56	\$66.00	\$3,696.00
NE 138th Ave to NE 162nd Ave	8	\$66.00	\$528.00
Burton Rd: Andresen to NE 112th Ave	10	\$66.00	\$660.00
NE 112th Ave to NE 138th Ave	2	\$66.00	\$132.00
Mill Plain Blvd to NE 28th St	33	\$66.00	\$2,178.00
NE 28th St to NE 51st St	21	\$66.00	\$1,386.00
Mill Plain Blvd to NE 28TH	2	\$66.00	\$132.00
Calculated Total =			\$8,712.00

Total Monitoring Fee = \$1,500.00

Proportionate Shares				
Case Number	Project	Fee/Unit	Trips/Lots	Final Fee
	NE 172nd Ave - NE 18th St	\$300.00	2	\$600.00
	NE 187th Ave - NE 18th St	\$1,200.00	2	\$2,400.00
	NE 9th St - NE 162nd Ave	\$1,500.00	1	\$1,500.00
	NE 179th Place - NE 18th St	\$900.00	2	\$1,800.00
Total Proportionate Share Fees =				\$6,300.00

COMMENTS:

57 lot planned development subdivision with a zone change from R-6 to R-9.

District: Cascade	District TIF =	\$155,176.00
	Total TIF =	\$155,176.00

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.

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

Preliminary 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.**

July 13, 2023

City of Vancouver Development Review Services
4500 SE Columbia Way
Vancouver, WA 98661

**RE: Fircrest Meadows, PRJ-168703/PIR-83264
Road Modification Request**

Per Vancouver Municipal Code (VMC) 11.80.160 we are requesting a modification to the following roadway standards:

- Standard detail T10-16 concerning the roadway requirements for a Loop/Cul-de-sac street.

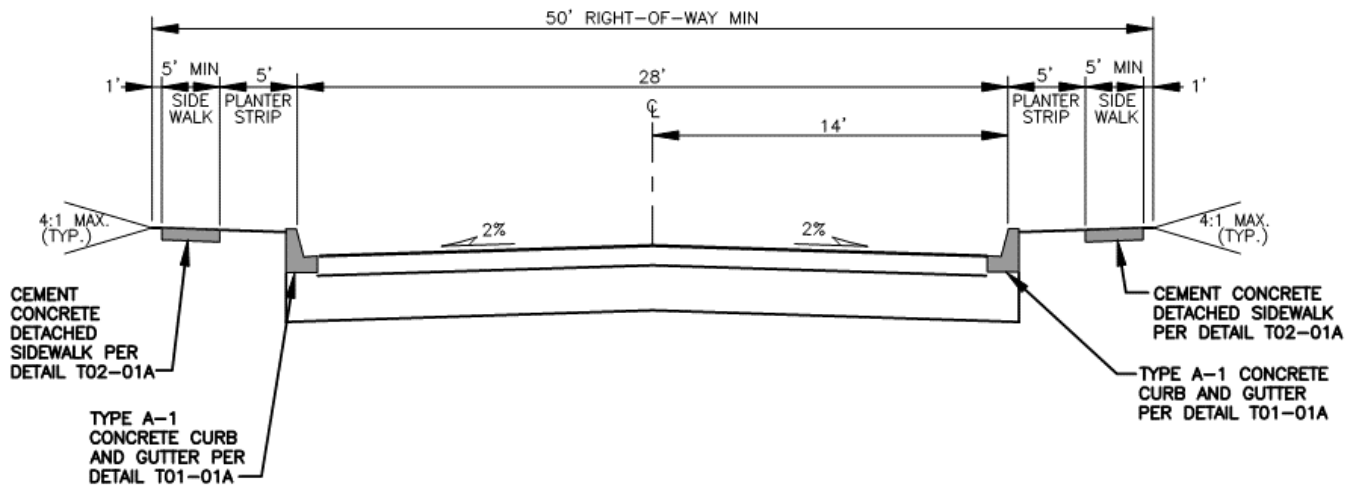
To be considered by the City and be granted modifications to the standards, the applicant must demonstrate at least one of the following conditions is applicable per VMC 11.80.160.C.2:

- a. Topography, right of way, existing construction or physical conditions or other geographic conditions make compliance with standards clearly impractical for the circumstances, or*
- b. A change to a specification or standard is required to address a specific design or construction problem which, if not enacted, will result in an unusual hardship, or*
- c. An alternative design in proposed which will provide a plan that is functionally equivalent or superior to these standards, or*
- d. Application of the standards of Title 11 to the development would be grossly disproportional to the impacts created; or*
- e. A change to a specification or standard is required to ensure consistency with features adjacent to or affected by the site where those existing features are not expected to change over time.*

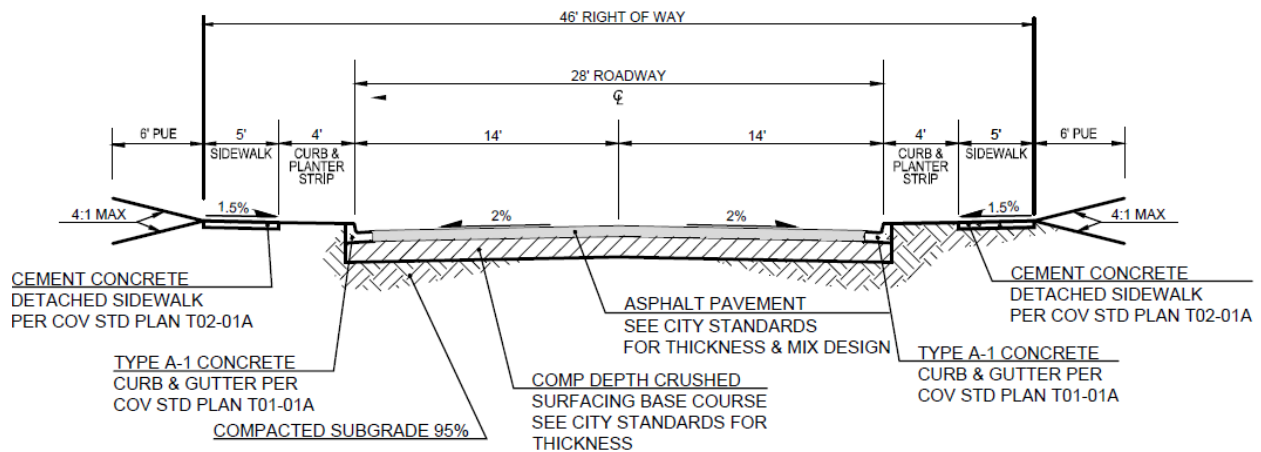
Loop/Cul-de-sac roadway Standards:

This modification request will use criteria c.

The applicant is proposing to modify the public roadway section for NE 122nd Court. The street will be classified as a cul-de-sac road per standard plan number T10-16. As shown in the figure below, the typical roadway section includes 50' of ROW, a 28' paved roadway width, 5' planter strip and curb, detached 5' sidewalk, and 1' of clear space behind the sidewalk. The applicant is proposing to modify this section by eliminating the 1' of clear space behind the sidewalk and reducing the width of the planter strip and curb from 5' to 4'. This will result in a right-of-way width of 46' and an unchanged 28' roadway width. The applicant is proposing to construct a modified roadway section that we believe will be functionally equivalent to the standards. The required and proposed roadway sections are shown below.



Cul-de-sac Roadway Standard Plan T10.16



NE 122ND Court Typical Section

(COV STD PLAN T10-16 - MODIFIED)

NTS

Proposed Roadway Section

NE 122nd Court will encompass two dead end cul-de-sac streets to the north and south of NE 16th Street that have no public interest for traffic circulation and will not conflict with the adopted arterial plan or circulation plan. The two dead-end streets will each serve more than 8 residential lots, however they are part of a planned unit development. The streets do not currently and do not have any potential to connect two public streets. Thus, the proposed NE 122nd Court will function as a private street per VMC 11.80.050.B, although the applicant has proposed a public street section for the roadway at the request of the city. The reduced 4' planter strip and curb and removed clear space behind the sidewalk meet the standards of a private street per standard plan number T10-17. For this reason, we believe that the proposed modified roadway section will be functionally equivalent to the standards. The sidewalk will meet the 5' standard width and the roadway will meet the 28' standard width requirements per the standard detail.

Another purpose of the modified roadway section is to allow for an increased lot depth. With a full 50' right-of-way width, the depth of the lots on either side of the street would be reduced by 2'. While this would meet the minimum lot depth standards it would decrease the lot areas below the proposed reduced area. The lots to the east of NE 122nd Court are perimeter lots adjacent to existing single level homes. The applicant is proposing a 4000 square foot minimum lot area for these lots, equaling a 20% reduction of the standard minimum lot area for the R-9 zone. The lots to the west of NE 122nd Court are interior lots with a proposed minimum lot area of 2,500 square feet, which is 50% of the standard minimum lot area. Reducing the lot depth by 2' on these lots would reduce lots 40-41, 44-46, & 55-57 below the reduced minimum lot areas described above.

There is also a substantial grade change from the west side of the site to the east side that will require retaining walls in the backyards of lots 20-26 & 43-47. NE 16th Street enters the site on the west at approximately 294' in elevation and will need to leave the east side at approximately 288.5'. There is also a depression running through the site from south to north with a low point of approximately 275' along the proposed alignment of NE 16th Street. The increased lot depth created by the modified roadway section for NE 122nd Court will allow for more clearance between the required retaining walls and back wall of the proposed residences.

C. Approval Criteria.

- 1. In reviewing a modification request, the City shall consider the applicable factors that include, but are not limited to, the following:**
 - a. Public safety, durability, cost of maintenance, function, and appearance;**

Public safety, durability, cost of maintenance, and function are not affected by this request. The appearance of the street is slightly changed, with the planter strip and distance reduced by 1' and the front of houses 1' closer to the back of sidewalk.

b. Advancing the goals of the comprehensive plan as a whole;

Approval of this road modification does not conflict with the goals of the comprehensive plan.

c. Any modification shall be the minimum necessary to achieve the stated purpose;

The proposed modifications are the minimum necessary to achieve the project goals.

d. Potential benefits of low impact development or innovative concepts; and

Low impact development or innovative concepts are not applicable to this request.

e. Self-imposed hardships shall not be used as a reason to grant a modification request.

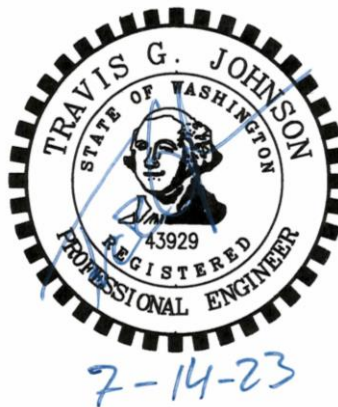
The applicant is not requesting approval based on self-imposed hardships.

In closing, we request that staff approve this road modification requests based on the reasoning above. If you have any questions or concerns, please contact me at (360) 944-6519 or matthew@plsengineering.com.

Sincerely,



Matthew Muller
PLS Engineering





September 19, 2023

PLS Engineering
 Attn: Travis Johnson, P.E.
 604 W Evergreen Boulevard
 Vancouver, WA 98660

PRJ-168703/LUP-83548
Road Modification Request – Modified Street Section
Fircrest Meadows PUD

Approved

Dear Mr. Johnson:

This letter is in response to the revised road modification request dated July 13, 2023. The applicant is requesting relief from City Standard Plans T10-16, which requires a 28-foot full-width pavement section with a five-foot wide detached sidewalk, a five-foot wide planter strip with a one-foot clear space behind the sidewalk on both sides of the street within a 50-foot full-width right-of-way.

The applicant is requesting approval of a modified version of City Standard Plan T10-16 for the design of NE 122nd Court, within the Fircrest Meadows PUD. The proposed modifications include:

- **Reducing the width of the planter strip to four-feet rather than five-feet, on both sides of the street.**
- **Eliminating the one-foot of extra right-of-way behind the sidewalk, on both sides of the street.**
- **These modifications will result in a total right-of-way width of 46-feet.**

The applicant is proposing a 57-lot, detached single-family home subdivision known as Fircrest Meadows PUD. The project is located at 12301 NE 18th Street, parcel #164912000. As part of the public improvements for this subdivision, the applicant is constructing NE 122nd Court, a public cul-de-sac street. There is a northern leg and a southern leg that intersect with NE 16th Street. The applicant proposes to construct the standard 28-foot full-width pavement section for NE 122nd Court and provide five-foot sidewalks with standard curb and gutter on both sides of the street; these street elements are consistent with the standard requirements per City Standard Plan T10-16. However, the applicant also proposes to construct four-foot planter strips and eliminate the

one-foot of extra right-of-way behind the sidewalk along both sides of the street, subsequently reducing the total right-of-way width to 46-feet.

NE 122nd Court will provide direct access to 24 single-family lots and will terminate in a cul-de-sac at both legs. The proposed street section with five-foot detached sidewalks, four-foot planter strips, and no additional right-of-way behind the sidewalk is consistent with the requirements of other public street types, including the Neighborhood Circulator (T10-14) and the Local Access Street – Type A (T10-15A). Therefore, the modifications proposed for the street are currently allowed on similar street types and will be functionally equivalent to the standard.

Also, by providing a reduced right-of-way section, lot depth will be increased. If the full 50 feet of right-of-way was provided, lot depth would be reduced by two feet and lots 40-41, 44-46 and 55-57 would be reduced below the allowable minimum lot areas. Finally, because of a substantial grade change from the west side to the east side of the site, retaining walls will be required in the back yards of lots 20-26 and 43-47. The increased lot depth created by the modified street section will allow for more clearance between the retaining walls and back wall of the proposed houses.

City staff has determined that the request to utilize a modified version of City Standard Plan T10-16 in the construction of NE 122nd Court, within Fircrest Meadows PUD, is consistent with the provisions of the City's code and will not create a safety hazard or other adverse condition. **Therefore, the road modification request is approved.**

Per VMC 11.80.160, modifications from the standards may be made in cases where unusual topographic conditions, nature of existing construction, unique or innovative development design or similar factors that would make adherence to the width, design, alignment undesirable or impracticable. A request for variation from the street section standards is categorized as a Technical (Minor) Modification, defined as a modification involving aspects of a particular standard that may change its general function, but not its essential function.

Per VMC 11.80.160, if a modification request is approved or denied by a City development approving authority (Public Works), such approval or denial may be appealed pursuant to the provisions of VMC 20.210.130 within fourteen (14) calendar days of the decision by submitting a letter to the approving authority through the Engineering Service Counter located at Vancouver City Hall (415 SE 6th Street, Vancouver, Washington).

If you have any questions or concerns pertaining to this matter, please contact our office at 360-487-7702.

Respectfully,

A handwritten signature in blue ink, appearing to read 'E. Hahn', is written over the typed name.

Eric Hahn, P.E.
Senior Civil Engineer
Public Works Department

Cc: File: PRJ-168703/LUP-83548

EXHIBIT P

Critical Areas 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 Q

Person, Mark

From: Bowen, Clarissa
Sent: Monday, August 21, 2023 10:04 AM
To: WSDOT Aviation Land Use Inquiries and Application Submittals
Cc: Person, Mark
Subject: RE: [EXTERNAL] City of Vancouver NOA/DNS for PRJ-168703/LUP-83548 Fircrest Meadows

Hello,

Thank you for your email. I am including Mark Person, the case manager for this project.

Clarissa Bowen | Support Specialist
Land Use Planning
Community Development Department



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: WSDOT Aviation Land Use Inquiries and Application Submittals <AviationLandUse@WSDOT.WA.GOV>
Sent: Monday, August 21, 2023 9:41 AM
To: Bowen, Clarissa <Clarissa.Bowen@cityofvancouver.us>
Subject: RE: [EXTERNAL] City of Vancouver NOA/DNS for PRJ-168703/LUP-83548 Fircrest Meadows

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.

M Bowen,

WSDOT Aviation Division reviewed the provided documents on 08/21/2023. We have no comments concerning land use issues. Please consult with the [FAA Obstruction Evaluation / Airport Airspace Analysis program](#) for any potential notification requirements.

Cheers,

David Ison, PhD | Aviation Planner
Emerging Aviation Technologies & Land Use Compatibility
Washington State Department of Transportation
isond@wsdot.wa.gov C: 360-890-5258

From: Bowen, Clarissa <Clarissa.Bowen@cityofvancouver.us>

Sent: Thursday, August 17, 2023 7:56 AM

To: Alan Haagen <alan@sureholder.com>; Wheeler, Chuleana <Chuleana.Wheeler@cityofvancouver.us>; Clark County Neighbors <ClarkCountyNeighbors@hotmail.com>; Clark Public Health Land Use email <CCPHLandUse@clark.wa.gov>; Clif Barnes <madbushido@gmail.com>; Whitlam, Rob (DAHP) <Rob.Whitlam@DAHP.WA.GOV>; DNR - SEPA <sepacenter@dnr.wa.gov>; Gary Yarne / VSD <Gary.Yarne@vansd.org>; Glen Yung <incrediblehistorichomes@gmail.com>; Lorie Clark <lclark@lcfrb.gen.wa.us>; mattlondon2001@yahoo.com; Melissa Johnston <Melis2jo@gmail.com>; Miles Johnson - Columbia Riverkeeper <miles@columbiariverkeeper.org>; Oliver Orjiako - Clark County <oliver.orjiako@clark.wa.gov>; Oregonian, The <clarkcounty@oregonian.com>; Port of Vancouver - Mary Mattix <mmattix@portvanusa.com>; Port of Vancouver - Matt Graves <mgraves@Portvanusa.com>; Port of Vancouver - Patty Boyden <pboyden@portvanusa.com>; Powell, Lee Jr <aero180@aol.com>; Raelynn Good/Evergreen School District <raelynn.good@evergreenps.org>; Regulatory.nws@usace.army.mil; Rob Palena <rpalena@mackaysposito.com>; Roxy Mikaeletupua <roxanne.mikaeletupua@vansd.org>; Southwest Clean Air <SEPA@swcleanair.org>; Susan Law <yummyslaw@yahoo.com>; Hanson, Sydney (DAHP) <Sydney.Hanson@dahp.wa.gov>; Taylor Eidt <taylor.eidt@c-tran.org>; The Columbian - Scott Hewitt <scott.hewitt@columbian.com>; US Army Corps Eng. SW WA field office <Steven.W.Manlow@usace.army.mil>; Michael Walker <director@vdausa.org>; WSDOT Aviation Land Use Inquiries and Application Submittals <AviationLandUse@WSDOT.WA.GOV>; Johnson, Eric <JohnsEL@wsdot.wa.gov>; WSDOT SW SEPA Review <SW-SEPA-REVIEW@WSDOT.WA.GOV>; Bowen, Clarissa <Clarissa.Bowen@cityofvancouver.us>; Delapena, Amanda <Amanda.Delapena@cityofvancouver.us>; Eiken, Chad <Chad.Eiken@cityofvancouver.us>; Holmes, Eric <Eric.Holmes@cityofvancouver.us>; Jones, Keith <Keith.Jones@cityofvancouver.us>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Lehto, Kristin <Kristin.Lehto@cityofvancouver.us>; Nortz, Jason <Jason.Nortz@cityofvancouver.us>; Perlick, David <David.Perlick@cityofvancouver.us>; Person, Mark <mark.person@cityofvancouver.us>; Picchioni, Tina <Tina.Picchioni@cityofvancouver.us>; Rude, Becky <Becky.Rude@cityofvancouver.us>; Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>; Thirunagari, Sree <Sree.Thirunagari@cityofvancouver.us>; Tubberville, Monica <Monica.Tubberville@cityofvancouver.us>; Turner, Greg <Greg.Turner@cityofvancouver.us>

Subject: [EXTERNAL] City of Vancouver NOA/DNS for PRJ-168703/LUP-83548 Fircrest Meadows

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Attached are the NOA/DNS and map for the above listed project.
Comments are due by 4 p.m., Sept. 18, 2023.

For additional information about this project, contact the project case manager.

Mark Person, AICP, Senior Planner

Land Use Planning

Community Development Department

mark.person@cityofvancouver.us

~~~~~

If someone other than the person to whom this message was sent is a more appropriate recipient, please reply to this message and provide contact information.

Please advise by replying to this message if you wish to be removed from this distribution list.

**Clarissa Bowen | Support Specialist**

**Land Use Planning**

**Community Development Department**



**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](#)**

**Lisa Harker**

---

**From:** DAHP SEPA (DAHP) <sepa@dahp.wa.gov>  
**Sent:** Friday, July 14, 2023 10:23 AM  
**To:** Jordan Haddad  
**Cc:** Lisa Harker; Alexander Gall; Thomas Odom; Chad Stewart  
**Subject:** RE: DAHP Project 2023-07-04120 | Fircrest Meadows | City of Vancouver Predetermination

Hi Jordan,

This predetermination report has been received by the DAHP. No formal review of this project has been undertaken at this time. However, we agree with the recommendation that the existing single family residence and attached garage should be recorded on a DAHP Historic Property Inventory form prior to demolition.

All the best,

**Sydney Hanson, MA** (she/her) | **Local Government Archaeologist**  
*Eastern Washington & Columbia River Counties*  
360.280.7563 | [sydney.hanson@dahp.wa.gov](mailto:sydney.hanson@dahp.wa.gov)

Department of Archaeology & Historic Preservation | [www.dahp.wa.gov](http://www.dahp.wa.gov)  
1110 Capitol Way S, Suite 30 | Olympia WA 98501  
PO Box 48343 | Olympia WA 98504-8343



Please consider the environment before printing this email

---

**From:** Chad Stewart <Chad@ginngroup.com>  
**Sent:** Friday, July 14, 2023 8:10 AM  
**To:** Jordan Haddad <Jordan@archaeologicalservices.com>; DAHP SEPA (DAHP) <sepa@dahp.wa.gov>  
**Cc:** Lisa Harker <lisa@plseengineering.com>; Alexander Gall <alex@archaeologicalservices.com>; Thomas Odom <Tom@archaeologicalservices.com>  
**Subject:** RE: DAHP Project 2023-07-04120 | Fircrest Meadows | City of Vancouver Predetermination

External Email

Project: **Fircrest Meadows**

- DAHP Project #2023-07-04210

Good morning, Jordan.

Still no receipt confirmation from DAHP? Predetermination was sent/receipt confirmation requested on 7/5. Would you please follow-up directly with the appropriate DAHP staff member...phone call?

Thanks,  
Chad

---

**From:** Chad Stewart  
**Sent:** Tuesday, July 11, 2023 8:50 AM  
**To:** Jordan Haddad <[Jordan@archaeologicalservices.com](mailto:Jordan@archaeologicalservices.com)>; SEPA (DAHP) <[sepa@dahp.wa.gov](mailto:sepa@dahp.wa.gov)>  
**Cc:** Lisa Harker <[lisa@plsengineering.com](mailto:lisa@plsengineering.com)>; Alexander Gall <[alex@archaeologicalservices.com](mailto:alex@archaeologicalservices.com)>; Thomas Odom <[Tom@archaeologicalservices.com](mailto:Tom@archaeologicalservices.com)>  
**Subject:** RE: DAHP Project 2023-07-04120 | Fircrest Meadows | City of Vancouver Predetermination

Project: **Fircrest Meadows**

- DAHP Project #2023-07-04210

Hi, Jordan.

Has DAHP responded to your request for receipt confirmation you sent last Wednesday? If not, would you please follow-up today and ask them to send the standard, "The predetermination has been received. No formal review has been undertaken." We're submitting our land use application this week and need DAHP's receipt confirmation.

The attached email confirmation on our last Vancouver project came from Sydney Hanson. Perhaps follow-up directly with her?

Thanks,  
Chad

---

**From:** Jordan Haddad <[Jordan@archaeologicalservices.com](mailto:Jordan@archaeologicalservices.com)>  
**Sent:** Wednesday, July 5, 2023 2:54 PM  
**To:** SEPA (DAHP) <[sepa@dahp.wa.gov](mailto:sepa@dahp.wa.gov)>  
**Cc:** Chad Stewart <[Chad@ginngroup.com](mailto:Chad@ginngroup.com)>; Lisa Harker <[lisa@plsengineering.com](mailto:lisa@plsengineering.com)>; Alexander Gall <[alex@archaeologicalservices.com](mailto:alex@archaeologicalservices.com)>; Thomas Odom <[Tom@archaeologicalservices.com](mailto:Tom@archaeologicalservices.com)>  
**Subject:** DAHP Project 2023-07-04120 | Fircrest Meadows | City of Vancouver Predetermination

Hello,

A City of Vancouver archaeological predetermination report for the Fircrest Meadows project area has been submitted under DAHP Project 2023-07-04120 and is ready for review. When you are able, please provide proof of receipt by replying all to this email.

Thank you,

Jordan

-----  
**Jordan Haddad, B.S.**

Staff Archaeologist / Lab Coordinator

**Archaeological Services, LLC.**

601 Officers Row

Vancouver, WA 98661

(360) 260-8614

CAUTION: This email is from OUTSIDE our organization

"



**Person, Mark**

---

**From:** Dale Lewis <daletech48@gmail.com>  
**Sent:** Saturday, August 19, 2023 4:47 PM  
**To:** Person, Mark  
**Subject:** Fircrest Meadows PRJ-168703/LUP-83548

You don't often get email from daletech48@gmail.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.

I would like to attend the virtual meeting. I live at 12031 NE 16th St, Vancouver, WA 98684. Thank you Dale

## Person, Mark

---

**From:** Audra Koopmann <audramann113@gmail.com>  
**Sent:** Sunday, August 20, 2023 8:01 PM  
**To:** Person, Mark  
**Subject:** Fircrest Meadows PRJ-168703/LUP-83548

You don't often get email from audramann113@gmail.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.

Greetings Mark,

I received a notice regarding the application and remote public hearing and the optional SEPA determination of nonsignificance and would like to be included in the hearing. As I live on 125th Avenue between 16th and 17th Street (since 2008) this would impact my whole street from 15th Street to 18th Street.

If possible, is there a way to be able to review the plans? I would like to know if they included Fircrest Meadows' own ingress/egress or if they are opening up either 16th and or 15th Streeting for through traffic and expect them to use 125th Avenue? This would have the biggest impact on everyone who lives on and near these streets. Was a traffic study conducted?

I had to look up SEPA and while it does talk about the environmental impact this would have, I would like to know if there was a study done about watershed as this seems to be an area where rainwater and such run from the development that is west of the site. As it seems the city has a hard time keeping the current system from flooding on 15th street and 123rd Avenue.

Let me know if you have any questions about my requests.

Thank you,

Audra Koopmann | Vancouver, WA

*No trees were harmed in the creation of this electronically composed and digitally published email but a fair number of electrons were somewhat perturbed.*

## Person, Mark

---

**From:** Audra Koopmann <audramann113@gmail.com>  
**Sent:** Sunday, October 8, 2023 7:16 PM  
**To:** Bowen, Clarissa  
**Cc:** RBBRADSTREET@COMCAST.NET; Chad Stewart; Travis Johnson; Daletech48@gmail.com; Person, Mark; Turner, Greg  
**Subject:** Re: City of Vancouver Final DNS for PRJ-168703/LUP-83548 Fircrest Meadows  
**Attachments:** image003.png

**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.

Greetings Clarissa,

I was under the impression that there would be a public hearing that I could attend and have been waiting for that notification. My concerns are that they did the traffic study AFTER school was out, so I feel the traffic impact on 125th will be much more than they are claiming. I have lived on 125th for 16 years and can tell you that it is already heavily used, with people going way too fast. Did you know that there is an elementary bus stop on 125th and 17th? I know I won't be able to stop the development, and honestly it is expected, but what I would like is a better way to mitigate the increase in traffic. I know they did not plan on adding their own ingress/egress because it probably made it more expensive and they would most likely lose one or two lots. Also your traffic study states that they expect some to go up the hill on 16th and then back down the hill on 118th, that will not be reality. Most people pick the path of least resistance, they will come to 125th, because they do not want to deal with two hills. 57 homes, with a minimum of 2 cars, that is 114 cars daily, not the 36 average cars the report states. Most homes are two income households, so 114 cars is more realistic.

Curb 'softening' at the beginning of the development is not going to stop people from driving too fast down 125th on the way to and from 18th street.

Ideally I would like to see that the development have its own in/out with a light on 18th street, this would also slow down the people who think they are in the Fast and Furious and that 18th is their personal runway. At least improve 125th from 15th street to 18th street with speed humps just after 15th street, just past 16th street and just after 17th street.

Please let me know who and where I submit a request for review & revision of the plans. Like I stated, I do not mind the homes and understand the field will be developed, but the established neighborhood and families need to be taken into consideration as well. The long term effects for us will be increased taxes and traffic.

Thank you,

Audra Koopmann | Vancouver, WA

*No trees were harmed in the creation of this electronically composed and digitally published email but a fair number of electrons were somewhat perturbed.*

On Mon, Oct 2, 2023 at 9:06 AM Bowen, Clarissa <[Clarissa.Bowen@cityofvancouver.us](mailto:Clarissa.Bowen@cityofvancouver.us)> wrote:

Attached is the Final DNS for the above listed project.

The appeal period ends by 4 p.m., Oct. 16, 2023.

**For additional information about this project, contact the project case manager.**

**Mark Person, AICP, Senior Planner**

**Land Use Planning**

**Community Development Department**

[mark.person@cityofvancouver.us](mailto:mark.person@cityofvancouver.us)

~~~~~

If someone other than the person to whom this message was sent is a more appropriate recipient, please reply to this message and provide contact information.

Please advise by replying to this message if you wish to be removed from this distribution list.

Clarissa Bowen | Support Specialist

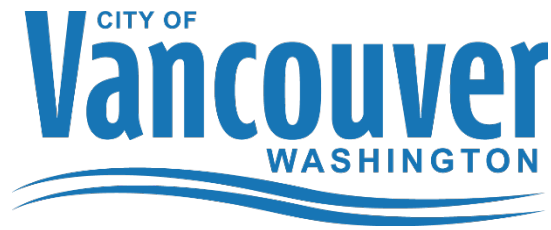
Land Use Planning
Community Development Department



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](#)



City of Vancouver • P.O. Box 1995 • Vancouver, WA 98668-1995

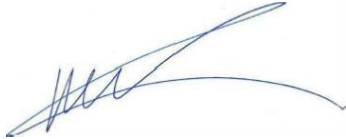
www.cityofvancouver.us

**Staff Report and Recommendation to the Hearing Examiner
Fircrest Meadows
PRJ-168703/LUP-83548**

Report Date	November 3, 2023
Hearing Date	November 21, 2023
Proposal	57-lot single-family planned development and zone change from R-6 to R-9 through a Type IV process
Location	12301 NE 18th Street, Parcel 164912000 located within the NE ¼ of Section 27, Township 2N, Range 2E within the Willamette Meridian
Contact	PLS Engineering, Travis Johnson, 604 W Evergreen Boulevard, Vancouver, WA 98660
Applicant	Ginn Group, Chad Stewart, 502 NE 72nd Street, Vancouver, WA 98665
Property Owner	Roger Bradstreet, 12301 NE 18th Street, Vancouver, WA 98684
Staff	Mark Person, Senior Planner / Case Manager Eric Hahn, Senior Civil Engineer, Transportation/Concurrency Kassidy Flaherty, Deputy Fire Marshal Amanda Romero, Solid Waste Giff Hancock, Civil Engineer -Water Aaron A. Odegard, Civil Engineer, Sewer Mike Swanson, Civil Engineer, Stormwater Eric Stinson, Building Plans Examiner
SEPA Determination	Final Determination of Nonsignificance
Approval Criteria	Planned Development – VMC20.260.050 Subdivision – VMC20.320.040 Zone Change – VMC20.285.060 Critical Area – VMC20.740.060
Recommendation	Preliminary approval with conditions. Project conditions and/or required revisions are identified in the conclusion of this report.

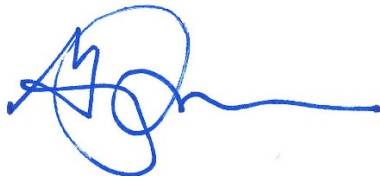
RECOMMENDATION

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.



Report Prepared by
Mark Person, AICP, Senior Planner/Case Manager

November 3, 2023
Date



Greg Turner, Manager
Land Use Planning

November 3, 2023
Date

BACKGROUND

Project Summary

Proposed 57-lot single-family planned development, rezone from R-6 to R-9 and critical area permit for slopes greater than 25 percent through a Type IV process. Northeast 14th Street and NE 16th Street will be extended through the site. The heavily treed and steep slope area will be retained within proposed Tract 'A' at the northwest corner of the site.

General Site Information

Zoning District	R-6
Adjacent Zoning Designation	Easement to the north, R-6 to the east, R-6 to the south and R-6 to the west
Comprehensive Plan Designation	UL
Parcel Size	9.85 acres
Adjacent Land Uses	Easement/OS to the north, residential to the east, residential to the south and residential to the west
Access Roads	NE 121 st to the west, NE 16 th and NE 15 th to the east
Existing Vegetation	Grasses and trees in the northwest corner of the site
Existing Structures	Existing home in the northeast corner of the site
Topography	276 feet at the northwest corner and 294 feet at the south property line
Geologic Hazards	Slopes > 25%
Seismic Hazard	NEHRP Class C
Habitat and Species Impacts	No mapping indicators
Flood Plains	Outside flood area
Wetlands	No mapping indicators
Archaeology	Level B – Lower Probability
Drainage Basin	Burnt Bridge Creek
Wellhead Protection	Critical Aquifer Recharge Area
Soils	LgB, LgF and WrF
Park Impact Fee District	District C
School Impact Fee District	Evergreen
Impacted Schools	Fircrest, Cascade and Evergreen
Traffic Impact Fee District	Cascade
Transportation Analysis Zone	281
Sewer District	Vancouver
Water District	Vancouver
Fire Service	Vancouver
Neighborhood Association	Fircrest

Procedural History

Activity	Case #	Date
Pre-application conference	PIR-83264	04/13/2023
Application submitted	LUP-83548	07/24/2023
Application determined fully complete		08/09/2023
Notice of application and notice of public hearing		08/17/2023
SEPA determination: Final DNS		10/02/2023
Hearing Date		11/21/2023

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; 20.260 Planned Developments; 20.285 Text and Map Amendments; 20.320 Subdivisions; 20.740 Critical Areas Protection; 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; 20.790 State Environmental Policy Act Regulations; and 20.970 Solid Waste Disposal and Recycling.

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

Agency and public comments are listed below. The proposed project has been reviewed and recommendations made in light of these comments.

Clark County Public Health

CCPH issued a Development Review Evaluation for the project dated June 7, 2023 (Exhibit G).

On-Site Sewage Treatment Systems (CCC 24.17, WAC 246-272A, CCC 40.370, RCW 58.17)

Public sewer services is proposed and required for this development. County records indicate the presence of an operational on-site sewage system (OSS) on the parent parcel.

- 12301 NE 18th Street, Parcel 164912000: Operational OSS ON0023260, unable to be located by CCPH staff during May23, 2023 site evaluation

Additional OSS components may exist at the site. This OSS and any additional OSS tanks or drywells discovered during development must be properly abandoned per CCC 24.17.210, with written notice provided to Clark County Public Health and Online RME Pumper Reports attached. Abandoned OSS locations must be marked on the final plat.

The proposed development must be served by public sewer. A copy of the final acceptance letter (or equivalent) from the sanitary sewer purveyor shall be submitted to the City of Vancouver Community Development Department with the final development site plan.

Water Systems (WAC 173-160, WAC 246-290, CCC 40.370, RCW 58.17)

Public water service is proposed and required for this project. An operational water well was observed in the field on the parent parcel by CCPH staff during a May 23, 2023 field visit.

- 12301 NE 18th Street, Parcel 164912000: Operational water well WP0013622 located south of existing residence

Other wells may exist on the parcel. This well and any others discovered during development must be properly decommissioned by a licensed well driller per WAC 173-160-381. Written verification and the decommissioned well report must be submitted to CCPH and decommissioned well locations 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 to the City of Vancouver Community Development Department with the final development site plan.

Underground Storage Tanks (WAC 173-360A)

CCPH staff located evidence of an underground storage tank (UST) on the eastern side of the parent parcel at the end of the driveway accessing the existing residence from 18th Street. Above-ground components of this UST exhibited signs of extreme degradation. This UST is located within the 100-foot sanitary control area radius of the water well serving the existing residence and lies within the 5-year impact municipal wellhead protection area of Vancouver Water Station 7 to the southeast. This UST may be leaking diesel or heating oil into surrounding soils and groundwater.

CCPH recommends evaluation of the tank and surrounding soils for evidence of leakage. USTs contributing to local contamination exceeding MTCA Method A Cleanup Levels fall under the purview of Washington State Department of Ecology and may require additional remediation measures after decommissioning.

Department of Ecology

A letter was received from the Dept. of Ecology dated Sept. 18, 2023 (Exhibit F). 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 April 21, 2023 (Exhibit D). The letter contains information on bus transportation.

Public Comment

A phone call was received by Jim Martin during the comment period. Mr. Martin was concerned about how narrow NE 16th Street is west of the site. The applicant and transportation staff both confirmed that there are no parking signs along this section of NE 16th Street. An email was received by Audra Koopmann regarding increased traffic, the watershed and stormwater. Transportation, erosion control and stormwater management are addressed within this report. Public comment is included with this report as Exhibit S.

FINDINGS

Land Use

20.210 Decision Making Procedures

Finding: Per VMC 20.210-1 Planned developments require a Type IV process and recommendation by the hearing examiner to the City Council for final approval. Per Table 20.210-1, preliminary subdivision (10 lots or more) requires a Type III process and preliminary approval by the hearing examiner.

Per VMC 20.210.020.D, when more than one application is submitted for a given development and those applications are subject to different types of procedure, then all of the applications are subject to the highest type of procedure that applies to any of the applications.

20.260 Planned Developments

Finding: Per VMC 20.260.030(1) planned developments, 25 acres or less require a Type IV process and a recommendation by the hearing examiner to the City Council for final approval.

20.260.010 Purpose

A. *Flexibility. Provide a means for creating planned environments in any base zoning district through the application of flexible standards, i.e., zero-lot lines, narrower streets, and other innovative planning practices that will result well-designed, efficient and functional urban environments.*

B. *Efficiency. Facilitate the efficient use of land.*

C. *Economic feasibility. Increase economic feasibility by fostering the efficient arrangement of land use, buildings, circulation systems, open space and utilities.*

D. *Resource preservation. Preserve to the greatest extent possible the existing landscape features and amenities through the use of a planning procedure that can tailor the type and design of a development to a particular site.*

Finding: The applicant is proposing a planned development to accommodate specific design elements, efficiency, feasibility, and resource preservation.

The proposal meets the goals and policies of providing new housing, flexibility and efficiency for a growing diverse population as listed in the Vancouver Comprehensive Plan 2011-2030.

20.260.020 Applicability

A. Applicable in all zones

The planned development is a development vehicle that may be used in all base zoning districts except in the Park, Greenway and Natural Area districts.

Finding: The base zone of the parcel is R-6 and the submitted application includes a proposal to rezone to R-9, a planned development is allowed.

B. Permitted Uses.

Finding: The subject site is currently zoned R-6. The application includes a rezone to change the site from R-6 to R-9. The applicant is proposing 57 single-family detached units. In the R-6 and R-9 residential districts, single-family detached dwellings are permitted by right within planned developments per VMC 20.260.020(B)(1)(a) & VMC 20.206.020(B)(2)(a).

C. More than one base zone

More than one base zone. When a site contains land that is in more than one zoning district, the allowed and conditional uses at the required minimum and maximum densities, if applicable, shall be

proportionate to the land within the development site devoted to each zoning district. The zoning may be shifted around the site provided that the same proportion acreage of each zoning district is retained. The concept and detailed plans shall explicitly illustrate such physical re-configuration of the site and shall be used as the basis for all subsequent land use reviews.

Finding: The entire site is zoned R-6 and does not contain more than one base zone.

20.260.030 Approval Process

A. Elements of approval process. The two elements of the planned development approval process

1. Approval of the planned development concept development plan which contains a substantial level of detail for the whole project; and
2. Approval of the detailed site plan(s) to be constructed in one or more phases that provide all of the additional detail not contained in the concept plan.

Finding: The applicant has submitted a concept development plan and a detailed development plan as part of their planned development application. In addition, the applicant is requesting approval of a subdivision and zone change from R-6 to R-9. Per VMC 20.260.030(C), filing multiple applications is permitted and shall be reviewed by the procedure type of the highest level. The review for a new planned development concept plan requires a Type IV procedure which is the highest level in this application. Staff finds the proposed concurrent reviews adhere to VMC 20.260.030(C).

B. Decision-making process.

1. *Initial approval.* A new planned development concept plan shall be processed by means of a Type IV review, per 20.210 VMC, using approval criteria contained in 20.260.050 VMC. The Planning Commission shall be the initial review authority for planned developments greater than 25 acres in size and the Hearings Examiner shall be the initial review authority for planned development 25 acres or less in size. The initial reviewer shall issue a recommendation to the City Council. The City Council shall be the final authority for planned developments.

Finding: As previously mentioned, a new development concept plan shall be processed by means of a Type IV review. Planned developments less than 25 acres in size shall be initially reviewed by the hearing examiner then subsequently the city council for final approval. The public hearing before the Hearing Examiner is scheduled for Nov. 21, 2023, and a first City Council reading is scheduled for Jan. 8, 2024, and a Jan. 22, 2024, public hearing.

C. Concurrent reviews. An applicant may file two or more related requests concurrently. These concurrent reviews will be reviewed by the procedure type of the higher/highest level, that is, if one review is subject to a Type III process and the other a Type II process, both will be subject to a Type III review process.

Finding: As previously mentioned, staff finds the proposed concurrent reviews adheres to VMC 20.260.030(C). The planned development and zoning map amendment are concurrently reviewed as a Type IV application.

D. Adjustments. Adjustments to numerical development standards in the underlying zoning district shall meet the criteria contained in Section 20.260.050(B) VMC below in lieu of requirements for variances contained in Chapter 20.290 VMC. The exception to this is a request to exceed the maximum height permitted in the underlying zone, which will require a concurrent variance request per 20.290 VMC.

Finding: The applicant is requesting an adjustment to lot coverage to a maximum of 55 percent and reduction in the minimum lot size requirement under the planned development provisions. The requested adjustments meet the adjustment approval criteria of 20.260.050.B 1-3. The plan identifies goals for a diversity of housing types in more urban areas for a growing demographically diverse population.

20.260.050 Approval Criteria

A. Concept development plan approval criteria. To receive approval for a planned development, the applicant shall demonstrate compliance with all of the following criteria:

1. Content. The concept plan contains all of the components required in Section 20.260.070. The proposed development and uses comply with all applicable standards of the Title, except where adjustments are being approved as part of the concept plan application, pursuant to Section 20.260.030 (D)(2).

Applicant Response: The concept plan contains all of the components required in Section 20.260.070. The proposed development and uses comply with all applicable standards of the Title. The applicant is not proposing any adjustments that are not outright allowed by this planned development process.

Finding: The applicant submitted a concept development plan with the application. Elements of this plan were reviewed against VMC 20.260.070. Further analysis of this plan will be addressed throughout this report.

2. Architectural and site design. The proposed development demonstrates the use of innovative, aesthetic, energy-efficient and environmentally friendly architectural and site design.

Applicant Response: The site design was generally dictated by existing features around and within the site. The adjacent roadways were required to be extended and widened to meet city standards. Most of the onsite trees are also proposed to be retained within an open space at the NW corner of the site. The combination of roadway design and tree retention resulted in an efficient site design that will benefit the public by providing vehicular and pedestrian connections through the site as well as providing open spaces for the community to enjoy.

The applicant is currently proposing homes that are no larger than 1 500 sq ft. These smaller homes and the compact subdivision design results in an environmentally friendly development. The smaller homes are planned to maximize functionality without wasted space. Larger homes would be less environmentally friendly due to the additional heating/cooling and energy costs. The subdivision is efficiently planned and compact. Higher density development within urban areas with existing urban services are significantly more environmentally friendly than large-lot subdivisions or development outside of the urban areas. The compact design of the site also limits the impervious surfaces and retains valuable open space within the site.

Lots 40-47 on the preliminary plat directly abut existing homes in the Sandcastle Heights Subdivision to the east. Lots 1-7 directly abut existing homes in the Evergreen Park Subdivision to the south. These lots have been designed with a wider lot width of 42'- 45', rather than the reduced width of 30', to create a buffer along the perimeter where adjacent single-family homes exist. These homes are also planned to be single level homes which will reduce perceived impacts of the development for adjacent neighbors.

The proposed homes will be energy efficient. The homes will be served by electricity only – no natural gas will be brought into the development. The smaller sized homes (less than 1,500sf) will result in efficient 3-bedroom floorplans. The applicant generally proposes slab on grade homes with efficient building envelopes and better than industry standard windows. The homes will likely include high efficiency HVAC systems using electric heat pumps with a minimum HSPF rating of 9.5. The project's electric design will account for all homes to have EV chargers, and all garages will be EV charger-ready.

Finding: The proposed development includes smaller, one-story homes, larger lots at the exterior of the development and energy efficient features.

3. Transportation system capacity. There is either sufficient capacity in the transportation system to safely support the development proposed in all future phases or there will be adequate capacity by the time each phase of development is completed.

Applicant Response: There is sufficient capacity in the transportation system to safely support the development as proposed. A Traffic Study has been prepared for this site and is included with this application.

Finding: A trip generation and distribution report dated June 28, 2023, was submitted to the City of Vancouver Transportation Department for review (Exhibit J). Comments on the traffic study are listed later in this report addressing this requirement.

4. Availability of public services. There is either sufficient capacity within public services such as water supply, police and fire services, and sanitary waste and storm water disposal, to adequately serve the development proposed in all future phases, or there will be adequate capacity available by the time each phase of development is completed.

Applicant Response: There is sufficient capacity within public services such as water supply, police and fire services, and sanitary waste and storm water disposal, to adequately serve the development as proposed. Please see the Preliminary Plans for further information.

Finding: The proposal has been reviewed by Vancouver Public Works for public service availability. Their comments are listed later in this report addressing this requirement.

5. Protection of designated resources. Protection of designated resources. City-designated resources such as historic landmarks, significant trees and sensitive natural resources are protected in compliance with the standards in this and other Titles of the VMC.

Applicant Response: There are no historic landmarks. The single critical area onsite (an Oregon white oak tree) will be retained and protected.

Finding: According to mapping records, a portion of the northwest corner of the site contains slopes greater than 25 percent. There is an Oregon white oak on-site that is not mapped as habitat but will be preserved. Slopes greater than 25 percent are regulated under the geologic hazard areas of VMC 20.240, addressed within this report.

6. Compatibility with adjacent uses. The concept plan contains design, landscaping, parking/traffic management and multi-modal transportation elements that limit conflicts between the planned development and adjacent uses. If zoning districts are shifted per Section 20.260.020(C) VMC,

there shall be a demonstration that the reconfiguration of uses is compatible with surrounding uses by means of appropriate setbacks, design features or other techniques.

Applicant Response: In order to provide a transition of density from adjacent sites and to avoid perceived impacts to adjacent single-story homes, the applicant is proposing the following minimum lot area/widths:

	Minimum lot area (sq ft)	Lot area reduction	Lot width (ft)	Lot width reduction	Average lot area (sq ft)
Perimeter lots adjacent to existing single level homes	4000	20%	43	5%	4427.0
Perimeter lots adjacent to existing roadways	3333.3	33.3%	36	20%	3661.1
Interior lots or lots adjacent to BPA	2500	50%	30	33.3%	2821.0

Proposed lots 1-7 and 40-47 directly abut existing residences with larger lot sizes and mostly single level homes. The lots will have a minimum 40-foot lot width with a minimum 4000-square-foot lot size and are currently planned to be single level homes. Lots 8-19 and 35-39 are across the road from existing development. Because the roadway already provides a buffer these lots are designed to have a minimum 36-foot lot width and a 3333-square-foot lot area. The remaining lots are internal or adjacent to the BPA right of way and will have a minimum 30-foot lot width and a 2,500-square-foot lot area. This transitioning of densities will minimize perceived impacts and result in a compatible design with the existing neighborhood.

Finding: The subject site is surrounded by residential uses to the east, south and west. To the north of the site is the BPA easement and NE 18th Street beyond that. Based on the surrounding uses, zoning and comprehensive plan designation, the proposed development is compatible with the adjacent uses.

7. Mitigation of off-site impacts. All potential off-site impacts including litter, noise, shading, glare and traffic, will be identified and mitigated to the extent practicable.

Applicant Response:

- Noise – Construction will occur only during the approved hours according to VMC 7.05.010. At full buildout the general residential noise from the new development is not expected to cause any off-site impacts.
- Shading – The proposed homes are proposed to be well under the 35' height limit and will meet depth standards and setbacks. This will significantly minimize potential shading of adjacent properties. The homes directly adjacent to existing single level homes are also planned to be single level homes.
- Glare – Street lights are proposed on the new streets. These lights will include shielding to prevent excessive lighting of adjacent properties.
- Parking – Ample parking is provided on each lot in addition to common parking areas and on-street parking. The available onsite parking will minimize the need for new residents to park along existing streets away from the proposed development.

- Traffic – While there will be a slight increase in traffic, the existing roadways will continue to operate at acceptable levels and per the traffic report, no off-site mitigation is required. The applicant is proposing to include curb return bulb-outs at the intersection of NE 122nd Court and NE 16th Street as a traffic calming feature along the proposed roadway connection.

Finding: The development will be subject to applicable building codes, routine site inspections during construction and VMC 8.20 Nuisances and VMC 20.935 Off-Site Impacts.

B. Adjustment approval criteria. Adjustments to numerical development standards may be processed as part of the request for concept if the applicant can demonstrate compliance with all of the following approval criteria:

The applicant is requesting the following adjustments to the PD standards:

Lot Coverage Adjustment

Applicant Response: The applicant is proposing to adjust the lot coverage standards for lots 1-6, and 40-47 to allow for flexibility in the design for potential single-story homes on the lots. The maximum lot coverage is 50 percent and the applicant is requesting a 10 percent increase to 55 percent. This requested increase is only intended to apply to single story homes and would not be applicable to potential 2-story homes.

1. *The adjustment(s) is warranted given site conditions and/or characteristics of the design.*

Applicant Response: Increasing the flexibility for single-level homes on the proposed lots is warranted given the site design. Increasing the flexibility for single-level homes is important given the benefits and reduced impacts that are discussed below.

2. *The benefits accruing from the implementation of the adjustment outweigh any potential adverse impacts.*

Applicant Response: Introducing a mix of housing types will be beneficial to the community as single level homes are more accessible to larger segments of potential buyers. The single level homes would benefit older residents that need more accessible housing.

3. *Any impacts resulting from the adjustment are mitigated to the extent practical.*

Applicant Response: The potential impacts are mitigated by restricting the increased lot coverage to single-level homes. The single level home will have less of a visual impact on the neighbors than a potential 2-story home.

Finding: The applicant requests an adjustment to maximum lot coverage under the planned development provisions from a maximum of 50 percent to 55 percent. In addition, the applicant requests an adjustment to the minimum lot size in the base zone of 5,000 square feet to a minimum of 2,520 square feet. Lots near the perimeter of the site are planned to be an average of 4,000 square feet with smaller lots internal to the site.

The proposal and requested adjustments meet the adjustment approval criteria of 20.260.050.B 1-3. The proposed housing features that include smaller homes on smaller lots and single level

homes. The proposed development meets the minimum and maximum density requirements for the zone. No impacts are anticipated by the proposed adjustments.

C. Conditions of approval. The review authority shall impose any conditions of approval necessary to mitigate potentially adverse impacts on surrounding properties to the greatest extent practicable.

Finding: Staff recommends conditions of approval that are listed at the end of this report.

D. Detailed site plan approval criteria. During the site plan review process, the planning official shall approve the detailed development plan for one or more phases of the development upon finding that the final plan conforms to the approved conceptual development plan, including all conditions of approval, unless the modification of the concept plan is sought concurrently as described in 20.260.030 (C)(6) VMC.

Finding: The applicant is not proposing phasing for this project.

20.260.060 Development Standards

A. Minimum development size. There shall be no minimum site size for any type of planned development.

Finding: The applicant is proposing a planned development for a tract of land 4.76 acres in size.

B. Applicability of base zone development standards. The provisions of the base zone are applicable as follows. When the zoning districts within the planned development have been shifted as permitted in Section 20.260.020 (C) VMC, the applicable development standards for the underlying zones shall shift accordingly.

1. *Lot dimensional standards:* The minimum lot depth and lot width standards shall not apply.

Finding: The proposal includes lots less than 40 feet in width. The narrow lot standards are addressed within this report.

2. *Lot coverage:* The site coverage provisions of the base zone shall apply.

Finding: The R-9 base zoning allows for 50 percent lot coverage. As previously mentioned, the applicant is requesting the following adjustment through the Planned Development to a maximum lot coverage of 55 percent.

3. *Setbacks:*

a. *Front and rear yard setbacks for structures at the perimeter of the project shall be the same as required by the base zone except when an adjustment is approved, per Section 20.260.030(D).*

Finding: All other setback requirements will adhere to the development standards of the underlying zoning and planned development standards.

b. *The side yard setback provisions shall not apply except that all detached structures shall meet*

the City's adopted building code requirements for type of construction.

Finding: The proposal meets side yard setback provisions per the adopted building code.

- c. *Front yard and rear yard setback requirements in the base zone setback shall not apply to structures on the interior of the project except that any garage facing a street shall be set back a minimum of 18 feet from the front or side street property line.*

Finding: The proposal meets the front yard and rear yard setback requirements in the base zone.

- d. *All buildings will meet the front and rear yard setback standards as modified pursuant to this Chapter, except for maximum height for which a variance shall be sought, as governed by Chapter 20.290 VMC.*

Finding: The applicant is not proposing any adjustments to the height requirements of the base zone; therefore, no variance is required for the requested adjustments.

C. Common open space. *In exchange for the approval of higher residential densities, smaller lots and relaxed development standards, the developer of a planned development is required to provide common open space for the active and passive recreational activities of residents, employees and visitors. Such space shall be aggregated and centralized to the development to the fullest extent feasible and shall consist primarily of a combination of landscaped open areas. Unlandscaped natural areas or paved hardscape areas may also be included if they also promote active or passive recreational uses. Features may include plazas, arbors, sitting areas, picnic areas, playing fields and trails.*

- In planned developments, the following requirements shall apply.
 - a. At least 10 percent of the gross area of the site must be devoted to such open space. Such space must be fully accessible to the residents, employees, visitors and/or other users of the site. Reduction of this standard in PDs of two acres or more is prohibited. A reduction of this standard in PDs of less than two acres is subject to an adjustment per Section 20.260.030(D) VMC using approval criteria in Section 20.260.050(B) VMC.

Finding: The applicant is proposing a one-acre open space tract that will be accessible to the residents of the proposed development. The open space area will encompass a number of existing trees on the site. A conceptual trail alignment through the open space to NE 18th Street is shown on the plans. This totals 13 percent of the gross area devoted to open space meeting the requirement of this section.

- b. Fenced yards associated with buildings immediately adjacent to designated open space and landscaping in parking lots shall not count toward the total requirement.

Finding: No fenced yards or landscaping associated with parking lots are counted toward the open space requirement.

- c. Environmentally-constrained land within the planned development, including wetlands, geologically hazardous areas, sensitive wildlife habitats, pursuant to Section 20.740 VMC or native vegetation and healthy soil preservation pursuant to 20.770 VMC or stormwater facilities pursuant to Chapter 14.25 VMC; may be used to meet up to 50 percent of the total requirement specified in Subsection (a) above, provided that these areas are not fenced and are either accessible to pedestrians to the extent practical or are visually accessible from adjacent and adjoining common open space.

Finding: Based on information taken from county data, there is a small area mapped that contain constraints within the subject site as listed in VMC 20.740 Critical Areas. The applicant has elected to use a portion of this area for the open space requirement. The steep slopes within the open space tract are far less than 50 percent of the one-acre area.

- The common open space designated to meet this requirement shall be permanently maintained by and conveyed to one of the following:
 - a. A homeowners' or property owners' association as regulated by state law.
 - b. A public agency that agrees to maintain the common open space and any buildings, structures or improvements placed within it.

Finding: A condition of approval has been added requiring the following note to be placed on the final plat, **"Homeowner Association is responsible for maintenance of all open space tracts listed on this plat."**

- The applicant may not seek a variance or adjustment to reduce the minimum open space requirement specified in Subsection (2)(a) above.

Finding: The applicant did not request a variance or adjustment to the minimum open space requirement.

20.285 Text and Map Amendments

Finding: The application includes a map amendment to change the zoning on the site from R-6 to R-9. Zoning map amendments not involving associated comprehensive plan map amendments shall demonstrate the following:

1. How the proposal is more consistent with applicable policies of the Vancouver strategic plan and comprehensive plan than the existing designation; and

Applicant Response: The City adopted a 2016-2021 Strategic Plan, and updated it in November 2018. The city is currently working on a new Strategic Plan, but it appears that it has not yet been adopted.

This request is consistent with Objective 6.2.1:

"Develop a broader range of housing choices through incentives, changes in regulations and implementation of the Affordable Housing Task Force recommendations."

In the final 2016 report the Affordable Housing Task Force discussed potential tools and programs to increase the supply of affordable housing units in the city. One of the high priority items discussed amending zoning/development regulations to encourage affordable housing options.

The intent of the option would be to increase the overall supply of housing in the city which would result in lower purchase prices and rental costs. While this does not provide "affordable housing" it goes a long way to make housing more affordable. Since the adoption of the strategic plan housing prices have continued to soar. This is partly due to a high demand for housing in the Vancouver region that far outpaces the new housing supply.

In response to the strategic plan and the Affordable Housing Task Force recommendations, the City Council studied and approved housing code updates. 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 and own homes in the City of Vancouver.
- The rezone is only an incremental change in density and through the proposed lot size transition the overall neighborhood livability will be maintained.
- The site is located in the middle of the urban area of Vancouver and is surrounded by existing development.
- The project is in an area with full existing public services.

Finding: Staff agrees that the proposed zone change is in alignment with the strategic plan and comprehensive plan. Additionally, the zone change addresses needs identified in the Affordable Housing Task Force Report and will help address the housing deficit in Vancouver.

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.

Finding: Staff agrees with the applicant response. Vancouver is experiencing a housing shortage and a zone change on this site will increase the density at this location.

20.320 Subdivisions

Finding: Per VMC 20.320.040, to receive approval of a preliminary plat, the applicant must demonstrate compliance with the following criteria.

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.

Finding: As discussed and conditioned in the following sections of this report, adequate provisions have been made for transportation, water, storm drainage, erosion control and sanitary sewage disposal.

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 Public Health and/or Washington State Department of Transportation standards and plans, where applicable.

Finding: The proposed land division will extend both NE 14th Street and NE 16th Street through the site. In addition, the development will complete the east side of NE 121st Avenue and include two short cul-de-sac streets to serve internal parcels. The future residences will be required to connect to the city's water and sanitary sewer systems. The applicant proposal, as discussed in the engineering section of this report, will meet the above-noted requirements as conditioned. Public Health requirements are noted in this report and made a condition of approval.

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.

Finding: Provisions for the acquisition and maintenance of open space, parks and schools will be provided with the payment of school and park impact fees, paid upon the issuance building permits. As a planned development, 10 percent open space is required. The proposal includes an open space area at the northwest corner of the site in conformance with this standard. Any required dedications, easements or reservations are required to be shown on the final plat.

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.

Finding: The physical characteristics of the site have been considered in the design of the subdivision as documented in this report.

Re-platting of existing subdivisions

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

Finding: No subdivision terms or conditions are known that impact the proposal.

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.

Finding: The applicable requirements of Title 20 are addressed in this report and have been met or will be met with conditions of approval.

Compliance with state requirements

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

Finding: The Comprehensive Plan identifies goals and policies that are implemented through the city's Land Use and Development Code. They guide development in the City of Vancouver for the benefit of the public health, safety, and general welfare. The proposed plat complies with these requirements by providing new housing units at the density anticipated by the zoning code, by providing the necessary infrastructure to serve the development, the payment of impact fees for schools, parks, and transportation, and by demonstrating that applicable laws can be complied with as conditioned; therefore, the public interest should be served by the proposed plat.

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.

Evergreen Public Schools received notification of the proposed development to assist in the forecasting growth within each school. Any additional bus stop locations will be determined by the school district. A letter from Evergreen Public Schools regarding bussing is included as Exhibit D.

This project complies with RCW 58.17.110.

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.

Finding: The proposed development includes lots less than 40 feet in width, the narrow lot criteria are addressed with this report.

Street improvement standards

All proposed streets and street improvements shall comply with the provisions of Title 11 and approved transportation standards details on file with the Transportation Department.

Finding: As stated in the Transportation section of this report, street improvements will comply with the provisions of Title 11, subject to the conditions of approval.

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, and control; safety of motor vehicular, bicycle and pedestrian traffic; and recognition of limitations and opportunities of topography.

Sizes of blocks

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 conditions justify 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.

Finding: The proposed block complies with the above standards.

Easements for 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.

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.

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.

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 over 800 feet in length by this subdivision.

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, and it is in compliance with fire access standards

contained in VMC 16.04.150. No more than four lots may be accessed from a single flag stem. A private maintenance agreement shall be recorded for driveways which serve more than one lot.

Finding: No flag lots are proposed.

Lot side lines

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

Finding: Side lot lines, as far as practical, run at right angles to the adjacent street.

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.

Finding: Each lot will have 20 feet or more of frontage.

Parks and playgrounds. The review authority shall see that appropriate provision is made for parks and playgrounds to serve the proposed subdivision.

Finding: Park impact fees assessed for the future residences are to be used for the acquisition of new parklands and improvements to existing parks.

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.

Finding: The development includes lots having a width of less than 40 feet, the narrow lot criteria of 20.927.040 are addressed within this report.

Existing trees. All subdivision developments shall comply with the tree and vegetation management provisions contained in Chapter 20.770 VMC Tree Conservation.

Finding: The proposal complies with the tree conservation ordinance, as noted in the tree conservation section of this report.

Conclusion: The proposal complies with the subdivision development standards as conditioned.

20.410.030-1 Lower-Density Residential Districts Use Table

Finding: Per Table 20.410.030-1, detached single-family dwellings are a permitted use in the R-9 zoning district provided the minimum required residential density is met, on an overall project basis.

Conclusion: The proposal complies with the use restrictions of the R-9 zone. Minimum and maximum densities are addressed within this report.

20.410.040 Minimum and Maximum Densities

Finding: The maximum density in the R-9 zone is 8.7 units per acre and the minimum density is 5.9 units per acre. The planned development standards of 20.260.020 allow a density bonus of 15 percent. The proposed 57-lot subdivision meets minimum and maximum allowed density.

Zone	Net Site Area	Minimum Units Allowed	Maximum Units Allowed	Maximum Units Allowed with 15% Bonus
R-9	5.69 acres	33.6	49.5	57.5

20.410.050 Development Standards

Development standards. Development standards in low-density residential zoning districts are contained in Table 20.410.050-1. These apply to all primary dwellings and accessory buildings on the site. For additional regulations governing accessory buildings, see Chapter [20.902](#) VMC.

1. *Additional standards within R-6, R-9, and R-17 Zoning Districts.* The following standards are in addition to the requirements in Table 20.410.050-1:

a. *Garages.* The width of the garage door facing the street may be up to 50 percent of the width of the street-facing building façade or 10 feet in length, whichever is greater. Garage limitations do not apply to residential development accessed through rear alleys, or where the garage is located in the rear of the lot.

Finding: Conceptual elevations included with the application show compliance with this garage standard. Detailed review of this requirement will be completed at building permit review.

b. *Main Entrances.* Main entrances shall be visible from the street and must have a porch or entry, and face the street or be oriented at an angle of not more than 45 degrees from the street-facing façade. Corner lot homes may face either street.

Finding: Conceptual elevations included with the application show compliance with this entry standard. Detailed review of this requirement will be completed at building permit review.

c. *Front Façade Variety.* Duplicative front façades of detached single-family structures facing the same street are prohibited. Sufficient differences can be achieved through meeting at least three of the following design features:

- i. Varied or staggered front setbacks, with variations of at least five feet;
- ii. Different building heights, with the two heights varying by at least five feet;
- iii. Varied rooflines such as hipped or pitched roofs;
- iv. Different window opening locations and designs;
- v. Different garage location, configuration, and design.

Finding: Detailed review of this requirement will be completed at building permit review.

d. *Alleys.* Where alleys are present, all garages and on-site parking shall be accessible from the alley. In R-17 zones, single-family residential developments shall utilize rear alley loading as follows:

- i. Alleys shall be required for developments on sites of four acres or larger where the proposed average new lot size is less than 3,000 square feet unless the application demonstrates and the planning official agrees that alleys are unfeasible due to significant site constraints such as significant variations in topography, irregular site shape, or presence of natural resource constraints.
- ii. Alleys are encouraged in all other cases.

Finding: No alleys are proposed as part of this application.

e. *Compliance with Narrow Lot Development Standards.* Developments within the R-17 zoning district shall be subject to Chapter [20.927](#) VMC, Narrow Lot Developments, with the exception of VMC [20.927.040\(A\)\(6\)\(d\)](#) garage width standards.

Finding: The narrow lot development standards are addressed within this report.

f. *Location and configuration of driveways.* Driveways shall be located to preserve space for on-street parking by meeting one of the following requirements:

- i. For housing units or developments on corner lots, off-street parking areas shall be accessed on the back façade or located in the rear yard. No off-street parking shall be allowed in the front yard or side yard.
- ii. Driveways providing access to the front façade must be consolidated for adjacent dwellings.
- iii. Consolidated driveways shall be tapered (i.e., narrower where they connect to the street and wider at the back of the driveway) to minimize the width of curb cuts and to enhance pedestrian safety.
- iv. Individual driveways must be separated by at least 20 feet as measured from the edge of the driveway apron.

Finding: Detailed review of this requirement will be completed at building permit review.

g. *Solid Waste Provisions.* The development application shall include a plan for access for solid waste and recycling collection service, indicating common or individual unit collection points with demonstrated access and turning space for solid waste vehicles.

Finding: Solid waste is addressed within VMC 20.927 of this report.

20.410.050-1 Development Standards in Lower-density Residential Zones

Standard	R-9	Proposal
Minimum Lot Size	5,000	2,500 ¹
Maximum Lot Coverage*	50%	50% [#]
Minimum Lot Width	N/A with PD	30'
Minimum Lot Depth	N/A with PD	65'
Minimum Setbacks		
Front yard*	10'	10'
Rear and through yards *	5'	5'
Side yard*	0' ² /5'	5'
Street side yard*	8'	8'
Garage/Carport from public/private street right of way or sidewalk easement*	18'	18'
Garage/Carport from alley*	5'	18'
Maximum Height*	35'	35'

Minimum Landscaping Requirement* (percentage of total net area)	10%	10%
---	-----	-----

¹ Per 20.260.060.B.4 The planning commission or hearings examiner can reduce the minimum lot size requirement for attached and detached single-family residential uses in planned developments.

*Verified for compliance during individual site building permit review

The applicant has proposed an adjustment through the planned development for this change.

Finding: The proposed lots comply with the above standards as adjusted by the planned development addressed within this report. Development standards for the future dwellings will be reviewed at the time of building permit application.

20.710 Archaeological Resource Protection

Finding: This project is not located within an area of high probability for the discovery of archaeological resources; but is larger than five acres in size, therefore, a predetermination was required as part of the application. The city's consulting archeologist reviewed the predetermination and found that no additional review was required. However, if any cultural or historical resources are discovered during construction activity, construction shall cease until a qualified archaeologist assesses the find. **Prior to final civil and plat approval, a note shall be added to the plans and plat 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."**

Conclusion: The proposal complies with the archaeological resource protection ordinance as conditioned.

20.740 Critical Areas

Finding: The subject site contains slopes greater than 25 percent which are regulated under the city's critical areas ordinance as geologic hazard areas. The applicant has provided a geotechnical report that address the soils and slopes in the subject area.

Any activity subject to this Chapter, unless otherwise provided for in this Chapter, shall be reviewed and approved, approved with conditions, or denied based on the proposal's ability to comply with all of the following criteria. The city may condition the proposed activity as necessary to mitigate impacts to critical areas and their buffers and to conform to the standards required by this Chapter. Activities shall protect the functions of the critical areas and buffers on the site.

- A. **Avoid Impacts.** *The applicant shall first seek to avoid all impacts that degrade the functions and values of a critical area. This may necessitate redesign of the proposal.*

Finding: The applicant has avoided steep slopes where feasible.

- B. **Minimize Impacts.** *Where avoidance is not feasible, the applicant shall minimize the impact of the activity and mitigate to the extent necessary to achieve the activity's purpose and the purpose of this ordinance. The applicant shall seek to minimize the fragmentation of the resource to the greatest extent possible.*

Finding: As noted above, impacts to critical areas have been avoided to the extent feasible; therefore, they have been minimized.

- C. Compensatory Mitigation. *The applicant shall compensate for unavoidable impacts by replacing each of the affected functions to the extent feasible. The compensatory mitigation shall be designed to achieve the functions as soon as practicable. Compensatory mitigation shall be in-kind and on-site, when feasible, and sufficient to maintain the functions of the critical area, and to prevent risk from a hazard posed by a critical area to a development or by a development to a critical area.*

Finding: No compensatory mitigation proposed, as the critical area slopes greater than 25 percent have been avoided.

- D. No Net Loss. *The proposal protects the critical area functions and values and results in no net loss of critical area functions and values.*

Finding: Slopes on-site will be retained where feasible in the open space tract.

- E. Consistency with General Purposes. *The proposal is consistent with the general purposes of this Chapter and does not pose a significant threat to public health, safety, or welfare on or off the development site.*

Finding: Based on the minimization of impacts and required mitigation, the proposal is consistent with the general purpose of maintaining and enhancing wildlife habitat and wetlands and does not pose a significant threat to public health, safety, or welfare on or off the development site.

- F. Performance Standards. *The proposal meets the specific performance standards of VMC 20.740 for Fish and Wildlife Habitat Conservation Areas and Wetlands.*

Finding: The critical area on the site is geologic hazard, this regulation is not applicable.

Conclusion: The proposal complies with the requirements of the critical areas ordinance for geologic hazard areas as conditioned.

20.770 Tree Conservation

Finding: Urban Forestry reviewed the application for compliance with tree conservation standards. Based on the site area of 7.56 acres, a minimum of 224 trees units are required. The tree plan shows 257.5 tree units will be retained on-site. This meets the minimum tree density requirement of 30 tree units per acre.

20.790 SEPA

Finding: The applicant submitted an environmental checklist for review. Staff issued a Notice of Application and optional SEPA Determination of Nonsignificance (DNS) Aug. 17, 2023. Comments were received from Ecology and three neighbors during the 30-day public comment period. A final Notice Determination of Nonsignificance (DNS) was issued Oct. 2, 2023 (Exhibit I). The SEPA appeal period ended Oct. 16, 2023. No appeals were received.

Additional Development Standards

20.915 Impact Fees

Finding: This project is subject to park, transportation and school impact fees. For a single-family residential subdivision, a per-lot impact fee shall be calculated at the time of preliminary plat approval, **noted on the face of the final plat**, and imposed on a per-lot basis at the time of individual building permit issuance.

Fee Type	Fee per new single-family dwelling
Park District C	\$4,757.00
Evergreen School District	\$6,432.00
Traffic Impact – Cascade Subarea	\$2,722.39

20.925 Landscaping

Finding: Street trees are required for all projects fronting on a public street or private street. Street trees shall be between 20-30 feet on center depending on conflicts such as streetlights. Street trees shall not be more than 30 feet on center. Street trees shall not be closer than 15 feet to streetlights.

Prior to civil approval, include this note on plans:

Trees and Shrubs in Sight Distance Triangles:

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.

20.927 Narrow Lot Development

Finding: Forty two of the 57 single-family lots in this subdivision are less than 40 feet in width which requires adherence to the narrow lot development chapter. The purpose of this chapter is to provide additional standards to eliminate conflicts between the design and location of driveways with utilities, streetlights, fire hydrants, water meters etc.; provide adequate guest parking; and ensure adequate access for solid waste collection vehicles eliminating conflicts with frontage requirements.

20.927.040 Narrow lot Development Standards

- *On and off-site improvements plan required.*

Finding: The applicant has submitted a narrow lot plan showing street trees, fire hydrants etc. have been located and designed to minimize conflicts with one another. **Prior to final civil plan approval, the development plan shall be revised to include garbage and recycle set-out areas for each lot in addition to on-street parking.**

- *Standards for guest parking in common areas.*

Finding: Adequate guest parking shall be provided. At least one guest parking space for every three narrow lots in the development shall be provided. With 42 narrow lots, a minimum of 14 guest parking spaces are required. These spaces may be located on-street or in common parking areas. The proposed plan includes two dedicated guest parking areas near Tract A and Tract B that include 10 parking spaces. In addition, on-street parking is allowed between driveways and there appear to be at least 12 on-street parking spaces for a total of 22 potential guest parking spaces.

- *Standards for Solid Waste and recycling access and collection.*

Finding: Collection pick up areas shall be shown on the development plan for solid waste collection.

20.945 Parking

Finding: Each new single-family residence will require one off-street parking space. The space must be a minimum 9 feet wide by 17 feet deep, paved and located outside the minimum setbacks. Each lot will be reviewed for compliance with this requirement at the time of building permit review.

As discussed in the narrow lot section of this report, 22 guest parking spaces have been provided in compliance with the narrow lot ordinance requirement of one guest parking space per three narrow lots. These guest parking spaces are on-street.

20.945 Parking

Finding: Each new single-family residence will require one off-street parking space. The space must be a minimum 9 feet wide by 17 feet deep, paved and located outside the minimum setbacks. Each lot will be reviewed for compliance with this requirement at the time of building permit review.

20.927 Solid Waste Collection & Recycling

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 Fircrest Meadows with 57 lots will need 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. As proposed, the collection will take place in front of each residence, or in a grouped set-out when direct collector access is not feasible. The applicant has illustrated on plans cart set out location for each lot (**003 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.

Conclusion: The proposal has satisfied solid waste requirements for providing adequate cart set out.

Concerning Solid Waste Collector Access

Finding: The proposed streets appear sufficient for collection trucks to safely access and service the development. Turnaround appears feasible using the proposed 35-foot radii cul-de-sacs.

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.

Templates for garbage/recycling trucks are available for users to model truck turning using either AutoTurn software or Autodesk Vehicle Tracking software; they can be downloaded from the city's website, <https://www.cityofvancouver.us/publicworks/page/truck-turning-radius>. Use the side

loader truck template to model maneuvering. If you require the truck dimensions in another format, please contact staff.

Conclusion: The proposal has satisfied solid waste requirements for providing collector access.

11.70 Transportation – Concurrency

Finding: The applicant is proposing a 57-lot planned development and subdivision utilizing the narrow lot development standards for the construction of single-family homes. The project is located at 12301 NE 18th Street (tax parcel 164912000). The site is currently vacant. Access to the lots will be by way of new street extensions and/or completion of the existing street network in this area.

The applicant submitted a Transportation Impact Analysis (TIA), dated Aug. 3, 2023, from Kittelson. The TIA included trip generation, trip distribution, intersection queueing and capacity analysis, and crash history 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 560 new Average Daily Trips, including 44 new a.m. peak hour trips and 58 new p.m. peak hour trips.

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, no safety-based mitigation needs were identified.

Pursuant to VMC 11.70.090, the segment of NE 18th Street between NE 112th Avenue and NE 138th Avenue 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 56 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 281 Transportation Analysis Zone. The proposed project contributes p.m. peak hour trips to the following Transportation Management Zones (TMZ):

Corridor Name	Corridor Limit	PM Peak Trips
112 th Avenue	Mill Plain Blvd. to 28 th Street	33
112 th Avenue	28 th Street to 51 st Street	21
Burton Road / 28 th St.	18 th Street to 112 th Ave.	10
Burton Road / 28 th St.	112 th Ave. to 138 th Ave.	2
NE 18 th Street	112 th Avenue to 138 th Avenue	56
NE 18 th Street	138 th Avenue to 162 nd Avenue	8
136 th / 137 th Ave.	Mill Plain Blvd. to NE 28 th St.	2

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 information, the project will not distribute trips to any other Transportation Management Zones.

The applicant 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
NE 172 nd Ave & NE 18 th St	\$300 per PM peak hour trip	2	\$600
NE 179 th Place & NE 18 th St	\$900 per PM peak hour trip	2	\$1,800
NE 187 th Ave & NE 18 th St	\$1,200 per PM peak hour trip	2	\$2,400
NE 162 nd Ave & NE 9 th St	\$1,500 per PM peak hour trip	1	\$1,500
Total Proportionate Share Cost			\$6,300

Based on the above table, prior to the issuance of civil plan approval, the applicant shall pay proportionate share fees totaling \$6,300.

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 57-lot planned development and subdivision utilizing the narrow lot development standards for the construction of single-family homes. The project is located at 12301 NE 18th Street (tax parcel 164912000). The site is currently vacant. Access to the lots will be by way of new street extensions and/or completion of the existing street network in this area.

Northeast 16th Street is designated a neighborhood circulator which requires a minimum 54 feet full-width right of way and 36 feet paved street full-width per city standard plan T10-14. **Prior to issuance of final subdivision approval, the following improvements to NE 16th Street must be provided, per the appropriate City of Vancouver standards:**

- **Dedicate 54 feet full-width public right of way, per T10-14.**
- **Construct the full street section, consisting of a 36-foot paved street width, with curb, gutter, 5-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-14.**
- **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.**

Northeast 14th Street is designated a local access street which requires a minimum 50 feet full-width right of way and 28 feet paved street full-width per city standard plan T10-15B. **Prior to issuance of final subdivision approval, the following improvements to NE 14th Street must be provided, per the appropriate City of Vancouver standards:**

- **Dedicate 50-feet full-width public right of way, per T10-15B.**
- **Construct the full street section, consisting of a 28-foot paved street width, with curb, gutter, 5-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-15B.**

- Install “No Parking – Fire Lane” signs at appropriate spacing on one side of the street.
- Install a stop sign at the intersection with NE 123rd Ave to stop-control eastbound traffic approaching the intersection.
- 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.

Northeast 121st Avenue is designated a local access street which requires a minimum 50 feet full-width right of way and 28 feet paved street full-width per city standard plan T10-15B. The existing road along the property frontage of NE 121st Avenue includes asphalt roadway only. **Prior to issuance of final subdivision approval, the following improvements to NE 121st Avenue must be provided, per the appropriate City of Vancouver standards:**

- Dedicate additional right of way as necessary to meet the standard, per T10-15B.
- Install additional pavement width as necessary to provide at least 28 feet full-width paved street, per T10-15B.
- Install City of Vancouver standard frontage improvements including curb, gutter, 5-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-15B.
- Install “No Parking – Fire Lane” signs at appropriate spacing on one side of the street.
- Install a stop sign at the intersection with NE 16th Street to stop-control northbound traffic approaching the intersection. Also install a stop sign at the intersection with NE 14th Street to stop-control southbound traffic approaching the intersection.
- Street lighting must be installed to current standards, see street lighting comments below.
- Utility trenching shall be restored per T05-04A&B and T05-05. Asphalt restoration shall meet T05-01A&B and T05-07. A single continuous width restoration is required.
- Install traffic control devices as warranted and storm drainage as required by the city stormwater ordinance.
- At the south end of NE 121st Avenue, dedicate a 20-foot public bicycle/pedestrian tract across the west edge of Lot 7 to accommodate a future bike-ped path connecting this neighborhood southward to NE 9th Street.

Northeast 122nd Court is designated a cul-de-sac street which typically requires a 28 foot full-width pavement section with 5-foot detached sidewalks, 5-foot planter strips, and 1-foot of extra right of way behind the sidewalk on both sides of the street, all within a 50-foot full-width right of way, per city standard plan T10-16. The applicant submitted a road modification request for NE 122nd Court to modify T10-16. The proposed modification reduces the width of the planter strips to four feet and eliminates the extra right of way behind the sidewalks, resulting in a total right of way width of 46 feet. All other elements of the street section provided in T10-16 would remain unchanged. **This road modification request has been reviewed and approved by city staff.**

Prior to issuance of final subdivision approval, the following improvements to NE 122nd Court must be provided, per the appropriate City of Vancouver standards:

- Dedicate 46 feet full-width public right of way, per the conditions of the approved road modification.
- Construct the full street section, consisting of a 28-foot paved street width, with curb, gutter, 5-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-16 and the conditions of the approved road modification.

- Construct cul-de-sacs at the ends of the dead-end streets. The minimum radius to the face of curb must be 35 feet.
- Install “No Parking – Fire Lane” signs at appropriate spacing on one side of the street and around the cul-de-sacs.
- Install stop signs at the intersection with NE 16th Street to stop-control northbound and southbound traffic approaching the intersection.
- 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 areas of perpendicular parking shown on NE 122nd Court must be located within the abutting private HOA tracts, to be owned and maintained by the HOA. The parking areas must not be located within the public right of way.

Northeast 123rd Avenue is designated a neighborhood circulator which requires a minimum 54 feet full-width right of way and 36 feet paved street full-width per city standard plan T10-14. The existing road along the property frontage of NE 123rd Avenue includes asphalt roadway and curb. **Prior to issuance of final subdivision approval, the following improvements to NE 123rd Avenue must be provided, per the appropriate City of Vancouver standards:**

- Dedicate additional right of way as necessary to accommodate the required improvements and/or meet the standard, per T10-14.
- Install City of Vancouver standard frontage improvements including 5-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-14. The existing curb should be protected in place and repaired as necessary.
- Street lighting must be installed to current standards, see street lighting comments below.
- Utility trenching shall be restored per T05-04A&B and T05-05. Asphalt restoration shall meet T05-01A&B and T05-07. A single continuous width restoration is required.
- Install traffic control devices as warranted and storm drainage as required by the city stormwater ordinance.

On NE 122nd Court, there are short private streets serving lots at both ends of the street. The applicant shall, at a minimum, meet the applicable requirements of VMC 11.80.050 and city standard plan T10-18. **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.)
- Construct a standard driveway approach to serve the private street, per T01-04.
- If the paved street width is less than 28 feet, must install “No Parking – Fire Lane” signs on both sides of the street.

The applicant shall also provide a shared access and maintenance agreement for the private streets to cover the cost of maintaining and operating street surface, signs and markings, and drainage system, as it applies to private streets and shared driveways. Any shared accesses shall be called out on the plat. The agreement shall be recorded on all parcels that are party to the private roadway. Shared access and maintenance agreements shall be provided prior to final subdivision approval.

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: City records indicate that the following utilities are existing:

- A 16-inch Ductile Iron (DI) transmission main crossing the parcel within the 16th St alignment.
- An 8-inch DI water main in NE 121st Ave, with 8-inch stubs in the alignments for NE 14th and 15th Streets.
- An 8-inch DI water main in NE 123rd Ave with a 6-inch DI stub in NE 15th St to the east property line of the subject parcel.

The applicant shall extend an 8-inch ZDI water main from the 8-inch DI stub in NE 14th Street to the 8-inch DI water main in NE 123rd Avenue. The applicant shall replace the 16-inch DI water main between NE 121st Avenue and NE 123rd Avenue with a new 24-inch ZDI water main. Current water system planning requires the existing 16-inch DI water main to be improved to a 24-inch water main. Upon agreement between the applicant and the city and in order to avoid future costs by the city and to meet the master plan sizing requirement, the applicant shall replace the 16-inch DI water main with 24-inch ZDI water main. If requested by the applicant and approved by the public works director, the city can participate by supplying materials for the 24-inch main.

A new 4-inch ZDI water main shall be extended to south in the proposed NE 122nd Avenue cul-de-sac. The applicant shall extend an 8-inch ZDI water main north in the proposed NE 122nd Avenue cul-de-sac to the proposed fire hydrant, reducing to 4-inch ZDI and continuing to the north end of the cul-de-sac. Extending 4-inch ZDI water main to the nearest property lines of lots 30, 48 and 54.

Current water system planning requires the existing 16-inch DI water main to be improved to a 24-inch water main. Upon agreement between the applicant and the city and in order to avoid future costs by the city and to meet the master plan sizing requirement, the applicant shall replace the 16-inch DI water main with 24-inch ZDI water main. If requested by the applicant and approved by the public works director, the city can participate by supplying materials for the 24-inch main.

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: Three existing public sewers and a (temporary) pump station front the site. The first sewer flows north in 121st Avenue and is deeper than the others. A second sewers flows north in 123rd Avenue across the southeast frontage. This sewer is too shallow to serve the site. The third sewer resides on east adjoining parcel between NE 15th and 16th Streets and is not available for service. The Sandcastle Pump Station is located at the intersection of NE 15th Street and 123rd Avenue. This station and the east adjoining sewers will be abandoned by a later city project.

Developments are required to extend public sewers to and through the site and across frontages (VMC 14.04.280). Design criteria requires master plan sizing and alignments. Codes and standards also require service separate laterals for each lot (VMC 14.08.050 & 14.16.010).

These and other service conditions are outlined in a February utility review (RUS- 83146) and the April pre-application report (PIR-83264).

The parcel is identified in Section 7.1.10 of the General Sewer Plan. The collection system requires connection to the deeper sewer in the 121st Avenue alignment and construction through the site at adequate depth for future service to adjacent (Evergreen Park and Camelot Court) portions of Basin B4-1. Construction through the site will provide service to the subject parcel, allow the pump station to be removed, and will provide for deeper sewers in NE 123rd Avenue and their future extension.

The applicant provided the city with a preliminary sanitary sewer alignment thru the site. City staff provided the applicant minimum depths required for service to remaining portions of the basin. The applicant asked if the city could participate. Staff determined that the depth requirements are not extraordinary, and that city participation is not justified.

The application was reviewed for sanitary sewer in August. Sewer is mentioned on Page 18 of the narrative. A preliminary utility plan is included as Sheet 6 of the plans. The project proposes to connect to the existing sewer in the NE 121st Avenue alignment near the northwest corner of the site, to extend south and east through the site to the NE 15th Street, and to install a new deeper sewer in NE 123rd Avenue to the southeast corner of the site. The proposal also includes service laterals to each lot. The proposal satisfies the code's development and service criteria.

Sanitary Sewer Conditions

(Prior to Civil Plan Approval)

Complete the sanitary sewer design on the civil drawings. Prepare according to Vancouver's current General Requirements and Details for Design and Construction. Provide adequate depth. 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 sewers and laterals as shown on the approved plans. Satisfy construction services inspection requirements and secure construction acceptance.

Satisfy submittal and other requirements itemized in the Notifications of Civil Plan Approval and secure final civil project acceptance.

(Prior to Final Plat)

Show, note, and specify public sanitary sewer easements over shared driveway tracts where required. Record separately or include standard required plat easement recording language and record with the plat.

Sanitary Sewer Conclusions: The applicant has demonstrated the standards for public sewer can be met as conditioned.

14.24 Erosion Control

Finding: The majority of the 7.5-acre site will be disturbed during construction and the requirements of the ordinance apply. There is a gully that runs through the site with increasing side slopes to the north of the parcel. The main threat of erosion will be from the potential of erosion from disturbed slopes on-site and construction vehicles tracking sediment on to adjacent roadways.

The applicant has submitted preliminary erosion control plans and has demonstrated that the requirements of the ordinance can be met for the project. A final erosion/sediment control plan shall be submitted for civil review.

14.25 Stormwater

Finding: The proposed project will create over five acres of hard surfaces and the requirements of the ordinance apply. The project will use infiltration to dispose of runoff after it has been treated by approved runoff treatment best management practices. A soils investigation has been performed which confirmed that the soils on-site are suitable for infiltration. The applicant has submitted preliminary stormwater plans and a preliminary stormwater report and has demonstrated that the requirements of the ordinance can be met for the project. A final stormwater plan and a final stormwater report shall be submitted for civil review.

Fire Title 16

Finding: The fire department has reviewed the proposed project and determined it can meet the requirements of VMC Title 16 and the International Fire Code subject to conditions listed in the conditions of approval section of this report.

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 divide a 7.45-acre lot into 57 detached single-family residential lots.

Washington State Codes and Amendments: <http://www.sbccc.wa.gov/sbcccindx.html>.

Please note the **2021 I-Codes with WA Amendments have an anticipated effective date of Oct. 29, 2023.**

DESIGN REQUIREMENTS

Seismic Design Category D-1, Soils class D or as determined by geotechnical engineer Wind 97 MPH (Vult) Exposure B, Minimum Ground and Roof Snow Load 25 psf, Frost depth 12 inches.

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 inspectionreports@cityofvancouver.us.**

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.

Finding: Changes to property lines shall not put existing structures out of compliance with section R302.1 Exterior Walls.

Finding: Existing structures to be removed over 120 square feet or connected to utilities will require a separate demolition DMO permit.

Finding: If a septic system or well is proposed, prior approval will be required by Clark County Health.

Finding: Retaining walls over four feet in height from the bottom of the footing to the top of the wall, or that support a surcharge or impounding Class I, II, or III-A Liquids require a RES building permit and engineered design. VMC 17.08.090.

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.

Finding: Converting existing structures to conditioned habitable dwelling units requires compliance with all energy and building codes as a change of use.

Conclusion: As submitted, the project can be reviewed for building code issues related to the planned development/subdivision. The planned development/subdivision review process is a separate and distinct process from the building permit process.

As submitted, project could be approved for building code requirements pertaining to the planned development/subdivision.

RECOMMENDATION

Staff hereby recommends the Hearing Examiner approve the subdivision and variance request with conditions as noted below and throughout this report. Based upon the analysis and findings herein, the criteria for approval have been satisfactorily met, or shall be met with the conditions of approval and no significant adverse impacts have been identified. This approval does not grant the right to permits, but only determines the development can meet the requirements of the applicable ordinances as described in this report.

CONDITIONS OF APPROVAL

Prior to civil plan approval

1. Upload the civil plan review set showing all 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. Pay concurrency monitoring fees totaling \$1,500.
4. Pay proportionate share fees totaling \$6,300.
5. Place the following note on the grading plans:
"If any archaeological deposits are found during construction, work shall stop and the City of Vancouver's Community Development and the Washington State Department of Archaeology and Historic Preservation shall be notified".
6. Place this note on the Engineering Plans, "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."
7. Include this note on final landscape plans: "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."
8. Revise the narrow lot development plan to include garbage and recycle set-out areas for each lot and indicate driveway widths.
9. Complete the sanitary sewer design on the civil drawings. Prepare according to Vancouver's current General Requirements and Details for Design and Construction. Provide adequate depth. Address redline comments and submit the final design for civil plan approval.
10. New and existing fire hydrant locations related to this project shall be shown.
11. A note shall be included on the water utility pages as applicable, "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."
12. An approved fire response plan shall be included in both the civil plans and the architectural plans.

Prior to or During Construction

13. Comply with the applicable requirements in the letter from Ecology dated Sept. 18, 2023.
14. Comply with the applicable requirements in the letter from Clark County Public Health dated June 7, 2023.
15. Secure construction permits and schedule and attend a pre-construction meeting. Construct new public sewers and laterals as shown on the approved plans. Satisfy construction services inspection requirements and secure construction acceptance.

16. Satisfy submittal and other requirements itemized in the Notifications of Civil Plan Approval and secure final civil project acceptance.
17. Fire hydrants for emergency use shall be established and maintained accessible.
18. Fire apparatus access roads shall be established and maintained.
19. Site security measures shall be installed to prevent unauthorized access.
20. Temporary street and building address signage shall be visible and legible from the street fronting the property for emergency response during construction.
21. All fire safety provisions of the International Fire Code shall be adhered to.
22. No smoking signage shall be posted throughout the site except in designated smoking areas.
23. Site security shall be maintained to prevent unauthorized access.
24. Consideration for emergency vehicle access shall be taken when staging materials for construction.
25. The general construction manager shall ensure that all requested inspections for fire protection system work is requested by the permit holder and that the systems were pre-tested prior to being scheduled.

Prior to Final Plat Approval

26. Tracts A-E are to be owned and maintained by the Homeowners Association.
27. Submit a final plat application. Applications can be found under Building, Planning and Environment on the City of Vancouver website, www.cityofvancouver.us.
28. Record a covenant protecting the existing Oregon white oak on Lot 48.
29. The following improvements to NE 16th Street must be provided, per the appropriate City of Vancouver standards:
 - a. Dedicate 54 feet full-width public right of way, per T10-14.
 - b. Construct the full street section, consisting of a 36-foot paved street width, with curb, gutter, 5-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-14.
 - c. Street lighting must be installed to current standards, see street lighting comments below.
 - d. Install traffic control devices as warranted and storm drainage as required by the city stormwater ordinance.
30. The following improvements to NE 14th Street must be provided, per the appropriate City of Vancouver standards:
 - a. Dedicate 50 feet full-width public right of way, per T10-15B.
 - b. Construct the full street section, consisting of a 28-foot paved street width, with curb, gutter, 5-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-15B.
 - c. Install "No Parking – Fire Lane" signs at appropriate spacing on one side of the street.
 - d. Install a stop sign at the intersection with NE 123rd Ave to stop-control eastbound traffic approaching the intersection.
 - e. Street lighting must be installed to current standards, see street lighting comments below.
 - f. Install traffic control devices as warranted and storm drainage as required by the city stormwater ordinance.
31. The following improvements to NE 121st Avenue must be provided, per the appropriate City of Vancouver standards:
 - a. Dedicate additional right of way as necessary to meet the standard, per T10-15B.

- b. Install additional pavement width as necessary to provide at least 28 feet full-width paved street, per T10-15B.
 - c. Install City of Vancouver standard frontage improvements including curb, gutter, 5-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-15B.
 - d. Install “No Parking – Fire Lane” signs at appropriate spacing on one side of the street.
 - e. Install a stop sign at the intersection with NE 16th Street to stop-control northbound traffic approaching the intersection. Also install a stop sign at the intersection with NE 14th Street to stop-control southbound traffic approaching the intersection.
 - f. Street lighting must be installed to current standards, see street lighting comments below.
 - g. Utility trenching shall be restored per T05-04A&B and T05-05. Asphalt restoration shall meet T05-01A&B and T05-07. A single continuous width restoration is required.
 - h. Install traffic control devices as warranted and storm drainage as required by the city stormwater ordinance.
 - i. At the south end of NE 121st Avenue, dedicate a 20-foot public bicycle/pedestrian tract across the west edge of Lot 7 to accommodate a future bike-ped path connecting this neighborhood southward to NE 9th Street.
32. The following improvements to NE 122nd Court must be provided, per the appropriate City of Vancouver standards:
- a. Dedicate 46 feet full-width public right of way, per the conditions of the approved road modification.
 - b. Construct the full street section, consisting of a 28-foot paved street width, with curb, gutter, 5-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-16 and the conditions of the approved road modification.
 - c. Construct cul-de-sacs at the ends of the dead-end streets. The minimum radius to the face of curb must be 35 feet.
 - d. Install “No Parking – Fire Lane” signs at appropriate spacing on one side of the street and around the cul-de-sacs.
 - e. Install stop signs at the intersection with NE 16th Street to stop-control northbound and southbound traffic approaching the intersection.
 - f. Street lighting must be installed to current standards, see street lighting comments below.
 - g. Install traffic control devices as warranted and storm drainage as required by the city stormwater ordinance.
 - h. The areas of perpendicular parking shown on NE 122nd Court must be located within the abutting private HOA tracts, to be owned and maintained by the HOA. The parking areas must not be located within the public right of way.
33. The following improvements to NE 123rd Avenue must be provided, per the appropriate City of Vancouver standards:
- a. Dedicate additional right of way as necessary to accommodate the required improvements and/or meet the standard, per T10-14.
 - b. Install City of Vancouver standard frontage improvements including 5-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-14. The existing curb should be protected in place and repaired as necessary.
 - c. Street lighting must be installed to current standards, see street lighting comments below.

- d. Utility trenching shall be restored per T05-04A&B and T05-05. Asphalt restoration shall meet T05-01A&B and T05-07. A single continuous width restoration is required.
 - e. Install traffic control devices as warranted and storm drainage as required by the city stormwater ordinance.
34. The following improvements to the private streets must be provided, per City of Vancouver standards:
- a. 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.)
 - b. Construct a standard driveway approach to serve the private street, per T01-04.
 - c. If the paved street width is less than 28 feet, must install "No Parking – Fire Lane" signs on both sides of the street.
35. The applicant shall also provide a shared access and maintenance agreement for the private streets to cover the cost of maintaining and operating street surface, signs and markings, and drainage system, as it applies to private streets and shared driveways. Any shared accesses shall be called out on the plat. The agreement shall be recorded on all parcels that are party to the private roadway. Shared access and maintenance agreements shall be provided prior to final subdivision approval.
36. Show, note, and specify public sanitary sewer easements over shared driveway tracts where required. Record separately or include standard required plat easement recording language and record with the plat.
37. 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.

Notes Required on Plat

- 38. If any archaeological deposits are found during construction, work shall stop, and the City of Vancouver's Community Development and the Washington State Department of Archaeology and Historic Preservation shall be notified.
- 39. All lots within this plat are subject to a specific tree plan on file with the City of Vancouver. Required trees shall be planted on a per lot basis prior to final occupancy. No tree within the plat shall be removed without a permit.
- 40. Homeowner Association is responsible for maintenance of all open space tracts listed on this plat.

Prior to Issuance of any Building/Development Permits

- 41. All required fees, including Transportation, School and Park Impact Fees shall be paid.
- 42. Building permits subject to the narrow lot development standards of 20.927.040.
- 43. Building permits subject to the development standards of 20.410.050.B.
- 44. Street and address signage shall be visible and legible from the street fronting the property for emergency response. If applicable, individual suite numbers shall be posted at the suite doors. Where applicable, apartment building designations shall be visible and legible from all potential fire lane approaches.
- 45. Required fire lane signage shall be installed.
- 46. All fire protection features identified as being required during the construction permit review shall be installed and approved prior to occupancy.

47. If a fire department Knox-Box was identified as a requirement during the construction permit review, it shall be installed at an approved location and locked with the required content.
48. Permanent vehicle gates crossing required fire lanes shall remain unlocked or open until approved by the fire department.
49. Conditions identified in the construction permit shall be met.
50. All requirements of the applicable fire and building codes and their referenced standards shall be met notwithstanding approved construction plans.
51. A report shall be submitted demonstrating adequate Emergency Responder Radio Coverage.

EXHIBITS

1. Staff Report
 - A. Application
 - B. Applicant Narrative
 - C. Development Plans
 - D. Evergreen School District letter dated April 21, 2023
 - E. SEPA Checklist
 - F. Ecology Letter dated Sept. 18, 2023
 - G. Clark County Public Health letter dated June 7, 2023
 - H. Notice of Application, Public Hearing and Optional SEPA Determination dated Aug. 17, 2023
 - I. Final DNS dated Oct. 2, 2023
 - J. Trip Generation & Distribution Report by Kittelson & Associates dated June 28, 2023**
 - K. TIF Calculation worksheet dated Sept. 20, 2023
 - L. Geotechnical Report prepared by Earth Engineering, Inc. dated April 2023**
 - M. Preliminary Stormwater Report prepared by PLS dated July 2023**
 - N. road modification Request by PLS Engineering dated July 13, 2023
 - O. Approved road modification
 - P. Critical Areas Report by Ecological Land Services dated July 3, 2023**
 - Q. WSDOT email dated Aug. 21, 2023
 - R. DAHP email dated July 14, 2023
 - S. Public Comment

**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.

**BEFORE THE HEARING EXAMINER
FOR CITY OF VANCOUVER**

In the Matter of the Application of	)	NO. PRJ-168703/LUP-83548
	)	
	)	
Ginn Group	)	Fircrest Meadows
	)	
	)	
	)	
	)	
for Approval of a Preliminary Plat, <u>Planned Development, and Rezone</u>	)	FINDINGS, CONCLUSIONS, AND RECOMMENDATION

SUMMARY OF RECOMMENDATION

The City’s Hearing Examiner recommends to the Vancouver City Council that the requested rezone, planned development, and preliminary plat to subdivide 7.46 acres into 57 single-family residential lots be **APPROVED** subject to conditions.

SUMMARY OF RECORD

Request:

Chad Stewart on behalf of Ginn Group (Applicant) requested a rezone from R-6 to R-9, a planned development, and a preliminary plat to subdivide 7.46 acres into 57 single-family residential lots. The subject property is located at 12301 NE 18th Street, Vancouver, Washington.

Hearing Date:

The Vancouver Hearing Examiner held a virtual open record hearing on the application on November 21, 2023. In an abundance of caution, the record was held open two business days to allow for written public comment from members of the public who may have had difficulty joining the virtual hearing, with additional time arranged for responses by the parties. No post-hearing public comment was submitted, and the record closed on November 23, 2023. No in-person site visit was conducted, but the undersigned viewed the subject property and its environs on Google Maps.

Testimony:

At the open record hearing the following individuals presented testimony under oath:

Mark Person, Senior Planner, City of Vancouver
Eric Hahn, Senior Civil Engineer, City of Vancouver
Chad Stewart, Senior Project Manager, Ginn Group

Jayson Taylor, Project Planner, Ginn Group
Audra Koopmann
Margaret Milem
Jim Martin

Exhibits:

At the open record hearing the following exhibits were admitted into the record:

1. Staff Report
 - A. Application
 - B. Applicant Narrative
 - C. Development Plans
 - D. Evergreen School District letter, dated April 21, 2023
 - E. SEPA Checklist
 - F. Department of Ecology letter, dated September 18, 2023
 - G. Clark County Public Health letter, dated June 7, 2023
 - H. Notice of Application, Public Hearing and Optional SEPA Determination, dated August 17, 2023
 - I. Final Determination of Non-Significance, dated October 2, 2023
 - J. Trip Generation & Distribution Report by Kittelson & Associates, dated June 28, 2023
 - K. TIF Calculation worksheet, dated Sept. 20, 2023
 - L. Geotechnical Report prepared by Earth Engineering, Inc., dated April 2023
 - M. Preliminary Stormwater Report prepared by PLS Engineering, dated July 2023
 - N. Road modification request by PLS Engineering, dated July 13, 2023
 - O. Approved road modification
 - P. Critical Areas Report by Ecological Land Services, dated July 3, 2023
 - Q. WSDOT email, dated August 21, 2023
 - R. Department of Archaeology and Historic Preservation email, dated July 14, 2023
 - S. Public Comment
2. Applicant PowerPoint Presentation
3. City PowerPoint Presentation
4. Email comment from Bev and Ken Tyler, dated November 21, 2023

After considering the testimony and exhibits admitted through the open record hearing process, the Hearing Examiner enters the following findings and conclusions:

Findings, Conclusions, and Recommendation
Vancouver Hearing Examiner
Fircrest Meadows, PRJ-168703/LUP-83548

page 2 of 22

FINDINGS

1. Ginn Group (Applicant) requested a rezone from R-6 to R-9, a planned development, and a preliminary plat to subdivide 7.46 acres into 57 single-family residential lots. The subject property is located at 12301 NE 18th Street, Vancouver, Washington.¹ *Exhibits 1, 1.A, 1.B, and 1.C.*
2. The application was received by the City on July 24, 2023 and determined fully complete on August 9, 2023. *Exhibits 1 and 1.H.*
3. There are no known previous subdivision terms or conditions that would affect the proposal. *Exhibits 1 and 1.B.*
4. The subject property is 7.46 acres in area and is developed with a single-family residence. The Applicant proposes to demolish the existing residence in conjunction with the proposed development of the site. *Exhibits 1 and 1.C.*
5. The subject property contains slopes exceeding 25% in gradient. Such slopes are classified as geologic hazard areas and are regulated under the City's critical areas ordinance (CAO). The project avoids impacts to steep slopes by preserving them within proposed Tract A. With respect to other types of critical areas, there are no wetlands or other surface waters on the subject property. *Exhibits 1, 1.C, 1.L, and 1.P.*
6. The subject property is zoned Low-Density Residential (R-6). *Exhibit 1.* The purpose of the R-6 zone is "to accommodate detached single dwellings with or without accessory residential units at a minimum lot size of 7,500 square feet and a density of 4.5 to 5.8 units/net acre." *Vancouver Municipal Code (VMC) 20.410.020.C.*
7. The Applicant seeks a rezone from R-6 to R-9, which is also a low-density residential zone. 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." *VMC 20.410.020.D.*
8. Planned developments are a land use development tool intended to provide a means for creating planned environments in any base zoning district through the application of flexible standards, including zero-lot lines, narrower streets, and other innovative planning practices that result in well-designed, efficient, and functional urban environments. *VMC 20.260.010.* Planned developments are allowed in the R-9 zone. *VMC 20.260.020.*
9. The Comprehensive Plan land use designation of the subject property is Urban Lower Density (UL). The UL designation can be implemented through the requested R-9 zone. *Exhibit 1; Comprehensive Plan, Table 1-5; Mark Person Testimony.* The general intent of

¹ The legal description of the subject property is a portion of the NE ¼ of Section 27, Township 2N, Range 2E within the Willamette Meridian; also known as Tax Parcel 164912000. *Exhibit 1.*

the UL designation is to provide for “predominantly single-family detached residential development, with some allowances for duplexes, townhouses, and single-family homes on small lots using infill standards.” *Comprehensive Plan, Table 1-5.*²

10. The version of the Vancouver Strategic Plan in effect at the time of project application (2016-2021 Strategic Plan) contained an objective to “develop a broader range of housing choices through incentives, changes in regulations, and implementation of the Affordable Housing Task Force recommendations.”³ *Exhibit 1.B.* Based on the affordable housing issues documented in the task force report, the City updated its zoning ordinance in 2022 (Ordinance No. M-4377) to encourage housing supply and housing options. *Ordinance No. M-4377.* The web page for the update process describes Vancouver as facing a housing crisis.⁴ *Exhibit 1.B.*
11. The recently adopted 2023 Vancouver Strategic Plan contains similar goals relating to housing options and housing supply, including:
 - To increase options for housing citywide, the City will propose and adopt revisions to its land use regulations (VMC Title 20) to allow a variety of housing types and sizes in low-density residential and other zoning districts and reduce or eliminate regulatory or procedural barriers to housing production when possible.
 - To meet new demand and close the deficit within 10 years, Vancouver must increase annual housing production to at least 2,500 new housing units, including 750 new housing units per year that are affordable to households earning 80% or less of the area median income.

*City of Vancouver Strategic Plan, 2023-2029 Update, page 28.*⁵
12. The Applicant argued, and Planning Staff agreed, that the proposal is consistent with the Strategic Plan in effect at time of application, that it would address the housing need identified in the Affordable Housing Task Force report, and that the housing shortage represents a change in circumstance warranting approval of the rezone. *Exhibit 1; Jayson Taylor Testimony.*
13. Adjacent properties to the west, south, and east are zoned R-6 and are developed with single-family residences. The BPA powerline corridor is immediately north of the subject property, between the subject property and NE 18th Street. The properties on the north side of NE 18th Street are zoned R-9 and R-18. There is also R-9 zoned land a few blocks west of the subject property. *Exhibits 1, 1.B, and 1.C; Exhibit 2.*

² https://www.cityofvancouver.us/wp-content/uploads/2023/09/Comprehensive_Plan_2011-2030_AUG_2021_Update.pdf

³ The 2016-2021 Strategic Plan and affordable housing task force report are no longer available online.

⁴ <https://www.becardvancouver.org/housingcodeupdates>

⁵ <https://www.cityofvancouver.us/wp-content/uploads/2023/11/2023-2029-Vancouver-Strategic-Plan.pdf>

14. The Applicant proposes 57 detached residences, a housing type that is allowed outright in both the existing R-6 and the proposed R-9 zones and within planned developments. *VMC 20.410.030; VMC 20.260.030.B.1*. The minimum net density (net of public and private streets and critical areas) in the R-9 zone is 5.9 dwelling units per acre, which is 34 dwelling units for the subject property, based on a net area of 5.69 acres. The maximum net density is 8.7 dwelling units per acre (excluding density bonus), which would allow up to 50 dwelling units on the subject property. With the planned development density bonus of 15%, which the Applicant proposes to utilize, the maximum number of dwelling units is 58. The proposed density falls within the allowed range for a planned development within the R-9 zone. *Exhibit 1; VMC 20.410.040; VMC 20.260.020*. For purposes of comparison, the number of residences that could be developed on the subject property in the absence of a rezone is a minimum of 26 and a maximum of 38 using the 15% density bonus.⁶ *VMC 20.410.040*.
15. The minimum lot area required in the R-9 zone is 5,000 square feet, but the Hearing Examiner can reduce the minimum lot size for single-family residential land uses in planned developments. In this case the Applicant proposes a minimum lot area of 2,500 square feet, with the smallest lots confined to the interior of the site or adjacent to the BPA corridor. The perimeter lots adjacent to existing roadways would be at least 3,333 square feet, and the perimeter lots adjacent to existing residences (Lots 1 through 7 along the southern property line and Lots 40 through 48 along the eastern property line) would be at least 4,000 square feet. *Exhibits 1.B and 1.C; VMC 20.260.060.B(4)*.
16. Consistent with *VMC 20.260.060.C*, the proposed smaller lot sizes would be offset by common open space. The Applicant proposes to provide approximately one acre of open space (43,338 square feet) within Tract A and 5,138 square feet of open space within B. This amount exceeds the 10% of overall site area required by *VMC 20.260.060.C.1(a)* by approximately one-quarter acre. Tract A, in the northwest corner of the subject property, would be used to preserve steep slopes and a large stand of trees. Consistent with *VMC 20.260.060.C.1(c)*, critical areas would constitute less than half of the required open space. Picnic tables would be provided in both open space tracts. The open space tracts would be maintained by the homeowners association. *Exhibits 1, 1.B, and 1.C*.
17. The Applicant proposes to construct a walking path between the northern boundary of the subject property and NE 18th Street within the driveway easement for the existing residence.⁷ The path would connect to the internal street system through an easement between Lots 48 and 49 or a separate tract within Lot 48. In addition, a 20 foot wide tract would be dedicated along the west edge of Lot 7 between the south terminus of NE 121st Avenue and the southern property line to provide a future bicycle and pedestrian path

⁶ 5.69 net acres x 4.5 units per acre is 25.605 (rounded up to 26 per *VMC 20.410.040.C.2.c*). 5.69 net acres x 5.8 units per acre is 33.002, or 37.95 with 15% density bonus (rounded up to 38 per *VMC 20.410.040.C.1(e)*).

⁷ The preliminary plat map (in Exhibit 1.C) depicts a meandering path to be located to the west of the driveway easement, but because BPA would not approve a new trail easement, the existing easement will be used. *Jayson Taylor Testimony*.

connection to NE 9th Street. *Exhibits 1, 1.B and 1.C; Jayson Taylor Testimony.*

18. The maximum lot coverage allowed in the R-9 zone is 50%. *VMC 20.410.050.* Adjustment of this development standard is authorized by *VMC 20.260.050.B* if: (1) the adjustment is warranted given site conditions and/or characteristics of the design; (2) the benefits outweigh any potential adverse impacts; and (3) any impacts are mitigated to the extent practical. *VMC 20.260.050.B.* The Applicant proposes to adjust the maximum lot coverage to 55% for Lots 1 through 6 and 40 to 47 to allow for development of single-story homes on those lots. The intent is to increase the mixture of housing types to include houses meeting the accessibility needs of older and/or disabled residents. The increased lot coverage would be limited to lots developed with single-story homes to minimize potential visual impacts on neighbors; two-story homes would comply with the 50% standard. *Exhibit 1.B.*
19. Although the minimum lot width requirement of the underlying zone does not apply to planned developments, subdivisions with lots of less than 40 feet in width must comply with the narrow lot criteria of *VMC 20.927.030* and the development standards of *VMC 20.927.040*. In this case only Lots 1 through 7 and 40 through 48 would be 40 or more feet wide; the remaining lots would be between 30 and 40 feet wide. The narrow lot 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. Consistent with the criteria and the associated development standards, the Applicant has submitted plans showing that utilities, driveways, street trees and other features have been located and designed to minimize conflicts with one another. Guest parking exceeding the standard of one space per three narrow lots would be provided in the form of guest parking stalls within Tracts A and B (five stalls each, for a total of 10 stalls) and street parking.⁸ In addition, each residence would have a garage that would accommodate at least one vehicle and all lots would have driveways designed to accommodate two parked vehicles. With respect to solid waste, the site design provides adequate truck access and circulation, and common cart set-out locations have been designated for those lots with insufficient street frontage for individual cart set-out. *Exhibits 1, 1.B, and 1.C; Jayson Taylor Testimony.*
20. The Applicant has submitted conceptual building elevations demonstrating compliance with the development standards of *VMC 20.410.050*. The garage doors would not exceed 50% of the building facades and the main entrances would be visible from the street and would have a porch or entry. Detailed review of the requirement to provide front façade variety with respect to residences facing the same street would be completed during building permit review. *Exhibits 1 and 1.C.*
21. The subdivision ordinance requires a minimum street frontage of 20 feet per lot and requires side lots to be at right angles to facing streets to the extent practical. Each of the

⁸ Per the conditions recommended by Planning Staff, the narrow lot guest parking stalls must be owned and maintained by the HOA and not located within public right-of-way. *Exhibit 1.*

proposed lots would satisfy these requirements. In addition, the length of blocks within the development would fall within the minimum of 180 feet and the maximum of 1,300 feet specified in the ordinance. No blocks would exceed 800 feet in length such as to trigger requirements to provide mid-block pedestrian access. *Exhibits 1 and 1.C; VMC 20.320.070.*

22. In support of the planned development request, the Applicant submitted a concept plan containing the components of VMC 20.260.070. *Exhibits 1, 1.B, 1.C, 1.J, 1.L, and 1.P.*
23. The proposal includes aesthetic, energy-efficient, and environmentally friendly design features, including small residences (maximum 1,500 square feet), higher density, tree retention, and pedestrian connections. With respect to source of energy, the residences would be served by electricity only, and the electric design would allow for electric vehicle chargers. Multiple building styles are proposed, with single story homes on larger lots along the exterior of the subdivision adjacent to existing lower density development. This site design, in combination with required building setbacks, would also protect against shading impacts to adjacent properties. *Exhibits 1, 1.B, and 1.C; Chad Stewart Testimony.*
24. In addition to providing open space on site, the Applicant must mitigate impacts to parks through payment of a mitigation fee pursuant to VMC 20.915. The fee amount is calculated at the time of building permit application and is payable at the time of building permit issuance.⁹ *VMC 20.915.020.* The current fee amount for Park District C is \$4,757.00 per dwelling unit. *Exhibit 1.*
25. VMC Chapter 20.925.060 requires street trees to be planted at a maximum spacing of 30 feet. The Applicant has submitted a landscape plan depicting street trees along the internal streets. *Exhibits 1 and 1.C.*
26. The proposal is subject to the requirements of the City's tree conservation ordinance, which requires tree preservation and planting to achieve a minimum of 30 tree units per acre. For the 7.46-acre site, 224 tree units are required. The Applicant proposes to retain 257.5 tree units of trees within Tract A and Lot 48. The tree to be retained on Lot 48 is an Oregon white oak with a trunk measuring more than 12 inches in diameter. Oregon white oaks are considered priority habitat by the Washington Department of Fish and Wildlife criteria. *Exhibits 1, 1.C, and 1.P.*
27. Access to the subdivision would be from extensions of NE 16th Street and NE 14th Street through the site, and from NE 121st Avenue and NE 123rd Avenue. Access to individual

⁹ The Staff Report on page 23 states that the fee amount is calculated at the time of preliminary plat approval, noted on the face of the final plat, and imposed on a per-lot basis at the time of building permit issuance. However, this procedure reflects the version of VMC 20.915.020 that was in effect prior to adoption of Ordinance M-4340 in 2021. The proposed subdivision application, which became complete on August 9, 2023, vested to the current version of the ordinance that specifies that for all new development requiring a building permit, impact fees are calculated at the time of building permit application.

lots would be from a new cul-de-sac street off the extension of NE 16th Street (proposed NE 122nd Court), NE 121st Avenue, NE 123rd Avenue, and NE 14th Street, and from private access tracts extending from NE 122nd Court. One private shared driveway tract at the south end of NE 122nd Court would serve Lots 27, 28, 29, and 30, while two private access tracts at the north end of NE 122nd Court would serve Lots 48, 49, and 50 and 52, 53, and 54. No lots would take direct access from NE 16th Street. *Exhibit 1.C.*

28. NE 16th Street is designated as a neighborhood circulator, requiring 36 feet of pavement, curbs, gutters, landscape strips, and detached sidewalks within 54 feet of right-of-way per City standard plan T10-14. *Exhibit 1.* The Applicant proposes curb return bulb-outs on NE 16th Street at the intersection with NE 122nd Court to serve as a traffic calming measure. The curb return bulb-outs result in a slightly narrower street section through the intersection. *Exhibits 1 and 1.C; Chad Stewart Testimony.*
29. NE 14th Street is designated as a local access street, requiring 28 feet of pavement, curbs, gutters, landscape strips, and detached sidewalks within 50 feet of right-of-way per City standard plan T10-15B. A stop sign would be required at the approach to NE 123rd Avenue, and on-street parking would be limited to one side of the street. *Exhibit 1.*
30. NE 121st Avenue is also designated as a local access street. The east half of the street is not fully improved to City standards along the subject property frontage. Additional right-of-way dedication and installation of curb, gutter, landscape strip, sidewalk, ADA ramps and street lighting would be required. A stop sign would be required at the northbound approach to NE 16th Street and the southbound approach to NE 14th Street, and on-street parking would be limited to one side of the street. *Exhibits 1 and 1.J.*
31. NE 123rd Avenue is designated as a neighborhood circulator. NE 123rd Avenue is not fully improved to City standards along the subject property frontage. Additional right-of-way dedication might be required, as well as installation of a planter strip, sidewalk, ADA ramps, and street lighting. *Exhibit 1.*
32. The new internal NE 122nd Court would be a designated cul-de-sac street (City standard plan T10-16). Previous to the public hearing, the Applicant had obtained Public Works Department approval of a road modification request to reduce the required right-of-way width from 50 feet to 46 feet, and to reduce the planter strip width from five feet to four feet. The street would otherwise conform to City standards, including five-foot wide detached sidewalks and a 28-foot wide paved surface. The approaches to NE 16th Street would be stop sign controlled, and on-street parking would be limited to one side of the street. *Exhibits 1, 1.J, 1.N, and 1.O.*
33. The private streets extending from NE 122nd Court would be designed consistent with City standard plan T10-18. As allowed by the standard, the tract widths of 21 feet would exceed the minimum of 15 feet required. Shared access and maintenance agreements would be required prior to final plat approval. *Exhibits 1 and 1.C.*

34. The Applicant submitted a professionally prepared trip generation and distribution report dated June 28, 2023. The City determined that the analysis is adequate under City standards. *Exhibit 1.J; Eric Hahn Testimony*. The proposal's trip generation was estimated using the rate contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* for Land Use Code 210 – Single-Family Detached Housing. Using this rate, the trip generation of the development, net of the traffic generated by the existing residence, would be 560 average weekday daily trips, including 44 AM peak hour trips and 58 PM peak hour trips. *Exhibit 1.J*. It is typical for AM peak hour rates to be lower than PM peak hour rates because departure times are more spread out, whereas PM peak hour traffic is more concentrated. *Eric Hahn Testimony; Jayson Taylor Testimony*.
35. The Applicant's transportation engineer evaluated the traffic impact of the project on six existing intersections in the vicinity, including the intersections of NE 112th Avenue/NE 18th Street, NE Four Seasons Lane/NE 18th Street, NE 118th Avenue /NE 18th Street, NE 125th Avenue /NE 18th Street, NE 118th Avenue /NE 16th Street, and NE 125th Avenue /NE 16th Street. None of the studied intersections are expected to have a reduced level of service (LOS) from project traffic at the time of anticipated project build-out (2027), and all would operate at LOS C or better. By 2032, the combined effect of project traffic and background traffic is expected to cause the LOS of NE 112th Avenue and NE 18th Street to drop from C to D during the PM peak hour, a level that is still consistent with City standards. All other study intersections would continue to operate at LOS A or B. *Exhibit 1.J*.
36. The subject property is located within the #281 Transportation Analysis Zone. The project would add PM peak hour trips to seven Transportation Management Zones. Based on these impacts, the Applicant would be required to pay concurrency modeling fees of \$1,500.00. In addition, the Applicant would be required to pay a proportionate share towards the City's planned improvements at four intersections, including NE 172nd Avenue/NE 18th Street (\$600), NE 179th Place/NE 18th Street (\$1,800), NE 187th Avenue/NE 18th Street (\$2,400), and NE 162nd Avenue/NE 9th Street (\$1,500). Both fees would be due prior to civil plan approval. *Exhibits 1 and 1.K*.
37. Pursuant to VMC 11.70.090, the segment of NE 18th Street between NE 112th Avenue and NE 138th Avenue 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. The number of PM peak hour trips generated by the instant development is not anticipated to cause the corridor to drop below the adopted level of service standard. *Exhibit 1*.
38. The Applicant is required to pay traffic impact fees pursuant to VMC 20.915. The fee amount is calculated at the time of building permit application and is payable at the time of building permit issuance. *VMC 20.915.020*. The current fee amount for the Cascade Subarea is \$2,722.39 per dwelling unit. *Exhibit 1*.

39. Compliance with the City's off-street parking requirement of one space per dwelling unit (VMC 20.945) would be confirmed at the time of building permit issuance. The proposed residences would each have a garage large enough to park one vehicle, and a driveway large enough to park one if not two vehicles. *Exhibits 1, 1.B, and 1.C; Jayson Taylor Testimony.*
40. The Fire Department has reviewed the proposed project and determined that it can meet the requirements of VMC Title 16 and the International Fire Code if properly conditioned. Planning Staff included the Fire Department's conditions in the recommended conditions of approval. *Exhibit 1.*
41. Public water is available to the site from mains located in NE 16th Street (a 16-inch transmission main crosses the subject property within the NE 16th Street alignment), NE 121st Avenue, and NE 123rd Avenue. The existing 16-inch main would be replaced with a 24-inch main for consistency with City water planning documents. *Exhibit 1; Chad Stewart Testimony.*
42. Public sewer is available to the site from a main located within the NE 121st Avenue alignment, which extends from the street terminus to NE 18th Street within an easement. The Applicant proposes to connect to the existing main near the northwest corner of the site, extend the sewer south and east through the site to NE 15th Street, install a new deeper sewer within NE 123rd Avenue, and provide service laterals to each lot. Staff submitted that the proposal satisfies City sewer standards. *Exhibits 1, 1.B, and 1.C.*
43. The Applicant has submitted preliminary erosion control plans demonstrating that City requirements for erosion control can be met on the site. *Exhibits 1 and 1.C.*
44. The subject property is located within the Evergreen School District. Students residing within the proposed subdivision would attend Fircrest Elementary School, Cascade Middle School, and Evergreen High School. The School District provides bus service to all three schools in the vicinity of the subject property. Impacts to schools would be mitigated through payment of mitigation fees pursuant to VMC 20.915. The fee amount is calculated at the time of building permit application and is payable at the time of building permit issuance. *VMC 20.915.020 (Ord. M-4340).* The current fee amount is \$6,432 per dwelling unit. *Exhibit 1.*
45. An archaeological predetermination report was prepared for the project pursuant to VMC 20.710.070. The findings of the report did not suggest the presence of archaeological resources on the site. However, Planning Staff recommended a stop work/notification condition of approval to address unanticipated discovery of archaeological deposits during construction, consistent with VMC Chapter 20.710. *Exhibits 1 and 1.B.*
46. Stormwater runoff would be infiltrated on site through infiltration trenches. Based on evaluation by a geotechnical engineer, the soils on site are suitable for infiltration. Water quality treatment of runoff from pollution-generating surfaces would be accomplished

with media filter cartridges. Stormwater treatment facilities placed within public rights-of-way would be owned and maintained by the City, and those placed within private access drives, tracts, or lots would be privately owned and maintained by the homeowners association. City Staff submitted that the submitted stormwater report and plans demonstrate that City stormwater requirements can be met on site. *Exhibits 1, 1.L, and 1.M.*

47. 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 and application materials, the SEPA Responsible Official issued a notice of application, remote public hearing, and optional SEPA determination of non-significance (DNS) on August 17, 2023. After reviewing public and agency comments, the City issued a final DNS on October 2, 2023, which was not appealed. *Exhibits 1, 1.E, 1.H, and 1.I.*
48. Public comment on the proposal included concerns regarding increased traffic and traffic speeds on NE 125th Avenue, and a request that direct street access from the subject property to NE 18th Street be established. There is a school bus stop on NE 125th and some students in the area walk to school. The commenting neighbor submitted that existing traffic speeds excessively on NE 125th Avenue and that the additional vehicles from the proposed lots would increase the hazards already resulting from this situation. *Exhibit 1.S; Audra Koopmann Testimony.* There was also public comment in support of the proposal, citing the Applicant's community outreach, thoughtful design changes in response to public concerns, and willingness to provide the pedestrian connection between the subject property and the neighborhood to the south. *Margaret Milem Testimony; Exhibit 4.*
49. In response to public comment concerns about traffic, the Applicant submitted that the traffic analysis predicts that approximately 75% of the project traffic would travel to or from the west (away from NE 125th) as that would be the fastest path to I-205. Direct street access to NE 18th would not be feasible due to the location of existing intersections on NE 18th, as well as to the difficulties the Applicant is likely to encounter in attempting to acquire right-of-way where there is only easement access. *Jayson Taylor Testimony.* City Transportation Staff identified resources in place for neighborhoods to address speeding concerns.¹⁰ *Eric Hahn Testimony.*
50. Having considered all public comment and the full Applicant submittal, Planning Staff maintained their recommendation for approval of the rezone, subdivision, and planned development subject to conditions in the staff report. *Exhibits 1 and 3; Mark Person Testimony.* The Applicant did not object to the recommended conditions but requested an additional condition specifying that street trees and other landscaping would be installed

¹⁰ Anyone with concerns about speeding-related safety issues on City streets can contact the City's Transportation Planning Division Traffic Calming Group, which is accessible on the City's webpage. Also, concerns about streetlights not functioning can be brought to the City's attention on the webpage for the Traffic Operations section of the Transportation Planning Division. *Eric Hahn Testimony.*

prior to occupancy. Planning Staff concurred with the request. *Exhibit 2; Jayson Taylor Testimony; Mark Person Testimony.*

CONCLUSIONS

Jurisdiction:

The Hearing Examiner has jurisdiction to review and make a recommendation to City Council on the rezone and planned development, both Type IV applications, pursuant to VMC 20.285.040.C.2 and VMC 20.260.030.B.1.

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.

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.

Planned Development Criteria for Review:

Pursuant to VMC 20.260.050.A, to receive approval for a planned development, the Applicant must demonstrate compliance with all of the following criteria:

1. Content. The concept plan contains all of the components required in Section 20.260.070. Compliance with all applicable standards. The proposed development and uses comply with all applicable standards of the Title, except where adjustments are being approved as part of the concept plan application, pursuant to Section 20.260.030(D)(2).
2. Architectural and site design. The proposed development demonstrates the use of innovative, aesthetic, energy-efficient and environmentally-friendly architectural and site design.
3. Transportation system capacity. There is either sufficient capacity in the transportation system to safely support the development proposed in all future phases

or there will be adequate capacity by the time each phase of development is completed.

4. Availability of public services. There is either sufficient capacity within public services such as water supply, police and fire services, and sanitary waste and storm water disposal, to adequately serve the development proposed in all future phases, or there will be adequate capacity available by the time each phase is completed.
5. Protection of designated resources. City-designated resources such as historic landmarks, significant trees and sensitive natural resources are protected in compliance with the standards in this and other Titles of the VMC.
6. Compatibility with adjacent uses. The concept plan contains design, landscaping, parking/traffic management and multi-modal transportation elements that limit conflicts between the planned development and adjacent uses. If zoning districts are shifted per section 20.260.020(C) VMC, there shall be a demonstration that the reconfiguration of uses is compatible with surrounding uses by means of appropriate setbacks, design features or other techniques.
7. Mitigation of off-site impacts. All potential off-site impacts including litter, noise, shading, glare, and traffic, will be identified and mitigated to the extent practicable.

Subdivision Criteria for Review:

Pursuant to VMC 20.320.040, to obtain approval of a preliminary subdivision, the Applicant must demonstrate compliance with all of the following criteria:

- A. Public facilities provision. Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for transportation, water, storm drainage, erosion control and sanitary sewage disposal methods that are consistent with the City's current ordinances, standards, and plans;
- B. Proposed improvements. Appropriate provisions have been made for proposed streets, alleys and public ways, utilities and other improvements that are consistent with the City's current ordinances, standards and plans, and Department of Health and/or Washington State Department of Transportation standards and plans, where applicable;
- C. Open space and dedications. Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for open space, parks, schools, dedications, easements, and reservations;
- D. Physical characteristics. The design of the proposed short subdivision or subdivision site has taken into consideration the physical features of the site, including but not limited, to: topography, soil conditions, susceptibility to flooding, inundation or

swamp conditions, steep slopes or unique natural features such as wildlife habitat or wetlands;

- E. Re-platting of existing subdivisions. When re-platting an existing subdivision, the short subdivision or subdivision shall comply with all of the terms and conditions of the existing subdivision's conditions of approval;
- F. Compliance with all requirements of this title. The proposed short subdivision or subdivision complies with all applicable requirements of this title unless modified through the approval; and
- G. Compliance with State requirements. That the proposed short subdivision or subdivision complies with the requirements of RCW 58.17.110.
- H. Narrow Lot Additional Criteria. Land divisions which contain one or more residential lots having a width of less than 40 feet shall meet additional criteria of VMC 20.927.030 A, B and C.

Conclusions Based on Findings:

A. Rezone

- 1. The requested R-9 zoning is more consistent with the Vancouver Strategic Plan by allowing for a higher density of housing, which would better address the City's housing shortage. The R-9 zone is compatible with the current Comprehensive Plan designation. *Findings 6, 7, 9, 10, 11, and 12.*
- 2. Circumstances have changed with respect to housing demand, which supports allowing higher density as proposed. *Findings 10 and 12.*

B. Planned Development

- 1. As conditioned, the plans demonstrate compliance with the content requirements and development standards for planned developments set forth in VMC 20.260, including those relating to housing type, density, lot dimensions, and open space. The requested reduction in lot area and increase in lot coverage are, or should be, approved. The slight increase in lot coverage would allow for one-story development at the subdivision boundary, which would act as a transition and would minimize impacts to adjacent lower density off-site development. The ability to provide one-story houses would also add to the demographic mix potentially served by the development. The reduced lot sizes would allow for increased preservation of open space and tree retention within Tract A. The smallest lots would be located in the interior of the development, which would minimize any off-site impacts of the reduced lot sizes and increased density. In addition to the common open space provided within Tracts A and B, off-site pedestrian connections would be provided to the north and south. *Findings 8, 14, 15, 16, 17, 18, 19, and 22.*

2. The proposed architectural and site design would be aesthetic, energy-efficient, and environmentally friendly. The proposed residences would be relatively small, and the utilities proposed would be compatible with electric vehicle charging. A large stand of trees would be preserved within Tract A. The design promotes nonmotorized transportation through the proposed pedestrian/bicycle connections to the north and south in addition to the internal sidewalk system. *Findings 16, 17, 20, 23, and 26.*
3. There is sufficient capacity in the transportation system for the traffic generated by the development. Traffic mitigation fees would be paid in accordance with ordinance requirements. *Findings 35, 36, 37, and 38.*
4. Adequate public services are available to serve the proposed community. *Findings 40, 41, and 42.*
5. As conditioned, significant trees and sensitive natural resources would be protected consistent with ordinance requirements. The City's tree density standard would be met through tree retention. The conditions of approval contain stop work requirements that would apply if archaeological resources are discovered during construction. *Findings 5, 26, and 45.*
6. As conditioned, the proposed development would be compatible with adjacent residential land uses. The site design places the largest lots next to existing lower-density development. Parking would be provided on individual lots and within designated guest parking areas to reduce spillover into the surrounding neighborhood. The plan provides for multi-modal neighborhood connectivity. *Findings 13, 15, 17, 19, and 39.*
7. Mitigation of off-site impacts would be accomplished through payment of park, school, and traffic mitigation fees. As conditioned, street lighting would be installed consistent with City standards. Potential noise impacts would be limited to construction noise. The evidence submitted did not suggest the need for noise mitigation in addition to existing code requirements and processes. Proposed site design minimizes shading effects by placing one story homes adjacent to existing development. The project was reviewed as required by the State Environmental Policy Act and a DNS was issued. *Findings 23, 24, 29, 30, 35, 36, 38, 44, 47, 49, and 50.*

C. Preliminary Plat

1. As conditioned, appropriate provision has been made for transportation, water, storm drainage, erosion control, and sewage disposal. The conditions of approval detail the applicable street requirements. The local street system has capacity to serve the development. Traffic mitigation fees would mitigate the impact of the project's increased trips on the surrounding transportation system. *Findings 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 41, 42, 43, 46, 48, 49, and 50.*
2. As conditioned, appropriate provision has been made for streets, alleys, utilities, and other improvements consistent with City and State standards. The conditions of approval

detail the applicable street requirements. *Findings 27, 28, 29, 30, 31, 32, 33, 40, 41, 42, 46, 48, 49, and 50.*

3. The proposed open space, which would serve residents of the subdivision, exceeds the 10% minimum requirement for planned developments. Impacts to schools and City parks would be mitigated through payment of mitigation fees. *Findings 16, 24, and 44.*
4. The design of the subdivision takes into account the physical features of the site, including steep slopes, an existing stand of mature trees to be retained, and an Oregon white oak tree to be retained. The proposed use of infiltration trenches for stormwater management is compatible with soil conditions. *Findings 5, 26, and 46.*
5. There are no prior subdivision terms or conditions that affect the proposal. *Finding 3.*
6. As conditioned, the subdivision complies with the applicable requirements of VMC 20.320, which address subdivision layout and access requirements. *Finding 21.*
7. The above criteria largely address the requirements of RCW 58.17.110. The RCW 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, school bus service would be available, and provision for safe walking conditions would be made by installing sidewalks along the internal streets and the pathway to NE 18th Street. 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-9 zone. *Findings 10, 11, 14, 17, 28, 29, 30, 31, 32, 44, 49, and 50.*
8. As conditioned, the proposal is consistent with the narrow lot development criteria. *Finding 19.*

RECOMMENDATION

Based on the foregoing findings and conclusions, the requested rezone from R-6 to R-9 and the preliminary plat and planned development to subdivide 9.85 acres into 57 single-family residential lots at 12301 NE 18th Street **SHOULD BE APPROVED** subject to the following conditions to be satisfied by the Applicant or successors in interest:

Prior to civil plan approval, the Applicant or Applicant's Agent shall ensure the following requirements are satisfied:

1. The Applicant shall upload the civil plan review set showing all 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. The Applicant shall pay concurrency monitoring fees totaling \$1,500.
4. The Applicant shall pay proportionate share fees totaling \$6,300.
5. Place the following note on the grading plans:
“If any archaeological deposits are found during construction, work shall stop and the City of Vancouver’s Community Development and the Washington State Department of Archaeology and Historic Preservation shall be notified”.
6. Place this note on the engineering plans: “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.”
7. Include this note on final landscape plans: “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.”
8. Revise the narrow lot development plan to include garbage and recycle set-out areas for each lot and indicate driveway widths.
9. Complete the sanitary sewer design on the civil drawings. Prepare according to Vancouver’s current General Requirements and Details for Design and Construction. Provide adequate depth. Address redline comments and submit the final design for civil plan approval.
10. New and existing fire hydrant locations related to this project shall be shown.
11. The following note shall be included on the water utility pages as applicable:
“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.”
12. An approved fire response plan shall be included in both the civil plans and the architectural plans.

Prior to or During Construction, the Applicant or Applicant’s Agent shall ensure the following requirements are satisfied:

13. Comply with the applicable requirements in the letter from the Department of Ecology dated September 18, 2023.
14. Comply with the applicable requirements in the letter from Clark County Public Health dated June 7, 2023.

15. Secure construction permits and schedule and attend a pre-construction meeting. Construct new public sewers and laterals as shown on the approved plans. Satisfy construction services inspection requirements and secure construction acceptance.
16. Satisfy submittal and other requirements itemized in the Notifications of Civil Plan Approval and secure final civil project acceptance.
17. Fire hydrants for emergency use shall be established and maintained accessible.
18. Fire apparatus access roads shall be established and maintained.
19. Site security measures shall be installed to prevent unauthorized access.
20. Temporary street and building address signage shall be visible and legible from the street fronting the property for emergency response during construction.
21. All fire safety provisions of the International Fire Code shall be adhered to.
22. No smoking signage shall be posted throughout the site except in designated smoking areas.
23. Site security shall be maintained to prevent unauthorized access.
24. Consideration for emergency vehicle access shall be taken when staging materials for construction.
25. The general construction manager shall ensure that all requested inspections for fire protection system work is requested by the permit holder and that the systems were pre-tested prior to being scheduled.

Prior to Final Plat Approval, the Applicant or Applicant's Agent shall ensure the following requirements are satisfied:

26. Tracts A-E are to be owned and maintained by the Homeowners Association.
27. Submit a final plat application. Applications can be found under Building, Planning and Environment on the City of Vancouver website, www.cityofvancouver.us.
28. Record a covenant protecting the existing Oregon white oak on Lot 48.
29. The following improvements to NE 16th Street must be provided, per the appropriate City of Vancouver standards:
 - a. Dedicate 54 feet full-width public right-of-way, per T10-14.

- b. Construct the full street section, consisting of a 36-foot paved street width, with curb, gutter, five-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-14.
 - c. Street lighting must be installed to current standards.
 - d. Install traffic control devices as warranted and storm drainage as required by the city stormwater ordinance.
- 30. The following improvements to NE 14th Street must be provided, per the appropriate City of Vancouver standards:
 - a. Dedicate 50 feet full-width public right-of-way, per T10-15B.
 - b. Construct the full street section, consisting of a 28-foot paved street width, with curb, gutter, five-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-15B.
 - c. Install “No Parking – Fire Lane” signs at appropriate spacing on one side of the street.
 - d. Install a stop sign at the intersection with NE 123rd Ave to stop-control eastbound traffic approaching the intersection.
 - e. Street lighting must be installed to current standards.
 - f. Install traffic control devices as warranted and storm drainage as required by the city stormwater ordinance.
- 31. The following improvements to NE 121st Avenue must be provided, per the appropriate City of Vancouver standards:
 - a. Dedicate additional right-of-way as necessary to meet the standard, per T10-15B.
 - b. Install additional pavement width as necessary to provide at least 28 feet full-width paved street, per T10-15B.
 - c. Install City of Vancouver standard frontage improvements including curb, gutter, five-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-15B.
 - d. Install “No Parking – Fire Lane” signs at appropriate spacing on one side of the street.
 - e. Install a stop sign at the intersection with NE 16th Street to stop-control northbound traffic approaching the intersection. Also install a stop sign at the intersection with NE 14th Street to stop-control southbound traffic approaching the intersection.
 - f. Street lighting must be installed to current standards.
 - g. Utility trenching shall be restored per T05-04A&B and T05-05. Asphalt restoration shall meet T05-01A&B and T05-07. A single continuous width restoration is required.

- h. Install traffic control devices as warranted and storm drainage as required by the city stormwater ordinance.
 - i. At the south end of NE 121st Avenue, dedicate a 20-foot public bicycle/pedestrian tract across the west edge of Lot 7 to accommodate a future bike-ped path connecting this neighborhood southward to NE 9th Street.
- 32. The following improvements to NE 122nd Court must be provided, per the appropriate City of Vancouver standards:
 - a. Dedicate 46 feet full-width public right-of-way, per the conditions of the approved road modification.
 - b. Construct the full street section, consisting of a 28-foot paved street width, with curb, gutter, five-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-16 and the conditions of the approved road modification.
 - c. Construct cul-de-sacs at the ends of the dead-end streets. The minimum radius to the face of curb must be 35 feet.
 - d. Install “No Parking – Fire Lane” signs at appropriate spacing on one side of the street and around the cul-de-sacs.
 - e. Install stop signs at the intersection with NE 16th Street to stop-control northbound and southbound traffic approaching the intersection.
 - f. Street lighting must be installed to current standards.
 - g. Install traffic control devices as warranted and storm drainage as required by the city stormwater ordinance.
 - h. The areas of perpendicular parking shown on NE 122nd Court must be located within the abutting private HOA tracts, to be owned and maintained by the HOA. The parking areas must not be located within the public right-of-way.
- 33. The following improvements to NE 123rd Avenue must be provided, per the appropriate City of Vancouver standards:
 - a. Dedicate additional right-of-way as necessary to accommodate the required improvements and/or meet the standard, per T10-14.
 - b. Install City of Vancouver standard frontage improvements including five-foot detached sidewalks, planting strips, streetlights, and ADA ramps, per T10-14. The existing curb should be protected in place and repaired as necessary.
 - c. Street lighting must be installed to current standards.
 - d. Utility trenching shall be restored per T05-04A&B and T05-05. Asphalt restoration shall meet T05-01A&B and T05-07. A single continuous width restoration is required.
 - e. Install traffic control devices as warranted and storm drainage as required by the city stormwater ordinance.

34. The following improvements to the private streets must be provided, per City of Vancouver standards:
 - a. 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 Department).
 - b. Construct a standard driveway approach to serve the private street, per T01-04.
 - c. If the paved street width is less than 28 feet, must install “No Parking – Fire Lane” signs on both sides of the street.
35. The Applicant shall also provide a shared access and maintenance agreement for the private streets to cover the cost of maintaining and operating street surface, signs and markings, and drainage system, as it applies to private streets and shared driveways. Any shared accesses shall be called out on the plat. The shared access and maintenance agreement shall be recorded on all parcels that are party to the private roadway. Shared access and maintenance agreements shall be provided prior to final subdivision approval.
36. Show, note, and specify public sanitary sewer easements over shared driveway tracts where required. Record separately or include standard required plat easement recording language and record with the plat.
37. 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.

Notes Required on Plat

38. If any archaeological deposits are found during construction, work shall stop, and the City of Vancouver’s Community Development and the Washington State Department of Archaeology and Historic Preservation shall be notified.
39. All lots within this plat are subject to a specific tree plan on file with the City of Vancouver. Required trees shall be planted on a per lot basis prior to final occupancy. No tree within the plat shall be removed without a permit.
40. The Homeowners Association is responsible for maintenance of all open space tracts listed on this plat.

Prior to Issuance of any Building/Development Permits

41. All required fees, including transportation, school, and park impact fees shall be paid.
42. Building permits are subject to the narrow lot development standards of VMC 20.927.040.
43. Building permits are subject to the development standards of VMC 20.410.050.B.

44. Street and address signage shall be visible and legible from the street fronting the property for emergency response. If applicable, individual suite numbers shall be posted at the suite doors. Where applicable, apartment building designations shall be visible and legible from all potential fire lane approaches.
45. Required fire lane signage shall be installed.
46. All fire protection features identified as being required during the construction permit review shall be installed and approved prior to occupancy.
47. If a fire department Knox-Box was identified as a requirement during the construction permit review, it shall be installed at an approved location and locked with the required content.
48. Permanent vehicle gates crossing required fire lanes shall remain unlocked or open until approved by the Fire Department.
49. Conditions identified in the construction permit shall be met.
50. All requirements of the applicable fire and building codes and their referenced standards shall be met notwithstanding approved construction plans.
51. A report shall be submitted demonstrating adequate Emergency Responder Radio Coverage.

Prior to Occupancy

52. Install required street trees and landscape buffer plantings per VMC 20.925.030.E.

Issued December 5, 2023.

By:



Sharon A. Rice
City of Vancouver Hearing Examiner



Item #10.

TO: Mayor and City Council

FROM: Mayor McEnemy-Ogle

DATE: 1/8/2024

SUBJECT Appointments to Vancouver Housing Authority Board

Present Situation

The Vancouver Housing Authority Board is appointed by the Mayor to provide opportunities to people who experience barriers to housing because of income, disability or special needs in an environment which preserves personal dignity, and in a manner which maintains the public trust.

Mayor Anne McEnemy-Ogle recently evaluated candidates for this Board and recommends the full-term appointment of Jennifer Rhoads, Alishia Topper, and Duana Ricks-Johnson (Resident Commissioner position) to a position that would begin February 11, 2024 and expire February 11, 2029.

If there are no objections, this appointment will be presented for Council action at the at the **Monday, January 8**, Council meeting.

Action Requested

Appoint to the Vancouver Housing Authority Board of Commissioners Jennifer Rhoads, Alishia Topper, and Duana Ricks-Johnson (Resident Commissioner position) to full-term positions that would begin February 11, 2024, and expire February 11, 2029.

Mayor McEnemy-Ogle

ATTACHMENTS:

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:

\$ 27,531,162.35 this 8th day of January 2024.

MAYOR

COUNCILMEMBER

AUDITING OFFICER

COUNCILMEMBER

DATE	INCLUSIVE CHECK NUMBERS	CHECK TOTAL
December 11, 2023 - December 31, 2023	Accounts Payable Checks (see attached)	\$ 23,345,656.23
December 11, 2023 - December 31, 2023	Hansen City Payments (see attached)	\$ 42,889.43
December 11, 2023 - December 31, 2023	Visa Refunds (see attached)	\$ 7,745.04
December 11, 2023 - December 31, 2023	Payroll Checks (see attached)	\$ 4,134,871.65
TOTAL		\$ 27,531,162.35

INVOICE PAYMENTS REPORT

Payment Category	Payment Type	Transaction Reference	Payment Date	Payment Amount	Payment Payee	Memo
Miscellaneous Payment	Check	15533	12/13/2023	54.00	Applied Motion Systems Inc	Refund overpayment of INV#77057490
Miscellaneous Payment	Check	15534	12/13/2023	57.00	Arnada Pointe Apartment Homes	Refund duplicate payment to INV#77053750
Miscellaneous Payment	Check	15535	12/13/2023	838.61	Bryan Johnson	RES-342801 (jobsite: 14506 SE 28th Street)
Miscellaneous Payment	Check	15536	12/13/2023	2,353.27	Clark County Emergency Medical Services District #2	00037499
Miscellaneous Payment	Check	15537	12/13/2023	393.47	Crown Voltage Inc.	MPE-338021 (jobsite: 430 SE 192nd Ave)
Miscellaneous Payment	Check	15538	12/13/2023	120.00	Emerald Landing Neighborhood Association	2023 RecycleU
Miscellaneous Payment	Check	15539	12/13/2023	17.49	HP Inc	CMI-344840 (jobsite: 18208 SE 1st St)
Miscellaneous Payment	Check	15540	12/13/2023	567.78	James McElvain	Mileage/per diem for trial
Miscellaneous Payment	Check	15541	12/13/2023	618.33	J H Kelly LLC	FRI-347278 (jobsite: 812 Washington Street)
Miscellaneous Payment	Check	15542	12/13/2023	25.00	Joshua Salarzon	Refund duplicate payment on citation#7204803597
Miscellaneous Payment	Check	15543	12/13/2023	500.00	Maria Guadarrama	Damage Deposit Refund
Miscellaneous Payment	Check	15544	12/13/2023	11,220.14	Pilot Plumbing and Drain	Gary Smith and Katherine Smith (3200 NE 122nd Ave) Invoice # 33975222
Miscellaneous Payment	Check	15545	12/13/2023	396.03	Rich Lieser	Claim #GL20231008
Miscellaneous Payment	Check	15546	12/13/2023	2,275.00	Roy Starkweather	Deposit Refund
Miscellaneous Payment	Check	15547	12/13/2023	2,286.00	Schwabe, Williamson & Wyatt PC	APL-83726 (jobsite: 7415 NE 58th St)
Miscellaneous Payment	Check	15548	12/13/2023	25.00	THOMAS WIPFLI	Refund duplicate payment to citation #7204803672
Miscellaneous Payment	Check	15549	12/13/2023	25.00	William Eugene Bush	Refund duplicate payment on citation#7203812031
Miscellaneous Payment	Check	15550	12/13/2023	120.00	Woodland Meadows Neighborhood Association	2023 RecycleU
Ad Hoc Payment	Check	15551	12/13/2023	24.81	Backstrom,Robert or Taylor	Utility Refunds: 0030040302-07
Ad Hoc Payment	Check	15552	12/13/2023	174.05	Bargainer,Carl or Ellen	Utility Refunds: 0099049941-04
Ad Hoc Payment	Check	15553	12/13/2023	58.49	Bauer,Wade W	Utility Refunds: 0028012104-03
Ad Hoc Payment	Check	15554	12/13/2023	123.49	Haley Inman or David Kinsman	Utility Refunds: 0067049013-03
Ad Hoc Payment	Check	15555	12/13/2023	139.23	Hibner,Jeffrey	Utility Refunds: 0058058010-07
Ad Hoc Payment	Check	15556	12/13/2023	151.51	Holmgren,Darlene	Utility Refunds: 0038042000-02
Ad Hoc Payment	Check	15557	12/13/2023	56.61	John,Matthew	Utility Refunds: 0022054500-02
Ad Hoc Payment	Check	15558	12/13/2023	30.43	Kemler,Roxie M	Utility Refunds: 0038033800-07
Ad Hoc Payment	Check	15559	12/13/2023	143.86	Morse,Mia	Utility Refunds: 0150003020-04
Ad Hoc Payment	Check	15560	12/13/2023	172.81	Pamla Sones Wolf Trustee of Pamla Sones,Wolf Living Trust	Utility Refunds: 0063157500-01
Ad Hoc Payment	Check	15561	12/13/2023	147.86	Ruth Conner or Lawrence J Chiechi Trust	Utility Refunds: 0064066320-26
Ad Hoc Payment	Check	15562	12/13/2023	193.20	Ruth Conner or Lawrence J Chiechi Trust	Utility Refunds: 0064066319-27
Ad Hoc Payment	Check	15563	12/13/2023	174.00	Whitmire,Kayla or Joshua	Utility Refunds: 0006074023-06
Ad Hoc Payment	Check	15564	12/13/2023	604.81	Winward,Kathi	Utility Refunds: 0108006969-05 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	15565	12/13/2023	251.00	Winward,Kathi or Jeffery	Utility Refunds: 0108006969-05
Supplier Payment	Check	15566	12/13/2023	351.00	Accurate Corporate Services Inc	
Supplier Payment	Check	15567	12/13/2023	4,758.75	Afghan Associates Inc	
Supplier Payment	Check	15568	12/13/2023	264.83	Airgas, Inc	
Supplier Payment	Check	15569	12/13/2023	6,570.75	AKS Engineering & Forestry LLC	
Supplier Payment	Check	15570	12/13/2023	3,663.00	Allegis Group Holdings Inc - Remit-To: TekSystems Inc - Atlanta	
Supplier Payment	Check	15571	12/13/2023	67.10	Aramark Uniform & Career Apparel LLC - Remit-To: Aramark - Pasadena	
Supplier Payment	Check	15572	12/13/2023	2,608.80	Arborscape Ltd Inc	
Supplier Payment	Check	15573	12/13/2023	5,121.27	BHC Consultants LLC	
Supplier Payment	Check	15574	12/13/2023	1,479.78	BKK Enterprises LLC	
Supplier Payment	Check	15575	12/13/2023	452.99	Bound Tree Medical LLC	
Supplier Payment	Check	15576	12/13/2023	300.00	Bradford Davis	
Supplier Payment	Check	15577	12/13/2023	400.00	Bret M Young	
Supplier Payment	Check	15578	12/13/2023	9,423.00	BSK Associates - Remit-To: Supplier BSK Associates	
Supplier Payment	Check	15579	12/13/2023	1,500.00	Century West Engineering Corp	
Supplier Payment	Check	15580	12/13/2023	445.72	Chicago Title Company of WA	

*Please contact Procurement Services if you would like to review the justification for Emergency procurement.

INVOICE PAYMENTS REPORT

Supplier Payment	Check	15581	12/13/2023	3,097.52	Christenson Electric, Inc.
Supplier Payment	Check	15582	12/13/2023	2,130.42	Cintas
Supplier Payment	Check	15583	12/13/2023	6,977.74	City of Vancouver - Remit-To: COV Main
Supplier Payment	Check	15584	12/13/2023	1,750.00	Clark County Fire District 5
Supplier Payment	Check	15585	12/13/2023	2,666.82	Clark County - Remit-To: Clark County - Treasurer Vancouver
Supplier Payment	Check	15586	12/13/2023	10.00	Clark County - Remit-To: Reeta Fees
Supplier Payment	Check	15587	12/13/2023	1,603.22	Clark Public Utility District No. 1
Supplier Payment	Check	15588	12/13/2023	12,096.21	Clark Public Utility District No. 1
Supplier Payment	Check	15589	12/13/2023	78,751.47	Clary Longview LLC
Supplier Payment	Check	15590	12/13/2023	19,130.92	Columbia Resource Company
Supplier Payment	Check	15591	12/13/2023	108.33	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry
Supplier Payment	Check	15592	12/13/2023	118.59	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry
Supplier Payment	Check	15593	12/13/2023	674.17	Connecta Satellite Solutions LLC
Supplier Payment	Check	15594	12/13/2023	429.17	Core and Main LP - Remit-To: Core and Main LP
Supplier Payment	Check	15595	12/13/2023	504.04	CyberSource Corporation - Remit-To: CyberSource - Los Angeles
Supplier Payment	Check	15596	12/13/2023	4,851.82	Dan's Tractor Inc
Supplier Payment	Check	15597	12/13/2023	105,130.02	Epic Land Solutions, Inc.
Supplier Payment	Check	15598	12/13/2023	11,353.68	Esix Sportswear
Supplier Payment	Check	15599	12/13/2023	5,112.00	Evergreen School District 114
Supplier Payment	Check	15600	12/13/2023	440.51	Fazio Bros Sand Co Inc
Supplier Payment	Check	15601	12/13/2023	12,225.00	Financial Consulting Solutions Group Inc
Supplier Payment	Check	15602	12/13/2023	517.81	First-Citizens Bank & Trust Company
Supplier Payment	Check	15603	12/13/2023	61,100.00	Fort Vancouver Regional Libraries
Supplier Payment	Check	15604	12/13/2023	37,889.34	Fourth Plain Forward
Supplier Payment	Check	15605	12/13/2023	1,726.25	Groundwater Solutions, Inc.
Supplier Payment	Check	15606	12/13/2023	22,318.00	H&H Wood Recyclers
Supplier Payment	Check	15607	12/13/2023	8,830.22	HDJ Design Group - Remit-To: HDJ - Portland
Supplier Payment	Check	15608	12/13/2023	19,710.77	Herrera Environmental Consultants Inc
Supplier Payment	Check	15609	12/13/2023	6,500.00	Hispanic Metropolitan Chamber
Supplier Payment	Check	15610	12/13/2023	2,568.28	HMI Oregon - Remit-To: Pacific WRO
Supplier Payment	Check	15611	12/13/2023	1,988.54	Invintus Media LLC
Supplier Payment	Check	15612	12/13/2023	481.56	Iron Mountain Inc - Remit-To: Iron Mountain - New York
Supplier Payment	Check	15613	12/13/2023	25,435.80	King County Directors Association Purchasing Department
Supplier Payment	Check	15614	12/13/2023	30,281.26	Kittelson & Associates Inc
Supplier Payment	Check	15615	12/13/2023	1,173.98	Kurita America Inc - Remit-To: US Water - Minneapolis
Supplier Payment	Check	15616	12/13/2023	39,318.83	L.N. Curtis & Sons - Remit-To: Supplier L.N. Curtis & Sons
Supplier Payment	Check	15617	12/13/2023	1,153.08	Lakeside Industries Inc - Remit-To: Lakeside - LB Seattle
Supplier Payment	Check	15618	12/13/2023	2,435.16	Level 3 Financing, Inc
Supplier Payment	Check	15619	12/13/2023	548.85	Lile International Companies
Supplier Payment	Check	15620	12/13/2023	250.00	LK Weiss
Supplier Payment	Check	15621	12/13/2023	31,145.00	LSW Architects PC
Supplier Payment	Check	15622	12/13/2023	35,692.09	Maul Foster & Alongi Inc
Supplier Payment	Check	15623	12/13/2023	1,500.00	Message Gears LLC
Supplier Payment	Check	15624	12/13/2023	300.00	Michael Miller
Supplier Payment	Check	15625	12/13/2023	2,712.84	Municipal Emergency Services Inc - Remit-To: Municipal Emergency Services - Chicago
Supplier Payment	Check	15626	12/13/2023	20,705.04	Northwest Staffing Resources Inc - Remit-To: Northwest Staffing Resources
Supplier Payment	Check	15627	12/13/2023	1,317.17	One Call Concepts Inc
Supplier Payment	Check	15628	12/13/2023	5,592.62	Oregon Rifleworks LLC
Supplier Payment	Check	15629	12/13/2023	462.14	Orion Medical Supply
Supplier Payment	Check	15630	12/13/2023	451,067.61	Pallet SPC
Supplier Payment	Check	15631	12/13/2023	7,595.45	Parkeon

*Please contact Procurement Services if you would like to review the justification for Emergency procurement.

INVOICE PAYMENTS REPORT

Supplier Payment	Check	15632	12/13/2023	2,360.00	Petty Cash Custodian - Remit-To: Lt. Pat Moore	
Supplier Payment	Check	15633	12/13/2023	16,209.60	Physio-Control Inc - Remit-To: Stryker Medical	
Supplier Payment	Check	15634	12/13/2023	25.00	Portland Adventist Medical Center	
Supplier Payment	Check	15635	12/13/2023	7,035.25	PPC Solutions Inc	
Supplier Payment	Check	15636	12/13/2023	2,877.61	Qwest Corporation - Remit-To: Qwest Corp- Seattle	
Supplier Payment	Check	15637	12/13/2023	838.50	Rapid Response Bio Clean Inc.	
Supplier Payment	Check	15638	12/13/2023	25,421.67	San Diego Police Equipment Co Inc	
Supplier Payment	Check	15639	12/13/2023	50,802.79	SeaWestern Inc	
Supplier Payment	Check	15640	12/13/2023	221.00	Shred Northwest Inc.	
Supplier Payment	Check	15641	12/13/2023	11,959.25	Site Workshop Landscape Architecture, LLC	
Supplier Payment	Check	15642	12/13/2023	160.87	Software House International SHI - Remit-To: SHI - Dallas	
Supplier Payment	Check	15643	12/13/2023	5,108.05	State of Washington Department of Licensing - Remit-To: DOL - Seattle	
Supplier Payment	Check	15644	12/13/2023	7,516.30	State of Washington State Patrol	
Supplier Payment	Check	15645	12/13/2023	6.77	Stericycle Inc - Remit-To: Shred-It	
Supplier Payment	Check	15646	12/13/2023	13.51	Stericycle Inc - Remit-To: Shred-It	
Supplier Payment	Check	15647	12/13/2023	15,339.13	Sunbelt Controls Inc - Remit-To: Sunbelt Controls - Pasadena	
Supplier Payment	Check	15648	12/13/2023	10,370.00	Tapani Electric, LLC	
Supplier Payment	Check	15649	12/13/2023	4,796.56	Telemark Corporation	
Supplier Payment	Check	15650	12/13/2023	4,599.11	Triple J Enterprises	
Supplier Payment	Check	15651	12/13/2023	32.00	Vancouver Aire LLC	
Supplier Payment	Check	15652	12/13/2023	30,357.68	Vanquish Investment Group	
Supplier Payment	Check	15653	12/13/2023	2,460.19	Walter E Nelson Company	
Supplier Payment	Check	15654	12/13/2023	24,383.88	Waste Connections of Washington - Remit-To: Waste Connections - Vancouver	
Supplier Payment	Check	15655	12/13/2023	23,058.07	Wex Bank	
Supplier Payment	Check	15656	12/13/2023	1,983.06	WSP USA Inc. - Remit-To: WSP USA Inc. Dallas	
Supplier Payment	Check	15657	12/13/2023	120.17	XPO Logistics Enterprise Services, Inc - Remit-To: XPO - Portland	
Supplier Payment	Check	15658	12/13/2023	4,565.36	Zayo Group Holding Inc - Remit-To: Zayo Group Holding Inc	
Customer Refund	Check	15659	12/13/2023	892.21	MICHAEL JACOBSEN	Refund for overpayment
Public Facilities District	Check	15660	12/13/2023	5,601.21	Willis Towers Watson Insurance Services West inc	
Supplier Payment	Check	15661	12/14/2023	900.00	State of Washington Department of Labor and Industries	
Supplier Payment	Check	15662	12/14/2023	1,580.00	United States Postal Service - Remit-To: United States Postal Service	
Ad Hoc Payment	Check	15663	12/20/2023	125.00	Archer, Samuel	Utility Refunds: 0006053200-13
Ad Hoc Payment	Check	15664	12/20/2023	119.95	Bates, Cheryl or Lawrence	Utility Refunds: 0074056200-02
Ad Hoc Payment	Check	15665	12/20/2023	118.00	Braddock, Matthew	Utility Refunds: 0017016700-01
Ad Hoc Payment	Check	15666	12/20/2023	227.01	Caravaggio, Vincent or Luann	Utility Refunds: 0088080318-03
Ad Hoc Payment	Check	15667	12/20/2023	50.02	Collin White or Madeleine May	Utility Refunds: 0065041600-09
Ad Hoc Payment	Check	15668	12/20/2023	287.99	Davis W Gunter or Chris or Wanda D Sadler	Utility Refunds: 0024013800-05
Ad Hoc Payment	Check	15669	12/20/2023	162.34	Dezsofi, Alexandra	Utility Refunds: 0010063700-12
Ad Hoc Payment	Check	15670	12/20/2023	103.29	Emmely Tolman or Marcus Hagelin	Utility Refunds: 0000003435-02
Ad Hoc Payment	Check	15671	12/20/2023	160.00	Gordon Wehner or James Freeman Jr	Utility Refunds: 0111010608-05
Ad Hoc Payment	Check	15672	12/20/2023	300.00	Hall, Melva	Utility Refunds: 0106080036-02 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	15673	12/20/2023	20.70	Harms, Todd	Utility Refunds: 0096061300-02
Ad Hoc Payment	Check	15674	12/20/2023	307.00	Hooper, Brian or Sarah	Utility Refunds: 0123003873-02

*Please contact Procurement Services if you would like to review the justification for Emergency procurement.

INVOICE PAYMENTS REPORT

						Utility Refunds: 0107006051-02 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	15675	12/20/2023	293.61	Hutchison, Margaret	Utility Refunds: 0500006289-01
Ad Hoc Payment	Check	15676	12/20/2023	34.35	Identity Homes LLC	Utility Refunds: 0015030800-02
Ad Hoc Payment	Check	15677	12/20/2023	143.90	Igla, Joseph or Laura	Utility Refunds: 0067042900-06
Ad Hoc Payment	Check	15678	12/20/2023	263.14	Jenkins, Donald	Utility Refunds: 0046057616-03
Ad Hoc Payment	Check	15679	12/20/2023	172.57	Jeske, Ben or Lena	Utility Refunds: 0089002500-12
Ad Hoc Payment	Check	15680	12/20/2023	11.71	Johnson, Jessica L or Donald E	Utility Refunds: 0057009100-04
Ad Hoc Payment	Check	15681	12/20/2023	22.02	Kostechka, Jeffrey or Christine	Utility Refunds: 0018010800-02
Ad Hoc Payment	Check	15682	12/20/2023	152.00	MacDonald-Biheller, Nancy E	Utility Refunds: 0032040400-09
Ad Hoc Payment	Check	15683	12/20/2023	360.00	Maruth G Gruver Revocable Living Trust	Utility Refunds: 0036053200-05
Ad Hoc Payment	Check	15684	12/20/2023	60.67	Maximillian Hilton Gray or Julie Sylvia	Utility Refunds: 0126007800-04
Ad Hoc Payment	Check	15685	12/20/2023	162.77	McKenna, Allen or Ivette	Utility Refunds: 0112090038-08
Ad Hoc Payment	Check	15686	12/20/2023	994.87	Ney, Andre C	Utility Refunds: 0070052200-01
Ad Hoc Payment	Check	15687	12/20/2023	27.34	Nylund Inc	Utility Refunds: 0121001302-15
Ad Hoc Payment	Check	15688	12/20/2023	220.30	Oneil, Tammy L or Daniel E	Utility Refunds: 0020015600-09
Ad Hoc Payment	Check	15689	12/20/2023	50.11	Open Door Labs Inc	Utility Refunds: 0106005520-16
Ad Hoc Payment	Check	15690	12/20/2023	40.21	Open Door Labs Inc	Utility Refunds: 0101010298-03
Ad Hoc Payment	Check	15691	12/20/2023	52.98	Piazza, Stephen or Alissa	Utility Refunds: 0096032600-03
Ad Hoc Payment	Check	15692	12/20/2023	20.31	Pitsch, Delores	Utility Refunds: 0116750035-02
Ad Hoc Payment	Check	15693	12/20/2023	39.66	Richard Willis or Natalie Bryant	Utility Refunds: 0089018800-02
Ad Hoc Payment	Check	15694	12/20/2023	120.20	Robert J Winston Trustee of the Robert J Winston, Revocable Living Trust	Utility Refunds: 0040001916-03
Ad Hoc Payment	Check	15695	12/20/2023	164.00	Werner, Janice	Utility Refunds: 0015878777-04
Ad Hoc Payment	Check	15696	12/20/2023	51.69	Zamedyanskaya, Anzhela	Refund 2023 SWAT Payments
Customer Refund	Check	15697	12/20/2023	1,200.00	CITY OF CAMAS	CCON-00002854 paid in full as of 11/16/2023. Overpayments are being refunded.
Customer Refund	Check	15698	12/20/2023	51.68	VAUGHN MCCOY- HOGUE	Refund of parking permit no longer needed
Miscellaneous Payment	Check	15699	12/20/2023	43.87	Carole York	
Miscellaneous Payment	Check	15700	12/20/2023	609.50	Ethan Ogdee	Claim #GL20231015
Miscellaneous Payment	Check	15701	12/20/2023	10,313.60	Geico	PIR-83878 (jobsite: 700 W Columbia Way)
Miscellaneous Payment	Check	15702	12/20/2023	173.00	Gramor Development Inc	Refund overpayment of loan # 6000071
Miscellaneous Payment	Check	15703	12/20/2023	112.63	JAE INVESTMENTS, LTD.	Claim #GL20230981
Miscellaneous Payment	Check	15704	12/20/2023	1,902.77	Joanne Estok	MPE-344653 (jobsite: 14918 NE 24th St.)
Miscellaneous Payment	Check	15705	12/20/2023	258.03	Jordan Schilleman	CMI-346626 (jobsite: 740 Waterfront Way)
Miscellaneous Payment	Check	15706	12/20/2023	463.35	Mytzi Rudolph	Parking Permit Refund - Sept, Oct and Nov 2023
Miscellaneous Payment	Check	15707	12/20/2023	550.96	Orca Mechanical 24/7 LLC	Refund of Parking Permit no longer needed
Miscellaneous Payment	Check	15708	12/20/2023	375.00	Robert Cayce	
Miscellaneous Payment	Check	15709	12/20/2023	34.71	Rowan Del Bosque	
Miscellaneous Payment	Check	15710	12/20/2023	379.50	Stephen Gonzalez	
Supplier Payment	Check	15711	12/20/2023	58,745.43	Absolute Software, Inc	
Supplier Payment	Check	15712	12/20/2023	9,281.25	Action Onsite Inc	
Supplier Payment	Check	15713	12/20/2023	54.60	Airgas, Inc	
Supplier Payment	Check	15714	12/20/2023	28,354.44	AKS Engineering & Forestry LLC	
Supplier Payment	Check	15715	12/20/2023	278.00	Allegiance Benefit Plan Management Inc	
Supplier Payment	Check	15716	12/20/2023	7,284.00	Allegis Group Holdings Inc - Remit-To: TekSystems Inc - Atlanta	
Supplier Payment	Check	15717	12/20/2023	136.00	American Sani-Can	
Supplier Payment	Check	15718	12/20/2023	3,829.66	Anderson Glass Co	
Supplier Payment	Check	15719	12/20/2023	5,311.82	Annas Consultants Inc	
Supplier Payment	Check	15720	12/20/2023	2,304.44	Apex Hydrovac Tools LLC	
Supplier Payment	Check	15721	12/20/2023	283.48	Aramark Uniform & Career Apparel LLC - Remit-To: Aramark - Pasadena	
Supplier Payment	Check	15722	12/20/2023	13,399.00	Arborscape Ltd Inc	
Supplier Payment	Check	15723	12/20/2023	289.46	Archaeological Services LLC	
Supplier Payment	Check	15724	12/20/2023	8,697.27	AT & T Mobility II LLC	
Supplier Payment	Check	15725	12/20/2023	538.36	Bound Tree Medical LLC	

*Please contact Procurement Services if you would like to review the justification for Emergency procurement.

INVOICE PAYMENTS REPORT

Supplier Payment	Check	15726	12/20/2023	12,674.95	CBG Communications Inc
Supplier Payment	Check	15727	12/20/2023	28,386.95	CECO Inc
Supplier Payment	Check	15728	12/20/2023	836.08	Cellco Partnership - Remit-To: Cellco - Dallas
Supplier Payment	Check	15729	12/20/2023	50.00	Cellco Partnership - Remit-To: Cellco - NJ
Supplier Payment	Check	15730	12/20/2023	312.36	Chicago Title Company of WA
Supplier Payment	Check	15731	12/20/2023	1,470.18	Christopher Aaron Giles
Supplier Payment	Check	15732	12/20/2023	5,212.13	Clark County Fire District 5
Supplier Payment	Check	15733	12/20/2023	959,049.42	Clark County - Remit-To: Clark County - Treasurer Vancouver
Supplier Payment	Check	15734	12/20/2023	400.00	Clark County Title Company - Remit-To: Clark County - Reconveyance Fees
Supplier Payment	Check	15735	12/20/2023	3,000.00	Clark-Cowlitz Fire Rescue
Supplier Payment	Check	15736	12/20/2023	419,876.12	Clark Public Utility District No. 1
Supplier Payment	Check	15737	12/20/2023	117.45	Clark Regional Wastewater District
Supplier Payment	Check	15738	12/20/2023	78,751.47	Clary Longview LLC
Supplier Payment	Check	15739	12/20/2023	802.21	Code Publishing Co
Supplier Payment	Check	15740	12/20/2023	4,000.00	Colliers International Holdings (USA) Inc.
Supplier Payment	Check	15741	12/20/2023	1,235.00	Columbia Industrial Training & Education LLC
Supplier Payment	Check	15742	12/20/2023	95.64	Columbia Resource Company
Supplier Payment	Check	15743	12/20/2023	64.95	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry
Supplier Payment	Check	15744	12/20/2023	104.96	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry
Supplier Payment	Check	15745	12/20/2023	32.53	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry
Supplier Payment	Check	15746	12/20/2023	10,524.10	Comcast Holdings Corporation - Remit-To: Comcast Holding Corporation - Boston
Supplier Payment	Check	15747	12/20/2023	10,543.58	Comcast Holdings Corporation - Remit-To: Comcast Holding Corporation - Boston
Supplier Payment	Check	15748	12/20/2023	7,574.30	Community Mediation Services - Remit-To: Community Mediation Services - Vancouver
Supplier Payment	Check	15749	12/20/2023	2,407.82	Continuant, Inc.
Supplier Payment	Check	15750	12/20/2023	45,488.80	CUES Inc - Remit-To: CUES Inc - Cincinnati
Supplier Payment	Check	15751	12/20/2023	1,210.00	David Corey PHD PC
Supplier Payment	Check	15752	12/20/2023	711.72	Dorothy A Golson
Supplier Payment	Check	15753	12/20/2023	28,661.34	Echo Electric LLC
Supplier Payment	Check	15754	12/20/2023	3,325.27	Ecolights Northwest LLC
Supplier Payment	Check	15755	12/20/2023	7,314.25	Erickson Structural Consulting Engineers
Supplier Payment	Check	15756	12/20/2023	935.00	Examworks Inc
Supplier Payment	Check	15757	12/20/2023	40,000.00	Fitch and Associates - Remit-To: Fitch and Associates
Supplier Payment	Check	15758	12/20/2023	18,409.00	Fourth Plain Forward
Supplier Payment	Check	15759	12/20/2023	14,701.04	Friends of Trees
Supplier Payment	Check	15760	12/20/2023	4,819.61	Gray & Osborne Inc
Supplier Payment	Check	15761	12/20/2023	18,310.00	GreenWorks, P.C.
Supplier Payment	Check	15762	12/20/2023	8,196.00	H&H Wood Recyclers
Supplier Payment	Check	15763	12/20/2023	3,237.50	Harper Houf Peterson Righellis Inc
Supplier Payment	Check	15764	12/20/2023	6,953.27	Herrera Environmental Consultants Inc
Supplier Payment	Check	15765	12/20/2023	3,450.00	James Rickard Day
Supplier Payment	Check	15766	12/20/2023	1,466.10	Jamestown Networks
Supplier Payment	Check	15767	12/20/2023	43,774.03	KBT Distributing LLC
Supplier Payment	Check	15768	12/20/2023	14,596.96	L.N. Curtis & Sons - Remit-To: Supplier L.N. Curtis & Sons
Supplier Payment	Check	15769	12/20/2023	1,558.33	Lakeside Industries Inc - Remit-To: Lakeside - LB Seattle
Supplier Payment	Check	15770	12/20/2023	300.00	Lester Griffin
Supplier Payment	Check	15771	12/20/2023	42,112.07	Life Insurance Company of North America
Supplier Payment	Check	15772	12/20/2023	3,389.88	Loomis Armored US LLC - Remit-To: Loomis - Palatine
Supplier Payment	Check	15773	12/20/2023	36,692.00	LSW Architects PC
Supplier Payment	Check	15774	12/20/2023	326.11	Mark IV Enterprises Inc
Supplier Payment	Check	15775	12/20/2023	31,733.28	McFarlanes Bark Inc

*Please contact Procurement Services if you would like to review the justification for Emergency procurement.

INVOICE PAYMENTS REPORT

Supplier Payment	Check	15776	12/20/2023	122,464.87	Moore Iacofano Goltsman, Inc	
Supplier Payment	Check	15777	12/20/2023	3,070.56	Motorola Solutions Inc	
Supplier Payment	Check	15778	12/20/2023	3,996.21	Municipal Emergency Services Inc - Remit-To: Municipal Emergency Services - Chicago	
Supplier Payment	Check	15779	12/20/2023	12,750.27	Nelson Nygaard Consulting Associates Inc - Remit-To: Nelson Nygaard Consulting Associates Inc	
Supplier Payment	Check	15780	12/20/2023	215.24	Northwest Natural Gas Company - Remit-To: NW Natural - Portland	
Supplier Payment	Check	15781	12/20/2023	22,720.62	Northwest Staffing Resources Inc - Remit-To: Northwest Staffing Resources	
Supplier Payment	Check	15782	12/20/2023	54,975.03	Pacific Golf & Turf LLC	
Supplier Payment	Check	15783	12/20/2023	41,062.83	Parametrix, Inc	
Supplier Payment	Check	15784	12/20/2023	9,571.00	Parkeon	
Supplier Payment	Check	15785	12/20/2023	300.00	Paul Penager	
Supplier Payment	Check	15786	12/20/2023	560.00	Performance Occupational Health Services, LLC	
Supplier Payment	Check	15787	12/20/2023	1,119.83	Physio-Control Inc - Remit-To: Stryker Medical	
Supplier Payment	Check	15788	12/20/2023	415.00	PlanIT Geo, Inc.	
Supplier Payment	Check	15789	12/20/2023	1,101.54	Porter W Yett Company	
Supplier Payment	Check	15790	12/20/2023	2,461.00	Portland Adventist Medical Center	
Supplier Payment	Check	15791	12/20/2023	4,873.03	Portland Mechanical Construction LLC	
Supplier Payment	Check	15792	12/20/2023	53,476.25	PPC Solutions Inc	
Supplier Payment	Check	15793	12/20/2023	350.83	Putt Putt to Go LLC	
Supplier Payment	Check	15794	12/20/2023	12,935.30	QLess, Inc.	
Supplier Payment	Check	15795	12/20/2023	3,958.00	R & M Plant Procurement	
Supplier Payment	Check	15796	12/20/2023	13,601.00	Rapid Response Bio Clean Inc.	
Supplier Payment	Check	15797	12/20/2023	8,682.91	Ready Rebound, Inc.	
Supplier Payment	Check	15798	12/20/2023	553.92	Resolute Documentation Services	
Supplier Payment	Check	15799	12/20/2023	11,000.00	Right-Way CDL Academy, LLC	
Supplier Payment	Check	15800	12/20/2023	14,322.00	SafeFire LLC	
Supplier Payment	Check	15801	12/20/2023	53,689.10	San Diego Police Equipment Co Inc	
Supplier Payment	Check	15802	12/20/2023	100.00	Seanette Corkill	
Supplier Payment	Check	15803	12/20/2023	183,010.56	SeaWestern Inc	
Supplier Payment	Check	15804	12/20/2023	3,040.90	Sheri Schelbert	
Supplier Payment	Check	15805	12/20/2023	2,692.35	Shrums Pest Control	
Supplier Payment	Check	15806	12/20/2023	2,014.52	Software House International SHI - Remit-To: SHI - Dallas	
Supplier Payment	Check	15807	12/20/2023	91,320.00	Southwest Washington Humane Society	
Supplier Payment	Check	15808	12/20/2023	6,752.97	SP Plus Corporation	
Supplier Payment	Check	15809	12/20/2023	77,127.91	Stateline LLC	
Supplier Payment	Check	15810	12/20/2023	2,556.00	State of Washington Department of Ecology - Remit-To: State of Washington Department of Ecology	
Supplier Payment	Check	15811	12/20/2023	1,809.25	State of Washington State Patrol	
Supplier Payment	Check	15812	12/20/2023	36,938.67	Summit Law Group	
Supplier Payment	Check	15813	12/20/2023	42,022.77	Sunbelt Controls Inc - Remit-To: Sunbelt Controls - Pasadena	
Supplier Payment	Check	15814	12/20/2023	3,432.75	SuperTrees Inc	
Supplier Payment	Check	15815	12/20/2023	4,250.00	The Amy VanCamp Experience LLC	
Supplier Payment	Check	15816	12/20/2023	195,087.89	The Pape Group Inc - Remit-To: Pape Machinery	
Supplier Payment	Check	15817	12/20/2023	1,298.98	Towing & Recovering Services Inc	
Supplier Payment	Check	15818	12/20/2023	1,641.26	Transunion Risk & Alternative Data Solutions Inc	
Supplier Payment	Check	15819	12/20/2023	22,575.00	Triangle Resources Inc	
Supplier Payment	Check	15820	12/20/2023	410.89	Triple J Enterprises	
Supplier Payment	Check	15821	12/20/2023	3,171.09	TV Etc ESD 112	
Supplier Payment	Check	15822	12/20/2023	9.19	UKG Kronos Systems LLC - Remit-To: Atlanta	
Supplier Payment	Check	15823	12/20/2023	456.54	Vancouver Bee Project	
Supplier Payment	Check	15824	12/20/2023	1,059.89	W.B. Sprague Co. Inc.	
Supplier Payment	Check	15825	12/20/2023	2,407.43	Walter E Nelson Company	
Supplier Payment	Check	15826	12/20/2023	9,764.00	Washington State Bar Association	
Supplier Payment	Check	15827	12/20/2023	19,788.00	Washington State Criminal Justice Training Commission	

*Please contact Procurement Services if you would like to review the justification for Emergency procurement.

INVOICE PAYMENTS REPORT

					Waste Connections of Washington - Remit-To: Waste Connections - Vancouver	
Supplier Payment	Check	15828	12/20/2023	5,197.09	Whitney Equipment Company Inc	
Supplier Payment	Check	15829	12/20/2023	3,622.91	Willis Towers Watson Insurance Services West inc	
Supplier Payment	Check	15830	12/20/2023	800.00	Yakima County	
Supplier Payment	Check	15831	12/20/2023	1,023.75	ZEV TECHNOLOGIES	
Supplier Payment	Check	15832	12/20/2023	2,910.00	Aflac	
Supplier Payment	Check	15833	12/22/2023	6,467.37	AFSCME Local #307	
Supplier Payment	Check	15834	12/22/2023	5,679.59	California State Disbursement Unit	
Supplier Payment	Check	15835	12/22/2023	334.00	Chapter 13 - Trustee	
Supplier Payment	Check	15836	12/22/2023	1,033.50	Hawaii SDU	
Supplier Payment	Check	15837	12/22/2023	491.00	IAM Local #1374	
Supplier Payment	Check	15838	12/22/2023	792.75	Life Insurance Company of North America	
Supplier Payment	Check	15839	12/22/2023	8,651.03	MFS Service Center Inc	
Supplier Payment	Check	15840	12/22/2023	950.00	OPEIU Local #11	
Supplier Payment	Check	15841	12/22/2023	75.00	OPEIU Local #11	
Supplier Payment	Check	15842	12/22/2023	4,446.39	Teamsters Local #58	
Supplier Payment	Check	15843	12/22/2023	793.50	UA Local #290	
Supplier Payment	Check	15844	12/22/2023	262.50	Western Conference of Teamsters	
Supplier Payment	Check	15845	12/22/2023	3,040.80	Western Metal Industry Pension Plan	
Supplier Payment	Check	15846	12/22/2023	1,244.76		
Miscellaneous Payment	Check	15847	12/27/2023	500.00	Block 8 Investment, LLC	Refund overpayment for MFTE application fee - Riverwest apartments
Miscellaneous Payment	Check	15848	12/27/2023	12,337.45	Bloomquist Septic Inspections, LLC	Invoice #21539 - 3324 E 17th St - Waleske & Macmillan
Miscellaneous Payment	Check	15849	12/27/2023	4.76	Clarice Pint	11.30.23 CPL Partial Payment Refund
Miscellaneous Payment	Check	15850	12/27/2023	75.00	Clinton Stone	Refund reduced citation.
Miscellaneous Payment	Check	15851	12/27/2023	8,571.50	Earthworks Excavating Services, Inc	Thomas M McGarrity Jr And Sunni C McGarrity (7606 NE 147th Ave) Invoice # WA76-23
Miscellaneous Payment	Check	15852	12/27/2023	641.37	Elaine Thatcher	
Miscellaneous Payment	Check	15853	12/27/2023	437.11	Heidi Mandler-Huff	Past Forward Conference reimbursement
Miscellaneous Payment	Check	15854	12/27/2023	5.00	Holland Acquisition Co. LLC	Refund overpayment for MFTE application fee -Block 11 Apartments
Miscellaneous Payment	Check	15855	12/27/2023	205.00	Leeway Development	Refund overpayment for MFTE application fee
Miscellaneous Payment	Check	15856	12/27/2023	91.00	New Seasons Market	Refund duplicate payment to Invoice#77056543
Miscellaneous Payment	Check	15857	12/27/2023	91.00	Quad Investments	Refund duplicate payment to Invoice#77056288
Miscellaneous Payment	Check	15858	12/27/2023	40.00	Susan B Thayer	Refund duplicate payment on Citation#7203812210
Ad Hoc Payment	Check	15859	12/27/2023	176.00	Anderson,Floyd	Utility Refunds: 0070004000-15 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	15860	12/27/2023	355.31	Beatriz Alvarez or Gerardo Alvarez Ibanez	Utility Refunds: 0500003958-02
Ad Hoc Payment	Check	15861	12/27/2023	19.43	Campbell,Judy	Utility Refunds: 0097001322-03
Ad Hoc Payment	Check	15862	12/27/2023	79.60	Carr,Sandra	Utility Refunds: 0123002546-05
Ad Hoc Payment	Check	15863	12/27/2023	900.00	Fotious,Sandra	Utility Refunds: 0080084000-02
Ad Hoc Payment	Check	15864	12/27/2023	20.31	Hart,Chad	Utility Refunds: 0035031800-01
Ad Hoc Payment	Check	15865	12/27/2023	116.82	Hepworth,William W or Sandra	Utility Refunds: 0069030100-08 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	15866	12/27/2023	160.00	Kenneth or Elizabeth Hekman	Utility Refunds: 0000005452-03
Ad Hoc Payment	Check	15867	12/27/2023	11.63	King,Tracy L	Utility Refunds: 0000009304-02
Ad Hoc Payment	Check	15868	12/27/2023	191.55	Lakoy,Sipha M	Utility Refunds: 0130003504-01
Ad Hoc Payment	Check	15869	12/27/2023	35.37	MacGregor,Ryan	Utility Refunds: 0139245000-10
Ad Hoc Payment	Check	15870	12/27/2023	87.00	Mendez,Satinee S	Utility Refunds: 0500003773-02
Ad Hoc Payment	Check	15871	12/27/2023	158.16	Patella,Nancy	Utility Refunds: 0002000111-02
Ad Hoc Payment	Check	15872	12/27/2023	94.52	Payton Ng or Jeffrey Carmody	Utility Refunds: 0086013906-03
Ad Hoc Payment	Check	15873	12/27/2023	141.48	Riley,Collin or Mary	Utility Refunds: 0116025900-00
Ad Hoc Payment	Check	15874	12/27/2023	93.30	Schulte,Ron or Shannon	Utility Refunds: 0099090014-03
Ad Hoc Payment	Check	15875	12/27/2023	428.72	Smith,Dreva or Chase	Utility Refunds: 0009075500-13

*Please contact Procurement Services if you would like to review the justification for Emergency procurement.

INVOICE PAYMENTS REPORT

Ad Hoc Payment	Check	15876	12/27/2023	29.33	Swerdlik, Tamra K	Utility Refunds: 0009088300-15
Ad Hoc Payment	Check	15877	12/27/2023	441.70	Ten Talents Investments	Utility Refunds: 0002000170-03
Ad Hoc Payment	Check	15878	12/27/2023	290.31	Tuttle, David A or Jessica Lynn	Utility Refunds: 0006002500-00 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	15879	12/27/2023	95.07	Tuttle Sr, David A	Utility Refunds: 0006002500-00
Ad Hoc Payment	Check	15880	12/27/2023	1,438.20	Villagio HOA	Utility Refunds: 0500006366-01
Ad Hoc Payment	Check	15881	12/27/2023	483.46	Villagio HOA	Utility Refunds: 0500006365-01
Ad Hoc Payment	Check	15882	12/27/2023	190.78	Wise Move Property Management	Utility Refunds: 0121030036-06
Expense Payment	Check	15883	12/27/2023	161.73	Jade Jones-Hawk	
Supplier Payment	Check	15884	12/27/2023	31,320.00	Action Onsite Inc	
Supplier Payment	Check	15885	12/27/2023	3,800.60	AKS Engineering & Forestry LLC	
Supplier Payment	Check	15886	12/27/2023	539.33	A-Line Asphalt	
Supplier Payment	Check	15887	12/27/2023	4,170.00	Maintenance Inc	
Supplier Payment	Check	15888	12/27/2023	136.00	ALS Global USA, Corp	
Supplier Payment	Check	15889	12/27/2023	4,385.10	American Sani-Can	
Supplier Payment	Check	15890	12/27/2023	951.13	Angela Gayle Nicolavo	
Supplier Payment	Check	15891	12/27/2023	138.41	Annas Consultants Inc	
Supplier Payment	Check	15892	12/27/2023	1,995.00	Aramark Uniform & Career Apparel LLC - Remit-To: Aramark - Pasadena	
Supplier Payment	Check	15893	12/27/2023	5,000.00	Arborscape Ltd Inc	
Supplier Payment	Check	15894	12/27/2023	18,389.12	Artstra	
Supplier Payment	Check	15895	12/27/2023	2,213.75	Bacon Collision	
Supplier Payment	Check	15896	12/27/2023	16,714.00	Berry Dunn McNeil & Parker LLC	
Supplier Payment	Check	15897	12/27/2023	2,931.41	BNSF Railway Company	
Supplier Payment	Check	15898	12/27/2023	10,464.13	Bound Tree Medical LLC	
Supplier Payment	Check	15899	12/27/2023	640.92	Brown & Wilson Partnership LLC	
Supplier Payment	Check	15900	12/27/2023	24,662.94	Cale America Inc	
Supplier Payment	Check	15901	12/27/2023	8,242.06	Cessco Inc	
Supplier Payment	Check	15902	12/27/2023	226.12	CFM Strategic Communications, Inc.	
Supplier Payment	Check	15903	12/27/2023	1,850.00	Chicago Title Company of WA	
Supplier Payment	Check	15904	12/27/2023	4,944.00	Clark County Fire District 5	
Supplier Payment	Check	15905	12/27/2023	448.73	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Supplier Payment	Check	15906	12/27/2023	3,418.21	Clark Public Utility District No. 1	
Supplier Payment	Check	15907	12/27/2023	610.17	Clark Public Utility District No. 1	
Supplier Payment	Check	15908	12/27/2023	464.64	Clark Public Utility District No. 1	
Supplier Payment	Check	15909	12/27/2023	412.16	Clark Public Utility District No. 1	
Supplier Payment	Check	15910	12/27/2023	663.14	Clark Public Utility District No. 1	
Supplier Payment	Check	15911	12/27/2023	408.48	Clark Public Utility District No. 1	
Supplier Payment	Check	15912	12/27/2023	401.95	Clark Public Utility District No. 1	
Supplier Payment	Check	15913	12/27/2023	415.01	Clark Public Utility District No. 1	
Supplier Payment	Check	15914	12/27/2023	346.45	Clark Public Utility District No. 1	
Supplier Payment	Check	15915	12/27/2023	15,428.65	Columbia Resource Company	
Supplier Payment	Check	15916	12/27/2023	95.89	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	15917	12/27/2023	6,248.93	Confluences Inc	
Supplier Payment	Check	15918	12/27/2023	123,419.88	Consor North America Inc	
Supplier Payment	Check	15919	12/27/2023	49,104.60	CUES Inc - Remit-To: CUES Inc - Cincinnati	
Supplier Payment	Check	15920	12/27/2023	6,615.00	Davidson Benefits Planning	
Supplier Payment	Check	15921	12/27/2023	7,527.48	Day Management Corp - Remit-To: Day Wireless - Milwaukie	
Supplier Payment	Check	15922	12/27/2023	4,806.21	DKS Associates Inc	
Supplier Payment	Check	15923	12/27/2023	34,826.73	Echo Electric LLC	
Supplier Payment	Check	15924	12/27/2023	750.00	Ella Marie McWilliams	
Supplier Payment	Check	15925	12/27/2023	5,144.86	Esix Sportswear	
Supplier Payment	Check	15926	12/27/2023	9,433.47	Esther Short Commons LLP	
Supplier Payment	Check	15927	12/27/2023	2,431.20	Evergreen School District 114	
Supplier Payment	Check	15928	12/27/2023	865.31	Ferguson Enterprises - Remit-To: Ferguson - Dallas	

*Please contact Procurement Services if you would like to review the justification for Emergency procurement.

INVOICE PAYMENTS REPORT

Supplier Payment	Check	15929	12/27/2023	96,906.34	FFA Architecture and Interiors, Inc
Supplier Payment	Check	15930	12/27/2023	247,436.33	Fire Mountain Farms Inc
Supplier Payment	Check	15931	12/27/2023	33,357.24	Friends of Trees
Supplier Payment	Check	15932	12/27/2023	1,389.35	Global Transportation Engineering Corporation
Supplier Payment	Check	15933	12/27/2023	219.14	Gray & Osborne Inc
Supplier Payment	Check	15934	12/27/2023	83,245.00	Harper Houf Peterson Righellis Inc
Supplier Payment	Check	15935	12/27/2023	277.99	Herrera Environmental Consultants Inc
Supplier Payment	Check	15936	12/27/2023	732.03	Iron Mountain Inc - Remit-To: Iron Mountain - New York
Supplier Payment	Check	15937	12/27/2023	925.00	Jason C. Bailes PLLC
Supplier Payment	Check	15938	12/27/2023	2,549.02	Jeff Ellis & Associates
Supplier Payment	Check	15939	12/27/2023	10,000.00	K&L Gates LLP
Supplier Payment	Check	15940	12/27/2023	743.75	Karapace Consulting , LLC
Supplier Payment	Check	15941	12/27/2023	21,265.93	KBT Distributing LLC
Supplier Payment	Check	15942	12/27/2023	6,502.00	Kearns & West Inc
Supplier Payment	Check	15943	12/27/2023	20,000.00	Ke Kukui Foundation - Remit-To: Ke Kukui Foundation - street
Supplier Payment	Check	15944	12/27/2023	2,933.14	L.N. Curtis & Sons - Remit-To: Supplier L.N. Curtis & Sons
Supplier Payment	Check	15945	12/27/2023	52.00	Legacy Laboratory Services Inc
Supplier Payment	Check	15946	12/27/2023	36,766.00	Lucas Andrew Fisher
Supplier Payment	Check	15947	12/27/2023	1,242.49	Mallory Safety & Supply LLC
Supplier Payment	Check	15948	12/27/2023	7,444.44	McFarlanes Bark Inc
Supplier Payment	Check	15949	12/27/2023	1,332.07	Municipal Emergency Services Inc - Remit-To: Municipal Emergency Services - Chicago
Supplier Payment	Check	15950	12/27/2023	600.00	Nagra & Atwal Corporation
Supplier Payment	Check	15951	12/27/2023	4,997.80	National Park Service - Remit-To: National Park Service - Pearson Lease
Supplier Payment	Check	15952	12/27/2023	16,525.47	Northwest Natural Gas Company - Remit-To: NW Natural - Portland
Supplier Payment	Check	15953	12/27/2023	1,630.50	Northwest Playground Inc
Supplier Payment	Check	15954	12/27/2023	30,363.39	Northwest Staffing Resources Inc - Remit-To: Northwest Staffing Resources
Supplier Payment	Check	15955	12/27/2023	5,076.29	Oldcastle Precast Inc
Supplier Payment	Check	15956	12/27/2023	1,157.77	Pallet SPC
Supplier Payment	Check	15957	12/27/2023	6,861.92	Passport Labs Inc. - Remit-To: Passport Labs Inc
Supplier Payment	Check	15958	12/27/2023	16,113.00	Portland Adventist Medical Center
Supplier Payment	Check	15959	12/27/2023	7,259.85	PPC Solutions Inc
Supplier Payment	Check	15960	12/27/2023	3,141.43	Rigert Landscaping Co
Supplier Payment	Check	15961	12/27/2023	2,055.87	Seanette Corkill
Supplier Payment	Check	15962	12/27/2023	221.00	Shred Northwest Inc.
Supplier Payment	Check	15963	12/27/2023	1,362.42	Shrums Pest Control
Supplier Payment	Check	15964	12/27/2023	24,339.45	Software House International SHI - Remit-To: SHI - Dallas
Supplier Payment	Check	15965	12/27/2023	550.00	Sound Native Plants Inc
Supplier Payment	Check	15966	12/27/2023	130.00	Standridge Design Inc
Supplier Payment	Check	15967	12/27/2023	1,274.00	Stantec Consulting Services Inc - Remit-To: Stantec - Chicago
Supplier Payment	Check	15968	12/27/2023	39,608.22	Stateline LLC
Supplier Payment	Check	15969	12/27/2023	1,636.52	State of Washington Department of Transportation
Supplier Payment	Check	15970	12/27/2023	53.37	Stericycle Inc - Remit-To: Shred-It
Supplier Payment	Check	15971	12/27/2023	226,791.87	TCF Architecture, PLLC
Supplier Payment	Check	15972	12/27/2023	1,627.50	Teragan & Associates Inc
Supplier Payment	Check	15973	12/27/2023	1,670.79	The ADT Security Corporation
Supplier Payment	Check	15974	12/27/2023	6,250.00	Trauma Intervention Programs
Supplier Payment	Check	15975	12/27/2023	1,248.20	Trilogy MedWaste West, LLC
Supplier Payment	Check	15976	12/27/2023	15,000.00	Vancouver Ballet Forklorico
Supplier Payment	Check	15977	12/27/2023	225,000.00	Vancouver USA Regional Tourism Office
Supplier Payment	Check	15978	12/27/2023	1,020.91	Veritext LLC - Remit-To: Veritext LLC
Supplier Payment	Check	15979	12/27/2023	81.53	W.B. Sprague Co. Inc.
Supplier Payment	Check	15980	12/27/2023	1,672.80	Wallis Engineering PLLC
Supplier Payment	Check	15981	12/27/2023	8,172.50	Washington Native Plant Society
Supplier Payment	Check	15982	12/27/2023	5,880.00	Washington Trails Association

*Please contact Procurement Services if you would like to review the justification for Emergency procurement.

INVOICE PAYMENTS REPORT

Supplier Payment	Check	15983	12/27/2023	1,384.26	Weldon WMS & Lick Inc	
Supplier Payment	Check	15984	12/27/2023	15,283.22	Wesco Distribution, Inc.	
Supplier Payment	Check	15985	12/27/2023	12,722.63	Whitney Equipment Company Inc	
Supplier Payment	Check	15986	12/27/2023	172,463.75	WSP USA Inc. - Remit-To: WSP USA Inc. Dallas	
Supplier Payment	Check	15987	12/27/2023	166.86	XPO Logistics Enterprise Services, Inc - Remit-To: XPO - Portland	
			Checks	6,605,404.27		
Expense Payment	Direct Deposit	EFT-00225471	12/14/2023	342.09	Mitch Bielas	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225472	12/14/2023	350.00	Joseph Lenahan	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225473	12/14/2023	269.00	Daniel Kumpula	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225474	12/14/2023	468.75	Timothy O'Reilly	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225475	12/14/2023	77.81	Drew Klaetsch	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225476	12/14/2023	243.66	Nicholas Rash	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225477	12/14/2023	250.00	Richard Obrien	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225478	12/14/2023	41.00	Pete Adams	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225479	12/14/2023	11.50	Ty Stober	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225480	12/14/2023	325.25	Troy Price	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225481	12/14/2023	44.25	Dietrich Hildebrandt	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225482	12/14/2023	234.00	Jim Bullinger	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225483	12/14/2023	250.00	William Elmer	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225484	12/14/2023	178.00	Kyle Peters	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225485	12/14/2023	66.47	Kathleen McNicholas	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225486	12/14/2023	183.26	Shane McKee	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225487	12/14/2023	243.66	Anthony West	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225488	12/14/2023	144.50	Nannette Kistler	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225534	12/21/2023	0.69	Franklin Gomez	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225535	12/21/2023	76.14	Steve Wilson	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225536	12/21/2023	170.95	Stephen Kesler-Marosi	Employee Reimbursement
Cash Advance Payment	Direct Deposit	EFT-00225537	12/21/2023	246.13	Patrick Moore	Travel Advance
Expense Payment	Direct Deposit	EFT-00225538	12/21/2023	53.99	Christopher Roberts	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225539	12/21/2023	238.03	Austin Craig	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225540	12/21/2023	172.50	Jose Huertos-Amaro	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225541	12/21/2023	216.75	Raphael Cedillos	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225542	12/21/2023	10.97	Andrew Jorgenson	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225543	12/21/2023	487.35	Dan Lloyd	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225544	12/21/2023	217.35	Sean Crawford	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225545	12/21/2023	6.10	Catherine Morey	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225546	12/21/2023	310.50	Sara Baynard-Cooke	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225547	12/21/2023	116.00	Lauren DiPalma	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225548	12/21/2023	120.28	Ryan Powers	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225549	12/21/2023	156.53	Kendall Kilborn	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225550	12/21/2023	140.26	Susan McNutt-Koning	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225551	12/21/2023	30.00	Tim Martin	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225552	12/21/2023	332.60	Brandon Osborn	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225553	12/21/2023	70.00	James Porter	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225554	12/21/2023	16.50	Erik Jennings	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225555	12/21/2023	40.50	Marcus Cannon	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00225556	12/21/2023	500.35	Deborah Hartsoch	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227432	12/28/2023	241.50	Sara Baynard-Cooke	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227433	12/28/2023	125.00	Kory Sorenson	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227434	12/28/2023	250.00	Beau Wilcoxon	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227435	12/28/2023	99.00	David McGrath	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227436	12/28/2023	217.35	Dennis Jackson	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227437	12/28/2023	127.50	Kristine Buist	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227438	12/28/2023	602.24	Deborah Hartsoch	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227439	12/28/2023	250.00	Michael Permin	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227440	12/28/2023	176.00	Tom Randall	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227441	12/28/2023	350.00	John Kendall	Employee Reimbursement
Cash Advance Payment	Direct Deposit	EFT-00227442	12/28/2023	654.63	Ryan Starbuck	Travel Advance
Expense Payment	Direct Deposit	EFT-00227443	12/28/2023	220.00	Jason Gillespie	Employee Reimbursement
Cash Advance Payment	Direct Deposit	EFT-00227444	12/28/2023	354.63	Brian Viles	Travel Advance
Expense Payment	Direct Deposit	EFT-00227445	12/28/2023	456.38	Dan Lloyd	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227446	12/28/2023	122.85	Steven Forgette	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227447	12/28/2023	99.00	Sandra Aldridge	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227448	12/28/2023	27.12	Timmi Winther	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227449	12/28/2023	372.96	Rainy Rau	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227450	12/28/2023	216.08	Bryan Tenold	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227451	12/28/2023	136.00	Aleesa Stoolfire	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227452	12/28/2023	95.25	Tim Martin	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227453	12/28/2023	228.22	Andrew Meuchel	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227454	12/28/2023	247.50	Tobiah Scott	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227455	12/28/2023	150.91	Trevor Webberley	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227456	12/28/2023	244.00	Dene Foral	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227457	12/28/2023	104.87	Tommy Razo	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227458	12/28/2023	227.94	Julie Gilbertson	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227459	12/28/2023	301.30	Cody Uskoski	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227460	12/28/2023	14.73	Christel Nelson	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227461	12/28/2023	171.00	Jared Caldwell	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00227462	12/28/2023	380.77	Julie Denton	Employee Reimbursement
			Direct Deposits	14,718.40		
Supplier Payment	EFT	EFT-00225489	12/14/2023	8,727.59	Linguava Interpreters Inc	
Supplier Payment	EFT	EFT-00225490	12/14/2023	8,638.05	Share Inc - Remit-To: Checking (Inactive)	
Supplier Payment	EFT	EFT-00225491	12/14/2023	19,701.28	Del Sol Inc	
Supplier Payment	EFT	EFT-00225492	12/14/2023	89,405.75	Sky Resources LLC	
Supplier Payment	EFT	EFT-00225493	12/14/2023	9,281.00	Sequence Graphics LLC - Remit-To: Sequence_Graphics	
Supplier Payment	EFT	EFT-00225494	12/14/2023	691,407.21	Rotsch Inc	
Supplier Payment	EFT	EFT-00225495	12/14/2023	1,296.16	Accurate Investigation Services	

INVOICE PAYMENTS REPORT

Supplier Payment	EFT	EFT-00225496	12/14/2023	10,625.78	HDR Engineering Inc - Remit-To: HDR Engineering - Chicago
Supplier Payment	EFT	EFT-00225497	12/14/2023	43,007.00	Keen Independent Research LLC
Supplier Payment	EFT	EFT-00225498	12/14/2023	407.63	George Elevator Service LLC
Supplier Payment	EFT	EFT-00225499	12/14/2023	5,435.15	Western Water Works Supply Co Inc
Supplier Payment	EFT	EFT-00225500	12/14/2023	517,934.47	Western United Civil Group, LLC - Remit-To: Western United Civil Group, LLC
Supplier Payment	EFT	EFT-00225501	12/14/2023	2,712.50	StreamlineAM LLC
Supplier Payment	EFT	EFT-00225502	12/14/2023	43.55	McKesson Medical Surgical Inc
Supplier Payment	EFT	EFT-00225503	12/14/2023	67,690.45	Outsiderinn.org
Supplier Payment	EFT	EFT-00225504	12/14/2023	4,118.00	Andrews Terry Jeffers LLP
Supplier Payment	EFT	EFT-00225505	12/14/2023	1,210.20	Opis Architecture LLP
Supplier Payment	EFT	EFT-00225506	12/14/2023	7,316.21	Picard Corp
Supplier Payment	EFT	EFT-00225507	12/14/2023	125,689.67	MacKay Sposito Inc
Supplier Payment	EFT	EFT-00225508	12/14/2023	27,970.05	Meteraders LLC
Supplier Payment	EFT	EFT-00225509	12/14/2023	190,079.34	SDB Inc
Supplier Payment	EFT	EFT-00225510	12/14/2023	23,187.50	Guardian Alliance Technologies, Inc.
Supplier Payment	EFT	EFT-00225511	12/14/2023	114,144.01	Jeffrey D. Barrar, PS
Supplier Payment	EFT	EFT-00225512	12/14/2023	13,153.81	Distinctive Landscape LLC
Supplier Payment	EFT	EFT-00225513	12/14/2023	3,514.90	Jacobs Engineering Group Inc
Supplier Payment	EFT	EFT-00225514	12/14/2023	10,000.00	Vancouver Housing Authority
Supplier Payment	EFT	EFT-00225515	12/14/2023	67,218.48	Mercy Corps Northwest
Supplier Payment	EFT	EFT-00225516	12/14/2023	120,385.90	Halbert Construction Services LLC
Supplier Payment	EFT	EFT-00225517	12/14/2023	10,603.50	Tierra Right of Way Services LTD
Supplier Payment	EFT	EFT-00225518	12/14/2023	586.74	Praxair Distribution Inc
Supplier Payment	EFT	EFT-00225519	12/14/2023	2,303.00	Canopy Wellbeing
Supplier Payment	EFT	EFT-00225520	12/14/2023	1,479.74	Key Code Media, Inc
Supplier Payment	EFT	EFT-00225521	12/14/2023	24,686.37	Brown and Caldwell - Remit-To: Brown & Caldwell - San Francisco
Supplier Payment	EFT	EFT-00225522	12/14/2023	2,518.75	Haley & Aldrich, Inc
Supplier Payment	EFT	EFT-00225523	12/14/2023	60,031.63	Operations Management International Inc
Supplier Payment	EFT	EFT-00225524	12/14/2023	7,090.00	Alta Planning & Design
Supplier Payment	EFT	EFT-00225525	12/14/2023	8,746.00	Otak Inc
Supplier Payment	EFT	EFT-00225526	12/14/2023	992.09	Retail Lockbox Inc
Supplier Payment	EFT	EFT-00225527	12/14/2023	4,225.00	PBS Engineering and Environmental Inc
Supplier Payment	EFT	EFT-00225528	12/14/2023	1,066.56	Waxie's Enterprises Inc
Public Facilities District	EFT	EFT-00225557	12/21/2023	1,024.80	State of Washington Auditor's Office
Supplier Payment	EFT	EFT-00225558	12/21/2023	8,420.62	Waxie's Enterprises Inc
Supplier Payment	EFT	EFT-00225559	12/21/2023	7,742.03	Retail Lockbox Inc
Supplier Payment	EFT	EFT-00225560	12/21/2023	10,456.34	Eagle Newspaper Inc
Supplier Payment	EFT	EFT-00225561	12/21/2023	19,162.71	Live Love Outreach
Supplier Payment	EFT	EFT-00225562	12/21/2023	201,331.64	MacKay Sposito Inc
Supplier Payment	EFT	EFT-00225563	12/21/2023	1,273.85	Del Sol Inc
Supplier Payment	EFT	EFT-00225564	12/21/2023	64,258.97	Clark and Sons Excavating Inc
Supplier Payment	EFT	EFT-00225565	12/21/2023	37,250.88	HDR Engineering Inc - Remit-To: HDR Engineering - Chicago
Supplier Payment	EFT	EFT-00225566	12/21/2023	7,208.67	Vancouvercenter Condominium Association
Supplier Payment	EFT	EFT-00225567	12/21/2023	27,326.91	Pacific Landscape Services Inc
Supplier Payment	EFT	EFT-00225568	12/21/2023	58,718.88	Brenda Lee Fairbanks - Remit-To: Brenda Lee Fairbanks
Supplier Payment	EFT	EFT-00225569	12/21/2023	8,208.99	Commonstreet Consulting, LLC
Supplier Payment	EFT	EFT-00225570	12/21/2023	4,802.91	Western Water Works Supply Co Inc
Supplier Payment	EFT	EFT-00225571	12/21/2023	1,805,642.42	Operations Management International Inc
Supplier Payment	EFT	EFT-00225572	12/21/2023	1,265.09	Second Step Housing
Supplier Payment	EFT	EFT-00225573	12/21/2023	1,644.63	RELX Inc. - Remit-To: LexisNexis - Chicago
Supplier Payment	EFT	EFT-00225574	12/21/2023	7,932.07	Lifeline Connections
Supplier Payment	EFT	EFT-00225575	12/21/2023	83,270.24	Jacobs Engineering Group Inc
Supplier Payment	EFT	EFT-00225576	12/21/2023	454.37	Distinctive Landscape LLC
Supplier Payment	EFT	EFT-00225577	12/21/2023	15,000.00	Arbutus Consulting LLC
Supplier Payment	EFT	EFT-00225578	12/21/2023	40,939.75	Otak Inc
Supplier Payment	EFT	EFT-00225579	12/21/2023	221.73	Praxair Distribution Inc
Supplier Payment	EFT	EFT-00225580	12/21/2023	17,499.54	Alta Planning & Design
Supplier Payment	EFT	EFT-00225581	12/21/2023	2,842.92	Live Love Outreach
Supplier Payment	EFT	EFT-00225582	12/21/2023	13,283.50	Coffman Engineers Inc
Supplier Payment	EFT	EFT-00225583	12/21/2023	478,446.17	Halme Excavating Inc
Supplier Payment	EFT	EFT-00225584	12/21/2023	3,867.01	Fire Systems West
Supplier Payment	EFT	EFT-00225585	12/21/2023	12,575.26	Wapiti NW LLC

*Please contact Procurement Services if you would like to review the justification for Emergency procurement.

INVOICE PAYMENTS REPORT

Supplier Payment	EFT	EFT-00225586	12/21/2023	96,508.07	Halbert Construction Services LLC
Supplier Payment	EFT	EFT-00225587	12/21/2023	1,350.00	Historic Music Preservation Project
Supplier Payment	EFT	EFT-00225588	12/21/2023	1,190.00	Rotschy Inc
Supplier Payment	EFT	EFT-00225589	12/21/2023	40.81	Ziply Fiber
Supplier Payment	EFT	EFT-00225590	12/21/2023	8,939.20	Sharon Rice
Supplier Payment	EFT	EFT-00225591	12/21/2023	12,672.04	Stellar J Corporation
Supplier Payment	EFT	EFT-00225592	12/21/2023	100,181.32	Metro Overhead Door Inc
Supplier Payment	EFT	EFT-00225593	12/21/2023	41,300.56	North Cascades Excavating, LLC
Supplier Payment	EFT	EFT-00225594	12/21/2023	2,703.51	Power Systems West
Supplier Payment	EFT	EFT-00225595	12/21/2023	170,282.61	Share Inc - Remit-To: Checking (Inactive)
Supplier Payment	EFT	EFT-00225596	12/21/2023	115,274.35	Share Inc - Remit-To: Checking (Inactive)
Supplier Payment	EFT	EFT-00225597	12/21/2023	17,404.00	Sustainability Solutions Group USA, Inc. - Remit-To: Sustainability Solutions Group USA, Inc
Supplier Payment	EFT	EFT-00225598	12/21/2023	1,483.24	State of Washington Consolidated Technology Services
Supplier Payment	EFT	EFT-00225599	12/21/2023	21,320.73	Universal Field Services Inc
Supplier Payment	EFT	EFT-00225600	12/21/2023	4,607.65	EGM, Inc.
Supplier Payment	EFT	EFT-00227427	12/22/2023	144.43	Legal Shield
Supplier Payment	EFT	EFT-00227428	12/22/2023	1,431.78	Vancouver Command Guild
Supplier Payment	EFT	EFT-00227429	12/22/2023	29,817.27	IAFF Local #452
Supplier Payment	EFT	EFT-00227430	12/22/2023	12,787.86	Vancouver Police Officer Guild
Supplier Payment	EFT	EFT-00227431	12/22/2023	17,831.80	Allegiance Benefit Plan Management Inc
Supplier Payment	EFT	EFT-00227463	12/28/2023	81.62	Ziply Fiber
Supplier Payment	EFT	EFT-00227464	12/28/2023	37,308.56	Commonstreet Consulting, LLC
Supplier Payment	EFT	EFT-00227465	12/28/2023	233,683.32	First Forty Feet LLC
Supplier Payment	EFT	EFT-00227466	12/28/2023	10,122.36	Talitha Consults LLC
Supplier Payment	EFT	EFT-00227467	12/28/2023	10,518.88	Brown and Caldwell - Remit-To: Brown & Caldwell - San Francisco
Supplier Payment	EFT	EFT-00227468	12/28/2023	37,069.67	Jacobs Engineering Group Inc
Supplier Payment	EFT	EFT-00227469	12/28/2023	146,905.24	Advanced Excavating Specialists LLC
Supplier Payment	EFT	EFT-00227470	12/28/2023	2,277.12	Archaeological Investigations Northwest Inc
Supplier Payment	EFT	EFT-00227471	12/28/2023	2,568.24	Emerald Services Inc
Supplier Payment	EFT	EFT-00227472	12/28/2023	4,440.41	Distinctive Landscape LLC
Supplier Payment	EFT	EFT-00227473	12/28/2023	26,085.00	CBG Communications Inc
Supplier Payment	EFT	EFT-00227474	12/28/2023	21,906.50	Mead and Hunt Inc
Supplier Payment	EFT	EFT-00227475	12/28/2023	6,031.52	Outsiderinn.org
Supplier Payment	EFT	EFT-00227476	12/28/2023	5,512.37	PC Specialists Inc - Remit-To: TIG - San Diego
Supplier Payment	EFT	EFT-00227477	12/28/2023	2,325.62	Western Water Works Supply Co Inc
Supplier Payment	EFT	EFT-00227478	12/28/2023	5,000.00	Vancouver Master Chorale
Supplier Payment	EFT	EFT-00227479	12/28/2023	1,270.48	Power Systems West
Supplier Payment	EFT	EFT-00227480	12/28/2023	7,552.48	Metro Overhead Door Inc
Supplier Payment	EFT	EFT-00227481	12/28/2023	21,875.88	His Masterpiece LLC
Supplier Payment	EFT	EFT-00227482	12/28/2023	4,195.82	Better Air Northwest, LLC
Supplier Payment	EFT	EFT-00227483	12/28/2023	720,270.05	Rotschy Inc
Supplier Payment	EFT	EFT-00227484	12/28/2023	70.68	Waxie's Enterprises Inc
Supplier Payment	EFT	EFT-00227485	12/28/2023	933.00	Family Solutions, Inc.
Supplier Payment	EFT	EFT-00227486	12/28/2023	523.72	Purple Communications Inc
Supplier Payment	EFT	EFT-00227487	12/28/2023	9,653.38	Evoqua Water Technologies LLC
Supplier Payment	EFT	EFT-00227488	12/28/2023	6,517.00	Second Step Housing
Supplier Payment	EFT	EFT-00227489	12/28/2023	850.00	JCI Jones Chemicals, Inc.
Supplier Payment	EFT	EFT-00227490	12/28/2023	12,500.00	Vancouver Downtown Association
Supplier Payment	EFT	EFT-00227491	12/28/2023	398.43	Praxair Distribution Inc
Supplier Payment	EFT	EFT-00227492	12/28/2023	4,525.19	Workday Inc
		EFTs		7,250,947.69	
Supplier Payment	Manual Wire		12/1/2023	49,330.18	JP Morgan Chase Bank, N.A.
Supplier Payment	Manual Wire		12/7/2023	85.51	Allegiance Benefit Plan Management Inc - Remit-To: COBRA
Supplier Payment	Manual Wire		12/8/2023	1,192,250.00	Chicago Title Company of WA
Supplier Payment	Manual Wire		12/8/2023	332.09	Keybank National Association
Supplier Payment	Manual Wire		12/11/2023	1,465,939.89	Internal Revenue Service
Supplier Payment	Manual Wire		12/11/2023	20,204.80	Washington Dental Service
Supplier Payment	Manual Wire		12/11/2023	198,162.30	Blue Cross Blue Shield of Oregon
Supplier Payment	Manual Wire		12/12/2023	614.00	City of Portland Revenue Division

*Please contact Procurement Services if you would like to review the justification for Emergency procurement.

INVOICE PAYMENTS REPORT

Supplier Payment	Manual Wire		12/12/2023	50,476.33	State of Oregon Department of Revenue	
Supplier Payment	Manual Wire		12/12/2023	13,323.13	Bank Of America N.A. - Remit-To: Charlotte NC	
Supplier Payment	Manual Wire		12/13/2023	879,132.16	State of Washington Department of Retirement Systems (DRS)	
Supplier Payment	Manual Wire		12/14/2023	593,218.81	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Procurement Card Payment	Manual Wire		12/14/2023	967,826.70	CoV JPM Procurement Card	
Supplier Payment	Manual Wire		12/15/2023	20,620.82	Liberty Mutual Group Inc.	
Supplier Payment	Manual Wire		12/15/2023	145.35	Bank Of America N.A. - Remit-To: Account Analysis	
Supplier Payment	Manual Wire		12/18/2023	14,232.60	Washington Dental Service	
Supplier Payment	Manual Wire		12/18/2023	169,544.67	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire		12/18/2023	48,997.71	Liberty Mutual Group Inc.	
Supplier Payment	Manual Wire		12/18/2023	2,360.59	Liberty Mutual Group Inc.	
Supplier Payment	Manual Wire		12/19/2023	15,000.00	Chicago Title Company of WA	
Supplier Payment	Manual Wire		12/21/2023	3,304.56	Superior, LLC	
Supplier Payment	Manual Wire		12/22/2023	5,893.21	Washington SDU	
Supplier Payment	Manual Wire		12/22/2023	281,721.50	International City Management Association Retirement Corporation	
Supplier Payment	Manual Wire		12/22/2023	22,613.33	Western States Health & Welfare Trust	
Supplier Payment	Manual Wire		12/22/2023	21,400.00	Washington State Firefighters	
Supplier Payment	Manual Wire		12/22/2023	31,015.00	Vancouver Firefighters Union Health & Welfare Trust	
Supplier Payment	Manual Wire		12/22/2023	654.00	Oregon SDU	
Supplier Payment	Manual Wire		12/22/2023	59,022.17	Paymentus Corporation	
Supplier Payment	Manual Wire		12/22/2023	89,287.54	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire		12/22/2023	93,582.56	Reliastar Life Insurance Co	
Supplier Payment	Manual Wire		12/22/2023	1,598.04	VSP Vision Care Inc	
Supplier Payment	Manual Wire		12/22/2023	49,717.06	State of Washington Department of Retirement Systems (DRS)	
Supplier Payment	Manual Wire		12/26/2023	1,216,008.96	Internal Revenue Service	
Supplier Payment	Manual Wire		12/26/2023	240,234.24	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire		12/26/2023	21,959.90	Washington Dental Service	
Supplier Payment	Manual Wire		12/27/2023	44,691.49	State of Oregon Department of Revenue	
Supplier Payment	Manual Wire		12/27/2023	17.00	City of Portland Revenue Division	
Supplier Payment	Manual Wire		12/27/2023	1,091,757.12	Chicago Title Company of WA	
Supplier Payment	Manual Wire		12/27/2023	12,822.28	Bank Of America N.A. - Remit-To: Charlotte NC	
Supplier Payment	Manual Wire		12/28/2023	400,751.84	State of Washington Department of Revenue	
Supplier Payment	Manual Wire		12/29/2023	84,736.43	Liberty Mutual Group Inc.	
		Manual Wire		9,474,585.87		
		Checks		6,605,404.27		
		Direct Deposit		14,718.40		
		EFT		7,250,947.69		
			12/18/2023	17,287.47	City Payments	Posted 12-11-23 to 12-17-23
			12/24/2023	19,401.41	City Payments	Posted 12-18-23 to 12-24-23
			12/31/2023	6,200.55	City Payments	Posted 12-25-23 to 12-31-23
		Hansen Total		42,889.43		
			12/18/2023	1,581.04	Miscellaneous	Parks Class Refunds FCC 12-11-23 to 12-17-23
			12/18/2023	1,583.00	Miscellaneous	Parks Class Refunds MCC 12-11-23 to 12-17-23
			12/27/2023	1,237.00	Miscellaneous	Parks Class Refunds FCC 12-18-23 to 12-24-23
			12/27/2023	963.00	Miscellaneous	Parks Class Refunds MCC 12-18-23 to 12-24-23
			1/2/2024	2,080.00	Miscellaneous	Parks Class Refunds FCC 12-25-23 to 12-31-23
			1/2/2024	301.00	Miscellaneous	Parks Class Refunds MCC 12-25-23 to 12-31-23
		VISA Total		7,745.04		
		Payroll Total		4,134,871.65		
		GRAND TOTAL		27,531,162.35		

*Please contact Procurement Services if you would like to review the justification for Emergency procurement.

City of Vancouver
Payroll Council Report
December 11, 2023 - December 31, 2023

Check No.	Date	Explanation	Amount
1815 - 1835	12/22/23	December 22nd Payroll	\$ 9,086.54
225601 - 227426	12/22/23	December 22nd Direct Deposits	\$ 4,077,807.39
1836 - 1840	12/29/23	12 2023 Pension Payroll	\$ 5,669.86
227493 - 227536	12/29/23	12 2023 Pension Direct Deposits	\$ 42,307.86
n/a	12/22/23	12/22/23 NACHA Return	\$ (171.67)
1841	12/27/23	Replacement for NACHA Return	\$ 171.67
n/a	12/22/23	12/22/23 NACHA Return	\$ (390.09)
1842	12/27/23	Replacement for NACHA Return	\$ 390.09

\$ 4,134,871.65



Staff Report: 221-23

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024

SUBJECT Right-of-Way Franchise Agreement for Ziply Fiber

Key Points

The proposed franchise ordinance establishes the terms and conditions of the right to construct and maintain telecommunications facilities within the City's right-of-way.

Strategic Plan Alignment

Economic Opportunity - a place where a wide variety of businesses of all sizes grow and thrive.

Housing and Human Needs – meeting basic needs and partnering with organizations to support the community.

Safe and Prepared Community – a safe place to live, work, learn, and play.

Present Situation

Ziply Fiber Pacific LLC wishes to occupy and utilize portions of the public rights of-way in the City. Cities may require a permit or franchise for the use of its right-of-way for telecommunication facilities (RCW 35.99.030); however, the City may not charge a franchise fee for the franchise (RCW 35.21.860). The proposed ordinance establishes the terms and conditions of the right to construct and maintain telecommunications facilities within the City's right-of-way.

City staff has worked with Ziply Fiber to negotiate a franchise ordinance, which manages the deployments of a telecommunications system in a way that balances local aesthetics, character, and public health and safety, while also deriving the benefits of this technology for the City's residents to the greatest extent practicable.

Advantage(s)

The franchise ordinance would formalize and establish the terms and conditions for use of the City's right-of-way by Ziply Fiber.

Disadvantage(s)

Additional facilities may present a visual impact to the City's right-of-way.

Budget Impact

None

Prior Council Review

December 4, 2023 - Consent Agenda

December 11, 2024 - Public Hearing

Action Requested

On Monday, January 8, 2024, upon second reading and a public hearing, approve the ordinance.

Aaron Lande, Program and Policy Development Manager, 360-487-8612

ATTACHMENTS:

- ▣ Ordinance

ORDINANCE M - _____

AN ORDINANCE relating to management of the public rights-of-way, granting to Ziply Fiber Pacific LLC and its affiliates (hereinafter referred to as the “Franchisee”), a Delaware Limited Liability Company, a non-exclusive and revocable franchise to install, operate and maintain a telecommunications system in, on, over, upon, along, and across public rights-of-way of the City of Vancouver, Washington (hereinafter referred to as the “City”), prescribing certain rights, duties, terms and conditions with respect to such franchise; and setting an effective date and conditions.

WHEREAS, Franchisee is a telecommunications company that provides voice and data services to its customers; and

WHEREAS, Franchisee has requested that the City grant it the right to install, operate, and maintain a telecommunications system within the Public Ways of the City; and

WHEREAS, the City Council has found it desirable for the welfare of the City and its residents that such a non-exclusive franchise be granted to the Franchisee; and

WHEREAS, pursuant to RCW 35.22.280 and chapter 35.99 RCW, the City Council has the authority to grant franchises for the use of its Public Ways; and

WHEREAS, the City is willing to grant the rights requested subject to certain terms and conditions authorized by law.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF VANCOUVER:

ORDINANCE - 1

Does not require codification

Section 1. Definitions. For the purposes of this Franchise, the following terms, phrases, words, and abbreviations shall have the meanings ascribed to them below. When not inconsistent with the context, words used in the present tense include the future tense, words in the plural number include the singular number and words in the singular number include the plural number.

"Affiliate" means an entity that owns or controls, is owned or controlled by, or is under common ownership with the Franchisee.

"City" means the City of Vancouver, Washington, and either or both, as applicable, the person designated by the City.

"Communication System" or "Facilities" shall mean the Franchisee's system of cables, wires, conduits, ducts, pedestals, and any associated converter, equipment, or facilities within the City owned and operated by Franchisee to provide Telecommunications Service, including without limitation those Facilities that are existing or currently planned by Franchisee.

"FCC" means the Federal Communications Commission or any successor governmental entity.

"Franchise" shall mean initial authorization or renewal issued by the City, which authorizes construction and operation of the Franchisee's Communication System.

"Franchisee" means Ziply Fiber Pacific LLC and its affiliates, a limited liability company licensed to do business in Washington, or its lawful successor, transferee, or assignee.

"Indefeasible Right of User Interest" or "IRU" means a form of acquired capital in a telecommunications system, in which the holder of the interest possesses a right to use the

ORDINANCE - 2

Does not require codification

telecommunications system, but not the right to control, maintain, construct, or revise the telecommunications system.

"Person" means an individual, partnership, association, joint stock company, trust, corporation, or governmental entity.

"Public Way" shall mean the surface of, and any space on, above or below, any street, public right-of-way or utility easement for which the City now or hereafter holds any interest and which, consistent with the purpose for which it was acquired or dedicated, may be used for the installation or maintenance of the Communication System. Public Way shall not mean utility easements dedicated for a specific utility system or systems and not specifically identifying telecommunications as a permitted use within the easement.

"Service Area" means the present municipal boundaries of the City and shall include any additions by annexation or other legal means.

"Subscriber" or "Customer" means a Person who lawfully receives Telecommunication Services from the Communications System with the Franchisee's express permission.

"Telecommunications Service" shall mean any "telecommunications service" as defined by RCW 35.99.010(7), excluding "cable television service" as defined by RWC 35.99.010(1) and further excluding "personal wireless services" as defined by RCW 35.99.010(4), provided by the Franchisee over its Communication System, either directly or as a carrier for its subsidiaries, Affiliates, or customers.

Section 2. Authority Granted. The City hereby grants to the Franchisee, its heirs, successors, legal representatives, and assigns, subject to the terms and conditions herein, a

ORDINANCE - 3

Does not require codification

nonexclusive Franchise within the Service Area which authorizes the Franchisee to erect, construct, operate and maintain in, upon, along, across, above, over and under the Public Ways, now in existence and as may be created or established during the term of this Franchise, any Facilities necessary for the maintenance and operation of a Communication System. This authority is a limited authorization to occupy and use the Public Ways of the City for the purpose of providing telecommunications services.

Section 3. Grant Limited to Occupation and Service. Nothing contained herein shall be construed to grant or convey to the Franchisee or warrant any right, title, or interest in the Public Ways.

Section 4. Term of Franchise. The first term of this Franchise shall be for an initial period of 10 years from the date of acceptance, unless sooner terminated. This Franchise may be renewed for an additional five-year term pursuant to the following process: If the Franchisee desires to renew, the Franchisee shall notify the City not later than 180 days prior to the expiration of this Franchise of its desire to renew and its desire, if any, to renegotiate any of the terms of this Franchise. The City shall respond to the request for the renewal not later than 120 days prior to the expiration date, and may request renegotiation of any term, or the addition or deletion of any term at that time. If the Franchisee does not request renewal, this Franchise shall be deemed terminated. If the Franchisee requests renewal, and either party requests renegotiation, this Franchise shall not renew unless and until the City and Franchisee reach agreement and said agreement is approved by ordinance of the City Council. Nothing in this Section prevents the parties from reaching agreement on renewal earlier than the time periods indicated.

ORDINANCE - 4

Does not require codification

Section 5. Non-Exclusive Grant. This Franchise shall not in any manner prevent the City from entering into other similar agreements or granting other or further franchises in, under, on, across, over, through, along or below any of said Public Ways of the City. Further, this Franchise shall in no way prevent or prohibit the City from using any of its Public Ways or affect its jurisdiction over them or any part of them, and the City shall retain all authority to make all necessary reasonable changes, relocations, repairs, maintenance, establishment, improvement, and dedication of the same as the City may deem fit, including the dedication, establishment, maintenance, and improvement of all new Public Ways, and in compliance with Section 8, below.

Section 6. Relocation of Communications System. The Franchisee agrees to relocate its Facilities as provided by the Vancouver Municipal Code as it currently exists (VMC 11.50.120) or may hereinafter be amended or replaced, except as may be required by chapter 35.99 RCW. Upon the request of the City, in order to facilitate the design and construction of City projects, the Franchisee agrees to, at its sole cost and expense, locate, and if reasonably determined necessary by the City, to excavate and expose portions of its communication Facilities for inspection so that the location of same may be taken into account in the improvement design, PROVIDED that, Franchisee shall not be required to excavate and expose its Facilities unless the Franchisee provides as-built plans and maps of its Facilities that are reasonably determined by the City to be adequate for purposes of this paragraph. The decision to require the relocation of Facilities in order to accommodate the City's projects shall be made by the City upon review of the location and construction of the Franchisee's Facilities.

ORDINANCE - 5

Does not require codification

If the City or a contractor for the City is delayed at any time in the progress of the work by an act or neglect of the Franchisee or those acting for or on behalf of Franchisee, then Franchisee shall indemnify, defend and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorneys' fees to the extent arising out of or in connection with such delays, except for delays and damages caused by the City or a third party not under Franchisee's control. This provision may not be waived by the parties except in writing.

Section 7. Undergrounding of Facilities. In any area of the City in which there are no aerial facilities other than antennas or other equipment required to remain above ground in order to be functional, or in any Public Ways in which all telephone, electric power wires and cables have been placed underground, the Franchisee shall not be permitted to erect poles or to run or suspend wires, cables or other Facilities thereon, unless required to do so by the City, but shall lay such wires, cables or other Facilities underground in the manner required by the City.

Whenever the City or other governmental entity requires or initiates undergrounding of aerial utilities in any area of the City, the Franchisee shall underground its Facilities in the manner specified by the City, concurrently with and in the area of all the other affected utilities. The location of any such relocated and underground Facilities shall be approved by the City. The Franchisee is encouraged to contact and agree with other affected utilities so that all costs for common trenching, common utility vaults and other costs not specifically attributable to the undergrounding of any particular facility are shared fairly and proportionately by all the utilities

ORDINANCE - 6

Does not require codification

involved in the underground project. The costs of the undergrounding of Facilities shall be as provided in RCW 35.99.060 as existing or hereinafter amended.

Section 8. Work Within Public Ways. The Franchisee agrees to undertake all work related to the installation, construction, or maintenance of its Facilities within the Public Ways in compliance with state and local law as now existing or hereinafter enacted. The laws include, without limitation:

Chapter 11.50 VMC Utilities in the Right-of-Way

Chapter 11.60 VMC Street Use Permits

Chapter 11.80 VMC Street and Development Standards

Chapter 11.90 VMC Construction in the Right-of-Way

RCW 58.09.130 Monuments Disturbed by Construction Activities

Section 9. Emergency Work -- Permit Waiver. In the event of any emergency in which any of the Franchisee's Facilities located in, above, or under any Public Way breaks, are damaged, or if the Franchisee's construction area is otherwise in such a condition as to immediately endanger the property, life, health, or safety of any individual, the Franchisee shall immediately take the proper emergency measures to repair its Facilities, to cure or remedy the dangerous conditions for the protection of property, life, health, or safety of individuals without first applying for and obtaining a Construction Permit as required by this Franchise. However, this shall not relieve the Franchisee from the requirement of notifying the City of the emergency work and obtaining any permits necessary for this purpose after the emergency work. The Franchisee shall notify the City by telephone immediately upon learning of the emergency and

ORDINANCE - 7

Does not require codification

shall apply for all required permits not later than the second succeeding day during which the City's Public Works Department Offices are open for business.

The City retains the right and privilege to cut or move any Facilities located within the Public Ways of the City, as the City may determine to be necessary, appropriate, or useful in response to any public health or safety emergency.

Section 10. Dangerous Conditions, Authority for City to Abate. Whenever construction, installation, or excavation of Facilities authorized by this Franchise has caused or contributed to a condition that appears to substantially impair the lateral support of the adjoining public way, street, or public place, or endangers the public, street utilities, or City-owned property, the Public Works Director may direct the Franchisee, at the Franchisee's own expense, to take action to protect the public, adjacent public places, City-owned property, streets, utilities, and Public Ways. Such action may include compliance within a time prescribed by the City.

In the event that the Franchisee fails or refuses to promptly take the actions directed by the City, or fails to comply with such directions, or if emergency conditions exist which require immediate action, the City may enter upon the property and take such actions as are necessary to protect the public, the adjacent streets, utilities, public ways, to maintain the lateral support thereof, or actions regarded as necessary safety precautions; and the Franchisee shall be liable to the City for the costs thereof.

Section 11. The Franchisee's Maps and Records. Upon acceptance and thereafter as construction is completed, the Franchisee shall provide the City with accurate copies of all as-built

ORDINANCE - 8

Does not require codification

plans and maps in a form and content prescribed by the City, as well as surveys of monuments of record pursuant to RCW 58.09.130. These plans, maps, and monument surveys shall be provided at no cost to the City.

The Franchisee shall supply and maintain updated, at no cost and at a location within the State, any information reasonably requested by the City to coordinate municipal functions with the Franchisee's activities and fulfill any municipal obligations under state law. Said information may include any installation inventory, location of existing or planned facilities, maps, plans, operational data, and as-built drawings of Franchisee's installations in the City. Said information may be requested either in hard copy and/or electronic format compatible with the City's database system, as now or hereafter existing. Franchisee shall keep the City reasonably informed of its long-range plans for coordination with the City's long-range plans.

PUBLIC RECORD ACT: Any public record relating in any way to this Franchise may be subject to inspection and copying pursuant to Washington's Public Record Act, chapter 42.56 RCW. The City will provide Franchisee with a copy of a public record request that seeks to inspect or copy a "writing" as defined in RCW 42.56.010 relating to this Franchise prior to allowing any inspection and/or copying of the documentation/information. Additionally, City will request production of any responsive records Franchisee may have in its possession. City will inform Franchisee of the records it plans to disclose to the requestor. If Franchisee disagrees with City's determination of disclosure/nondisclosure and timely notifies City of the same, City agrees to withhold release of the requested records in dispute for a reasonable amount of time (approximately 10 days) to allow Franchisee an opportunity to seek judicial protection pursuant to

ORDINANCE - 9

Does not require codification

RCW 42.56.540 as adopted or amended. If Franchisee seeks judicial protection, Franchisee will be solely responsible for its related attorney fees and costs. City shall not be liable for any loss or damage resulting from a release of records so long as the City acted in good faith in releasing the records.

Section 12. Restoration after Construction or Damage. The Franchisee shall, after installation, construction, relocation, maintenance, removal, or repair of its communication Facilities within the Public Ways, restore the surface of said Public Ways, land surveyor monuments, and any other City-owned property which may be disturbed by the work, to at least the same condition the Public Way or City-owned property was in immediately prior to any such installation, construction, relocation, maintenance, or repair, reasonable wear and tear excepted. Said restorations shall be done in conformance with the most recent edition of City ordinances and standards at the time of construction or damage. The City shall have final approval of the condition of such Public Ways and City-owned property after restoration. The Franchisee agrees to promptly complete all restoration work and to promptly repair any damage caused by such work to the Public Ways or other affected areas and City-owned property at its sole cost and expense and shall be responsible for said restoration work and repair of damage done by Franchisee to City facilities for the life of the Franchise. Franchisee also agrees to restore all other existing facilities and/or property damaged by Franchisee's work, at its sole cost and expense.

Section 13. Recovery of Costs. The Franchisee shall be subject to all permit fees reflecting actual reasonable administrative costs associated with activities undertaken through the authority granted in this Franchise or under the laws of the City. Where the City incurs costs and expenses

ORDINANCE - 10

Does not require codification

for review, inspection, or supervision of activities undertaken through the authority granted in this Franchise or any ordinances relating to the subject, for which a fee is not established, the Franchisee shall reimburse the City directly for all actual reasonable costs, after receipt of an itemized bill.

In addition to the above, the Franchisee shall promptly reimburse the City for all reasonable costs the City incurs in response to any emergency involving the Franchisee's communication Facilities, after receipt of an itemized bill. All billings will be itemized to specifically identify the costs and expenses for each project for which the City claims reimbursement. The billing may be on an annual basis at the City's election, but the City shall provide the Franchisee with the City's itemization of costs at the conclusion of each project for information purposes.

Section 14. City's Reservation of Rights. Pursuant to RCW 35.21.860, the City may recover from Franchisee its actual administrative expenses as well as any applicable tax authorized by RCW 35.21.865. This Franchise is premised upon the City and Franchisee's agreement that either Franchisee is a "service provider" as used in RCW 35.21.860 and defined in RCW 35.99.010(6), or Franchisee's Telecommunications Services fall within the definition of "telephone business" set forth in RCW 82.16.010. As such, the rights granted under this Franchise are not conditioned upon payment of a franchise fee or other compensation for use of the Public Ways. The City hereby reserves its right to impose a fee on the Franchisee, to the extent authorized by law, for purposes other than to recover its administrative expenses, in the event that (1) statutory prohibitions on the imposition of such fees are removed, or that (2) Franchisee no longer falls within the definition of "service provider" in RCW 35.99.010(6) and Franchisee's

ORDINANCE - 11

Does not require codification

Telecommunications Services fall outside the definition of “telephone business” in RCW 82.16.010. Under those circumstances, the City also reserves its right to require that Franchisee obtain a separate franchise agreement for its change in use, which may include provisions intended to regulate the Franchisee's operations, as allowed under applicable law. Nothing in this Franchise shall limit the City’s right of taxation as authorized by law.

Section 15. Administrative Fee. Franchisee agrees to pay, at the time of acceptance of this Franchise, a one-time administrative fee to defray City’s actual administrative costs and expenses associated with negotiating and enacting this Franchise, provided that such expenses shall not be included in the reimbursement provisions set forth in Section 13 of this Franchise not to exceed \$2,500.

Section 16. Utility Owned Poles. The parties acknowledge that the poles which the Franchisee desires to use for the location of its Facilities are owned by a third party or parties, and that Franchisee has entered or shall enter into an agreement with the third party or parties, setting forth the terms and conditions for use of those poles.

Section 17. Vacation of Right of Way. The process for the vacation of rights-of-way is provided for in City code, currently chapter 11.05 VMC. If at any time the City, by ordinance, vacates all or any portion of the area affected by this Franchise, the City shall not be liable for any damages or loss to the Franchisee by reason of such vacation. The Franchisee shall remove its Facilities from any vacated right-of-way unless such vacation provides for the continuing right of the Facilities to exist within the vacated area.

ORDINANCE - 12

Does not require codification

Section 18. Indemnification and Waiver.

A. Franchisee hereby releases and covenants not to bring suit and agrees to indemnify, defend, and hold harmless the City, its officers, employees, agents, and representatives from all claims, costs, judgments, awards, or liability to any person for injury, sickness, or death of any person or damage to any property or interests:

1. Arising out of the acts or omissions of Franchisee, its agents, servants, officers or employees or the construction, placement, operation, or maintenance of Facilities in the Public Ways; or

2. Based on the City's inspection or lack of inspection of work performed by Franchisee, its agents and servants, officers or employees in connection with work authorized on the Public Ways or property over which the City has control pursuant to this Franchise or pursuant to any other permit or approval issued in connection with this Franchise;

B. The provisions of Subsection A of this Section shall apply to claims by Franchisee's own employees and the employees of the Franchisee's agents, representatives, contractors, and subcontractors to which Franchisee might otherwise be immune under Title 51 RCW. This waiver of immunity under Title 51 RCW has been mutually negotiated by the parties hereto, and Franchisee acknowledges that the City would not enter into this Franchise without Franchisee's waiver thereof.

C. Inspection or acceptance by the City of any work performed by the Franchisee at the time of completion of construction shall not be grounds for avoidance of any of these covenants of indemnification. Provided, that Franchisee has been given prior written notice by the City of

ORDINANCE - 13

Does not require codification

any such claim, said indemnification obligations shall extend to claims which are not reduced to a suit and any claims which may be compromised with Franchisee's consent prior to the culmination of any litigation or the institution of any litigation. The City has the right to defend or participate in the defense of any such claim, and has the right to approve any settlement or other compromise of any such claim, provided that Franchisee shall not be liable for such settlement or other compromise unless it has consented thereto.

D. The obligations of Franchisee under the indemnification provisions of this Section shall apply regardless of whether liability for damages arises out of bodily injury to persons or damages to property, except to the extent that such claims, actions, damages, costs, expenses, and attorney fees were caused by the sole negligence or willful misconduct of the City. In the event that a court of competent jurisdiction determines that this Franchise is subject to the provisions RCW 4.24.115, the parties agree that the indemnity provisions hereunder shall be deemed amended to conform to said statute and liability shall be allocated as provided therein.

E. Notwithstanding any other provisions of this Section, Franchisee assumes the risk of damage to its Facilities located in the Public Ways and upon City-owned property from such activities conducted by the City, its officers, agents, employees and contractors, except to the extent any such damage or destruction is caused by or arises from the negligent, willful, or malicious action on the part of the City, its officers, agents, employees, or contractors. Franchisee releases and waives any and all such claims against the City, its officers, agents, employees or contractors. Franchisee further agrees to indemnify, hold harmless and defend the City against any claims for damages, including, but not limited to, business interruption damages and lost

ORDINANCE - 14

Does not require codification

profits, brought by or under users of Franchisee's Facilities as the result of any interruption of service due to damage or destruction of Franchisee's Facilities caused by or arising out of activities conducted by the City, its officers, agents, employees or contractors, except to the extent any such damage or destruction is caused by or arises from the negligent, willful or malicious actions on the part of the City, its officers, agents, employees or contractors.

Section 19. Abandonment and Removal of Franchisee's Communication Facilities. Upon the expiration, termination, or revocation of the rights granted under this Franchise, the Franchisee shall remove its Facility or Facilities from the Public Ways of the City within 90 days.

A. Underground facilities: Franchisee shall remove any facilities which have not been used to provide telecommunications services for a period of at least 90 days when: (a) a City project involves digging that will encounter the abandoned facility; (b) the abandoned facility poses a hazard to the health, safety, or welfare of the public; (c) the abandoned facility is 30 inches or less below the surface of the rights-of-way and the City is reconstructing or resurfacing a street over the rights-of-way; or (d) the abandoned facility has collapsed, broke, or otherwise failed.

Franchisee may, upon written approval by the City, delay removal of the abandoned facility until such time as the City commences a construction project in the rights-of-way unless (b) or (d) above applies. When (b) or (d) applies, Franchisee shall remove the abandoned facility from the rights-of-way as soon as weather conditions allow, unless the City expressly allows otherwise in writing.

ORDINANCE - 15

Does not require codification

B. Aboveground facilities: Franchisee shall remove any facilities which have not been used to provide telecommunications services for a period of at least 90 days.

C. The expense of the removal, and restoration of improvements in the rights-of-way that were damaged by the facility or by the removal process, shall be the sole responsibility of the Franchisee. If, Franchisee fails to remove the abandoned facilities in accordance with the above, then the City may incur costs to remove the abandoned facilities and restore the rights-of-way, and is entitled to reimbursement from Franchisee for such costs, including reasonable attorney's fees and costs.

Section 20. Modification. The City and the Franchisee hereby reserve the right to modify the terms and conditions of this Franchise Agreement upon the written agreement of both parties to such modification. Said modifications shall be by ordinance of the City Council passed for that purpose and accepted by the Franchisee consistent with Section 31 of this Franchise.

Section 21. City Ordinances and Regulations. Nothing herein shall be deemed to direct or restrict the City's ability to adopt and enforce all necessary and appropriate ordinances regulating the performance of the conditions of this Franchise, including any valid ordinance made in the exercise of its police powers in the interest of public safety and for the welfare of the public. The City shall have the authority at all times to control by appropriate regulations the locations, elevation, manner, or construction and maintenance of any Facilities by the Franchisee, and the Franchisee shall promptly conform with all such regulations, unless compliance would cause the Franchisee to violate other legal requirements.

ORDINANCE - 16

Does not require codification

Section 22. Survival. All of the provisions, conditions, and requirements of this Franchise shall be in addition to all other obligations and liabilities the Franchisee may have to the City at common law, by statute, or by contract. The provisions, conditions, and requirements of Sections 6, Relocation of Telecommunications Facilities; 7, Undergrounding of Facilities; 8, Work in the Public Ways; 10, Dangerous Conditions; 12, Restoration after Construction; 18, Indemnification; 19, Abandonment and Removal of the Franchisee's Facilities, shall survive the expiration or termination of this Franchise, and any renewals or extensions thereof and remain effective until such time as the Franchisee removes its communication Facilities from the Public Ways, or transfers ownership of said Facilities to a third party, all as provided herein. All of the provisions, conditions, regulations and requirements contained in this Franchise shall further be binding upon the heirs, successors, executors, administrators, legal representatives and assigns of the Franchisee and all privileges, as well as all obligations and liabilities of the Franchisee shall inure to its heirs, successors, and assigns equally as if they were specifically mentioned wherever the Franchisee is named herein.

Section 23. Severability. If any section, sentence, clause, or phrase of this Franchise 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 Franchise.

Section 24. Assignment. This Franchise may not be assigned or transferred without the written approval of the City, which approval shall not be unreasonably withheld or delayed, except that the Franchisee may freely assign this Franchise in whole or part to a parent, subsidiary, or

ORDINANCE - 17

Does not require codification

affiliated corporation or as part of any corporate financing, reorganization or refinancing. In the event such a transfer or assignment of Franchisee's ownership is approved by the Washington Utilities and Transportation Commission, the City will be deemed to have consented to such transfer. Grantee will provide City with a copy of any such approval. In the case of transfer or assignment as security by mortgage or other security instrument in whole or in part to secure indebtedness, such consent shall not be required unless and until the secured party elects to realize upon the collateral. The Franchisee shall provide prompt, written notice to the City of any such assignment.

In addition, Franchisee may, without the prior written consent of the City: (i) lease the Facilities, or any portion thereof, to another Person, provided, that such other Person shall obtain a City Franchise, if required; (ii) grant an Indefeasible Right of User Interest in the Facilities, or any portion thereof, to another Person; or (iii) offer or provide capacity or bandwidth in its Facilities to another Person; PROVIDED THAT: (i) Franchisee at all times retains exclusive control over such Facilities and remains responsible for locating, servicing, repairing, relocating or removing its facilities pursuant to the terms and conditions of this Franchise.

Section 25. Liability Insurance. Franchisee shall, at its own expense, upon adoption, obtain and maintain throughout the term this Franchise, a commercial general liability insurance policy with limits of at least five million dollars (\$5,000,000.00) per occurrence and five million dollars (\$5,000,000.00) aggregate, with the City named as an additional insured, protecting and saving the City harmless against liability for loss or damage for personal injury, death, or property damage occasioned by the operation of the Franchisee under this Franchise. Franchisee may utilize

ORDINANCE - 18

Does not require codification

primary and umbrella liability policies to satisfy the preceding per occurrence and aggregate insurance policy limit requirements. The Franchisee shall, within 30 days from the effective date of this Franchise, file with the City Clerk proof of continued insurance coverage, at least in the amounts required in this Section, through a Certificate of Insurance including the additional insured endorsement indicating City coverage required herein and a provision that said coverage may not be canceled without at least thirty days' notice to the City, filed as above provided. Such additional evidence thereof shall be furnished to the City from time to time as it shall require. In those situations where, through the Franchisee's negligent or intentional acts or omissions, damage has occurred, Franchisee's insurance shall be primary to any City insurance coverage or, in the event the City is self-insured, any Franchisee policy shall afford first dollar protection coverage for risks included in Franchisee's operations. The insurance required under this section may be through a utility self-insurance fund under which the Franchisee is insured.

Section 26. Legal Action to Enforce Franchise Terms. This Franchise is entered into in Clark County, Washington. In the event legal action is brought with respect to this Franchise, the State of Washington shall have personal jurisdiction over each of the parties and venue of any such action shall lie in the Superior Court of Clark County, or in the United States District Court for the Western District of Washington. In the event that legal action is brought with respect to this Franchise, the prevailing party shall be awarded its costs and reasonable attorney's fees in an amount to be determined by the Court.

Section 27. Revocation. This Franchise may be revoked by the City Council by resolution in the event the Franchisee shall fail, after notice or demand, to comply with any of the terms,

ORDINANCE - 19

Does not require codification

conditions, or obligations imposed upon the Franchisee hereunder, but the City shall have no obligation to do so. No forbearance by the City of any term of condition of this Franchise in any instance or at any time shall ever comprise a waiver or estoppel of the City's right to enforce said term condition.

Section 28. Notice. Any notice or information required or permitted to be given to the parties under this Franchise may be sent to the following addresses unless otherwise specified:

City:

City Manager
City of Vancouver
PO Box 1995
Vancouver, WA 98668-1995

Franchisee:

Ziply Fiber Pacific, LLC.
Legal and Regulatory Department
135 Lake St. So., Ste. 155
Kirkland, WA 98033

with an additional copy to:

Legal@ziply.com

Notice shall be deemed given upon receipt in the case of personal delivery, three days after deposit in the United States Mail in the case of regular mail, or the next day in the case of overnight delivery.

Section 29. Entire Franchise. This Franchise constitutes the entire understanding and agreement between the parties as to the subject matter herein and no other agreements or understandings, written or otherwise, shall be binding upon the parties upon approval and acceptance of this Franchise.

Section 30. Acceptance. Within 60 days after the passage and approval of this Ordinance, this Franchise may be accepted by Franchisee by its filing with the City Clerk its written and sworn unconditional written acceptance and promise to comply with all terms of this Franchise. Failure

ORDINANCE - 20

Does not require codification

of the Franchisee to so accept this Franchise within said timeframe shall be deemed a rejection thereof, and the rights and privileges herein granted shall, after the expiration of the 60-day period, absolutely cease and determine, unless the time period is extended by ordinance passed for that purpose.

Section 31. Effective Date. Subject to compliance with Section 30 of this Ordinance, this Ordinance shall become effective five days from and after its final passage by the Vancouver City Council and publication of a summary of the Ordinance pursuant to City Charter.

SIGNED this _____ day of _____, 2023.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

ORDINANCE - 21

Does not require codification

SUMMARY

ORDINANCE M-_____

AN ORDINANCE relating to management of the public rights-of-way, granting to Ziply Fiber Pacific LLC, a Delaware limited liability company, a non-exclusive and revocable franchise to install, operate and maintain a telecommunications system in, on, over, upon along, and across public rights-of-way of the City of Vancouver, Washington, prescribing certain rights, duties, terms and conditions with respect to such franchise; providing for setting an effective date and conditions.

The full text of this Ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8799, or via www.cityofvancouver.us (Go to City Government and Public Records).

ORDINANCE - 22

Does not require codification



Staff Report: 239-23

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024

SUBJECT Adopting the 2024 - Transportation System Plan

Key Points

- The Transportation System Plan was last updated in 2004. The Growth Management Act requires jurisdictions to adopt Transportation System Plans no less than every 20 years that include land use assumptions, multimodal transportation facilities needed to serve identified land uses, demand management strategies, and active transportation facilities needed to enhance community wellness and promote healthy lifestyles.
- Vancouver is growing and diversifying, putting increased pressure and fresh demands on the transportation system. A new waterfront district increased multifamily development, great parks and schools, and significant job and business growth continue to attract people and investment to the city – bringing more activity to our streets.
- The Transportation System Plan (TSP) has undergone a four-year planning process with significant input from City Council, the Transportation and Mobility Commission (TMC) and the Vancouver Community. The TSP has had fourteen (14) workshops and one public hearing before the TMC, and ten (10) workshops and three (3) Resolutions before City Council.

Strategic Plan Alignment

Transportation and Mobility - a safe, future-ready and convenient transportation system.

Economic Opportunity - a place where a wide variety of businesses of all sizes grow and thrive.

Vibrant and Distinct Neighborhoods – a variety of accessible places and spaces.

Climate and Natural Systems – Environmental stewardship and efforts to address climate change to ensure a sustainable future.

Present Situation

The Vancouver Transportation System Plan is our 20-year vision for maintaining and growing a

transportation system that supports a safe, equitable, and resilient city. Transportation investment during the past 75 years focused primarily on cars. This TSP expands the focus to walking, rolling, bicycling and small mobility, taking transit, and moving freight. The policies, programs, and capital projects in the TSP will be integrated into the City's adopted roadway projects and programs, and some will be implemented through future updates to Title 9 and Title 11 of the Vancouver Municipal Code.

The TSP serves as the transportation element of the Comprehensive Plan. The Washington State Growth Management Act (GMA) requires adoption of a transportation plan consistent with land use, population, and job growth targets. Land uses coordinated with transportation result in mixed-use places where it is easy to walk, bicycle, use small mobility devices or take transit. The TSP process began before the Comprehensive Plan update but has been crafted to serve forecasted areas of growth. The 2045 Comprehensive Plan update will be complete in 2025, and at that time the TSP will undergo a minor update to ensure alignment with the goals and growth needs of the Plan.

Advantage(s)

1. Adoption of the 2024- 2044 Transportation System Plan will meet state requirements as outlined in the Growth Management Act.
2. The TSP's vision and goals will guide future transportation investments and align resource allocation to community values. The updated policies, programs and projects will better enable the City to meet our climate, equity and safety goals.
3. The adoption of the modal networks outlined in the plan will provide guidance in transportation facility type and design, and over time, create a connected network of streets designed to move people using all modes of travel.

Disadvantage(s)

Identifying new modal networks and associated projects will create expectations from the public to deliver on these projects over the next twenty years.

Budget Impact

The Vancouver Transportation System Plan (TSP) adopts a transportation vision that responds to the needs of a growing community including three main investment areas: capital projects, programs, and policies. These require both dollars and staffing to implement and manage.

While many of the policies and programs included in the TSP are part of the existing workplans and budgets, the Plan does include new or expanded programs that will require additional funding in the form of FTE's, capital project funding, or funding for professional services. The TSP is a twenty-year plan and policies, programs, and projects will be implemented over the course of that time-horizon, spreading the cost. Projects will be primarily budgeted through our existing process using the Transportation Improvement Program, which matches projects to existing funds and grants over a six-year period. New dedicated transportation revenues approved by Council in the 2023-24 biennial budget that focus on Complete Streets provide significant new funding in support of Plan goals. Any future staffing or programmatic resources would go through the typical bi-annual budgeting process.

Prior Council Review

The Transportation System Plan has ten (10) workshops and three (3) Resolutions before City Council. The following describes the project phase and topics covered at City Council workshops along with the related resolutions.

Project Phase: Planning Baseline. This phase included: State of mobility, Existing conditions, Vulnerability analysis, & Community input

- Council Workshops: Aug. 24, 2020; June 14, 2021
- Council Resolution: Dec. 20, 2021
- ResM-4161 Resolution on TSP Chartering Process

Project Phase: Values and Goals. This phase included: Enhanced Transit Corridor analysis, Community input on project values, and associated project opportunities.

- Council Workshop Apr 25, 2022; July 18, 2022

Project Phase: Goals, Priorities and Solutions. This phase included work on project prioritization, policies and programs, modal networks, project list and street typologies.

- Council workshops: Sept. 12, 2022; Jan. 9, 2023; May 22, 2023; July 10, 2023
- Council Resolution: Oct. 3, 2022; Feb. 27, 2023
- ResM-4191 Resolution for TSP Goals and Prioritization Framework
- ResM-4209 Resolution for Transportation System Plan Big Ideas

Project Phase: Draft Plan. This phase included reviewing the draft plan, plan edits, and feedback gathered during the public comment period.

- Council Workshops: Oct. 9, 2023; Nov. 11, 2023

City Council Consent Agenda: December 18, 2024

Action Requested

On January 8, 2024, upon second reading and a public hearing, approve ordinance adopting the 2024-2044 Transportation System Plan

Kate Drennan, Principal Planner, 360-487-7959

ATTACHMENTS:

- ▣ Presentation
- ▣ Resolution TSP Chartering Process (Dec 2021)
- ▣ Resolution TSP Goals and Prioritization Framework (Sept 2022)
- ▣ Resolution TSP Big Ideas (Feb 2023)
- ▣ 23 12 18 Ordinance on Adopting the 2024- 2044 Transportation System Plan
- ▣ 2024-2044 Transportation System Plan



2024 – 2044 Transportation System Plan

Public Hearing for Adoption

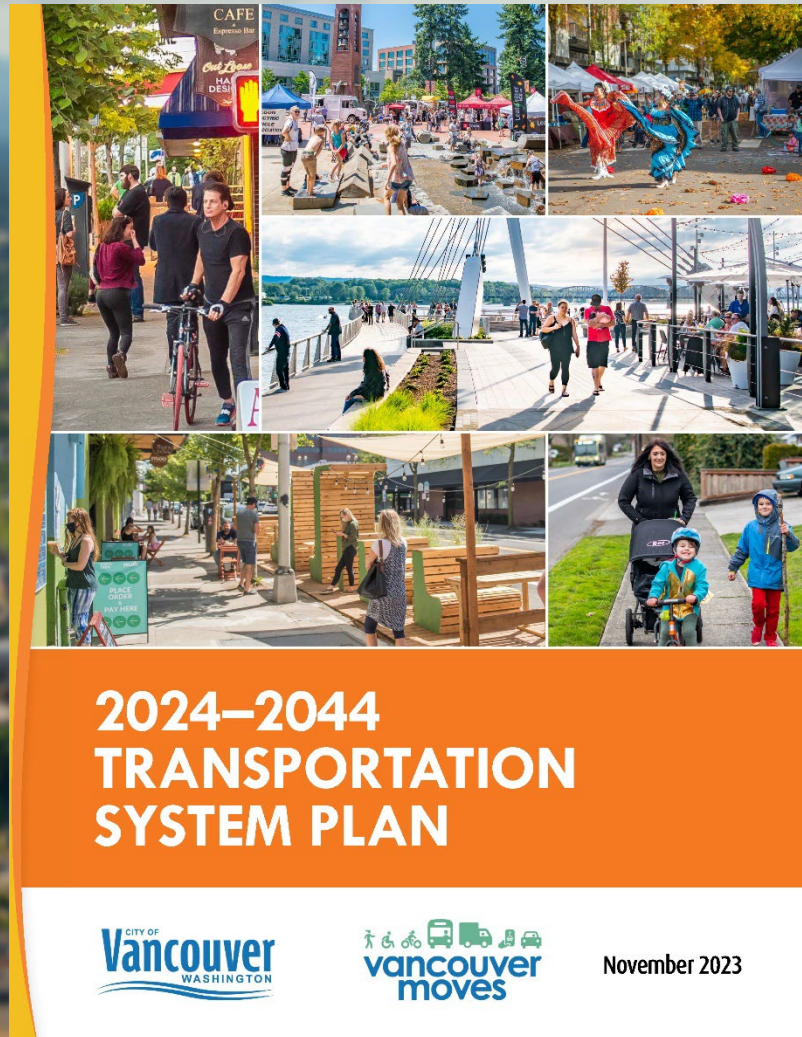
Kate Drennan, Principal Transportation Planner,
Community Development Department

Rebecca Kennedy, Deputy Director,
Community Development Department



Agenda

- Plan Refresher
- **Action Requested:**
Approve ordinance adopting the 2024 – 2044 Transportation System Plan



What is a TSP? What are the core values?

The Transportation System Plan (TSP) provides a transportation vision, programs, policies, and investment priorities for the next 20 years. It serves as the transportation element of the Comprehensive Plan.



Climate

Our transportation system helps to reduce our impact on the climate and our natural environment.



Equity

Transportation supports the needs of all and investment counteracts historic and current inequities.

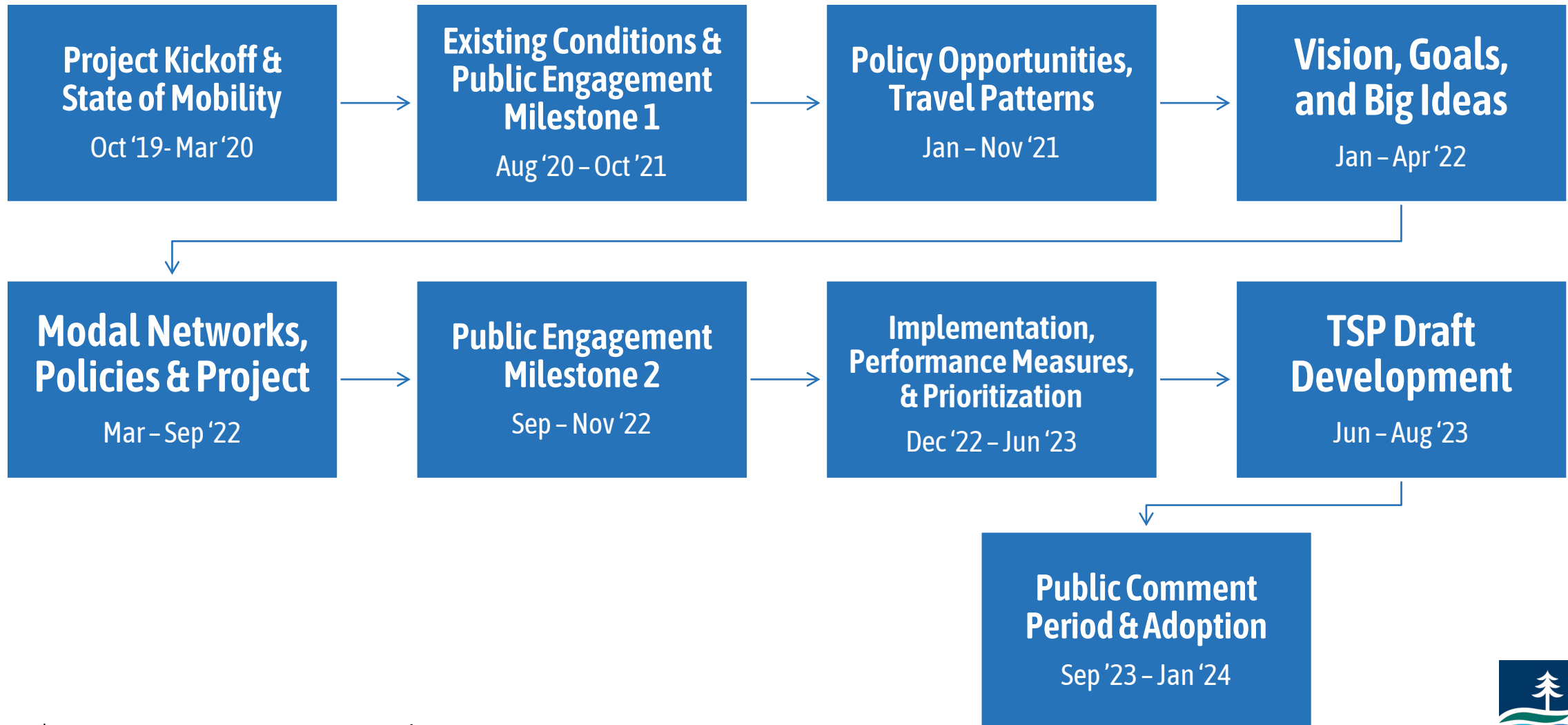


Safety

Our transportation system keeps people safe when they walk, roll, bicycle, take transit, or drive.



Transportation System Plan Phases & Timeline



TSP Chapters



1. City on the Move
2. By Vancouver, for Vancouver
3. Vancouver Moves Vision
4. Big Ideas
5. TSP Networks
6. Capitol Projects
7. Implementation
8. Moving Forward



TSP Implications

- New policies will be implemented through internal work processes and via updates to Titles IV and VI in the code
- Programs will be implemented through updates to existing work- flows and standing up new programs over time
- The Transportation Improvement Program will be updated to include near-term projects identified in the TSP



Next Steps

- Remaining transportation elements required to be included in the City's Comprehensive Plan (Air, Water, Rail Freight) will be addressed through Our Vancouver process.
- Minor update to the TSP post- Comprehensive Plan Adoption to ensure full alignment
- Staff begin on implementation of 'Near-term Priorities'
- Regular updates to Council on progress implementing the TSP





Requested Action

Approve ordinance adopting
the 2024 – 2044
Transportation System Plan.



Thank You



12/20/21

RESOLUTION NO. M-4161

A RESOLUTION confirming the approach for analyzing underserved focus areas, the collision dashboard, and integration of Council values of equity, safety, and climate change into the Transportation System Plan.

WHEREAS, the Washington State Growth Management Act requires the City ensure capital facilities and transportation plans are consistent with land use and growth targets; and

WHEREAS, the City of Vancouver is required to have a transportation element of the Comprehensive Plan; and

WHEREAS, the City's last Transportation System Plan was adopted in 2004; and

WHEREAS, factors such as increases in population, changes in land use, improved mobility options, advancements in technology, and the evolution of transportation best practices have led the City to identify the TSP update as a high priority; and

WHEREAS, completion of subarea plans such as the Vancouver City Center Vision Plan (VCCV), Section 30 Subarea Plan, the Heights District Plan, and Westside Mobility Strategy, as well as the adoption of the City's Complete Streets policy, have established new policy and guidance that need to be incorporated more comprehensively into the City's TSP in order to provide consistent policy implementation; and

WHEREAS, goal one of the City's 2016-2021 Strategic Plan is to "Ensure our built environment is one of the safest, most environmentally responsible and well maintained in the

Pacific Northwest” which included Objective 1.1 which stated: “Develop and maintain a safe, balanced, and innovative transportation system that will meet the needs of future generations”; and

WHEREAS, in 2016 the City Council adopted a Complete Streets Policy that applies to all public and private street design, construction and retrofit projects, and requires the use of best practices for facility design that is safe for all users regardless of age, ability or mode of travel, and directs staff to update City policies, guides and manuals to implement the policy and to evaluate all projects for compliance with the policy; and;

WHEREAS, City Council identified decision-making values in March of 2021 that include building a healthy, thriving, equitable, resilient and sustainable community, and building on the city’s heritage of pioneering and courageous decision-making by boldly working toward a shared vision for Vancouver; and

WHEREAS, The Transportation System Plan will provide a framework to guide transportation investments over the next 20 years in accordance with the community’s vision and goals through a robust, equitable, and collaborative process with stakeholders and the community to help improve safety, mobility, and quality of life for City residents;

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

The Vancouver City Council hereby confirms its support for inclusion of the following elements of the Transportation System Plan:

- Use of the City’s Vulnerability Index as described in the attached staff report and detailed project memo as the baseline data for understanding and supporting equitable investment in historically underserved areas as well as broad investments in the overall transportation

system, in alignment with goals and policies developed through the TSP Update for a 20-year time horizon; and

- Publication of a collision dashboard that provides the public access to collision data from all traffic-related collisions collected by Washington State Department of Transportation (WSDOT) through the Washington State Patrol and Vancouver Police Department since 2015 (Non-traffic collisions such as collisions on private property have been excluded from the datasets) that provides the data we need to lead with safety; and
- Other City Council decision-making values to guide the goals, visions, and policies of the Transportation System Plan that include but are not limited to an engagement process designed to foster civic participation and engage diverse voices, policies and programs that proactively address climate change, forward looking investments that provide a legacy for future generations, and manage growth and technology to benefit the community

ADOPTED at a Regular Meeting of the Vancouver City Council this 20th day of December, 2021.

Attest:

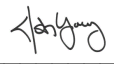
DocuSigned by:

BCF6734E40E94AE...
Natasha Ramras, City Clerk

DocuSigned by:

58CB15C0632F403...
Anne McEnerny-Ogle, Mayor

Approved as to form:

DocuSigned by:

9A7DC2E31F694A2...
Jonathan Young, City Attorney

RESOLUTION - 3

10/3/2022

RESOLUTION NO. M-4191

A RESOLUTION confirming the Transportation System Plan update goals and the direction of the Project Prioritization Framework used to prioritize future project lists, including transportation projects in the City's 20-year Capital Facilities Plan (CFP) and 6-year Transportation Improvement Program (TIP); and

WHEREAS, goal one of the City's 2016-2021 Strategic Plan is to "Ensure our built environment is one of the safest, most environmentally responsible and well maintained in the Pacific Northwest" and included Objective 1.1 which stated: "Develop and maintain a safe, balanced, and innovative transportation system that will meet the needs of future generations"; and

WHEREAS, The City adopted a Complete Streets policy in 2017 with the vision and intent of providing safe, accessible streets for all users, ages and abilities regardless of their preferred mode of travel; and

WHEREAS, City Council identified safety, equity and climate action as guiding priorities in developing the 2023-24 biennial budget and when setting goals for the update to the City's Transportation System Plan; and

WHEREAS, City Council affirmed in a workshop on June 14, 2021 that the City values of climate, equity and safety should guide the Transportation System Plan Update process;

WHEREAS, City Council adopted a resolution guiding the Transportation System Plan Chartering Process that includes affirmation via resolution at key steps in the update process, including for the project goals and prioritization framework; and

WHEREAS, the Vancouver Moves outreach team conducted multiple rounds of outreach to ask the public about their ‘transportation values’ to help draft the transportation system plan goals, including community roundtables in May – September of 2021 and six small group discussions focused on engaging equity communities, including BIPOC, disabled, and low-income communities; held six in-person events from August – September 2021 using a transportation values wheel exercise; and conducted surveys in English, Spanish, Vietnamese, and Russian between August – October of 2021 around transportation values to shape the draft Goals; and

WHEREAS, the outreach team heard the following themes and ‘values’ during the outreach events and surveys that were incorporated into the transportation goals, including “make it easier to walk, bike, or roll; address traffic safety; address network barriers and provide more direct connections; reduce congestion during rush hour; and make transit a better experience; and

WHEREAS, the City Council affirmed during a workshop on July 18th, 2022 that the Transportation System Plan goal statements reflect City Priorities, with safety, equity and climate action forming the top tier of goals, and the feedback of the Council, Transportation and Mobility Commission, and the community; and

WHEREAS, the Vancouver Transportation System Plan (TSP) will identify transportation projects, policies, and programs for the next twenty years and infrastructure projects included in the plan will feed into the transportation element of the City’s 20-year Capital Facilities Plan and into the Six-year Transportation Improvement Program (TIP); and

WHEREAS, the Vancouver Transportation System Plan will provide a prioritization framework to evaluate transportation projects in two phases for consideration by the City Council in order to group projects into near-term (TIP), medium-term, and long-term time frames; and

WHEREAS, phase one of the screening uses the lens of equity, safety, climate, and transportation choice by conducting a geographic analysis that applies the City's equity index score, accounts for crash rates and type, considers access to essential places, and accounts for future growth to shape where it is most important to invest in transportation infrastructure; and

WHEREAS, a second prioritization phase would consider when, e.g.- what timeframe to build projects by considering cost and potential funding opportunities, the ability to coordinate with the pavement or sidewalk maintenance programs, potential environmental or right-of-way impacts that could be costly and require a lengthy process, and where 'quick wins' could be achieved by closing gaps in otherwise continues mobility facilities; and

WHEREAS, the two prioritization phases will not create quantitative project scores, but will guide staff in their recommendations for project phasing, and provide information for City Council to use in their consideration when providing direction as to which transportation system plan projects are advanced into the 6-year financially constrained Transportation Improvement Program (TIP);

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

- The Vancouver Transportation System Plan shall include the following goals:
 - 1. Transportation Choice:** People in Vancouver have multiple comfortable, convenient options to get where they need to go.

2. **Safety:** Our transportation system keeps people safe when they walk, roll, bicycle, take transit, or drive.
3. **Climate:** Our transportation system helps to reduce our impact on the climate and our natural environment.
4. **Equity:** Transportation in Vancouver supports the needs of all and counteracts historic and current inequities.
5. **Regional Connectivity:** People and goods flow seamlessly through the region, advancing our shared prosperity.
6. **Maintaining Our Assets:** We take good care of our transportation infrastructure and invest strategically in new tools that help us operate the system better.

AND

- The Vancouver Transportation System Plan shall include a Project Prioritization Framework that uses a two-phased approach focused on where in City investment is most needed based on equity, safety, climate and transportation choice factors; and what timeframe is most feasible considering cost, funding and coordination opportunities, potential environmental or right-of-way impacts, and ability to secure ‘quick wins’ to close network gaps, to guide recommendations on project prioritization for the Transportation Improvement Program; and that this Framework is intended to provide guidance for Council decision making but in no way precludes any transportation priority the Council may wish to advance.

ADOPTED at a Regular Meeting of the Vancouver City Council this 3rd day of October, 2022.

DocuSigned by:
Anne McEnerny-Ogle
6C89D9089EC5424...
Anne McEnerny-Ogle, Mayor

Attest:

DocuSigned by:
Natasha Ramras
BCF6734E40E94AE...
Natasha Ramras, City Clerk

Approved as to form:

DocuSigned by:
Jonathan Young
9A7DC2E31F694A2...
Jonathan Young, City Attorney

02/27/23

RESOLUTION NO. M-4209

A RESOLUTION approving the Transportation System Plan (TSP) framework of “Big Ideas” and its supporting policies and programs for inclusion in the Transportation System Plan Update.

WHEREAS, the TSP framework of “Big Ideas” are: support thriving neighborhoods; create complete corridors; connect people to transit; build low-stress networks; make growth a benefit for all; and embrace the future. The policies, programs and projects in this framework support the objectives and outcomes organized within these “Big Ideas”; and

WHEREAS, the “Big Ideas” and their supporting policies, programs and projects were formed in collaboration by the Project Team and the Project Technical Advisory Committee, a group assembled of regional and local transportation experts from Clark County Transportation and Public Health, C-TRAN, RTC, WSDOT, Vancouver and Evergreen Public School Districts, Service Providers including Fire and Police Departments, and the Port of Vancouver; and

WHEREAS, the Project Team convened affected staff across departments within the City of Vancouver to refine the policies, programs, and projects that support the implementation of the strategies organized within the “Big Ideas” of the TSP; and

WHEREAS, the Project Team also sought feedback from the Transportation and Mobility Commission on the “Big Ideas” framework during regular meetings of the Commission on July 5, 2022, and September 6, 2022; and

WHEREAS, the policies, programs and projects identified in the TSP advance the City of Vancouver's commitment to meet Washington's Statewide Transportation Goals as defined in the Washington State Transportation Commission's "Washington Transportation Plan: 2040 and Beyond," based on the Legislature's six statewide goals established in RCW 47.04.280 of: Economic Vitality; Preservation; Safety; Mobility; Environment and Health; and Stewardship; and

WHEREAS, the City adopted its Climate Action Framework in 2022 as a blueprint to reduce greenhouse gas emissions and build resiliency to climate change impacts. The framework supports a just and equitable transition to community-wide carbon neutrality by 2040, of which transportation emissions are the largest current contributor, and it focuses on supporting low-income residents and communities of color that are most affected by those impacts; and

WHEREAS, Goal 1 of the City of Vancouver's 2016-2021 Strategic Plan is to "[e]nsure our built environment is one of the safest, most environmentally responsible and well maintained in the Pacific Northwest" and includes the following Objective 1.1: "Develop and maintain a safe, balanced and innovative transportation system that will meet the needs of future generations"; and

WHEREAS, in 2017, the City adopted a Complete Streets Policy with the vision and intent of providing safe, accessible streets for all users, ages and abilities, regardless of their preferred mode of travel, and Complete Streets investment will continue to make non-vehicular trips easier, safer and more comfortable for community members; and

WHEREAS, the City Council identified safety, equity and climate action as guiding priorities in developing the 2023-24 biennial budget and when setting goals for the update to the City's Transportation System Plan; and

WHEREAS, the Project Team conducted ongoing community engagement and held two online open houses, in October 2020-May 2021 and in September 2022-November 2022, and

hosted three online community surveys: 1) the first asked how the community uses the transportation network and received five hundred seventeen (517) responses; 2) the second asked community members to prioritize the Transportation Values they viewed as most important and received one hundred ninety-three (193) responses; and 3) the third survey collected community input on the “Big Ideas” framework and drafts of the modal networks, with forty-two (42) surveys completed; and

WHEREAS, the Project Team held seven community roundtables between May 2021 and December 2022 with members of BIPOC, disabled, and low-income communities, led three focus groups, and attended numerous community meetings with involved stakeholders, including neighborhood associations, local schools, Action for Climate Emergency, Fourth Plain Forward, and Neighborhood Traffic Safety Alliance to better understand community concerns; and

WHEREAS, the Project Team heard support from the community related to improving the ease of use, safety, and connectivity of the mobility network for pedestrians, cyclists, and others using small mobility devices, and heard themes around investment in transit, transportation alternatives, and safety; and

WHEREAS, community members across all feedback channels identified the following top five most important Transportation Values that should inform the Transportation System Plan: safe, earth-friendly, reliable travel times, regional connectivity, and affordable; and

WHEREAS, the City Council has identified a process to review and endorse Transportation System Plan Update project milestones at inflection points that include a review of the planning process, community engagement, implementation, project, and program development.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. The Council hereby adopts the “Big Ideas” framework and associated supportive policies and programs as documented in the memorandum updated January 28, 2023 attached hereto and incorporated herein by reference for inclusion in the Draft Transportation System Plan.

Section 2. The Project Team shall continue to provide clear, transparent communication with the public, and an inclusive outreach process that focuses on involving historically excluded and underserved community members, as well as residents, businesses, neighborhood associations, community organizations, agency partners, the Transportation and Mobility Commission, and other stakeholders.

INTRODUCED, PASSED, AND ADOPTED at a Regular Meeting of the Vancouver City Council this 27th day of February, 2023.

DocuSigned by:
Anne McEnerny-Ogle
6C89D9089EC5424...
Anne McEnerny-Ogle, Mayor

Attest:

DocuSigned by:
Natasha Ramras
BCF6734E40E94AE...
Natasha Ramras, City Clerk

Approved as to form:

DocuSigned by:
Jonathan Young
9A7DC2E31F694A2...
Jonathan Young, City Attorney

12/18/2023 (Date of First Reading)
01/08/2024 (Date of Public Hearing)

ORDINANCE NO. M- [Ordinance Number]

AN ORDINANCE of the City of Vancouver, Washington relating to the mandatory transportation element of comprehensive planning in compliance with the Washington Growth Management Act, as identified in RCW 36.70A.020, adopting the 2024 – 2044 Transportation System Plan for the City of Vancouver, Washington; providing for severability and an effective date.

WHEREAS, the State of Washington’s Growth Management Act (Chapter 36.70A RCW)(GMA) requires the establishment of a Comprehensive Plan, which includes a mandatory transportation element as specifically required by RCW 36.70A.070, and the 2024 – 2044 Transportation System Plan (TSP) fulfills that requirement with the inclusion of multimodal transportation improvements and strategies to accommodate the impacts of development as authorized under RCW 36.70A.070(6)(b); and

WHEREAS, the TSP supports the City’s compliance with the GMA planning goals identified in RCW 36.70A.020(3), (12) and (14), specifically: “Transportation. Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.” (RCW 36.70A.020(3)); “Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing

current service levels below locally established minimum standards.” (RCW 36.70A.020(12)); and “Climate change and resiliency. Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.” (RCW 36.70A.020(14)); and

WHEREAS, the policies, programs and projects identified in the TSP advance the City of Vancouver’s commitment to meet Washington’s Statewide Transportation Goals as defined in the Washington State Transportation Commission’s “Washington Transportation Plan: 2040 and Beyond,” based on the Legislature’s six statewide goals established in RCW 47.04.280 of: economic vitality; preservation; safety; mobility; environment and health; and stewardship; and

WHEREAS, the City adopted its Climate Action Framework in 2022 as a blueprint to reduce greenhouse gas emissions and build resiliency to climate change impacts and this Framework supports a just and equitable transition to community-wide carbon neutrality by 2040, of which transportation emissions are the largest current contributor, and it focuses on supporting low-income residents and communities of color that are most affected by those impacts; and

WHEREAS, Livability and Sustainability and Resilience are two of the core values of the City of Vancouver’s 2023-2029 Strategic Plan, with Livability defined to include “public spaces that feel welcoming to people of all ages and abilities” and “abundant opportunity to access and engage in core community resources including natural resources, transportation, health care, education, cultural experiences and art;” and Sustainability and Resilience defined to include

“protecting water, reducing greenhouse gas emissions, maintaining tree canopies, ecosystem services, and biodiversity;” and

WHEREAS, in 2017, the City adopted a Complete Streets Policy with the vision and intent of providing safe, accessible streets for all users, ages, and abilities, regardless of their preferred mode of travel, and the 2024-2044 Transportation System Plan directs continued Complete Streets investments that make non-vehicular trips easier, safer, and more comfortable for community members; and

WHEREAS, the City Council identified safety, equity, and climate action as guiding priorities in developing the 2023-24 biennial budget and when setting goals for the update to the City’s TSP; and

WHEREAS, the TSP Project Team conducted ongoing community engagement throughout the TSP planning process, including two online open houses, in-person engagement at community events throughout the planning process, small focus groups, and four online community surveys at different project phases; and

WHEREAS, the Transportation and Mobility Commission participated in eleven workshops on the Transportation System Plan update over 2 ½ years, and voted unanimously to affirmatively endorse City Council adoption of the TSP at its December 5, 2023 Public Hearing; and

WHEREAS, the City Council participated in ten workshops over 3 ½ years, and approved resolutions ResM-4161 Resolution on TSP Chartering Process, ResM-4191 Resolution for TSP Goals and Prioritization Framework, and ResM-4209 Resolution for TSP Big Ideas, in support of the TSP; and

ORDINANCE - 3

WHEREAS, the City Council held a duly advertised first reading of this Ordinance on December 18, 2023 followed by a duly advertised second reading and public hearing of this Ordinance on January 8, 2024 to consider the Transportation and Mobility Commission recommendations of approval and public testimony; and

WHEREAS, pursuant to adoption of this Ordinance, the Vancouver City Council adopts the 2024 - 2044 Transportation System Plan in the form attached to this Ordinance as Exhibit A.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. The 2024-2044 Transportation System Plan, attached hereto as Exhibit A and incorporated herein, will advance the policies, programs, and projects therein to support Vancouver's vision of "City streets [that] are safe and comfortable for people walking, rolling, using small mobility devices, and taking transit" and the goals of safety, equity, climate, transportation choice, regional connectivity and maintaining City assets.

Section 2. The 2024-2044 Transportation System Plan will be implemented through timely amendments to Title 9 and Title 11 of the Vancouver Municipal Code necessary to update existing standards and codes in conformance with the policies adopted through this Ordinance.

Section 3. If any clause, sentence, paragraph, section, or part of this Ordinance, the 2024-2044 Transportation System Plan, or the application thereof to any person or circumstances shall be ordered by any court of competent jurisdiction to be invalid, such order or judgment will be confined in its operation to the controversy in which it was rendered and will not affect or invalidate the remainder of any parts thereof to any other person or circumstances, and to this end

ORDINANCE - 4

the provisions of each clause, sentence paragraph, section or part of this Ordinance and the 2024-2044 Transportation System Plan are hereby declared to be severable.

Section 4. This Ordinance becomes effective 14 days after the date of final passage.

DATE OF FINAL PASSAGE by the Vancouver City Council: _____.

SIGNED this 9th day of January, 2024.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE of the City of Vancouver, Washington relating to the mandatory transportation element of comprehensive planning in compliance with the Washington Growth Management Act, as identified in RCW 36.70A.020, adopting the 2024 – 2044 Transportation System Plan for the City of Vancouver, Washington; providing for severability and an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).

ORDINANCE M-_____

**EXHIBIT A
2024 – 2044 TRANSPORTATION SYSTEM PLAN**

[ATTACH COPY OF TSP AND/OR INSERT LINK TO FILE WITH DATE OF TSP]

ORDINANCE - 7



2024–2044 TRANSPORTATION SYSTEM PLAN

Introducing the Vancouver Transportation System Plan

It is our pleasure to introduce the 2023 Transportation System Plan. Transportation is an essential activity; it's how we get to work and school, pick up groceries and kids from daycare, and visit family and friends. Everyone in Vancouver deserves safe and reliable transportation options for moving around the city and the region, particularly as Vancouver grows and changes. The Transportation System Plan (TSP) outlines the community's 20-year vision for transportation in Vancouver and provides a roadmap for getting there.

The TSP builds off the City's 2016 Complete Streets Policy, which prioritizes safe travel options for all users regardless of age, ability or mode of travel. It also supports other goals and initiatives such as Vancouver's Climate Action Framework and the 2023-2029 Strategic Plan which identify investments in low and zero emission travel options and safe mobility as key priorities.

The updated TSP couldn't have happened without input from the hundreds of community members and organizations that helped shape it over a multi-year planning process. We've heard the need for more and better sidewalks, increased transit service and frequency, travel options that help reduce congestion and complete streets that work for everyone. The goals outlined in the TSP represent our collective work and shared vision for the future of transportation in Vancouver.

Our street network represents the City's largest physical asset, and maintaining and enhancing this system is a key priority for the City Council. We all deserve a transportation system that meets our daily needs, gives us choice in how we travel and is safe and equitable.

Sincerely,

Mayor Anne McEnerny-Ogle
Mayor Pro Tem Ty Stober
Councilmember Sarah J. Fox
Councilmember Bart Hansen
Councilmember Kim D. Harless
Councilmember Erik Paulsen
Councilmember Diana H. Perez
City Manager Eric Holmes

Project Team

CITY OF VANCOUVER

Rebecca Kennedy
Jennifer Campos
Kate Drennan
Ryan Lopossa
Laurel Priest
Emily Benoit

TECHNICAL ADVISORY COMMITTEE

City of Vancouver
Clark County
C-TRAN
Southwest Washington Regional Transportation Council (RTC)
Washington State Department of Transportation
Vancouver Public Schools
Evergreen Public Schools
Vancouver Fire Department
City of Camas
Port of Vancouver
Clark County Public Health

MAYOR AND CITY COUNCIL

Mayor Anne McEnerny-Ogle
Mayor Pro Tem Ty Stober
Councilmember Sarah J. Fox
Councilmember Bart Hansen
Councilmember Kim D. Harless
Councilmember Erik Paulsen
Councilmember Diana H. Perez
City Manager Eric Holmes

TRANSPORTATION AND MOBILITY COMMISSION

Chair: Eduardo Ramos
Vice Chair: Jeananne Edwards
Members: Connor Godsil, Corey Grandstaff, Leah Jackson, Soroush Mohandessi, Michael Paine, Tinh Phan, Mario Raia, Derya Ruggles, Ken Williams

CONSULTANT TEAM

Nelson\Nygaard Consulting Associates
Tom Brennan
Stephanie Wright
Brie Becker
Esther Needham
Corinna Kimball-Brown
Sarah Pullman
Zoya Zhou
Tomoko DeLaTorre
Brendan Rahman
DKS Associates
Carl Springer
Garth Appanaitis
Amanda Deering

Alta Planning + Design

Derek Abe
Amelia Adams

Parametrix
Eddie Montejo
Natalie Chavez
Nadine Appenbrink

Contents

Executive Summary6

1. A City on the Move8

2. By Vancouver, for Vancouver 18

3. Vancouver Moves Vision 22

4. Big Ideas. 30

5. TSP Networks..... 42

6. Capital Projects 72

7. Implementation. 100

8. Moving Forward 106

Appendices

[A. State of Mobility](#)

[B. Public Engagement Summary - Milestone 1](#)

[C. Public Engagement Summary - Milestone 2](#)

[D. Existing Conditions](#)

[E. Policy Opportunities & COVID Travel Patterns](#)

[F. Pedestrian Crossing Policy](#)

[G. Enhanced Transit Policy](#)

[H. TSP Modal Networks, Policies and Programs](#)

[I. Funding Memo](#)

[J. Collision Dashboard Tutorial](#)

[K. Local Road Safety Plan](#)

[L. TIA/TIF/Concurrency Memo](#)

[M. Accessible Modal Networks](#)

[N. Public Engagement Summary - Milestone 3](#)

Executive Summary

The Vancouver Moves: Transportation System Plan (TSP) serves as the City’s 20-year vision for transportation, covering 2024-2044. Transportation investment during the past 75 years focused primarily on cars. This TSP expands the focus to walking, rolling, bicycling and small mobility, taking transit, and moving freight. The TSP will be implemented through a series of policy changes, programs, and capital projects that make our streets safe and welcoming.

What Guides the TSP?

Six goals and six big ideas—informed by the community—will guide future transportation investments and align resources to community values.

OUR GOALS



Safety



Equity



Climate



Transportation
Choice



Regional
Connectivity



Maintaining
Our Assets

THE BIG IDEAS

1. **Support Thriving Neighborhoods:** Make walking, small mobility, and transit options convenient for neighborhood travel.
2. **Create Complete Corridors:** Create complete corridors that connect growth areas, support business, serve transit, and maximize safety.
3. **Connect People to Transit:** Fill sidewalk gaps, add safe crossings, and support speed and reliability projects that keep transit moving efficiently.
4. **Build Low-Stress Networks:** Make the walking, bicycling and small mobility networks inviting for all ages and abilities.
5. **Make Growth a Benefit for All:** Manage growth by leveraging investments from new development and use parking and demand management policies to support livability.
6. **Embrace the Future:** Adopt new technologies and track data to help meet our goal of carbon neutrality by 2040.

OUR NETWORKS

Networks for all types of travel provide a policy framework and roadmap for capital investment to guide what types of improvements are made and where.



WALKING AND ROLLING

The Walking and Rolling network identifies pedestrian corridors and centers to improve safety and connections.



BICYCLING AND SMALL MOBILITY

The Bicycling and Small Mobility (BSM) network creates low-stress facilities attractive to a wide market of users.



TRANSIT

A set of Enhanced Transit Corridors was designated as places where high-quality transit should be a priority.



FREIGHT

Freight corridors establish the size and types of freight that need to use our streets.

What’s Next?

The TSP provides the policy framework and list of projects and programs that will help the City meet its safety, equity, and climate goals. First up on the City’s list is to develop a **complete corridors program** that will transform a handful of streets each year into places where people can safely and comfortably walk, bike, or take transit. The City will **work with the development community** to rethink how the impacts of new development on the transportation system are measured. **Vision zero** and **safe routes to school** will also be key first initiatives to help improve safety for all Vancouverites.



1. A City on the Move

The Vancouver Moves: Transportation System Plan (TSP) is grounded in shared community values. It provides a transportation vision, programs and policies for the next 20 years (2024-2044).

Vancouver is growing and diversifying, putting increased pressure and fresh demands on the transportation system. A new waterfront district, increased multifamily development, great parks and schools, and significant job and business growth continue to attract people and investment to the city. Vancouver sits at a virtual crossroads shaped by the Columbia River and the West Coast’s major interstate, I-5, and is well-positioned to capture economic benefits from regional trade.

But growth can come with challenges. Vancouverites place a high priority on neighborhood livability as well as access to parks and schools. As more people live and work in Vancouver, concerns grow about congestion, safety, and displacement of people with lower incomes, communities of color, and renters.

Yet these desires—for both progress and preservation—do not need to be in conflict. Vancouverites have consistently shared their values—people want safe streets and comfortable and reliable ways to move within their neighborhood, city, and region. For some, that means better walking and rolling conditions; for others, that means better access to frequent transit or more reliable ways to drive.

Our Core Values

With input from the community, the Vancouver City Council prioritizes safety for its residents, funding and processes that center equity, and action-oriented solutions to the climate emergency. These values were integrated into the TSP goals.



SAFETY



EQUITY



CLIMATE

Vancouver by the Numbers



200,000

people live in Vancouver as of 2023—the largest city in Clark County



31,000

more people live in Vancouver in 2021 compared to 2010—a 19% increase



\$63,600

median household income



20%

speak a language other than English at home



12.7%

live in poverty



9.7%

have a disability



48%

rent their home and 52% own their home



10%

Identify as LGBTQ



6%

are veterans



97%

are employed



29%

hold a Bachelor’s degree



22%

are under age 18

For an overview of community characteristics and transportation patterns, see **Appendix A: State of Mobility.**

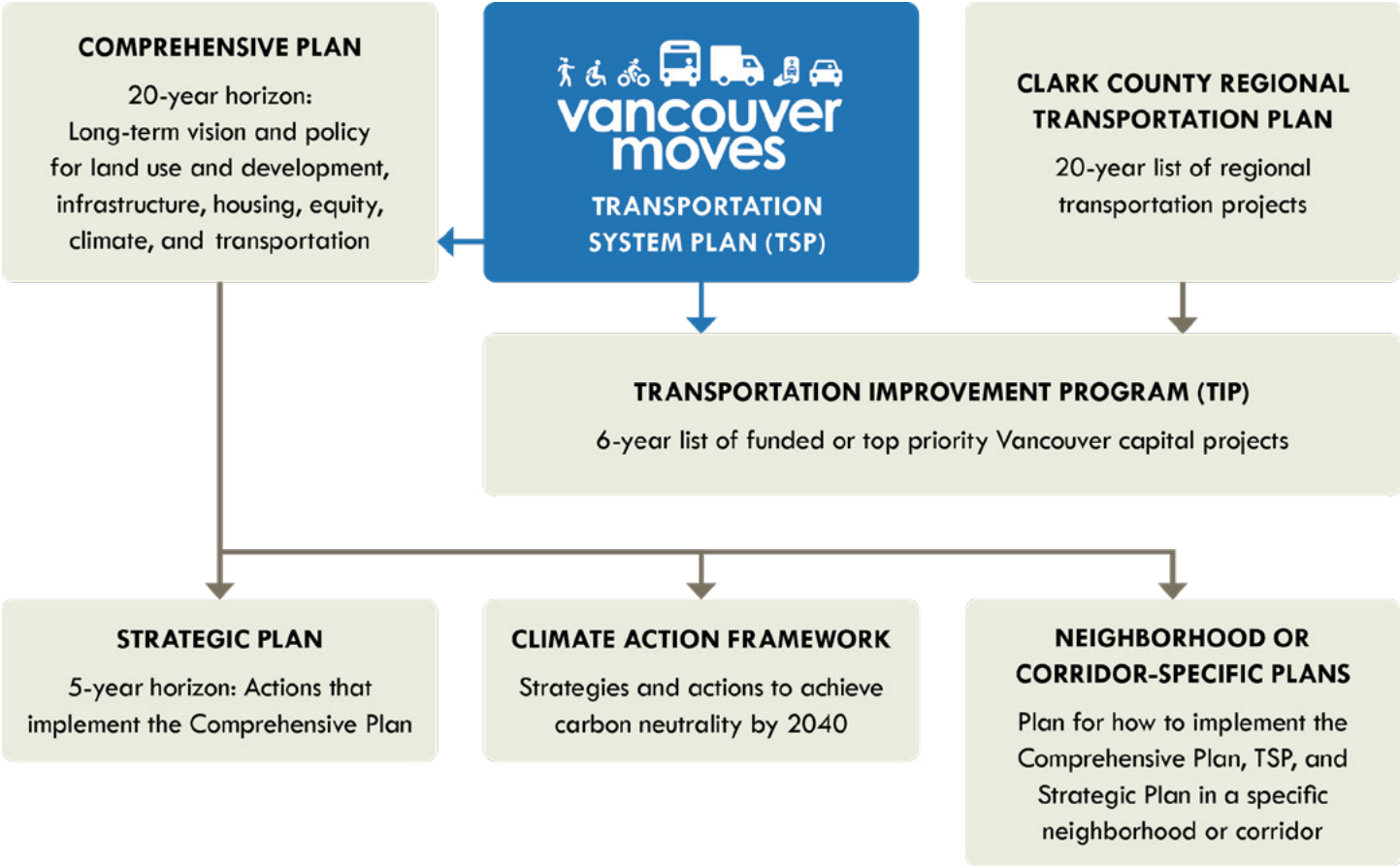


What is the TSP?

The Vancouver Moves: Transportation System Plan Update (TSP) is our 20-year vision for maintaining and growing a transportation system that supports a safe, equitable, and resilient city. Transportation investment during the past 75 years focused primarily on cars. This TSP expands the focus to walking, rolling, bicycling and small mobility, taking transit, and moving freight. The policies, programs, and capital projects in the TSP will be integrated into the City's adopted roadway projects and programs.

The TSP serves as the transportation element of the Comprehensive Plan. The Washington State Growth Management Act (GMA) requires adoption of a transportation plan consistent with land use, population, and job growth targets. Land uses coordinated with transportation result in mixed-use places where it is easy to walk, bicycle, use small mobility devices or take transit. The TSP process began before the Comprehensive Plan update, but has been crafted to serve forecasted areas of growth. The 2045 Comprehensive Plan update will be complete in 2025, and the TSP may be amended to ensure alignment with the goals and growth needs of the Plan.

The TSP ties into several City plans and policies as well as the Clark County Regional Transportation Plan:



Key Outcomes of the TSP

- 1

MAINTAIN QUALITY OF LIFE IN A TIME OF GROWTH

Vancouver's growth into a more urban city must be balanced with maintaining the community's quality of life.
- 2

CENTER EQUITY IN TRANSPORTATION

Choices about transportation investment, project development, and community participation must integrate equity in every step.
- 3

DIVERSIFY TRANSPORTATION OPTIONS

Comfortable and convenient walking and rolling, bicycling and small mobility, carpooling, and transit options will attract more people and are essential to making our streets safer and more equitable.
- 4

PRIORITIZE SAFETY

Design that maximizes safety and is supported by policy and programming to make streets safe for everyone.
- 5

RESPOND TO COMMUNITY PRIORITIES

The TSP seeks to engage community in a genuine and equitable manner, ensuring TSP policies, programs, and projects are effective and reflective of the needs of our residents, workers and visitors.
- 6

BUILD SUPPORT FOR MULTIMODAL STREETS

Transportation is a major concern for residents, as voiced in the City's Strategic Plan. The TSP process educates the public and stakeholders about the value of a multimodal system and the common tradeoffs cities face during project implementation.

What is Vancouver Moves?

Vancouver Moves serves as the umbrella name for all transportation investments in the City. The TSP sits under this brand along with corridor safety and mobility projects.



Where We Plan

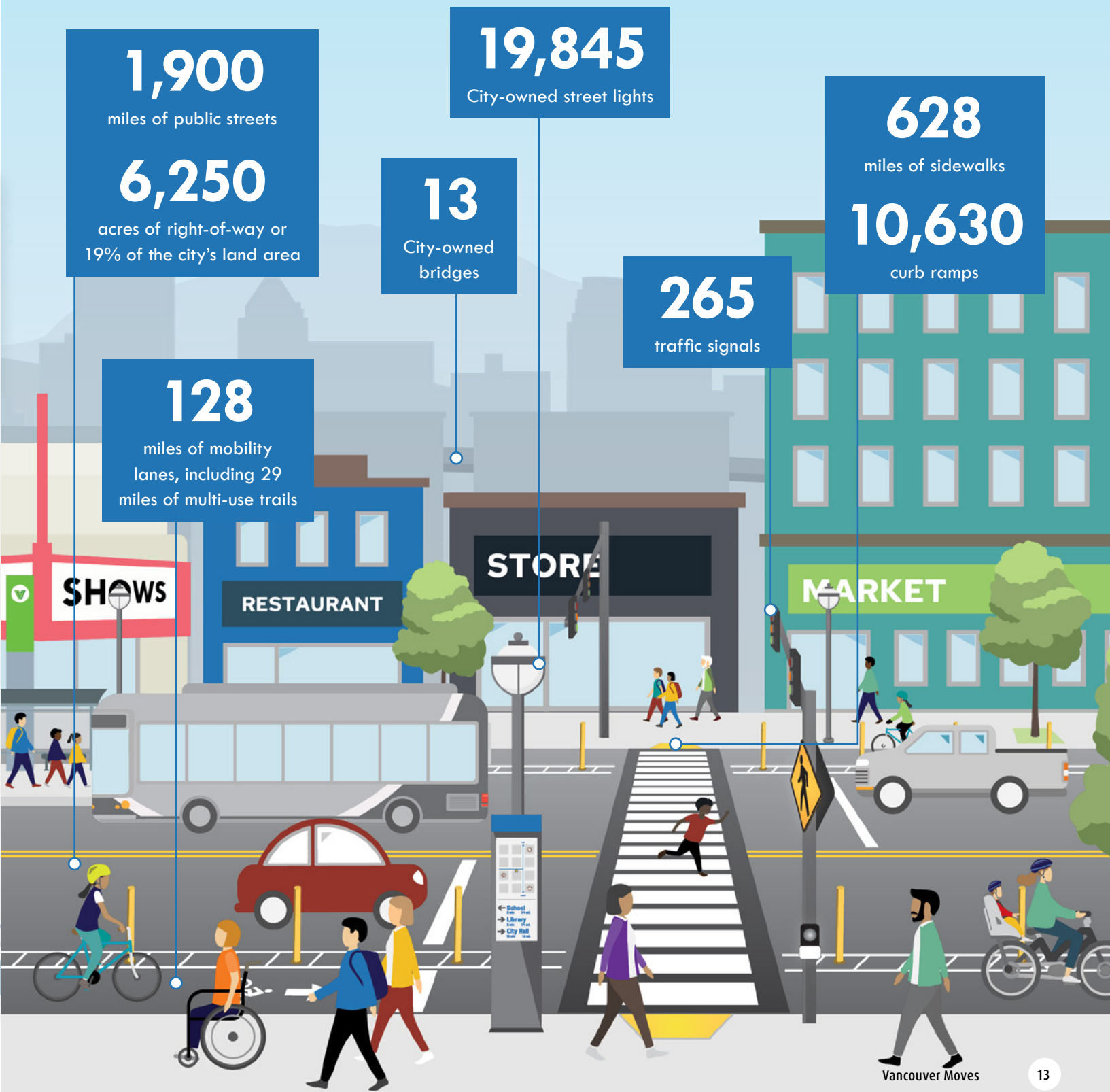
The City of Vancouver measures 46.5 square miles with a population density of 4,000 residents per square mile in 2022. The downtown core sits west of I-5. Considerable growth is occurring between I-5 and I-205 in the Heights neighborhood and along Fourth Plain Boulevard. East of I-205, the Columbia Tech Center area continues to expand.

Vancouver has an Urban Growth Area (UGA) that is larger than the city boundary. The UGA is an area designated for future growth and annexation to eventually become part of Vancouver. The UGA will add 162,283 people, 30,000 jobs, and 732 miles of streets to the city. TSP policies, programs, and modal networks will apply to areas of the UGA as they are annexed.



Our Transportation System

Vancouver's Community Development Department develops the City's long-term transportation vision and plans, while the Public Works Department designs, operates and maintains the transportation network. Our assets include:



How We Travel



82%

of workers drove to work in 2021, compared to 86% in 2019



24.8

minutes is the average commute time in 2021, which is about the same as 2019 (25.4 minutes) and slightly shorter than the average for Washington State



11,000

daily rides on C-TRAN services in 2021



67%

of Vancouver residents commute to another city for work

For detailed information on the transportation system, see **Appendix D: Existing Conditions.**

For a review of policies that helped form the TSP vision and a discussion on travel patterns, including post-COVID data, see **Appendix E: Policy Opportunities & COVID Travel Patterns.**



Our Partners

Input from the public and stakeholders guided TSP development at every step in the process.



City Council

City Council adopted actions throughout the project, ensuring the TSP methodologies and vision met community needs. Key methodologies endorsed by Council included the equity index (see chapter 3 for more details) and project prioritization criteria and framework (see chapter 6). Council reviewed the TSP goals, policies and programs, and modal networks multiple times to ensure comprehensiveness, and Council approved the outreach strategy to specifically reach people who may not be engaged in planning processes.



Transportation & Mobility Commission

The Transportation and Mobility Commission (TMC) consists of 11 volunteers from the community who provide advice to City Council and transportation staff on a variety of mobility-related topics. A major responsibility of the TMC consisted of ongoing review of the TSP and a recommendation to Council for adoption. The TMC was engaged more than a dozen times throughout the project.



Technical Advisory Committee

City of Vancouver and agency partner staff participated in a Technical Advisory Committee (TAC) around the TSP's technical work. Participation included:

- City of Vancouver
- Clark County
- Clark County Public Health
- C-TRAN
- Regional Transportation Council (RTC)
- Washington State Department of Transportation (WSDOT)
- Vancouver Public Schools and Evergreen Public Schools
- City of Camas
- Port of Vancouver



Community Members

Vancouver residents participated in activities and events throughout the process. See Chapter 2 for details.



Going Beyond the Bicycle

Traditionally the space between driving lanes and the sidewalk has been designated as “bike lanes.” But scooters, one-wheels, bikeshare bicycles, e-bikes, cargo bikes—all use the “bike lane.” The TSP includes policies and programs that welcome these services and devices into Vancouver.

Renaming bike lanes as “mobility lanes” provides a more inclusive term for the many different types of devices we need on our streets to meet our climate goals. The term “mobility lane” also helps us account for the emerging speed differential between bikes, e-bikes, and other mobility devices.

Common terms used in the TSP include:

- Bicycle and small mobility (BSM) referring to the networks and devices that use the street
- Mobility lanes, referring to the types of facilities that BSM users travel on. Common facility types include:
 - Protected Mobility Lane (PML)
 - Buffered Mobility Lane (BML)
 - Mobility Lane (ML)



See pages 44–45 for examples of mobility lanes.

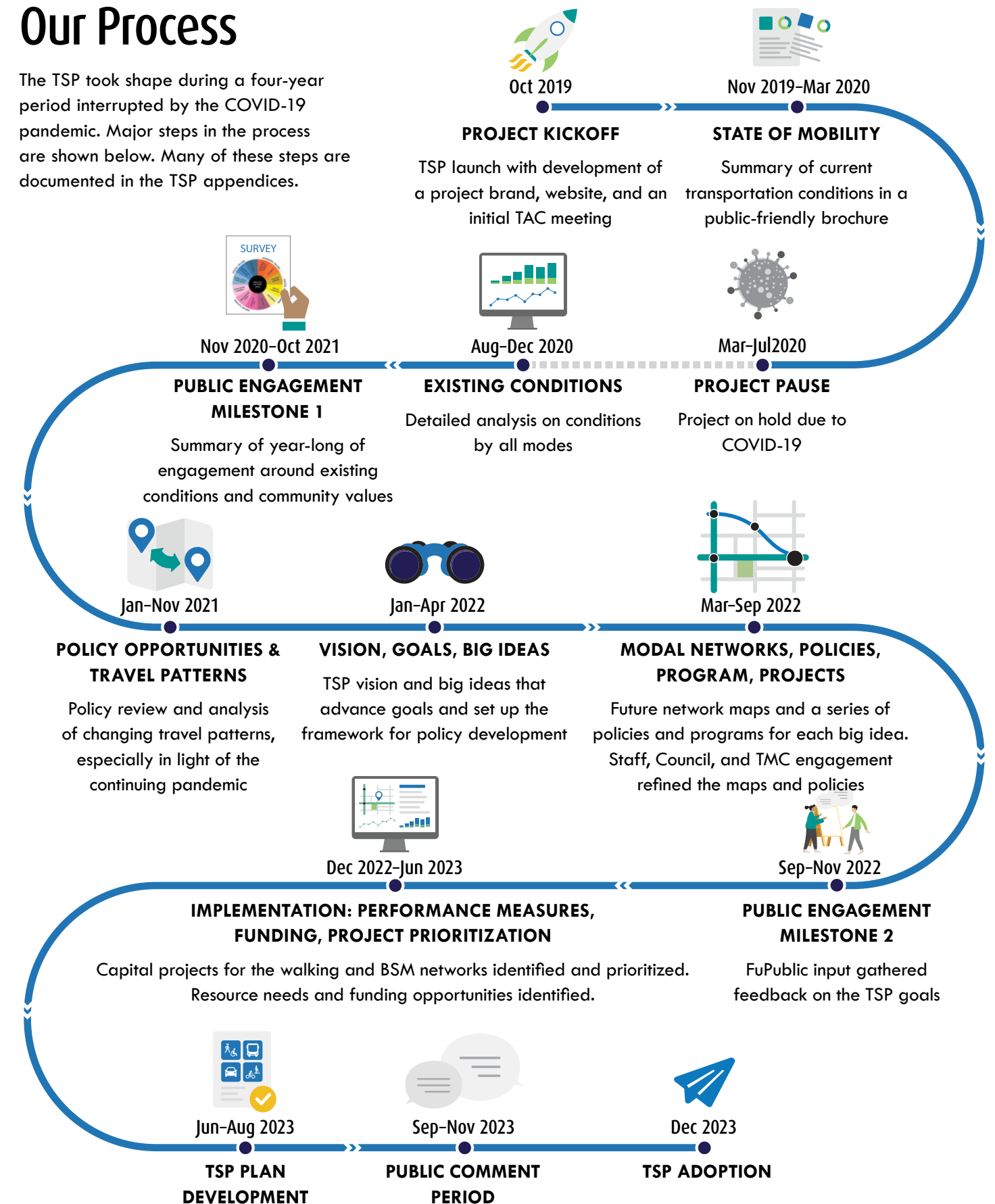
What is “Walking”?

Walking, with or without the aid of a mobility device, is the most basic form of transportation. This plan uses a broad definition of the terms “pedestrian” and “walking.” These terms include people who travel on foot, as well as people who roll using mobility devices such as wheelchairs. The TSP generally refers to “walking and rolling” to be inclusive of people who use wheelchairs and other mobility devices to move around the City of Vancouver.



Our Process

The TSP took shape during a four-year period interrupted by the COVID-19 pandemic. Major steps in the process are shown below. Many of these steps are documented in the TSP appendices.



2. By Vancouver, for Vancouver

The TSP was developed through extensive community engagement. A core principle of engagement consisted of reaching those who are not traditionally involved in community planning.

Engagement strategies included:

- **Go where people are already gathering.** Tabling at events such as the Multicultural Resource Fair at Clark College, the East Vancouver and Downtown Farmer’s Markets, and LULAC Grows Mercado on Fourth Plain Boulevard reached hundreds of people.
- **Reduce barriers to participation.** Six community round tables were held at each engagement milestone. Participants were provided with free transportation and a stipend for participation. Attendees included people with low vision, people of color, people with disabilities, low-income individuals, and those living with limited housing options.



SOCIAL MEDIA

- Facebook
- Twitter
- NextDoor
- Mobility Mondays



CITY NEWSLETTERS

- Vancouver CONNECTS
- Vancouver MESSENGER
- Office of Neighborhoods



FLYERS AND MATERIALS

- Mobility Snapshot
- FAQ Fact Sheet
- Vancouver Moves website
- Be Heard Vancouver



VIDEOS

- TSP Welcome Video
- Transportation stories videos



DIRECT OUTREACH

- Phone
- Email
- Tabling and events
- Community roundtables

Communication continued throughout the project, but engagement activities intensified during two time periods, referred to as milestone 1 and milestone 2. Milestone 1 stretched nearly a year due to the COVID-19 pandemic. The first half of this engagement period asked people about their experience using the transportation system, and their values. Milestone 2 asked for feedback on the TSP goals and big ideas, modal networks, and key policies.

Project Kickoff

JUNE 2020

- Launch BeHeard website

Milestone 1

NOVEMBER 2020 – OCTOBER 2021

- Online open house + Survey #1
- Community roundtables
- In-person events
- Values survey
- Virtual town hall

Milestone 2

SEPTEMBER 2022 – NOVEMBER 2022

- Online open house + Survey #2
- Community roundtables
- In-person events

Milestone 3

SEPTEMBER 2023 – NOVEMBER 2023

- Online open house + Survey #3
- Launch video

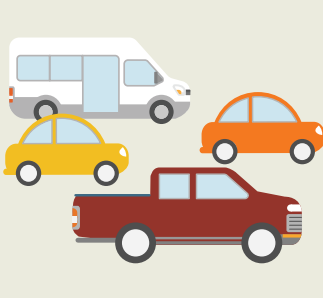


For detail on each engagement milestone and findings, see **Appendix B: Public Engagement Summary – Milestone 1**, **Appendix C: Public Engagement Summary – Milestone 2**, and **Appendix N: Public Engagement Summary – Milestone 3**.



Milestone 1 Themes

Challenges



Growth-related congestion is a concern. Congestion throughout the city is increasing as Vancouver grows.



Addressing traffic safety is the most important improvement to the city's walking, rolling, and BSM networks. High traffic speeds, lack of designated facilities, and aggressive driving were noted as key challenges.



Improving the non-motorized network is a community priority. Approximately 70% of survey participants rated Vancouver's pedestrian (sidewalks, trails, and crossings) and BSM networks as "needing work."

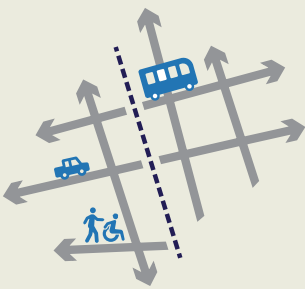


Most respondents (51%) said they feel somewhat unsafe riding a bike in the city. Those who feel safe or very safe accounted for 22% of responses, with the remaining saying they feel very unsafe. The main barriers to cycling comfortably in the city are inadequate existing mobility lanes, aggressive drivers, a lack of mobility lanes in some places, and unsafe crossings.

Opportunities



Make it easier to walk, bike, or ride transit. Most survey respondents ranked this as the top priority for improving Vancouver's street system.



Addressing network connectivity and transportation barriers throughout the city was one of the most frequently identified transportation needs regardless of transportation mode.



Exercise and walking or rolling to neighborhood parks were a top reason why community members said they want to safely walk and roll. Running errands and walking or rolling for social excursions, or just for fun, were also highly desired.



The top priorities for improving the transit system include expanding The Vine BRT, making it easier to walk to the bus, improving bus stops (shelters, seating, lighting), and installing bus lanes/signals to speed up transit travel times.

Milestone 2 Themes

During the second engagement milestone, community members gave input about the TSP modal networks, and related policies and programs. Participants were asked about the multimodal networks in general and were then asked about priorities specific to walking and rolling, BSM, and transit.

The top three priorities for each network are shown as follows.

MULTIMODAL CORRIDORS

1. Make it safer and more comfortable to ride a bicycle (26%)
2. Improve pedestrian crossings and wayfinding (22%)
3. Make buses run more efficiently (15%)

BSM IMPROVEMENTS ON BUSIER STREETS

1. Off-street multi-use paths or trails (33%)
2. Protected lanes that provide physical protection from traffic (28%)
3. Improved crossings at major streets (26%)

BSM IMPROVEMENTS ON QUIET STREETS

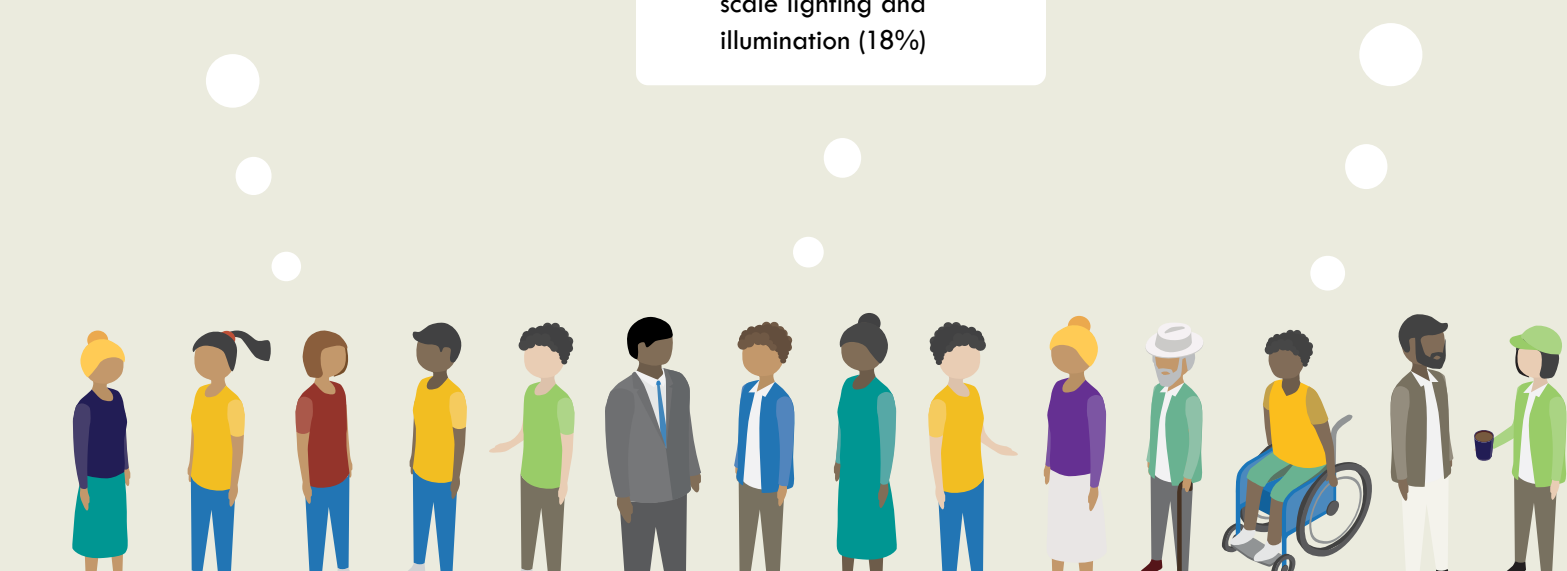
1. Improved crossings at major streets (33%)
2. Traffic calming such as speed bumps (24%)
3. Shared lane markings (24%)

WALKING AND ROLLING NETWORK

1. Improve pedestrian crossings (23%)
2. Invest in ADA-compliant curb ramps (20%)
3. Invest in pedestrian-scale lighting and illumination (18%)

TRANSIT INVESTMENT

1. Upgrade to electric fleet (22%)
2. Improve waiting areas (22%)
3. Make the bus more frequent (13%)



3. Vancouver Moves Vision

The TSP’s vision and goals will guide future transportation investments and align resource allocation to community values.

The goals were created through:

- Community engagement around values
- Prior planning efforts including the Strategic Plan, Climate Action Framework, and Street Funding Strategy
- City Council’s policy priorities of equity, safety and climate action
- TAC and TMC input
- Analysis of data in Vancouver and emerging transportation trends

Our Vision

City streets are safe and comfortable for people walking, rolling, using small mobility devices, and taking transit.

Summary of Vancouver TSP Goals



Safety



Equity



Climate



Transportation Choice



Regional Connectivity



Maintaining Our Assets

Community Values

A series of events were held to understand community values to that serve as the foundation of the TSP vision and goals. Twelve values were identified and used to create a transportation values wheel.

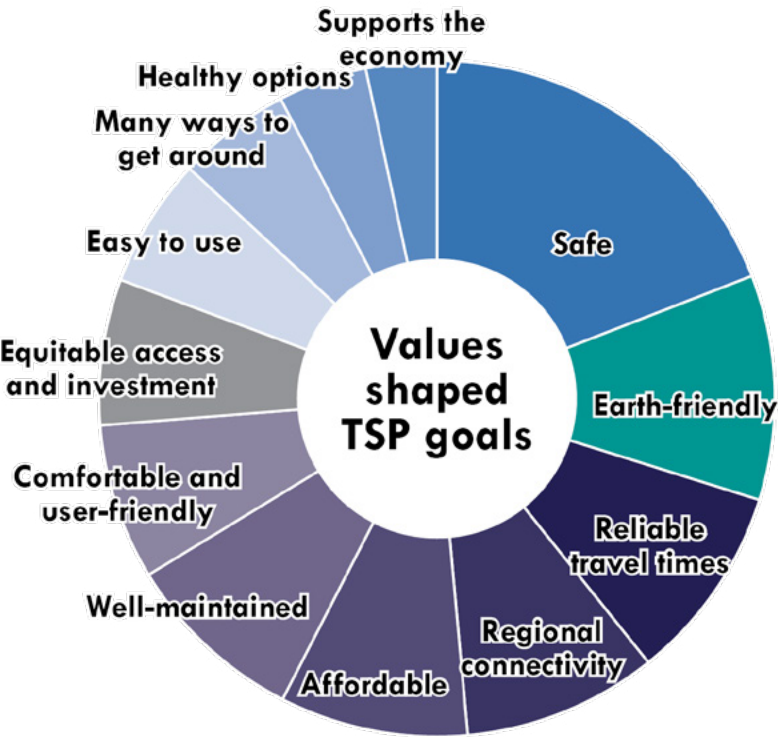
The wheel was used during engagement activities that included:

- **Community roundtables.** Six small group discussions were held including BIPOC community members, people with disabilities, and low-income individuals.
- **In-person events.** Six tabling activities occurred including at the East Vancouver and Downtown Farmer’s Markets and at summer park events.
- **Transportation values survey.** An online survey asked people to select three values and was translated into Spanish, Vietnamese, and Russian.

The results across all engagement events show that the community places a high priority on the value of safety. Top values for the transportation system included:

1. Safe
2. Earth-friendly
3. Reliable travel times
4. Regional connectivity
5. Affordable

These priorities align with City Council values and support the adoption of Safety, Equity, and Climate as TSP goals.



This wheel summarizes which values people felt were the most important.



GOAL: SAFETY

Our transportation system keeps people safe when we walk, roll, bicycle, take transit, or drive.



WHAT WE'VE LEARNED

- Crashes are on the rise. From 2010 to 2019, crashes increased 29% while the population only grew by 13%. During the pandemic, crashes declined 5% from 2019 to 2022, but safety remains a top priority for the community.
- Long distances between crossings, lack of sidewalks on nine miles of arterial streets, and BSM facilities that end abruptly contribute to feelings of unsafe conditions.
- Distraction and inattention make up the top two factors contributing to crashes across all crash types.

KEY OPPORTUNITIES

- Eliminate traffic fatalities and severe injuries by taking a safe systems approach.
- Address safety in a holistic way including street design, enforcement, education, and post-crash care.
- Protect the most vulnerable with greater separation between motor vehicle traffic and people walking, rolling, or bicycling.



GOAL: EQUITY

Transportation in Vancouver supports the needs of all and counteracts current and historic inequities.



WHAT WE'VE LEARNED

- Community roundtable participants who identify as BIPOC stated they are especially impacted by the danger of waiting for transit on nights and weekends.
- People who live in the eastern part of the city and who live in equity focus areas do not take as many trips Downtown as people in other parts of the city.
- C-TRAN ridership declined the least during the pandemic along routes like the Fourth Plain Vine that serve equity areas.

KEY OPPORTUNITIES

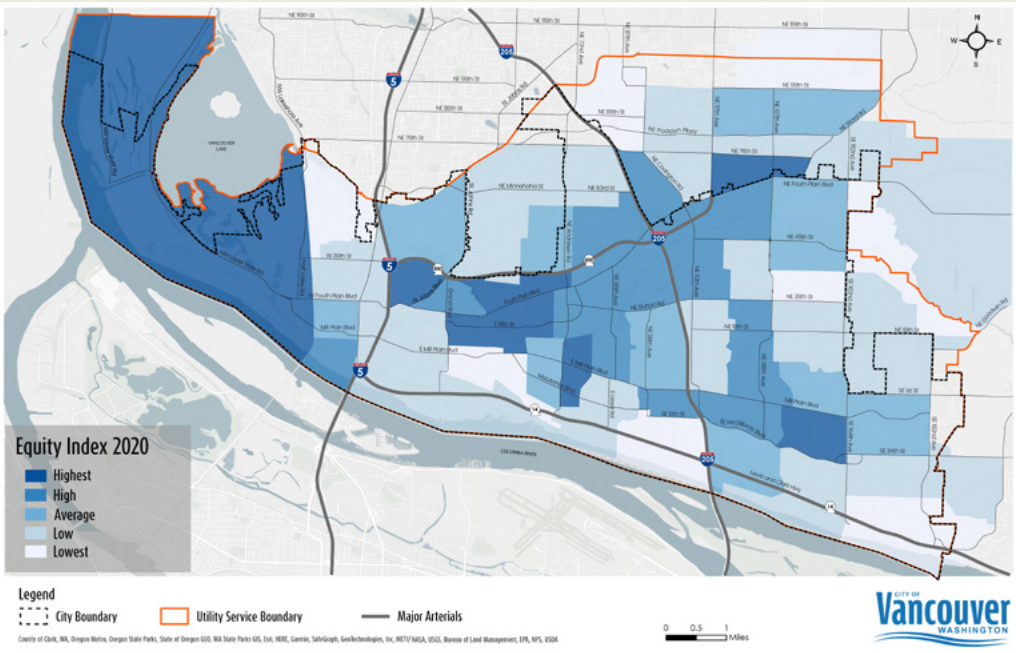
- Integrate equity criteria into all parts of planning, design, and operation of the transportation system. Prioritize investments in equity areas to overcome past harms.
- Develop policies and programs specifically tailored to the needs of equity areas and BIPOC populations, considering when and where people need to travel.
- Reduce the cost burden of participating in the transportation system.
- Elevate transit infrastructure as a top priority in equity areas—make bus stops well-lit, easy to access, and comfortable.

Equity Index

The City of Vancouver undertook an Equity Risk Analysis to understand the social and economic inequities across the city. This analysis guides policy, program, and public investment priorities. The analysis uses demographic indicators to understand risk at the Census Tract level. Higher risk corresponds to a higher Equity Index. Metrics included are:

1. People of color (non-white and/or Hispanic/Latinx)
2. People below 200% of the poverty level
3. Renters
4. Adults without a 4-year degree
5. Households with limited English proficiency
6. People with disabilities
7. Youth under age 17
8. Older adults 65 and up

Each tract was given a composite score. Areas with high risk should be prioritized for investment.



Equity Index Map (2020)

GOAL: CLIMATE

Our transportation system helps to reduce our impact on the climate and natural environment.



WHAT WE'VE LEARNED

- Average miles driven per person per day is declining, from 21.8 miles in 2000 to 14.5 in 2022. But overall vehicle miles traveled (VMT) continues growing within Vancouver as population expands, increasing by 1.2 million from 2005 to 2019.
- During the COVID-19 pandemic traditional rush hour volumes declined, but there has not been a uniform decrease in travel all day. In some parts of the city, travel activity has actually gone up, especially midday.
- The City allows ride hailing service but does not have operating agreements with vendors. The City does not have bikeshare or scooter share services in operation.

KEY OPPORTUNITIES

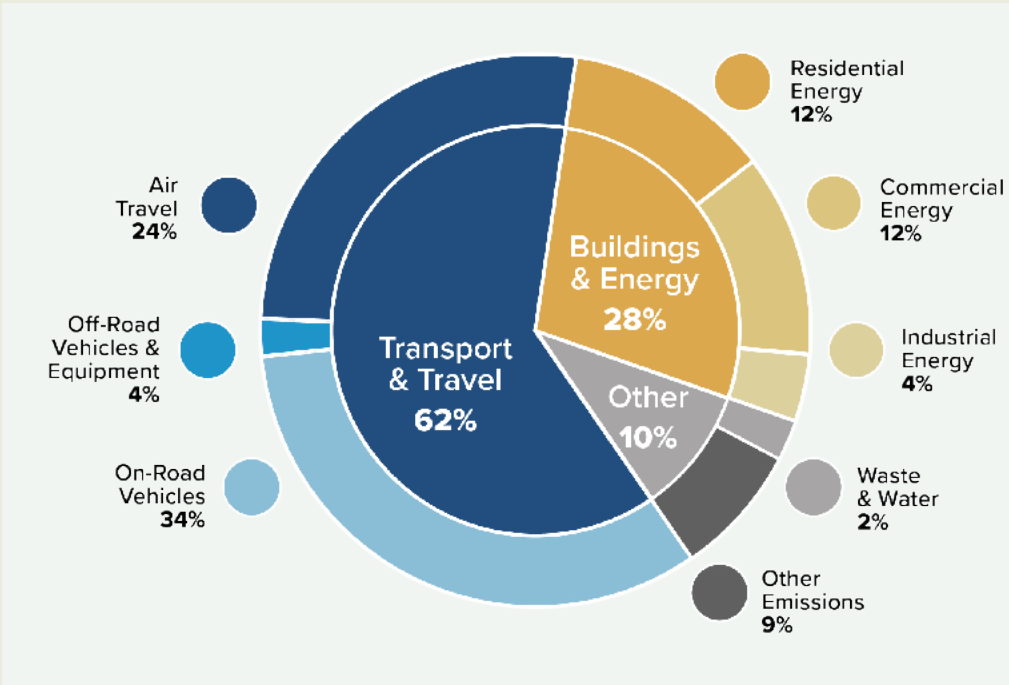
- Adopt policy that targets overall reduction in driving. Even electric vehicles require parking and roadway space, which adds to climate impact.
- Create climate-friendly streets through design and material selection.
- Make transit an attractive option by partnering with C-TRAN on speed and reliability treatments on City-owned roadways and safe and comfortable access to bus stops.
- Welcome transportation vendors who can add low/no-emission forms of transportation to the city.

Getting to Carbon Neutral

Gases that trap heat in the atmosphere are called greenhouse gases (GHG). These gases are a major contributor to climate change. The transport and travel sector produce more than half of the emissions in Vancouver. The City adopted a Climate Action Framework in 2022 with aggressive carbon reduction targets:

- 80% reduction in GHG by municipal operations by 2025
- 80% reduction in GHG emissions by the Vancouver community by 2030
- Carbon neutrality by both municipal operations and the Vancouver community by 2040

TSP policies must significantly contribute to these goals.



62% of GHG emissions come from the transport and travel sector. Source: Vancouver Climate Action Framework

GOAL: TRANSPORTATION CHOICE

People in Vancouver have multiple comfortable, convenient options to get where we need to go.



WHAT WE'VE LEARNED

- Bicycle trips increased during the COVID-19 pandemic. Cell phone data from 2019 to 2020 shows an 18% increase in bike and small mobilitytrips from Noon-2 pm, a reflection of local trips taken by those fortunate enough to be able to have flexible schedules.
- Many trips stay within the city. Cell phone data shows a high amount of travel within three large zones of the city—west of I-5, between I-5 and I-205, and east of I-205. Low volumes of travel occur between the eastern zone and the Downtown zone, showing the prevalence of shorter, neighborhood-based trips.
- The City currently rates performance on its main streets by measuring rush hour travel speed. Currently all corridors are operating at or above the standard.

KEY OPPORTUNITIES

- Harness changing travel patterns by retrofitting streets for more than vehicle travel. Encourage the pandemic trend in more bicycle trips with comfortable facilities connecting neighborhoods.
- Develop new ways of measuring street performance beyond travel speed—how well do they accommodate walking and rolling or bicycle travel, for example.
- Develop robust Transportation Demand Management (TDM) policies and programs to connect people with available transportation options.



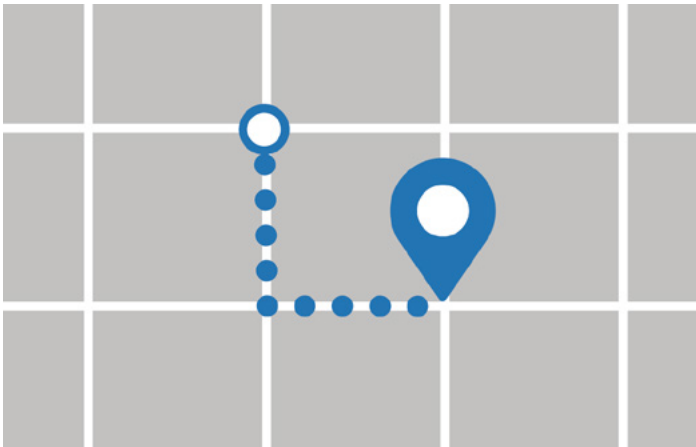
GOAL: REGIONAL CONNECTIVITY

People and goods flow seamlessly through the region, advancing our shared prosperity.

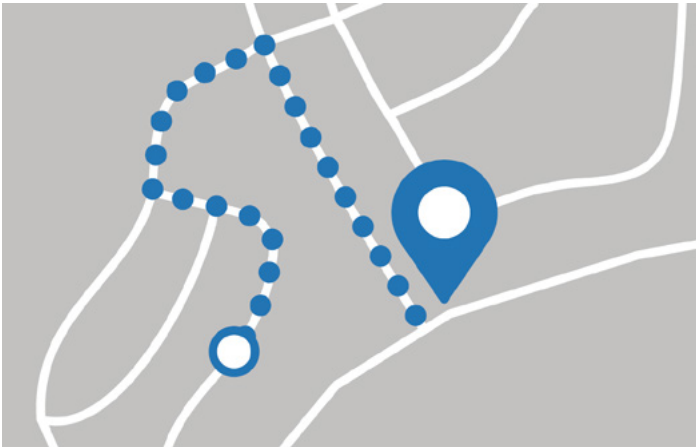


WHAT WE'VE LEARNED

- Cell phone data shows travel patterns on major streets differ in terms of the mix of local versus through trips. On some corridors, more than half of drivers stay on the corridor from end to end while on others, the opposite is true. On Fourth Plain Boulevard, for example, only 4% of trips travel the entire stretch from I-5 to Andresen Road.
- The City's designated freight corridors are all operating above target travel speeds.
- Bicycling across the city is not attractive for most people. Most of the existing designated bike and small mobility facilities are high-stress based on the width of the street, traffic volumes, and traffic speeds.
- Connected streets have short blocks and dense intersections. This supports fast emergency response and makes for an interesting walking and rolling environment. Many areas of the city have a disconnected street grid.



A well-connected street networks enables short, direction connections and makes it easy to walk, roll, or use a bicycle or small mobility devices.



A disconnected street network results in long distances from home to destinations.

KEY OPPORTUNITIES

- Rethink arterials as places for short access trips, where changes to vehicle capacity may have little impact on people driving.
- Use technology to continue maintaining freight through movement, and design to ensure that vulnerable users can co-exist with freight on major freight corridors.
- Continue implementing block spacing standards that create connected neighborhoods.

GOAL: MAINTAINING OUR ASSETS

We take good care of our transportation infrastructure and invest strategically in new tools that help us operate the system better.



WHAT WE'VE LEARNED

- Vancouver's Public Works Department operates and maintains 1,900 miles of public streets. In a typical year, Public Works repaves an average of 30 miles of streets.
- Streets make up nearly 20% of Vancouver's land area.
- Nearly half of city-managed off-street parking spaces are unoccupied on a typical weekday. Over one-third of on-street parking spaces are unoccupied on the average weekday.

KEY OPPORTUNITIES

- Invest in technology to manage transportation assets and reduce the need for costly capacity expansions.
- Adopt data collection practices that support ongoing inventory and asset management tracking.
- Robust investment in maintenance and preservation of City transportation assets will keep people and goods moving while protecting taxpayer investments against more costly repairs that accompany roadways in significant disrepair.
- Make the highest and best use of existing transportation infrastructure, with forms of transportation that may have less wear-and-tear and maintenance needs.



Sidewalk Maintenance

The community voiced strong support for maintenance of existing sidewalks. In most situations, sidewalk maintenance is the responsibility of the property owner, leading to a patchwork of repairs. Property owners may not have the time or funds to take on needed repairs, highlighting a process that should be amended to consider equitable solutions for all.

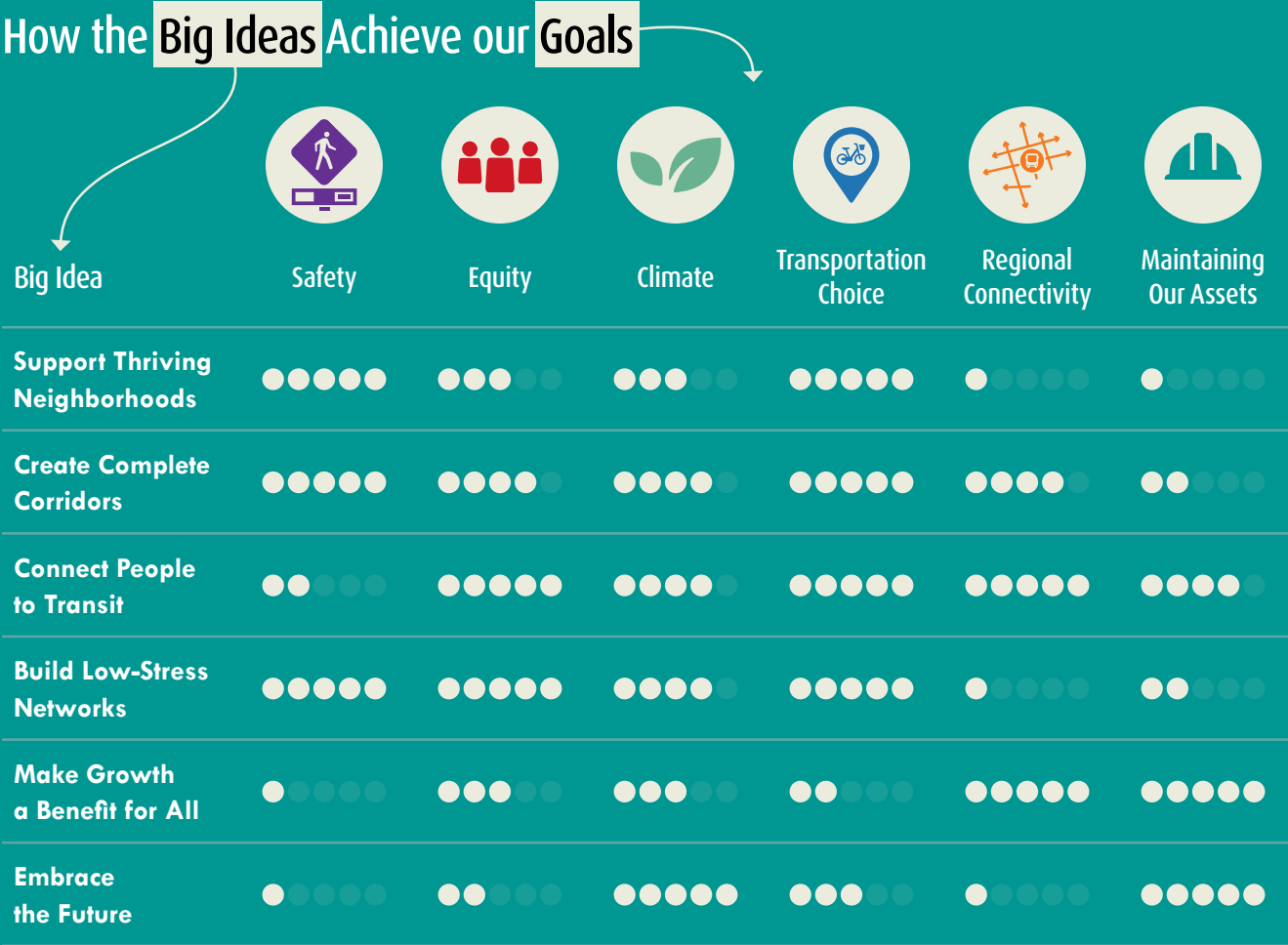
Below are two examples of sidewalk maintenance policies that could be applicable to Vancouver.

- The City of Portland offers a sidewalk repair program where the City completes the repair and the property owner is able to finance the cost for 5, 10, or 20 years depending on the extent of the repair.
- The City of Beaverton administers the Sidewalk Repair Grant Program, which will fund the repair of sidewalks damaged by roots. This program has a number of stipulations for the use of funds including that the property must be residential, only one grant per property is allowed per year, and that the property owner must gather competitive bids for the work.

4. Big Ideas

Six “Big Ideas” act as the overarching framework for the TSP’s policies and programs. The TSP goals set the vision—the Big Ideas define how to get there.

Many of our current practices must be updated to achieve the types of changes the community desires. The heart of the TSP includes a series of policies and programs. Policies set rules around transportation investment, project design, and how success is measured, among other things. Programs are a way of organizing resources around specific outcomes.



Under each big idea, key policies are noted with a star icon (★). These are the top-level policies that are supported by the policies and programs listed under them.

See **Appendix H: TSP Modal Networks, Policies and Programs** for additional policy and program information.

BIG IDEA

Support Thriving Neighborhoods

Make walking and rolling, small mobility, and transit options convenient for neighborhood travel.

Living up to our core values begins in Vancouver’s neighborhoods. Slowing down vehicles, providing safe routes to school, and greening our streets contribute to a community where people can safely and comfortably get around. Neighborhood nodes can serve as gathering places for social and commercial activities.

Policies and Programs

ID	Program or Policy	Name	Description
★ TN1	Key Policy	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.
TN1.1	Program	Neighborhood Traffic Calming	Expand Neighborhood Traffic Calming program with additional funding to make streets feel safer for walking, rolling, and small mobility.
TN1.2	Program	Safe Routes to School	Develop a Vancouver Safe Routes to School (SRTS) program that enables and encourages students and families to use active and shared transportation when getting to and from school. The City will work with schools to understand student travel patterns, identify barriers to safe walking, rolling, and biking, and take action to address those challenges.
TN1.3	Policy	Connected Neighborhoods	Develop pathways between lots that connect neighborhoods to schools, parks, and other destinations. Clarify legal responsibility for pathways.
★ TN2	Key Policy	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.
TN2.1	Policy	Natural Resources	Use green materials and practices when carrying out maintenance functions (asphalt alternatives, reducing pesticide usage, etc.). Incorporate naturescaping where feasible in new projects.
TN2.2	Program	Street Trees	Increase street tree canopy in partnership Urban Forestry and Parks, targeting high equity index areas first. Street trees can also serve as a form of traffic calming.
TN2.3	Program	Stormwater Management	Adopt a palette of low-impact design stormwater treatment tools that can be integrated into maintenance and capital projects. Evaluate cost and maintenance and build into project estimates.
★ TN3	Key Policy	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.
TN3.1	Program	Open Streets	Publicize permit program for resident use of streets (block parties). Work with community partners to develop a series of annual events that close down neighborhood thoroughfares to vehicle traffic for community use.
TN3.2	Program	Street Art	Create a community grant program to allow murals, etc., on streets and develop a palette of materials for use in the program that meet safety requirements.

Create Complete Corridors

Create complete corridors that connect growth areas, support business, serve transit, and maximize safety.

The city’s arterial network (streets like Mill Plain Boulevard, 112th Avenue, Andresen Road) acts as the backbone of our community. They have major destinations, transit service and are often the most direct route with high demand for travel. These corridors are also fast, wide, and have the greatest number of crashes. Rethinking how we plan, design, and measure success on these streets is necessary to have a usable walking, rolling, and small mobility network.

Policies and Programs

ID	Program or Policy	Name	Description
★ CC1	Key Policy	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.
CC1.1	Project	Street Typologies	Identify a set of street typologies and associated design elements for application in capital, maintenance, development, and planning projects. Align with functional classification/comprehensive plan designations.
CC1.2	Policy Update	Functional Classification Update	Update functional classifications. Reduce classifications on certain streets to provide design standard flexibility (e.g., reducing speed limits, reducing design vehicle).
CC1.3	Policy	Freight Classifications	Develop a Freight Network classification that designates where freight movements are expected and planned to occur. Freight corridors within city limits should be in alignment with state and nationally recognized freight corridors.
★ CC2	Key Policy	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.
CC2.1	Policy	Traffic Impact Analysis	Update traffic impact procedures for capital and development projects to include urban trip generation rates, reduced auto demand along Enhanced Transit Corridors, 2nd highest peak hour, and TDM mitigations.
CC2.2	Policy	Multimodal Concurrency Standard	Update concurrency requirements to ensure that developments and capital projects consider multimodal impacts and contribute to mode shift.
CC2.3	Program	TIP Prioritization	Program projects into the TIP with a set of criteria based on equity, safety, climate, and transportation choice. Elevate projects that are in high equity index areas, serve transit stops, are near a school, are an identified critical walking and rolling or bicycling gap, or are along a high-crash corridor.
CC2.4	Program	Paving List	Prioritize corridors for repaving based on equity, transit use, and pavement condition.

ID	Program or Policy	Name	Description
★ CC3	Key Policy	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.
CC3.1	Policy	Multimodal Access Through Street Connectivity	Adopt connectivity standards to improve pedestrian and small mobility safety and accessibility. Apply standards to development, capital, maintenance, and planning projects including maximum block length, unconnected streets, cul-de-sac connections, linkages between land uses, and multiple access points.
CC3.2	Policy	Pedestrian Crossing Policy	Update pedestrian crossing policy. Make crossings plentiful, convenient, and safe. Establish maximum spacing between crossings, crossing protection needed based on street characteristics, and crossing design.
CC3.3	Policy	Access Management	Update access management standards to require longer spacing between driveways serving the same destination or shared parking lots. Increase corner clearance distance. Allow one driveway to service multiple frontages.
★ CC4	Key Policy	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.
CC4.1	Policy	Lower Posted Speeds	Create speed-setting metrics that consider safety and traffic analysis and apply to facilities with a high number of crashes where speed is a contributing factor.
CC4.2	Program	Citywide Safety Program	Develop a citywide safety program with dedicated funding and a set of tools and programs to proactively address safety. Explore innovative, quick build interventions to pilot treatments.
CC4.3	Program	High-Crash Corridors	Create a process for regular updates to the Local Roads Safety Plan by analyzing existing collision data to identify the city’s “high-crash corridors.” Regularly update the online dashboard of the high-crash roads and apply the City’s equity index to determine where historically marginalized communities are at greater risk of death and injury while traveling in their neighborhood. Use this information to prioritize investments, outreach and education to improve safety and reach our Vision Zero goals.
CC4.4	Program	Street User Education	Develop a suite of programs (geared toward all travel modes) that focus on the safe use of the transportation network. This could include a wide variety of communications, safety demonstrations, and presentations at schools and public events.
CC4.5	Program	Automated Enforcement	Enable automated enforcement. Pilot along high-crash corridors and engage the community in evaluation of the pilot program.
CC4.6	Program	Pedestrian-Scale Lighting	Identify priority locations for pedestrian-scale lighting to increase safety, visibility, and comfort. Create maps of locations and program to fund installation. Adopt low-spectrum LEDs pointing downward in neighborhoods to reduce light pollution.
CC4.7	Program	Quick Build Program	Identify locations (crossings, travel lanes, etc.) where interim safety improvements could more quickly address crash factors and concerns of residents. Develop program process and provide guidance for City-led “Quick Build” projects in ROW.

ID	Program or Policy	Name	Description
★ CC5	Key Policy	Project Delivery	Deliver maintenance, capital, and development projects in an effective, efficient manner with clear and transparent communication to the community.
CC5.1	Program	Project Managers	Develop a set of project managers who can take in-house or consultant projects from planning through construction, working across CDD and PW.
CC5.2	Program	Communications	Deliver information about transportation projects using community organizers with long-standing relationships with the community and with accessible information.
CC5.3	Program	Anti-Displacement	Integrate Reside Vancouver and the City's Equitable Development Framework into transportation projects.

BIG IDEA

Connect People to Transit

Fill sidewalk gaps, add safe crossings, and support speed and reliability projects that keep transit moving efficiently.

The community and project partners voiced strong support for prioritizing transit. Policies that create mixed land uses and reduce incentives to driving form a foundation for successful transit. Designation of an Enhanced Transit network provides policy backing for access to transit and speed and reliability investments on key transit corridors. C-TRAN and the City can together explore new mobility options for customers, such as microtransit zone expansion or a downtown circulator. The City can also explore paying for additional service to ensure that transit continues to support land use and density goals.

Policies and Programs

ID	Program or Policy	Name	Description
★ T1	Key Policy	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	Key Policy	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.
T2.1	Policy	Network of The Vine	Actively partner with C-TRAN to continue the planning and implementation of Vine corridors.
T2.2	Policy	Speed and Reliability Designs	Identify a list of locations along Enhanced Transit Corridors where speed and reliability treatments such as signal priority, queue jumps, or bus lanes are needed to reduce delay to bus riders. Incorporate treatments into paving, complete streets and signal upgrade projects. As a standard practice, install TSP on new signals along high frequency transit routes.
T2.3	Policy	Equity Corridors	Designate transit equity corridors based on high equity index locations and residential areas with high reliance on transit. Use as a criterion in project prioritization.

ID	Program or Policy	Name	Description
★ T3	Key Policy	Transit and Land Use	Support transit through compact land uses and policies that incentivize transit use.
T3.1	Policy	Transit Overlay District	Update Transit Overlay District code and extend it along Enhanced Transit Corridors. This designation allows for reduced parking.
★ T4	Key Policy	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.

Transit is a Partnership

While the City does not operate transit, the City controls many of the factors that support successful transit. Quality transit is a partnership.

	 PROVIDE FREQUENT SERVICE	 KEEP BUSES MOVING	 SUPPORTIVE LAND USE	 SAFE, COMFORTABLE ACCESS
 C-TRAN				
 City of Vancouver				
See Appendix G Enhanced Transit Policy for an overview of how the City can support high-quality transit.	The City can design streets that make transit faster and more reliable, through signal priority or bus lanes.	The City controls land use. Density and mixed uses make transit service cost-effective and boost ridership.	The City is responsible for building and maintaining streets and sidewalks that transit riders need to get to and from bus stops.	

Build Low-Stress Networks

Make the walking, rolling, bicycling, and small mobility networks inviting for all ages and abilities.

The BSM network today consists of lower-stress neighborhood streets isolated by higher-stress collector and arterial streets. This makes it challenging to bike outside of a neighborhood. Sidewalks are missing on nine miles of arterial streets—the fastest and most daunting places to walk or roll. Adopting a citywide low-stress network for BSM and walking and rolling must be complemented by policies and programming (wayfinding, education) that further incentivize use of the networks.

Policies and Programs

ID	Program or Policy	Name	Description
★ LS1	Key Policy	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	Key Policy	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.).
LS2.1	Policy	Community Safe Routes	Create safe routes to community destinations such as parks. Identify the specific needs of seniors and develop safe routes for these users.
★ LS3	Key Policy	Active Transportation Navigation	Support walking, rolling, and small mobility by making it easy and intuitive to navigate the city and find destinations.
LS3.1	Policy	Maintenance Protection	Update street standards and maintenance and protection of traffic standards to require provision of walking and rolling access during construction and small mobility access if construction impedes a Mobility lane.
LS3.2	Program	Wayfinding	Establish a citywide wayfinding system for people walking and rolling or using small mobility that connects low-stress networks and pedestrian priority corridors to essential places. Include distances in minutes for walking/rolling, and biking.
LS3.3	Program	Bicycle/Small Mobility Parking	Make the end-of-trip easy and convenient by providing plentiful and secure small mobility parking at retail, transit, schools, and other destinations.
★ LS4	Key Policy	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.
LS4.1	Program	Active Transportation Staffing	Increase the number of staff devoted to active transportation to deliver a robust active transportation program for a city the size of Vancouver.
LS4.2	Program	E-bike Rebate Program	Explore the creation of an E-bike rebate program focused on increasing access to E-bikes for individuals in low- and moderate- income households.
LS4.3	Program	Small Mobility Events	Host ongoing events focused on small mobility, such as group rides, rodeos, demonstrations of how to put your bike on the bus, safely ride scooters and other devices, etc.

What Does “Low-Stress” Mean?

Low-stress means a walking and rolling or BSM facility feels comfortable for a wide variety of users, from older adults, to families with children, to people with limited mobility. Wider, faster streets require greater separation between people walking, rolling, or bicycling and people driving—this is the core tenet of low-stress planning. Low-stress facilities provide a high return on investment—they help those who do not have a choice and must walk, roll, or bicycle and also attract new people to try biking and walking/rolling. Designing low-stress BSM facilities is a top priority given the proximity of these travelers to vehicle traffic.

Vancouver has recently implemented new BSM facility types on Columbia Street (buffered Mobility lane) and Mill Plain Boulevard (protected Mobility lane). But most BSM in-street facilities today remain striped Mobility lanes (4-6 feet wide). Mobility lanes are comfortable on low-volume, low-speed streets with one lane per direction, but on wider streets this type of facility feels stressful. The images below show examples of lower- and higher-stress facilities present in Vancouver today. The TSP envisions that all BSM facilities will be low stress, meaning different facilities will be needed based on street characteristics (see additional detail in chapter 5).

Examples of Lower- and Higher-Stress BSM Facilities



Make Growth a Benefit For All

Manage growth by leveraging investments from new development and use parking and demand management policies to support livability.

From 2010 to 2022, population and jobs each grew by approximately 20 percent. With growth comes the need to update development standards to ensure necessary infrastructure is in place to accommodate new trips. These updates present an opportunity to right-size parking, balancing vehicle accessibility with the need to preserve valuable land for housing, recreation, and other uses. Demand management policies and programs pair well with infrastructure—the design of streets can make it easy to walk, roll, or bicycle while programs incentivize multimodal choices.

Policies and Programs

ID	Program or Policy	Name	Description
★ G1	Key Policy	Development Review	Work with development community to establish a shared set of requirements and expectations for how development can support transportation.
G1.1	Policy	Transportation Impact Fees	Revise the TIF project list to integrate multimodal projects. Set TIF rates at a level on par with other Washington communities to help fund needed multimodal infrastructure.
G1.2	Policy	Frontage Requirements	Extend frontage improvements off the site of the development when there is a rational nexus between that development and impacts to the transportation network.
G2	Key Policy	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.
G2.1	Policy	Parking Requirements	Reduce parking minimums in the development code and development agreements, particularly in parking reform areas where transit use, walking and rolling, and small mobility are a priority. This maximizes active uses and creates inviting places.
G2.2	Policy	Parking Design Guidance	Update off-street surface lot and parking garage design standards to require landscaping and walkways.
G2.3	Policy	Parking Capacity	Allow for shared parking and provide additional reductions in parking requirements to incentivize shared parking agreements. This maximizes the use of existing resources and reduces the need for more parking.
★ G3	Key Policy	Parking Management	Effectively manage on and off-street parking resources through adoption of policies, systems, and tools throughout the city.
G3.1	Policy	Parking Operations	Operate the parking system efficiently. Adopt metrics for evaluating parking performance compared to City goals and use pricing and other tools to influence behavior.
G3.2	Program	Parking Experience	Make parking highly legible and easy to understand from the user perspective. Use technology, information, wayfinding, or other strategies so people can easily find parking.
G3.3	Program	Residential Parking	Study the expansion of a residential parking program (RPP) to minimize parking spillover adjacent to metered areas and support parking access for residents and their guests in high parking demand areas.

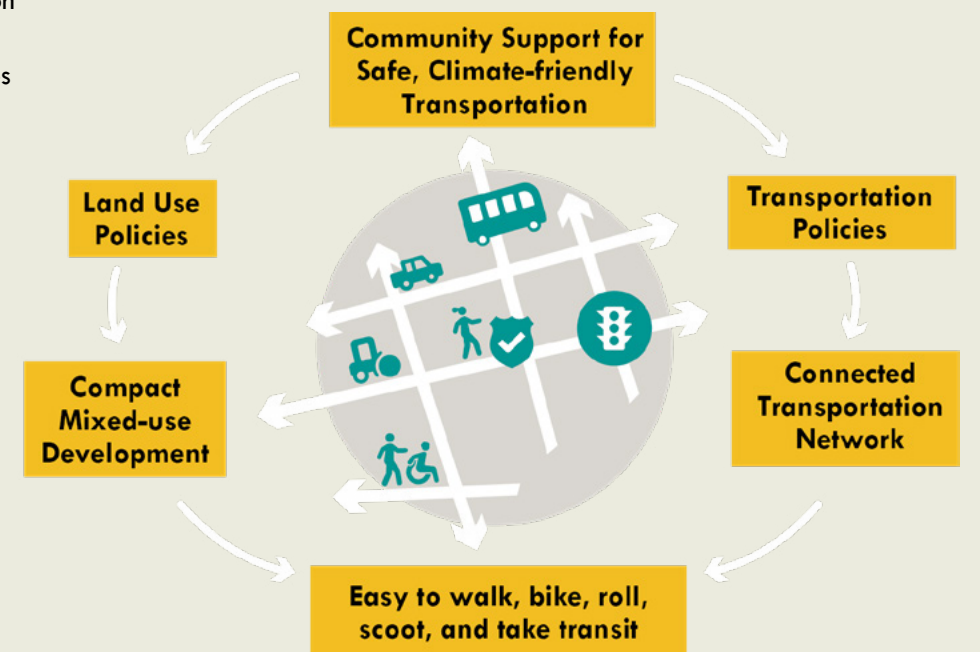
ID	Program or Policy	Name	Description
★ G4	Key Policy	Downtown Parking	For those who drive downtown, create a user-friendly, well-managed, and right-sized “park once” environment where people can walk or roll between destinations without moving their car.
G4.1	Policy	Downtown Parking Strategies	Adopt and implement recommendations of the 2024 Downtown Parking Plan Update, focused on six Strategy Areas: Policy, Alternative Modes, Operations, Administration of the Parking System, Communications and Awareness, and New Capacity.
G4.2	Program	Downtown Circulator	Work with C-TRAN to develop a concept for a downtown circulator between major destinations.
★ G5	Key Policy	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.
G5.1	Policy	TDM in Capital Projects	Require a project-specific trip reduction target and TDM program in capital projects. Tier trip reduction requirements based on a combination of land use, zone, and project size/traffic impact.
G5.2	Program	Commute Trip Reduction (CTR) Refresh and Expansion	The CTR program helps the city reduce drive-alone trips through employer-supported programs. Refresh and expand the CTR program to improve effectiveness and respond to new travel patterns post COVID-19.

The Link Between Land Use and Transportation

A coordinated land use and transportation plan results in places that are easy to walk/roll, bicycle, or take transit. Practices such as greenfield development and low-density land use result in long and circuitous transit routes, long bike trips, and uninviting walking/rolling routes with large parking lots against the sidewalk.

Integrated land use and transportation create a positive, self-reinforcing cycle. Streets and neighborhoods have mixed uses where walking or rolling to the store or a park takes 10 to 15 minutes and bus routes directly connect destinations.

Through the 2045 Comprehensive Plan update, the City can further reinforce the linkage between land use and transportation.



Embrace the Future

Adopt new technologies and track data to help meet our goal of carbon neutrality by 2040.

Currently, one-third of downtown parking spaces are empty on weekdays suggesting an oversupply of resources with a high opportunity cost for other uses. Technology provides a way of managing resources like parking, and is also a way of managing increasing traffic without costly increases to roadway capacity. In a world full of data, adoption of tools and practices will harness that data so the City can track trends, manage assets, preserve resources, and set the stage for the future.

Policies and Programs

ID	Program or Policy	Name	Description
★ F1	Key Policy	Data Collection and Monitoring	Use data to track travel pattern changes over time
F1.1	Program	Active Transportation Counts	Install small mobility and pedestrian counters at key locations throughout the city and along corridors before and after complete corridor projects.
F1.2	Program	Location-Based Services	Determine a vendor for purchase of travel pattern data to be used in project planning, design, and evaluation.
F1.3	Program	Online System Dashboard	Develop a public-facing dashboard of key transportation metrics to share with the community.
★ F2	Key Policy	Climate Impacts	Adopt policies that will help meet the City’s goal of zero carbon emissions by 2040.
F2.1	Policy	Mode Targets	Adopt mode targets and track annually. Set targets to a level that will drastically reduce drive-alone trips.
F2.2	Program	Congestion Pricing	Explore policy implications of demand-based charging along the city’s key corridors to influence behavior.
F2.3	Policy	Vehicle Miles Traveled Reduction	Adopt Vehicle Miles Traveled as a key metric in the planning, design, and evaluation of projects, with the goal of reducing VMT.
★ F3	Key Policy	Technology for System Management	Embrace technology as a way of managing the transportation system without expanding capacity.
F3.1	Program	Signal Modernization	Continue program to modernize signals, including accessible pedestrian signals, bicycle signals (if applicable), truck detection, Leading Pedestrian Intervals, and TSP on Enhanced Transit Corridors.
F3.2	Program	Green Wave	Coordinate signals along the city’s key corridors and freight routes to create a green wave. Use signal timing to control speed and achieve steady traffic progression.
★ F4	Key Policy	Electric / Autonomous Vehicles	Set City policy around EV / AV usage and role in achieving climate goals.
F4.1	Project	City Fleet	Convert City fleet vehicles at the time of replacement to zero-emission vehicles (ZEVs) whenever applicable and feasible and look for options to switch to lower-carbon fuels where possible.

ID	Program or Policy	Name	Description
★ F5	Key Policy	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.
F5.1	Program	Mobility Hubs	Identify locations for implementation of mobility hubs – places where multiple forms of transportation are available (transit, microtransit, bike share, car share). Hubs will include placemaking, wayfinding, and information.
F5.2	Program	Small Mobility and Scooter Share	Pilot a small mobility and scooter share program. Target station placement in areas with a high equity index. Subsidize membership for people with low incomes.
F5.3	Program	Mobility as a Service	Sponsor a digital platform that connects residents to local mobility options and creates incentives for low or no-emission trips.
★ F6	Key Policy	Curb Management	Develop policies and programs that efficiently manage valuable curb space, recognizing how changing travel patterns have placed high demands on this resource.
F 6.1	Policy	Dynamic Curb Management	Create a flexible, dynamic, and data-driven framework for managing high-demand curb spaces using tools such as technology or pricing that can change as quickly as every hour based on demand.
F6.2	Program	Small Freight Management	Develop a small freight management set of strategies to accommodate increasing consumer demand for e-commerce and small package delivery. Incentivize use of small mobility vehicles for local deliveries.
F6.3	Program	Freight Parking and Loading	Create flexible, dynamic freight loading standards that makes the most efficient use of curb space and accommodate a range of delivery vehicle sizes.

Partner With Emerging Mobility Providers

Emerging mobility companies like Uber and Lyft add transportation options to the community. But deployment can be swift and Vancouver needs a framework that includes a cohesive and standard approach.

Emerging mobility agreements and policies will help Vancouver be ready to partner with existing and new vendors such as bike share, on-demand, or scooter companies. Vancouver should:

- **Develop a set of guiding principles** from which to evaluate service offerings. These principles ensure that new mobility options permitted to operate align with the community’s goals around safety, customer experience, equitable access, sustainability, and partnerships.
- **Implement emerging mobility agreements** holding emerging mobility providers to a high standard around safety, curb loading, price, and data sharing protocols.

- **Inventory existing service and technology types** to have a shared understanding of what options are available and what type of services might be available in the near future.
- **Develop a biennial Emerging Mobility Evaluation Report** to keep abreast of the rapidly evolving and emerging mobility providers in Vancouver.

As an example, the San Francisco County Transportation Authority developed a set of guiding principles and an inventory of known emerging mobility types. This toolkit, developed through a stakeholder engagement process, allowed the community to review new technologies through the lens of shared values.

5. TSP Networks

Creating networks for all types of transportation modes provides a policy framework and roadmap for capital investment.

Networks for walking and rolling, BSM, transit, and freight lay out where we need to prioritize different types of travel.

Implementation of the walking/rolling and BSM networks requires a series of capital projects that upgrade our streets and are the focus on Chapter 6: Capital Projects.

Network Development



WALKING/
ROLLING



BICYCLING
AND SMALL
MOBILITY



TRANSIT



FREIGHT

See **Appendix H: TSP Modal Networks, Policies and Programs** for network development methodology.



Walking/Rolling

All City of Vancouver streets must be walkable, but identification of priority streets for walking helps direct resources to places with the highest need and demand.

APPROACH: IDENTIFY PEDESTRIAN CORRIDORS

Pedestrian Corridors represent places where high levels of walking or rolling are expected. There are two types of corridors.

1. Primary Pedestrian Corridors:

- a. Have a transit route or routes
- b. Provide a continuous east-west or north-south connection
- c. Include major Multi-Use Paths
- d. Connect to the interstate bridges

2. Secondary Pedestrian Corridors:

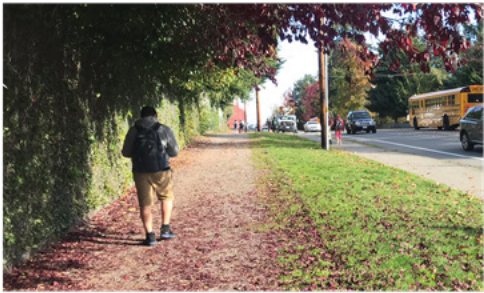
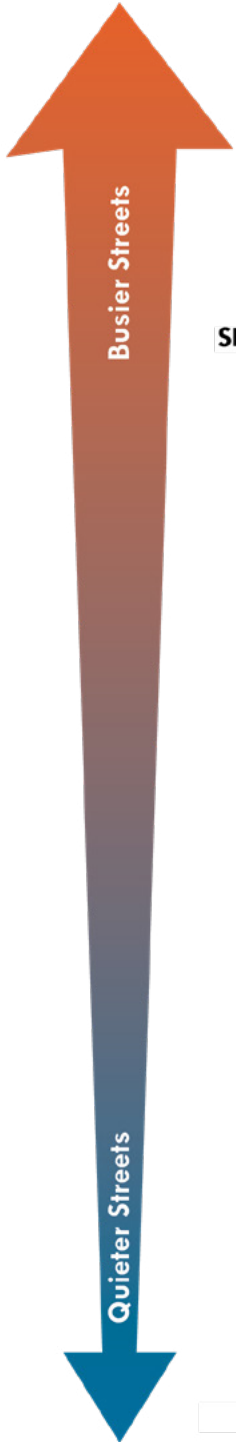
- a. Connect to schools and parks
- b. Fill gaps in the network

APPROACH: IDENTIFY PEDESTRIAN CENTERS

Pedestrian centers have or will be places with robust land and commercial development. Centers were designated based on:

- Comprehensive Plan Centers
- Planned development
- Density of mixed land uses
- Density of major destinations
- Street connectivity

Map W0 (page 34) shows the Pedestrian Corridors and Centers.



SIDEWALK BUFFERED WITH LANDSCAPING



BUFFERED SIDEWALK



SIDEWALK



NEIGHBORHOOD GREENWAY

Low-Stress

Wider walking and rolling facilities are necessary to reduce stress on busier streets.

Walking/Rolling Facility Selection

The City's street standards will be updated in Fall 2023. This will include examination of facility types for walking and rolling. Similar to BSM facilities, the type of walking/rolling space needed to create a low-stress environment varies based on street characteristics.



Bicycling and Small Mobility

APPROACH: PROVIDE A LOW-STRESS BSM FACILITY EVERY HALF-MILE.

Housing locations and destinations are spread throughout the city. A dense network of low-stress facilities will give people assurance they can get safely and comfortably from the start of their trip to their final destination.

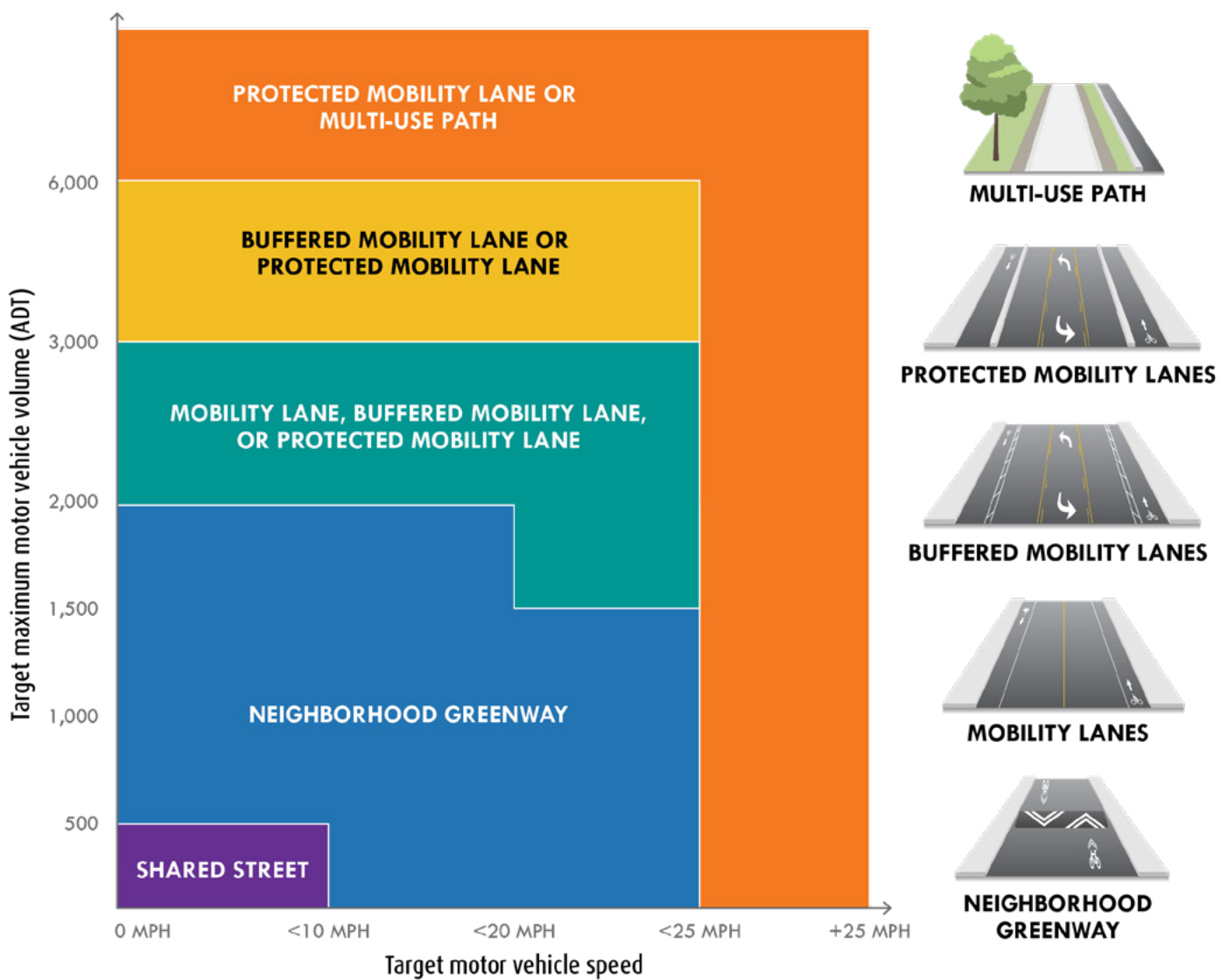
APPROACH: APPEAL TO A WIDE MARKET OF USERS

Many community members said they do not feel safe using the current BSM infrastructure. The TSP adopts a new approach of building a low-stress network focused on safety and comfort.

The National Association of City Transportation Officials, of which Vancouver is a member, has published guidance on facility type related to vehicle speed and volume thresholds (see image on the next page).



Wider, busier streets need more separation between drivers and BSM users to make them low-stress.



(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

As an example, a street like 99th Street between Lakeshore Drive and NW 21st Avenue currently has a mobility lane. The traffic volumes in 2021 were 3,624 and the posted speed is 35 mph. This means the current mobility lane is not low-stress; a protected mobility lane or path is needed (orange zone). But if the street were designed for 25 mph, a buffered mobility lane would be low-stress (yellow zone).

The future BSM network is summarized in **Map B0** (page 50), and shown in greater detail in **Maps B1–B5** (pages 52–59).



A buffered mobility lane paired with a lower design speed would make 99th Street low-stress.

Facilities Serving Walking/Rolling and BSM

Three facility types serve people walking/rolling, bicycling or using small mobility devices:

- 1. **Neighborhood Greenways.** These are generally quiet streets with low traffic volumes.
- 2. **Multi-Use Paths.** Paths like the Burnt Bridge Creek Trail wind through a large stretch of the city and provide both a recreation and transportation function. Multi-use paths can also be built directly next to a street, like the design of SE 1st Street from 164th to 192nd Avenues.
- 3. **Unpaved trails.** Often found in parks, unpaved trails provide circulation for all users.



SE 1st Street multi-use path.



Transit

Vancouver does not operate C-TRAN service but it manages the streets and operating environment. A set of Enhanced Transit Corridors (ETC) will serve as a key transit policy guiding City investment. This network will be used in the City’s development review and comprehensive planning practice.

The ETC network was created in collaboration with C-TRAN and is a subset of its routes based on:

- Frequency of bus service
- Equity Index score
- Regional and local growth
- Congestion that delays the bus

Map T0 (page 60) shows the ETC network.



Freight

Freight categories were created that align with state, regional, and national designations. They include:

- **Critical corridors.** These are important for through truck traffic to maintain mobility for regional or national connections. Within this category, the two sub-categories are (1) National Highway Freight Network, and (2) Truck Freight Economic Corridors.
- **Freight access streets.** Trucks must use streets throughout the city for deliveries. The freight network recognizes these local access streets based on actual truck usage.

Map F0 (page 62) shows the freight network.

Network Maps

Network maps are presented on subsequent pages for the four networks, as well as maps showing how primary connections on each modal network overlap.

For an accessible list of networks, see
Appendix M: Accessible Networks

WALKING AND ROLLING NETWORK	48
Map W0: Future Low-Stress Walking and Rolling Network.....	48
BICYCLING AND SMALL MOBILITY NETWORK	50
Map B0: Future BSM Network	50
Map B1: Future BSM - Zone 1.....	52
Map B2: Future BSM - Zone 2	54
Map B3: Future BSM - Zone 3	56
Map B4: Future BSM - Zone 4	58
Map B5: Future BSM - Zone 5	59
ENHANCED TRANSIT CORRIDORS	60
Map T0: Enhanced Transit Corridors.....	60
FREIGHT CORRIDORS	62
Map F0: Future Freight Network Map	62
MODAL NETWORKS OVERLAP	64
Map M1: Modal Networks - Zone 1	64
Map M2: Modal Networks - Zone 2	66
Map M3: Modal Networks - Zone 3	68
Map M4: Modal Networks - Zone 4	70
Map M5: Modal Networks - Zone 5	71



Locations of the five zones referenced in certain maps below.

[illegible]

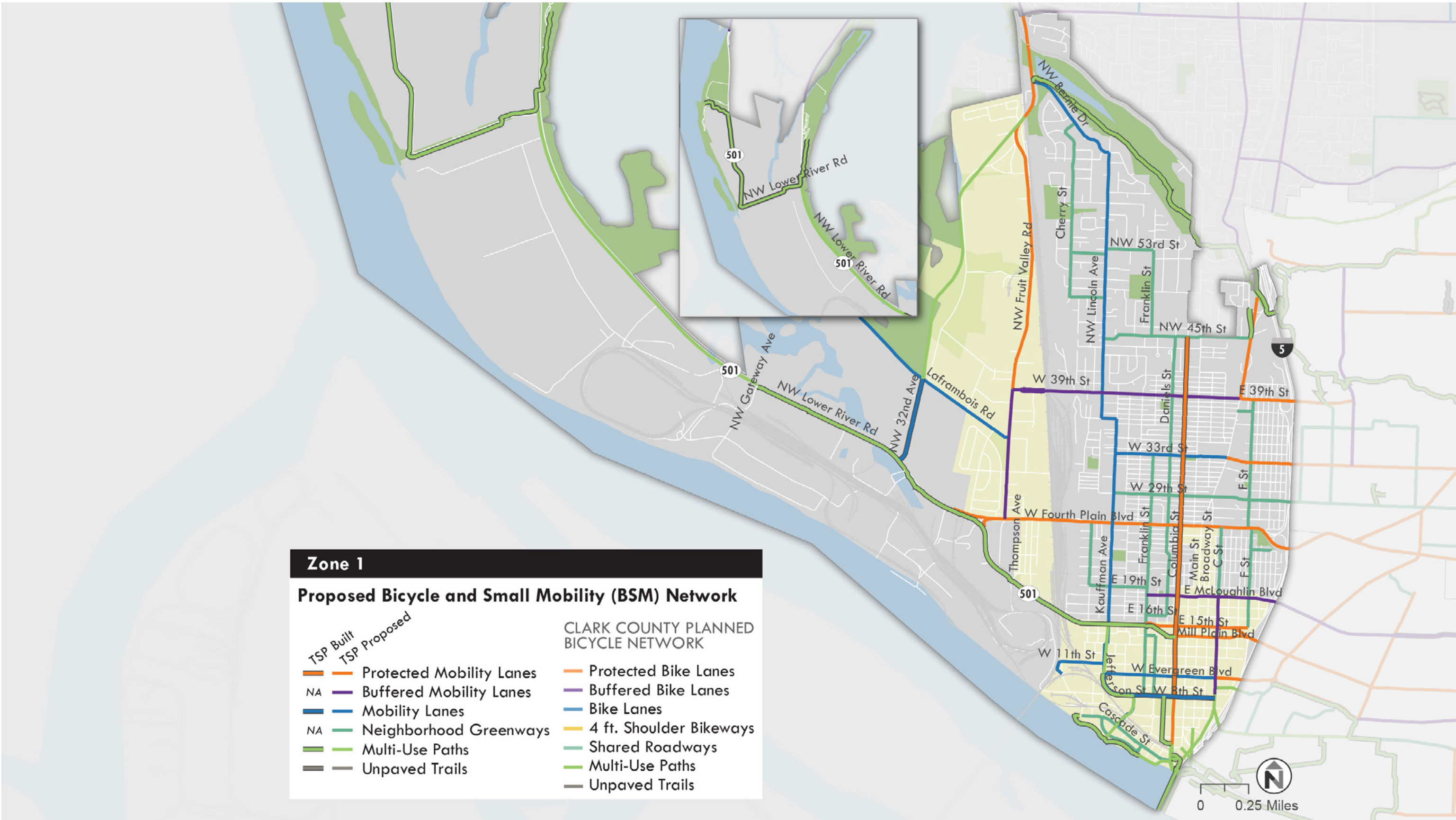
Proposed Bike and Small Mobility Network

- Vancouver City Limits
- Vancouver UGA
- Existing BSM Network
- Proposed BSM Network

Map labels include: Vancouver Lake, Fruit Valley Rd, W 39th St, Main St, NE 54th St, NE 63rd St, NE 78th St, NE 49th St, NE 39th St, NE 28th St, NE 18th St, NE 136th St, SE Mill Plain Blvd, SE 164th Ave, SE 162nd Ave, SE 172nd Ave, SE 192nd Ave, SE 20th St, SE 34th St, NW 38th Ave, NW Brady Rd, NE Ward Rd, NE 58th St, NE 137th Ave, NE 112th Ave, NE 86th Ave, NE 8th St, NE 4th St, NE 3rd St, NE 2nd St, NE 1st St, SE 1st St, SE 2nd St, SE 3rd St, SE 4th St, SE 5th St, SE 6th St, SE 7th St, SE 8th St, SE 9th St, SE 10th St, SE 11th St, SE 12th St, SE 13th St, SE 14th St, SE 15th St, SE 16th St, SE 17th St, SE 18th St, SE 19th St, SE 20th St, SE 21st St, SE 22nd St, SE 23rd St, SE 24th St, SE 25th St, SE 26th St, SE 27th St, SE 28th St, SE 29th St, SE 30th St, SE 31st St, SE 32nd St, SE 33rd St, SE 34th St, SE 35th St, SE 36th St, SE 37th St, SE 38th St, SE 39th St, SE 40th St, SE 41st St, SE 42nd St, SE 43rd St, SE 44th St, SE 45th St, SE 46th St, SE 47th St, SE 48th St, SE 49th St, SE 50th St, SE 51st St, SE 52nd St, SE 53rd St, SE 54th St, SE 55th St, SE 56th St, SE 57th St, SE 58th St, SE 59th St, SE 60th St, SE 61st St, SE 62nd St, SE 63rd St, SE 64th St, SE 65th St, SE 66th St, SE 67th St, SE 68th St, SE 69th St, SE 70th St, SE 71st St, SE 72nd St, SE 73rd St, SE 74th St, SE 75th St, SE 76th St, SE 77th St, SE 78th St, SE 79th St, SE 80th St, SE 81st St, SE 82nd St, SE 83rd St, SE 84th St, SE 85th St, SE 86th St, SE 87th St, SE 88th St, SE 89th St, SE 90th St, SE 91st St, SE 92nd St, SE 93rd St, SE 94th St, SE 95th St, SE 96th St, SE 97th St, SE 98th St, SE 99th St, SE 100th St.

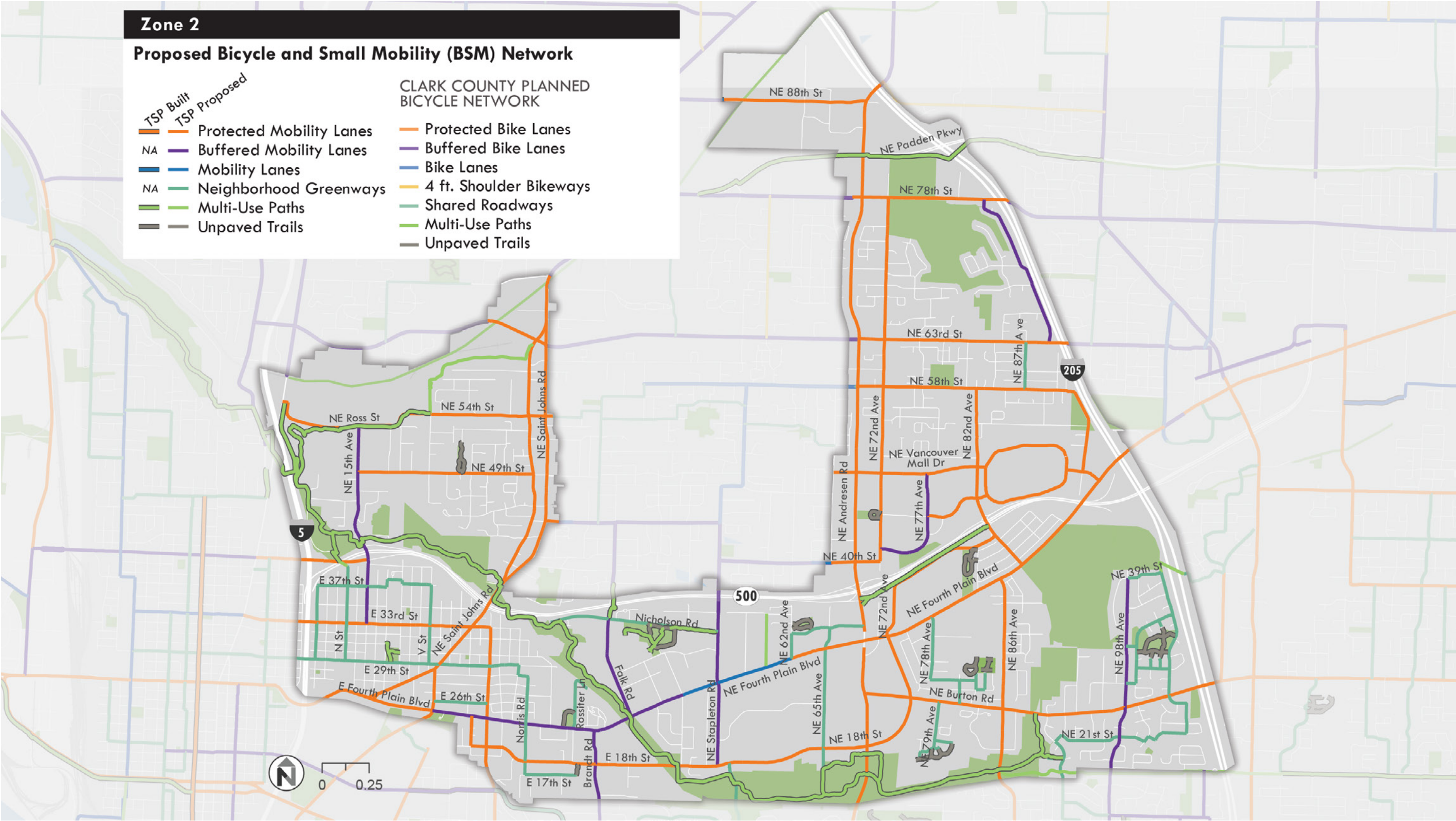


Map B1: Future BSM - Zone 1





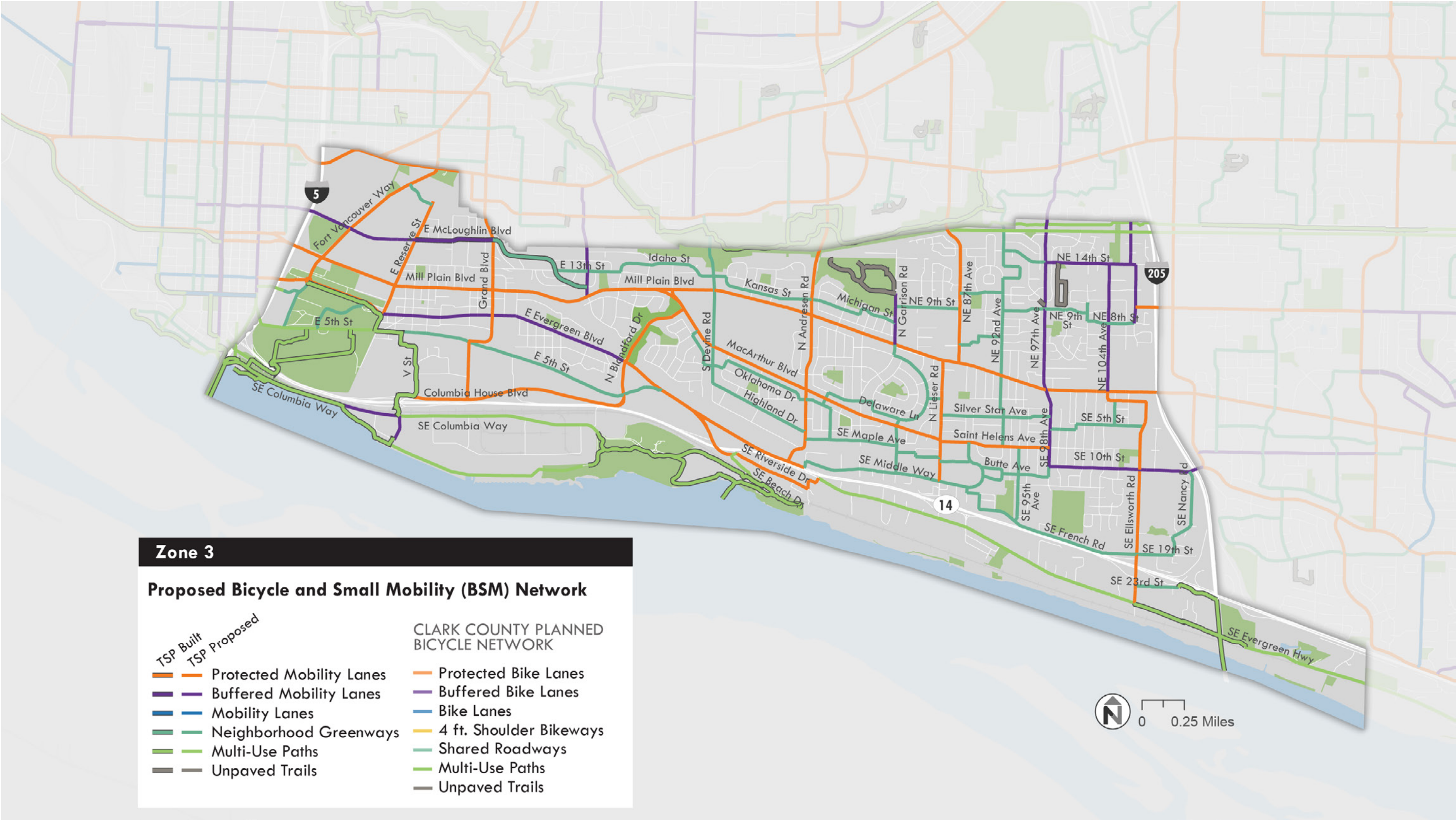
Map B2: Future BSM - Zone 2





See p. 44–45 for a description of each type of facility in the BSM network.

Map B3: Future BSM - Zone 3





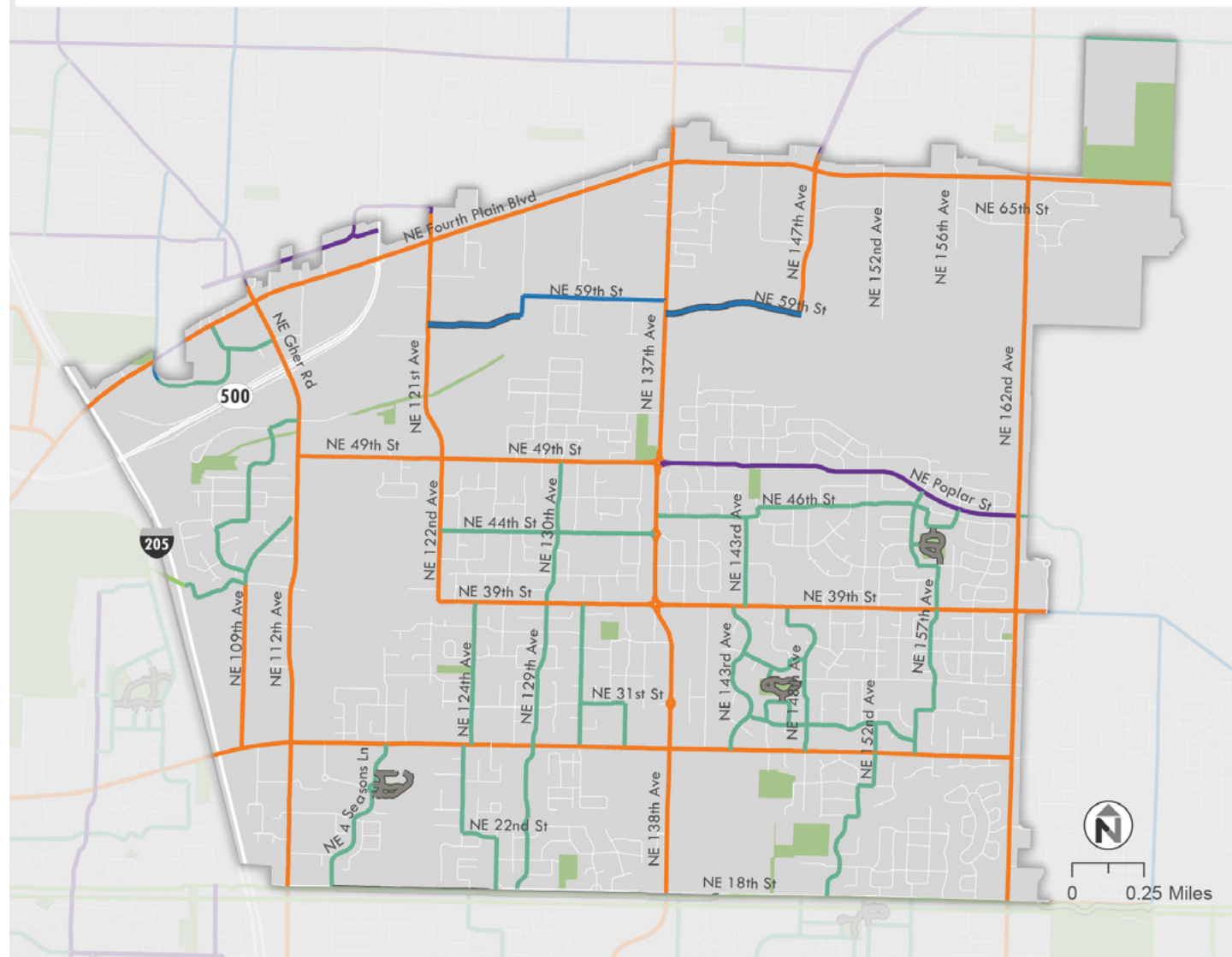
See p. 44–45 for a description of each type of facility in the BSM network.

Map B4: Future BSM - Zone 4

Proposed Bicycle and Small Mobility (BSM) Network

TSP Built
TSP Proposed

- | | |
|---------------------------|-------------------------|
| Protected BSM Lanes | Protected Bike Lanes |
| NA Buffered BSM Lanes | Buffered Bike Lanes |
| BSM Lanes | Bike Lanes |
| NA Neighborhood Greenways | 4 ft. Shoulder Bikeways |
| Multi-Use Paths | Shared Roadways |
| Unpaved Trails | Multi-Use Paths |
| | Unpaved Trails |



See p. 44–45 for a description of each type of facility in the BSM network.

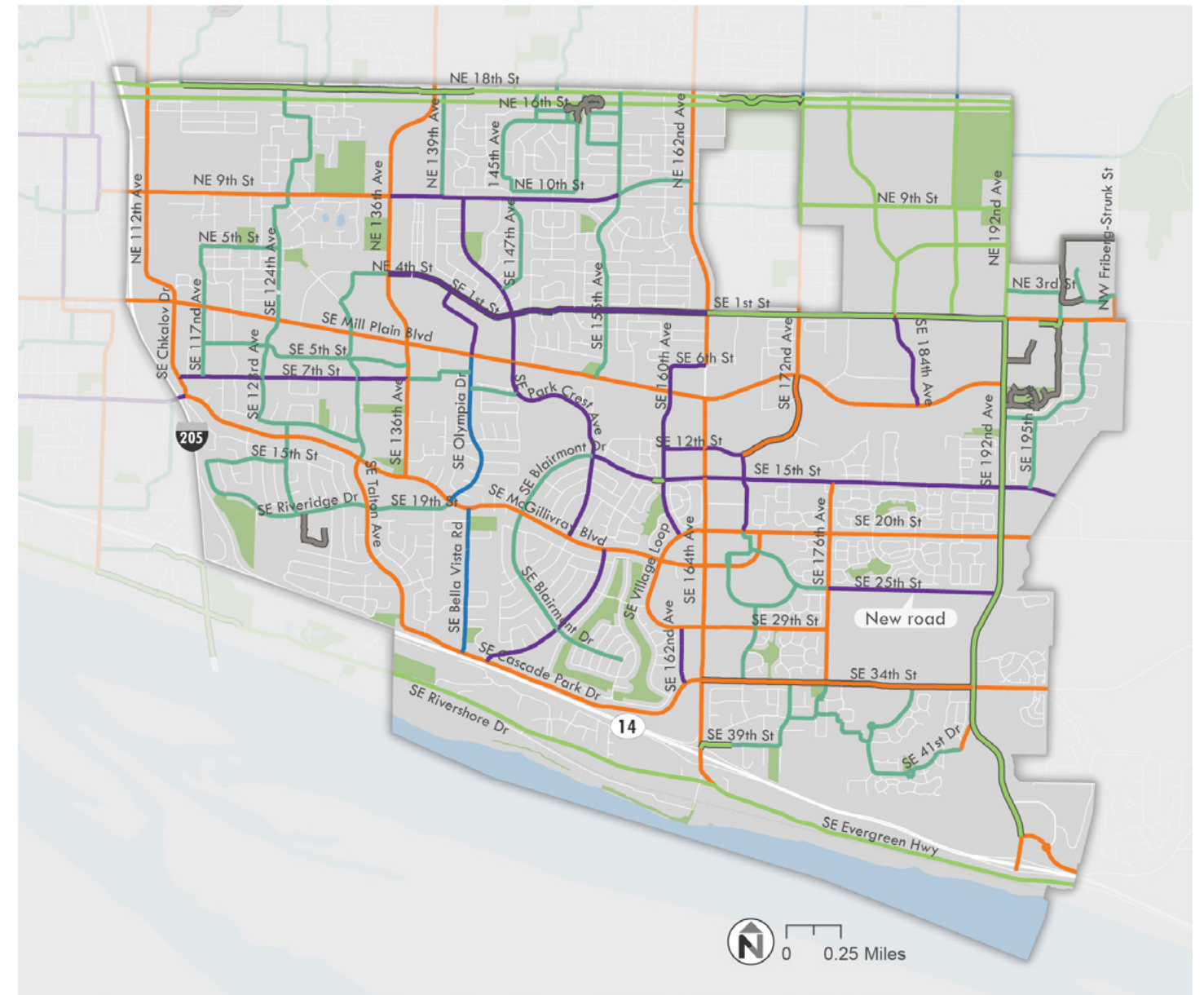
Map B5: Future BSM - Zone 5

Proposed Bicycle and Small Mobility (BSM) Network

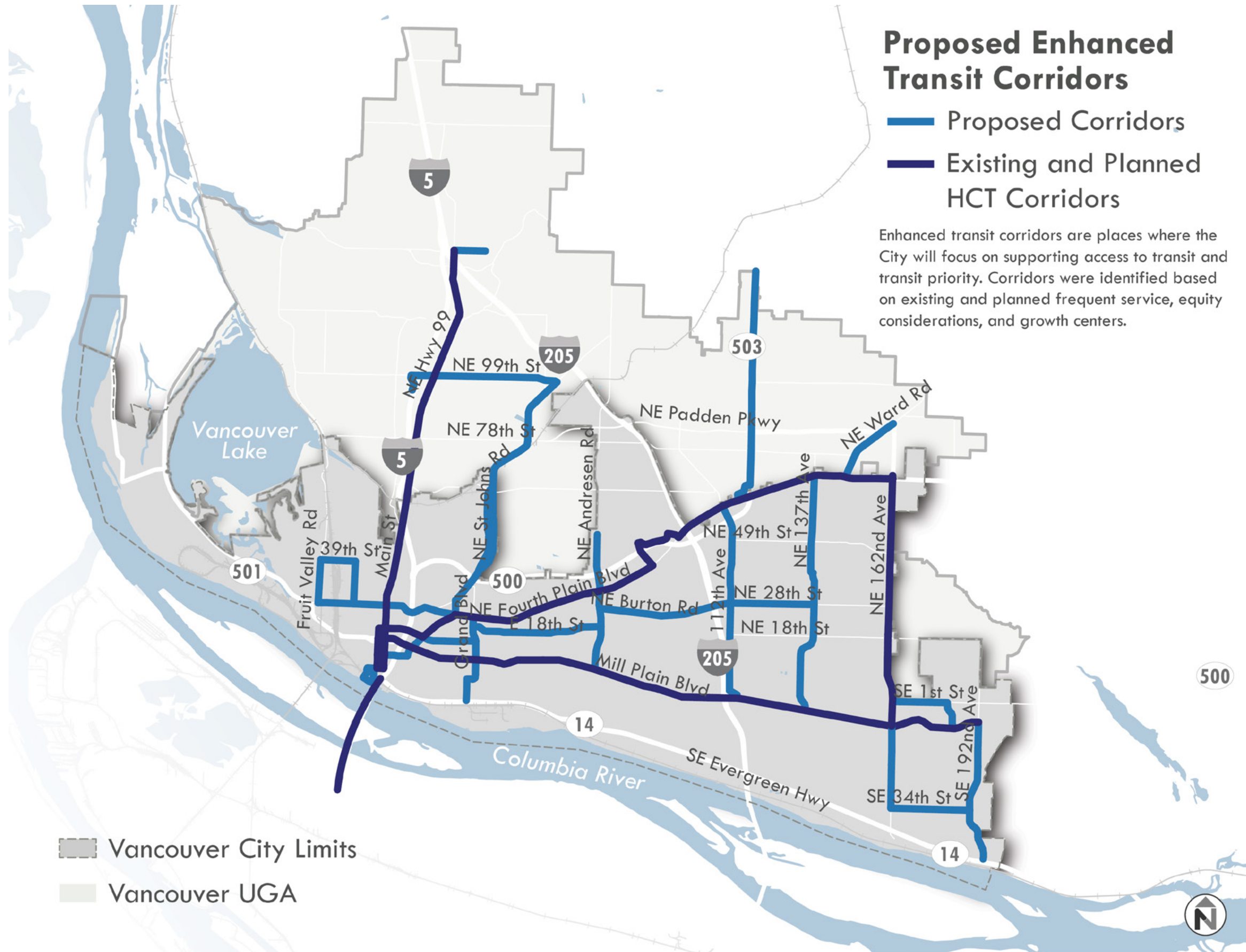
TSP Built
TSP Proposed

- | | |
|---------------------------|-------------------------|
| Protected BSM Lanes | Protected Bike Lanes |
| NA Buffered BSM Lanes | Buffered Bike Lanes |
| BSM Lanes | Bike Lanes |
| NA Neighborhood Greenways | 4 ft. Shoulder Bikeways |
| Multi-Use Paths | Shared Roadways |
| Unpaved Trails | Multi-Use Paths |
| | Unpaved Trails |

CLARK COUNTY PLANNED
BICYCLE NETWORK



Map T0: Enhanced Transit Corridors



FREIGHT CORRIDORS

Map F0: Future Freight Network Map



Designing for Freight

Freight is delivered on a wide range of vehicle sizes, from interstate semi-trailers to small box trucks. Designing for large vehicle turning and through movements has tradeoffs to the environment for walking/rolling or small mobility. For example, a street corner designed for a semi-trailer means a passenger car driver can navigate that same turn at a higher speed.

Freight is critical to our economy. The City can integrate design and policy treatments so freight and vulnerable users can navigate the same streets.

FREIGHT DESIGN TREATMENTS



Recessed stop bars allow larger vehicles to make right turns.
Photo: Nelson\Nygaard



During design, assume trucks will swing into adjacent lanes, which they do in practice.
Photo: Nelson\Nygaard



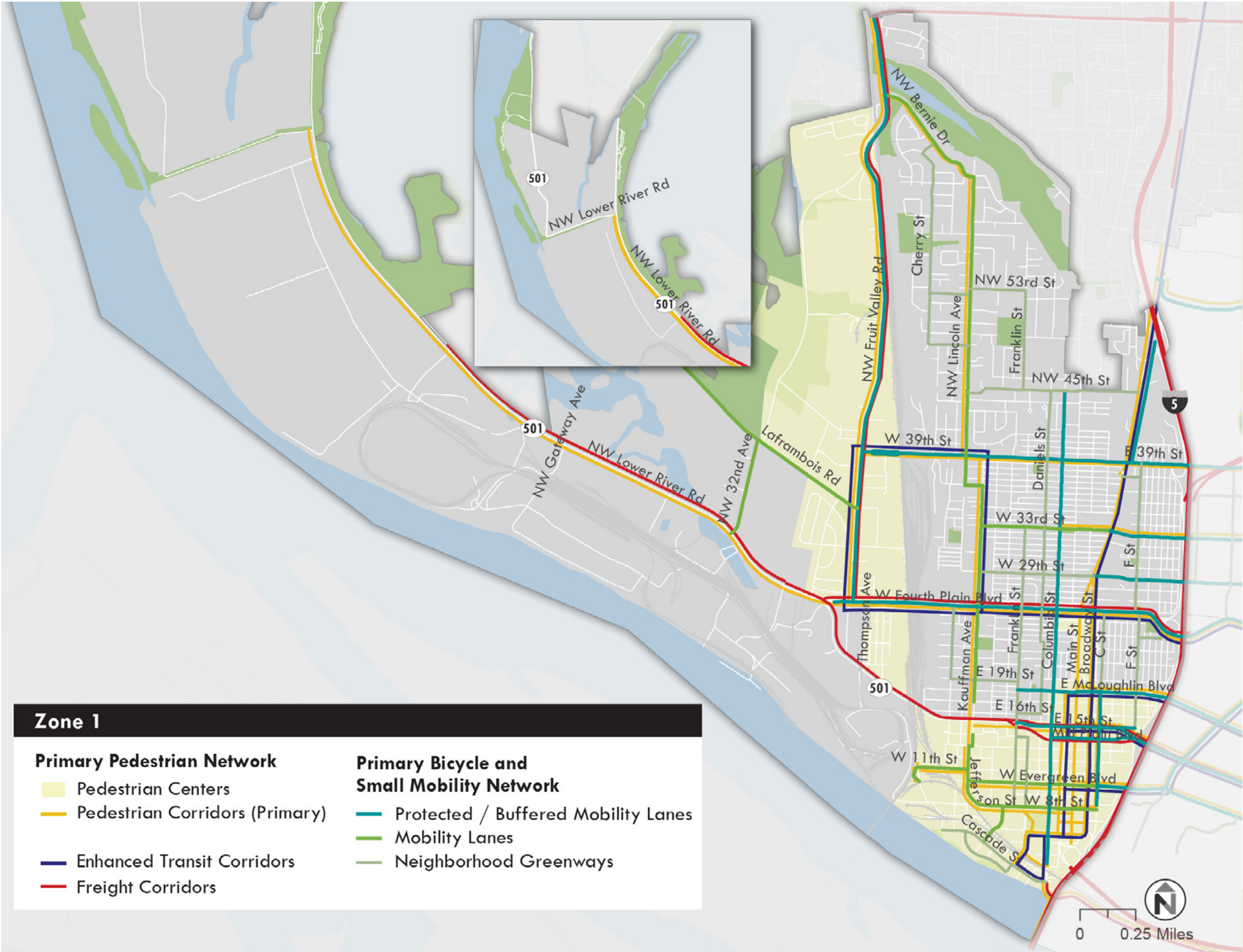
Mountable corners slow down passenger vehicles but can be mounted by trucks.
Photo: Google Street View



Vertical separation allows trucks and vulnerable users to co-exist.
Photo: City of Vancouver

MODAL NETWORKS OVERLAP

Map M1: Modal Networks - Zone 1



How the Networks Overlap

Sometimes one street is part of multiple modal networks. In parts of the city with short blocks and a strong grid, freight, for example, can be accommodated on one street with truck-friendly designs and loading zones, while a parallel street with low traffic volumes will be more suitable for those on bike or small mobility devices. But many of the city's key corridors—like Fourth Plain Boulevard and Fruit Valley Road, for example—do not have parallel routes. In those cases all transportation needs are concentrated on one street.

Maps M1 through M5 show the modal networks overlaid. For legibility, the maps show the primary designated corridors and facilities, and leave off lower-tier designations like unpaved trails.

Designation as part of multiple modal networks means extra care will be needed to rebalance those streets for all.

Network Maps

Bicycle and Small Mobility

Protected Mobility Lanes

Buffered Mobility Lanes

Mobility Lanes

Neighborhood Greenways

Multi-Use Paths

Unpaved Trails

Walking/Rolling

Pedestrian Centers

Pedestrian Corridors (Primary)

Pedestrian Corridors (Secondary)

Neighborhood Greenways

Multi-Use Paths

Transit

Proposed Corridors

Existing and Planned HCT Corridors

Freight

National Highway Freight Network

Truck Freight Economic Corridors

Freight Access Streets: Local Access

Network Overlay Maps

Primary Bicycle and Small Mobility Network

Protected / Buffered

Mobility Lanes

Neighborhood Greenways

Primary Pedestrian Network

Pedestrian Centers

Pedestrian Corridors (Primary)

Transit

Enhanced Transit Corridors

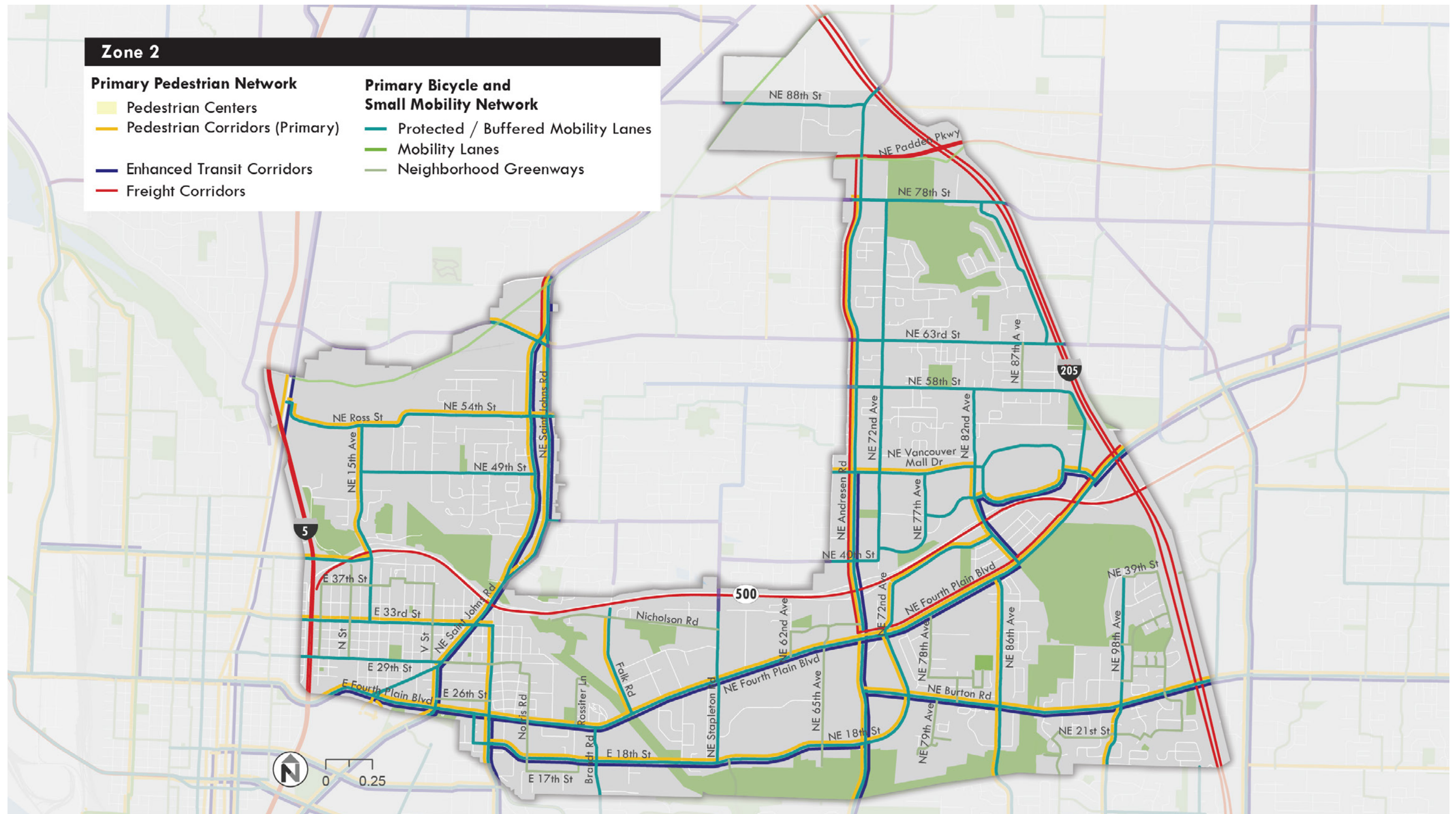
Freight

Freight Corridors

Guide to reading network maps and overlay maps.



See p. 44–45 for a description of each type of facility in the BSM network.





Map M3: Modal Networks - Zone 3





See p. 44–45 for a description of each type of facility in the BSM network.

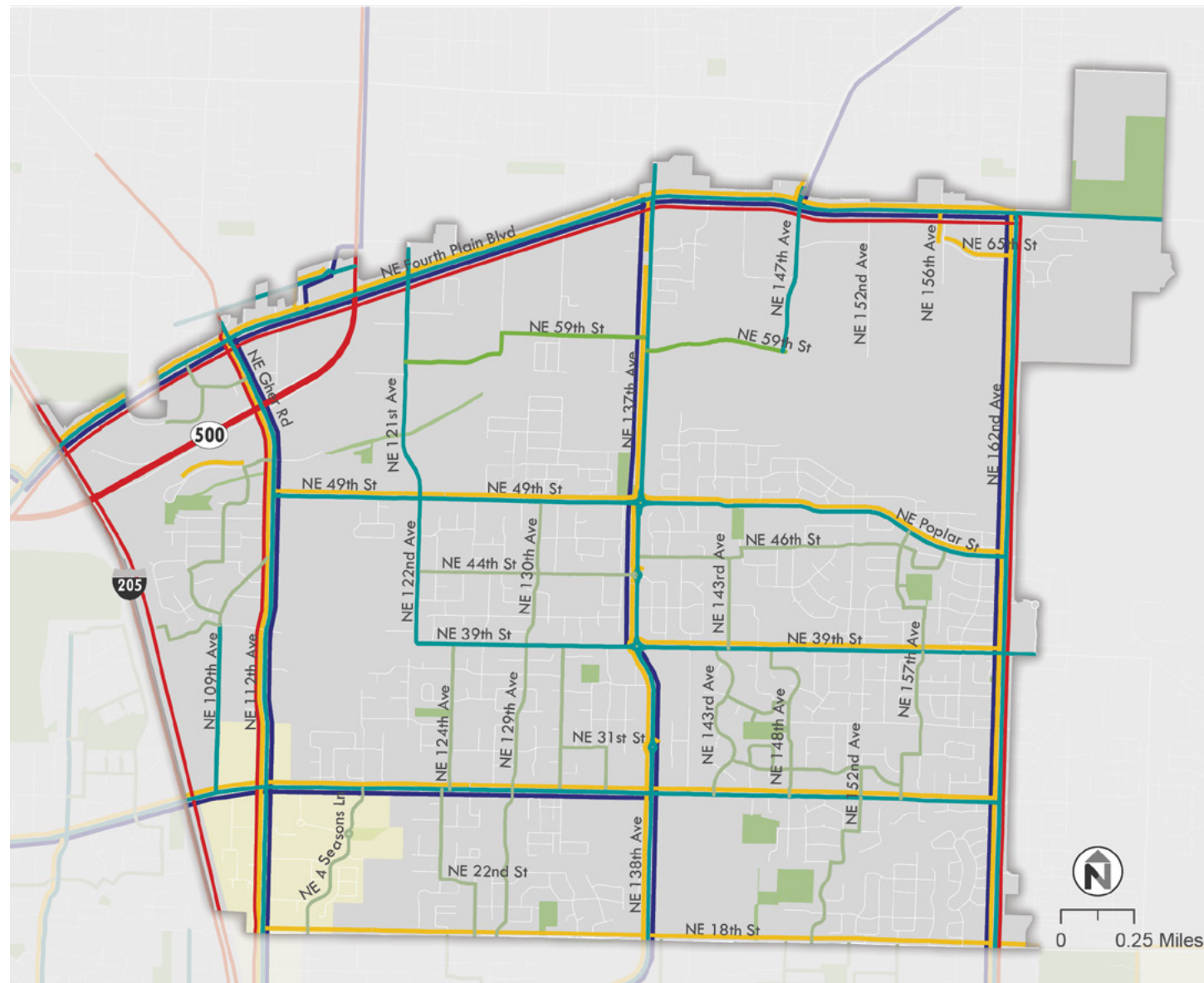
Map M4: Modal Networks - Zone 4

Primary Pedestrian Network

- Pedestrian Centers
- Pedestrian Corridors (Primary)
- Enhanced Transit Corridors
- Freight Corridors

Primary Bicycle and Small Mobility Network

- Protected / Buffered Mobility Lanes
- Mobility Lanes
- Neighborhood Greenways



See p. 44–45 for a description of each type of facility in the BSM network.

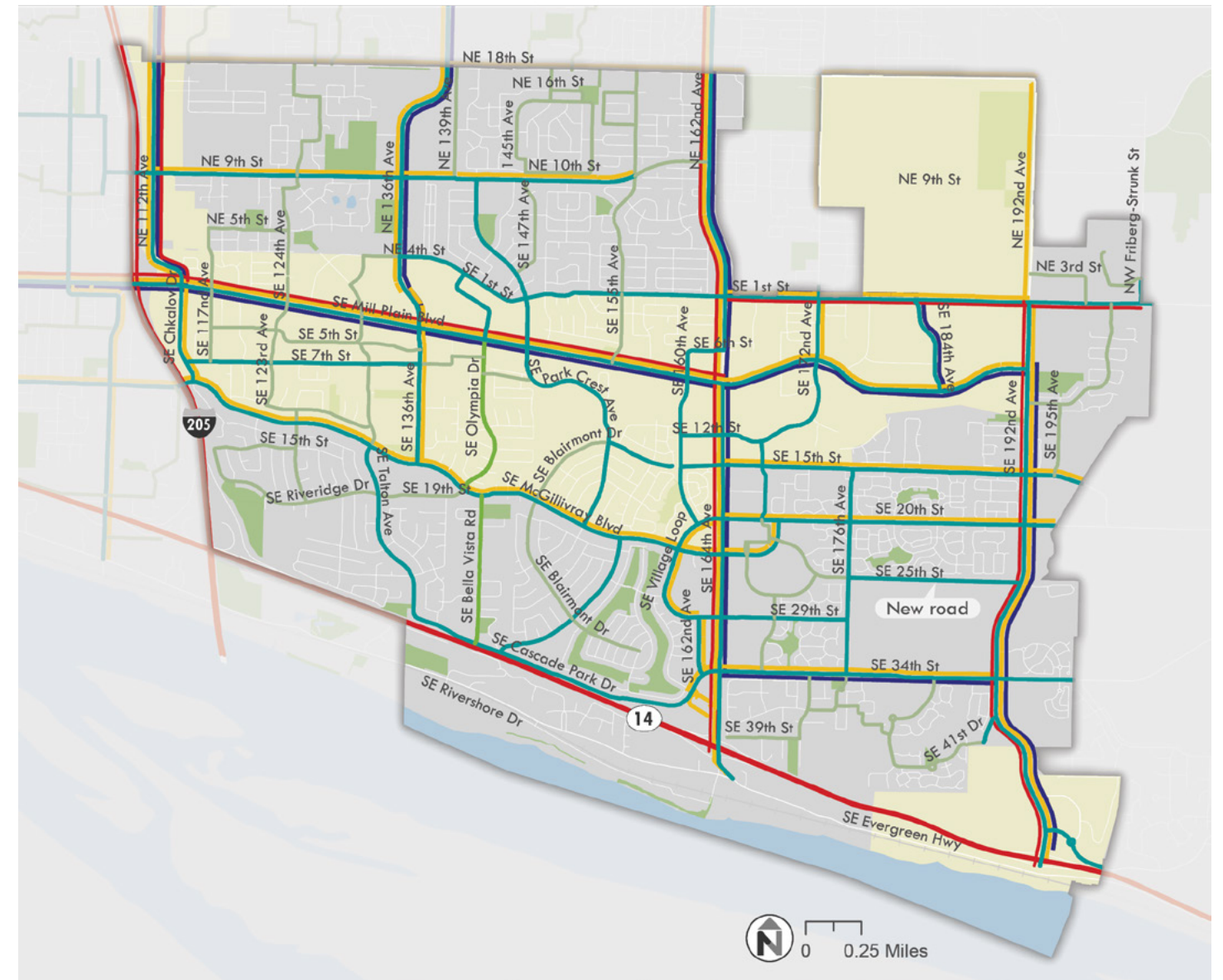
Map M5: Modal Networks - Zone 5

Primary Pedestrian Network

- Pedestrian Centers
- Pedestrian Corridors (Primary)
- Enhanced Transit Corridors
- Freight Corridors

Primary Bicycle and Small Mobility Network

- Protected / Buffered Mobility Lanes
- Mobility Lanes
- Neighborhood Greenways



6. Capital Projects

Capital projects include infrastructure investments that are new and outside of typical maintenance activities. Capital projects get funded and built in three ways:

- 1. Capital Facilities Plan (CFP). Long-range plan of unfunded projects needed for all City services (schools, parks, utilities, transportation).
- 2. Transportation Improvement Program (TIP). Six-year capital project list, updated annually. The intent is for the TIP to include funded projects.
- 3. Coordinated with Development. Some capital projects become needed as a result of development.

The CFP and TIP already include a range of projects tied to roadway needs. The TSP developed modal networks for walking/rolling and BSM that require additional capital investment. After TSP adoption, the City will combine existing CFP and TIP projects with the TSP project list and sort them according to the prioritization framework outlined in the TSP.

Capital Projects Overview

Typical TSP capital projects include:

- Making existing BSM facilities low-stress. For example, upgrading the existing BSM lane on Saint Johns Boulevard to a protected BSM lane with vertical separation.
- Adding new BSM facilities, such as a protected BSM lane on priority corridors, such as 112th Avenue.
- Filling sidewalk gaps on primary pedestrian corridors.
- Adding crossings that meet City’s updated crossing policy spacing and design guidance.

In total, 228 capital projects have been identified to implement the TSP BSM and walking networks:

Total Projects	New Crossings	Small Mobility Facilities	Sidewalk Infill
228 projects: • 31 BSM projects • 6 pedestrian projects • 191 BSM and pedestrian projects	326 new crossings: • 9 Level 1 • 90 Level 2 • 227 Level 3	• 197 miles of existing facilities • 242 miles of proposed facilities Note: One-way distances listed above.	148 miles of proposed sidewalk infill

TYPES OF CROSSINGS

Level 1



Level 2



Level 3



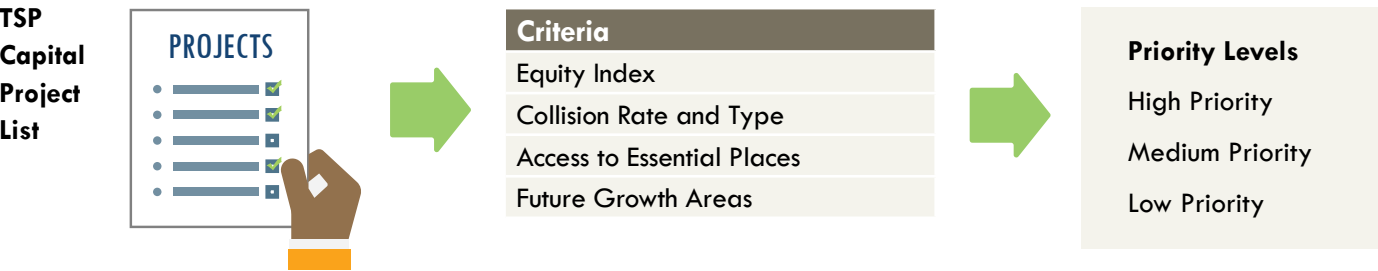
Project Prioritization

Prioritization includes two sets of considerations.

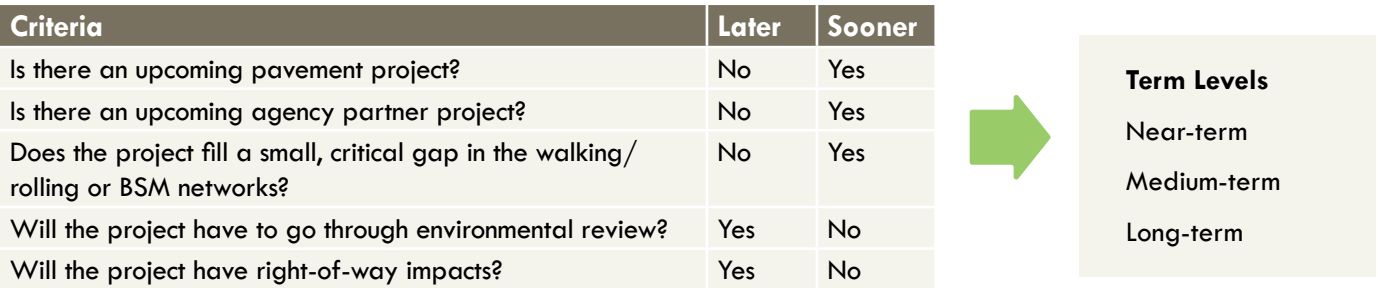
1. Where should we invest? This question asks where the highest need exists based on criteria such as safety history, equity considerations, existing and future growth, etc.
2. When should we invest? In reality, certain projects should be advanced because there are coordination opportunities with other projects. Other projects may be high priority but will take a long time due to environmental considerations, for example.

Moving forward, this framework will be used for TIP and TSP project prioritization.

Where should we invest? What should be our top priority?



When should we invest?



In some cases, medium or high priority projects may end up in the long-term phase if they touch environmentally sensitive areas, for example, that would take a long time to clear through regulatory processes. Or if a street was recently repaved, that project might take a longer time before the City revisits it. In other cases the opposite is true. Low-priority projects may be in the near-term phase due to opportunistic timing with other projects (such as a planned repaving).

Projects that are both high priority and near-term are top candidates for investment. These are marked with an asterisk (*).

A planning-level cost estimate was generated to understand the magnitude of resources needed to construct each project.

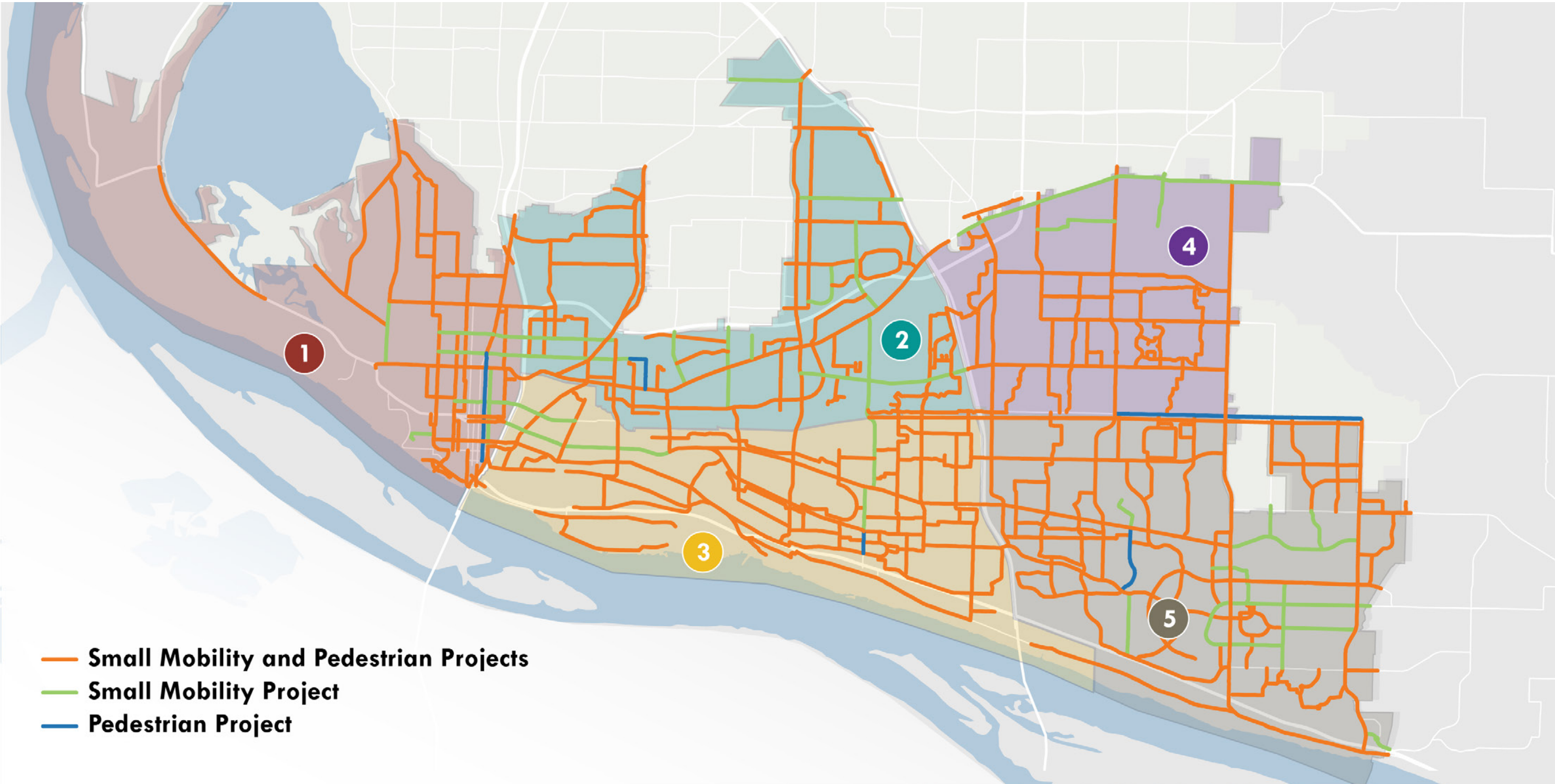
Cost Levels
Low Cost
Medium Cost
High Cost

Capital Projects List

Capital Projects Areas

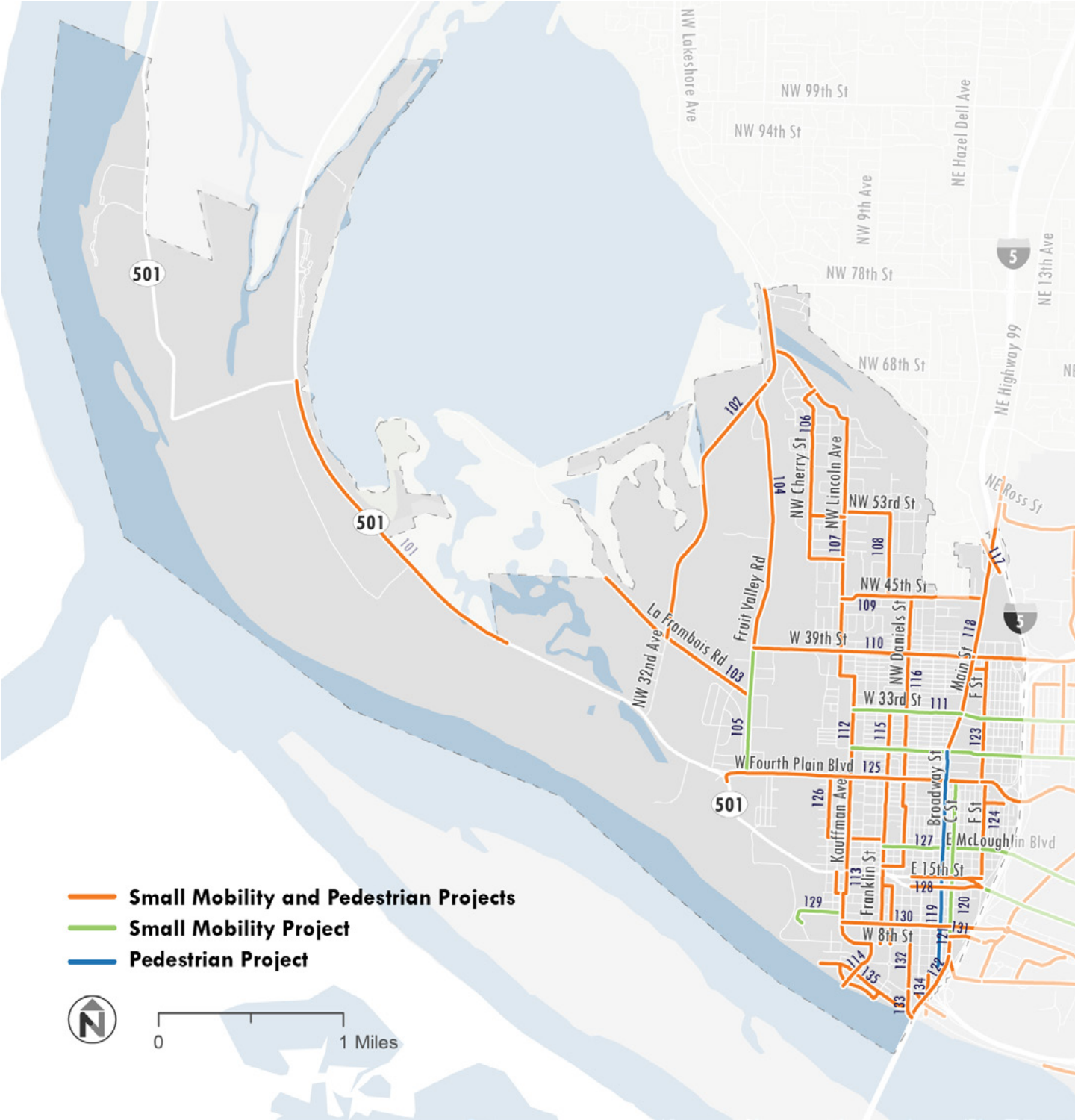
The next section shows the capital projects for each zone of the city, including their prioritization, phasing, and construction cost. The zones were created to break the map into smaller pieces for readability and do not signify any other grouping purpose.

Project Type		Priority	Timing	Cost
SMP SM P	Small Mobility and Pedestrian Projects	Low	Near-term	Low
	Small Mobility Projects	Medium	Medium-term	Medium
	Pedestrian Projects	High	Long-term	High



- Small Mobility and Pedestrian Projects
- Small Mobility Project
- Pedestrian Project

ZONE 1



PROJECT LIST

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	101	501: Fill in MUP gap from Gateway Drive to Lower River Rd	Yes	Yes	Low	Long-Term	High
SMP	102	New off-street connection: MUP from Laframbois Road to Fruit Valley Road	Yes		Medium	Long-Term	Medium
SMP	103	Laframbois Rd: NG from Fruit Valley Road to end of industrial area	Yes		Medium	Long-Term	High
SMP	104	Fruit Valley Rd: Upgrade discontinuous BL to PBL from W 39th St to city limit	Yes	Yes	Medium	Long-Term	High
SM	105	Fruit Valley Rd: Upgrade existing BL to BBL from W 39th St to Fourth Plain Blvd	Yes	Yes	Medium	Medium-Term	Low
SMP	106	NW Cherry St: NG from Bernie Dr to Lincoln Ave	Yes		Low	Long-Term	Medium
SMP	107	Lincoln Ave: Complete continuous BL from Fruit Valley Rd to W 39th St	Yes	Yes	Low	Medium-Term	High
SMP	108	Franklin and 53rd Streets: NG from Lincoln Ave to NW 45th St	Yes		Low	Medium-Term	Medium
SMP	109	NW 45th St: NG from Lincoln Ave to Main St	Yes		Medium	Near-Term	Low
SMP	110	W 39th St: Add new or upgrade existing BL to BBL from Fruit Valley Rd to Main St	Yes	Yes	Medium	Medium-Term	High
SM	111	W 33rd: BL from Kauffman to Main St		Yes	Medium	Near-Term	Low
SMP	112	Kaufman Ave: BL from Mill Plain to W 39th St	Yes	Yes	Medium	Medium-Term	Medium
SMP	113*	Kauffman Ave: BL from Mill Plain to Evergreen Blvd. See also Project 114.		Yes	High	Near-Term	Low
SMP	114	Kauffman/Jefferson/8th: MUP on west side. See also Project 113. Grant St: MUP continues from 8th St to waterfront.	Yes	Yes	High	Long-Term	Medium
SMP	115	Franklin St: NG from W 8th St to W 33rd St		Yes	High	Medium-Term	Low
SMP	116	Daniels St: NG from NW 45th St to 16th St; continue west on 16th St to Franklin St	Yes		Medium	Medium-Term	Medium
SMP	117	MUP: New path connection from Hazel Dell Ave across Main St and connecting to the Discovery Trail			Low	Medium-Term	Medium
SMP	118	Main St: Add crossings and missing sidewalks from E 29th St to NE Ross st. PML from E 39th to Discovery Trail	Yes	Yes	High	Long-Term	Medium
P	119*	Broadway: Add crossings from W 29th St to E 6th St		Yes	High	Near-Term	Low
SM	120	C St: Upgrade existing BL and create continuous BBL from E 8th St to McLoughlin. NG from McLoughlin to Fourth Plain Blvd		Yes	High	Long-Term	Low
SMP	121	C St: Add MUP on C Street between 8th and 7th Streets, connecting to Project #26		Yes	Medium	Medium-Term	Low

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	122	MUP: New path connection from C and 7th Streets along the west side of I-5 to Columbia Way and the waterfront			Medium	Long-Term	High
SMP	123	F St: NG from E 39th St to Fourth Plain Blvd	Yes		Medium	Medium-Term	Low
SMP	124	F St: NG from Fourth Plain Blvd to E 15th St	Yes		Medium	Medium-Term	Low
SMP	125	Fourth Plain Blvd: Upgrade existing BL to PBL from 501 to F St	Yes	Yes	High	Long-Term	High
SMP	126	Lincoln Ave and 19th St: NG from Fourth Plain Blvd to Franklin St	Yes		Medium	Medium-Term	Low
SM	127*	McLoughlin Blvd: BBL from Franklin to G S			High	Near-Term	Low
SMP	128	Mill Plain Blvd/15th St: PBL on the Mill Plain/15th St couplet from Columbia St to I-5	Yes		High	Medium-Term	Medium
SM	129	11th St: Add BL from Jefferson Street to the Amtrak Station		Yes	Medium	Near-Term	Low
SMP	130*	Evergreen Blvd: New BL from Jefferson St to C St		Yes	High	Near-Term	Low
SMP	131	MUP: New path connection across I-5 from around C St and E 8th St to Anderson St, which connects to Fort Vancouver Way	Yes		Medium	Medium-Term	Low
SMP	132*	Columbia St: Continue BBL from 8th St to Phil Arnold Way			High	Near-Term	Low
SMP	133	Columbia St: MUP (west side) from Phil Arnold Way to I-5	Yes	Yes	High	Long-Term	Low
SMP	134	I-5 crossing: New MUP crossing I-5 from Main and E 5th Streets to the MUP along Columbia Way at the waterfront			Medium	Long-Term	Low
SMP	135	Columbia Way and Waterfront Way waterfront streets: NG		Yes	Medium	Near-Term	Low

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

PROJECT SPOTLIGHT

JEFFERSON/KAUFFMAN (#113)

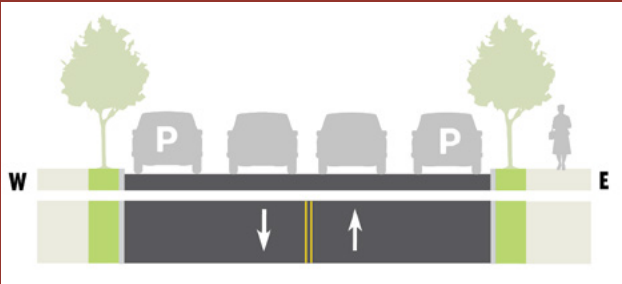
The Jefferson/Kauffman corridor links neighborhoods in the western part of Downtown to the multi-use path on Mill Plain Blvd and the waterfront. The City has secured funding for this project and it is anticipated to go to construction in 2024.

STREET CHARACTERISTICS

Posted Speed:
25 MPH

Traffic Volumes:
N/A

Bus Service:
C-TRAN Route 25
(St. Johns)



PROJECT DESCRIPTION

Project Length:
1.1 miles

Pedestrian:
X new crossings
X ft sidewalk

Priority:
High

Phasing:
Near

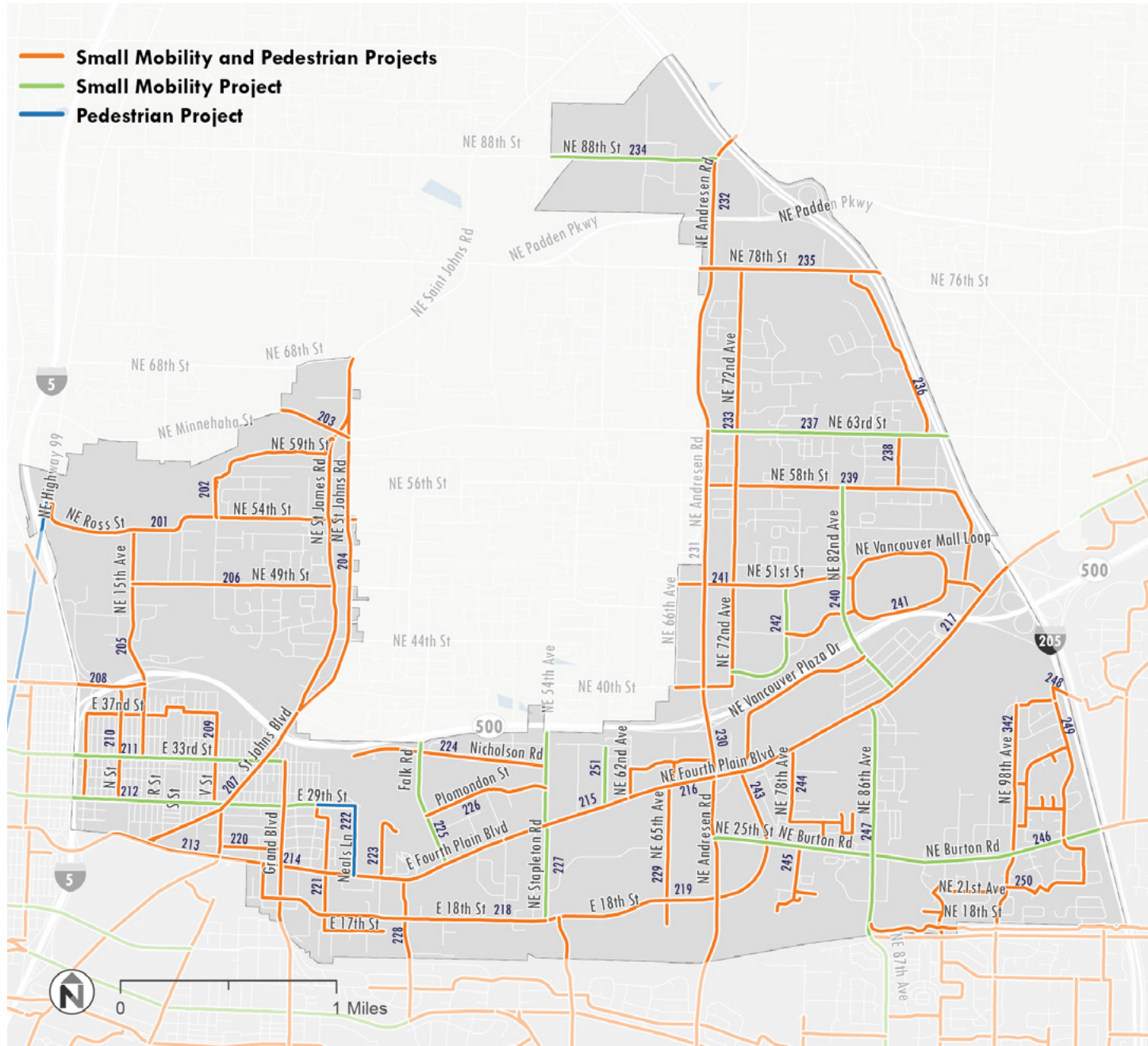
Bike and Small Mobility:

- Multi-use path on Jefferson/Kauffman from Evergreen to Mill Plain, on 13th Street from Kauffman to Markle Avenue, and on Markle Avenue from 13th Street to Mill Plain
- This path investment connects people to the multi-use path on Mill Plain Boulevard and to the future multi-use path continuing south to the waterfront

MODAL NETWORKS

- Multi-Use Path
- Primary Pedestrian Corridor
-
-





PROJECT LIST

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	201	NE Ross/NE54th: PBL from Highway 99 to just east of Saint Johns Rd (city limit)	Yes	Yes	Medium	Long-Term	High
SMP	202	MUP: Formalize Ellen Davis Trail connection as a paved MUP between NE 54th St and Saint James Rd	Yes		Low	Long-Term	High
SMP	203	NE Minnehaha St: Add PBL in the city section of Minnehaha St, connecting to facilities planned by Clark County.	Yes		Medium	Long-Term	Low
SMP	204	Sants James/Saint Johns: Upgrade existing BL to PBL from Petticoat Lane to city limits	Yes	Yes	Medium	Long-Term	High
SMP	205	P St/NE 15th Ave: Continuous BBL from E 33rd St to NE 54th St	Yes	Yes	Medium	Long-Term	High
SMP	206	NE 49th St: PBL between NE 15th Ave and Saint James Rd	Yes		Medium	Long-Term	High
SMP	207	Sants James/Saint Johns: Upgrade existing discontinuous BL to PBL from Fourth Plain Blvd to Petticoat Lane	Yes	Yes	High	Long-Term	Medium
SMP	208	E 39th St: Upgrade BL to PBL from Main St to NE 15th Ave	Yes		High	Long-Term	Medium
SMP	209	K/V/E 37th Streets: NG with connection points to 29th St	Yes		Medium	Medium-Term	Medium
SMP	210	N St: NG from E 29th St to just south of SR-500	Yes		Medium	Long-Term	Medium
SM	211*	E 33rd St: PBL from Main St to Grand Blvd	Yes	Yes	High	Near-Term	Medium
SM	212	E 29th St: NG from Kauffman Ave to Neals Lane	Yes		Medium	Near-Term	Medium
SMP	213	Fourth Plain: PBL from F St to Falk Rd	Yes	Yes	High	Medium-Term	Medium
SMP	214	Fourth Plain: BBL from Fort Vancouver Way to General Anderson Ave	Yes	Yes	High	Long-Term	Medium
SMP	215*	Fourth Plain: BL from General Anderson Ave to 62nd Ave		Yes	High	Near-Term	Low
SMP	216*	Fourth Plain: MUP on one side from 62nd Ave to Andresen Rd		Yes	High	Near-Term	Low
SMP	217*	Fourth Plain Blvd: Add new PBL from Andresen Rd to city limits (102nd Ave)		Yes	High	Near-Term	Medium
SMP	218	Z St/E 18th/E 20th: Upgrade existing BL to PBL from Fourth Plain Blvd to Stapleton Rd	Yes	Yes	High	Long-Term	High
SMP	219	E 18th: Upgrade existing BL to PBL from Stapleton Rd to NE 25th St	Yes		High	Long-Term	Medium
SMP	220	E 25th St: NG between Fort Vancouver Way and Grand Blvd	Yes		High	Medium-Term	Medium
SMP	221	Norris Rd/E 17th St: NG from 29th St to south of E 18th St	Yes		High	Medium-Term	Medium
P	222	E 29th St/Neals Lane: Fill in missing sidewalk from Watson Ave to Fourth Plain Blvd	Yes		High	Medium-Term	Medium

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	223	Rossiter Ln: NG from Fourth Plain Blvd to Burnt Bridge Creek Trail	Yes		High	Long-Term	Low
SMP	224	Nicholson Rd: NG from Burnt Bridge Creek Trail to NE Stapleton Rd	Yes		Medium	Long-Term	Medium
SM	225	Falk Rd: Upgrade existing BL to BBL from the city limit to Fourth Plain Blvd		Yes	High	Long-Term	Low
SMP	226	Plomondon St: Add NG and fill missing sidewalks from Falk Rd to Stapleton Rd	Yes		High	Long-Term	Medium
SM	227*	Stapleton Rd: BBL from city limit to E 18th St	Yes		High	Near-Term	Low
SMP	228	Brandt Rd: Upgrade existing BL to BBL from Fourth Plain to Mill Plain Blvds	Yes		Medium	Long-Term	Low
SMP	229	NE 65th/62nd/33rd: NG on NE 65th Ave from Burnt Bridge Creek Trail to NE 33rd St. NG on 33rd St and 62nd Ave connecting to Fourth Plain Blvd. New connection extending NE 33rd St east to Andresen Rd.	Yes		High	Long-Term	Medium
SMP	230	Andresen: Upgrade existing BL to PBL from Fourth Plain to NE 40th	Yes	Yes	High	Long-Term	Low
SMP	231*	Andresen: Upgrade existing BL to PBL from NE 40th to NE 63rd		Yes	High	Near-Term	Low
SMP	232	Andresen: Upgrade existing BL to PBL from NE 63rd to city limits	Yes	Yes	Medium	Long-Term	Medium
SMP	233	NE 72nd Ave: Upgrade existing BL to PBL from NE 78th St to the city limit on NE 40th St	Yes		High	Long-Term	High
SM	234	NE 88th St: Upgrade existing BL to PBL from city limits to Andresen Rd			Low	Medium-Term	Low
SMP	235	NE 78th St: Upgrade existing BL to PBL in the city section, connecting to planned Clark County facilities	Yes		Low	Long-Term	High
SMP	236	Meadows Drive: BBL from NE 78th to NE 63rd Streets	Yes		Low	Long-Term	Medium
SM	237	NE 63rd St: PBL in city section connecting to planned facilities in Clark County			Medium	Medium-Term	Low
SMP	238	NE 87th Ave: NG from NE 63rd to NE 58th Streets	Yes		Medium	Medium-Term	Low
SMP	239	NE 58th St: New PBL from city limit to Vancouver Mall Dr	Yes		High	Long-Term	High
SM	240	Thurston Way: Upgrade existing BL to PBL from NE 58th St to Fourth Plain Blvd		Yes	High	Long-Term	Medium
SMP	241	Vancouver Mall Access: Add a continuous PBL network on the Vancouver Mall ring road and key links leading up to the mall	Yes	Yes	High	Long-Term	Medium
SM	242	NE 41st St: Upgrad existing BL to BBL from NE 72nd Ave to Vancouver Mall Drive			High	Medium-Term	Low
SMP	243	Vancouver Plaza Dr: Add PBL on roadway connecting from NE 25th St to NE Thurston Way	Yes	Yes	High	Long-Term	High

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	244	NE 78th/84th Ave: NG from Fourth Plain Blvd to Burton Rd	Yes		Medium	Long-Term	Medium
SMP	245	NE 77th/79th Ave: NG from Burton Rd to the end of 77th Ct			Medium	Medium-Term	Low
SM	246*	NE Burton Rd: Upgrade existing BL to PBL from Andresen Rd to I-205	Yes	Yes	High	Near-Term	Medium
SM	247*	NE 86th/87th Ave: Upgrade existing BL to PBL from Fourth Plain to Mill Plain Boulevards	Yes	Yes	High	Near-Term	Medium
SMP	248	MUP: New connection crossing I-205 linking NE 102nd Ave to Fairview Ct	Yes		Medium	Long-Term	High
SMP	249	Oakbrook Park area: NG in the streets connecting to the park including NE 101st, NE 103rd, NE 99th, NE 29th, NE 39th	Yes		Low	Long-Term	Medium
SMP	250	NE 21st/25th: NG from Burton Rd to NE 18th St MUP	Yes		Low	Long-Term	Medium
SMP	251	Fourth Plain west of 62nd Ave: MUP from Don Pedro's on Fourth Plain to 34th Ave	Yes		High	Medium-Term	Medium

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

PROJECT SPOTLIGHT

BURTON ROAD (#246)

Burton Road/28th Street provides a direct east-west connection across the city from Andresen Road to the eastern city limit (as 28th Street). The high posted speed makes the existing mobility lanes challenging for all ages and abilities.

STREET CHARACTERISTICS

Traffic Volumes: 9,390 ADT at NE 86th Avenue (Source: RTC, 2022)

Posted Speed: 35 MPH

Bus Service: C-TRAN Route 30 (Burton)



PROJECT DESCRIPTION



Project Length:
1.8 miles



Bike and Small Mobility:
Upgrading existing ML to PML



Pedestrian:
5 new level 3 crossings
20 ft new sidewalk



Priority:
High



Phasing:
Near

Crossings on Burton Road:

- Today, crossings are spaced every 1,358 feet – that's a 6 ½ minute walk/roll for the average person
- 6 out of 16 Route 30 bus stops are more than 200' from a crossing
- Project 246 adds five level 3 crossings (includes a pedestrian signal)
- In the future, crossings will be spaced every 792 feet, which meets the City's updated pedestrian crossing policy

MODAL NETWORKS



Protected Mobility Lane



Primary Pedestrian Corridor



Enhanced Transit Corridor



ZONE 3



PROJECT LIST

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	301	Fort Vancouver Way: Upgrade existing BL to PBL from Evergreen Bld to Saint Johns Blvd	Yes	Yes	Medium	Medium-Term	High
SMP	302	Fort Vancouver Way: NG from Evergreen Blvd to E 5th St	Yes	Yes	High	Long-Term	Low
SMP	303	NG connecting Fort Vancouver Way and Reserve St			Medium	Medium-Term	Low
SMP	304	Reserve St: Upgrade existing BL to PBL from Evergreen Blvd to Waterworks Park	Yes		Medium	Long-Term	High
SM	305	McLoughlin Blvd: BBL from F St to Reserve St	Yes		Medium	Medium-Term	Low
SMP	306	Fort Vancouver: NG from Evergreen Blvd to 5th St			Low	Medium-Term	Low
SMP	307	MUP: New connection crossing I-5 from C St to Jefferson St	Yes		Medium	Long-Term	High
SMP	308	E 5th St: MUP from Fort Vancouver Way to Reserve St	Yes		Medium	Long-Term	Medium
SMP	309	MUP: New connection crossing I-5 from 3rd St to Fort Vancouver	Yes		High	Long-Term	High

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.



Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SM	310*	Mill Plain Blvd: Add PBL from I-5 to Brandt Rd	Yes	Yes	High	Near-Term	Medium
SMP	311	Mill Plain Blvd: Add PBL from Brandt Rd to Garrison Rd	Yes	Yes	Medium	Long-Term	High
SMP	312	Mill Plain Blvd: Add PBL from Garrison Rd to I-205	Yes	Yes	High	Long-Term	Medium
SMP	313	Evergreen Blvd: PBL from C St to Reserve St	Yes	Yes	High	Long-Term	High
SMP	314	Evergreen Blvd: Upgrade existing BL to BBL from Reserve St to Blandford Dr	Yes	Yes	Medium	Near-Term	Medium
SMP	315	Evergreen Blvd: PBL from Cblanford Rd to just east of Andresen Rd	Yes	Yes	Low	Long-Term	High
SMP	316	E 5th St: NG from Fort Vancouver to Evergreen Blvd	Yes		Medium	Long-Term	Medium
SMP	317	Shorewood Dr: PBL connecting Evergreen Blvd across SR-14 to Beach Dr.	Yes	Yes	Low	Long-Term	Medium
SMP	318	MUP: MUP on Shorewood Dri from Beach Dr to Riverside Dr	Yes	Yes	Low	Long-Term	Low
SMP	319	Riverside Dr: PBL from Shorewood Dr to Evergreen Hwy	Yes	Yes	Low	Long-Term	High
SMP	320	Evergreen Highway: MUP from Chelsea Ave to Ellsworth Rd	Yes		Low	Long-Term	High
SMP	321	SE Beach Dr: MUP from Riverside Dr to Wintler Park	Yes	Yes	Low	Long-Term	High
SMP	322	Grand Blvd: Upgrade existing BL to PBL from Columbia House Blvd to 33rd St	Yes	Yes	High	Long-Term	High
SMP	323	Columbia House Blvd/Blanford St: PBL connecting from Columbia Way to MacArthur Blvd	Yes	Yes	Medium	Long-Term	High
SMP	324	Columbia Way: BBL from housing area west of Surprise Beach to Columbia Shores Blvd	Yes	Yes	Low	Long-Term	Medium
SMP	325	Columbia Way: MUP connecting from Columbia Shores Blvd to Marine Park	Yes		Low	Long-Term	Medium
SMP	326	MUP: New connection between Marine Park and Columbia House Blvd along the waterfront	Yes		Low	Long-Term	High
SMP	327	Kansas/Michigan/E 13th St: NG parallel to Mill Plain from McLoughlin Blvd to Garrison Rd	Yes		Medium	Long-Term	Medium
SMP	328	Devine Rd/Highland Dr: NG from E 18th St to Andresen Rd	Yes		Medium	Long-Term	Medium
SMP	329	MacArthur Blvd: Upgrade existing BL to PBL from Mill Plain to Lieser Rd	Yes	Yes	Medium	Long-Term	Medium
SMP	330	Saint Helens Ave: PBL from Lieser Road to SE 98th Ave	Yes	Yes	Low	Medium-Term	High
SMP	331	Oklahoma Dr/Memphis Way: NG connecting from MacArthur Blvd to Corrigidor Rd	Yes		Low	Medium-Term	Medium
SMP	332	Andresen: Upgrade existing BL to PBL from Fourth Plain to Evergreen	Yes	Yes	High	Long-Term	High
SMP	333	Delaware Lane: NG from Mill Plain to MacArthur Blvds around Lieser Crest Park	Yes		Medium	Medium-Term	Medium

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	334	Maple Ave: NG east-west between Andresen Rd and Lieser Rd; NG north-south connecting MacArthur Blvd to Middle Way	Yes		Low	Long-Term	Medium
SMP	335	SE Middle Way/Columbia Ridge Dr: NG from Evergreen Blvd to St Helens Ave	Yes		Low	Long-Term	Medium
P	336	Lieser Rd: PBL from MacArthur Blvd to Middle Way	Yes		Medium	Medium-Term	Low
SM	337	Lieser Rd: Upgrade existing BL to PBL from Mill Plain to MacArthur Boulevards	Yes		High	Long-Term	Medium
SMP	338	Silver Star Ave: NB from Lieser Rd to SE 98th Ave	Yes		Medium	Medium-Term	Medium
SMP	339	NE 92nd Corridor: Network of NG on north/south NE 92nd, between 67th and 97th Avesnues with connections from NE 18th St MUP to Saint Helens Ave	Yes		Medium	Long-Term	Medium
SMP	340	NE 9th St: NG from Garrison Rd to 87th Ave	Yes		High	Long-Term	Medium
SMP	341	Garrison Rd: BBL from Mill Plain Blvd to Douglas Park	Yes		High	Long-Term	Low
SMP	342	NE 97th/98th Ave: Upgrade existing BL to BBL from Burnt Bridge Creek Trail at NE 97th Ave to SE 10th St	Yes	Yes	Medium	Long-Term	High
SMP	343	MUP: New MUP adjacent to NE 18th St from NE 86th Ave (Burnt Bridge Creek Trail) to Four Seasons Lane	Yes		Low	Long-Term	High
SMP	344	NE 14th St: BBL from NE 97th Ave to NE 104th Ave	Yes		Medium	Long-Term	Low
SMP	345	NE 107th/108th Ave: BBL from NE 18th St to NE 8th St	Yes		Medium	Medium-Term	Medium
SMP	346	NE 9th St: NG from NE 108th Ave to NE 92nd Ave	Yes		Medium	Medium-Term	Medium
SMP	347	NE 104th: BBL from NE 14th to Mill Plain Blvd	Yes		Medium	Near-Term	Medium
SMP	348	Ellsworth Rd: PBL from Evergreen Hwy to Mill Plain Blvd	Yes	Yes	Medium	Long-Term	High
SMP	349	SE 5th St: NB from SE 98th Ave to Ellsworth Rd	Yes		Medium	Long-Term	Medium
SMP	350	SE 10th St: BBL from SE 98th Ave across I-205 to Chkalov Dr	Yes	Yes	High	Long-Term	High
SMP	351	Butte/98th Ave: NG from Columbia Ridge Dr to SE 10th St	Yes	Yes	Low	Long-Term	Medium
SMP	352	NE 95th Ave: NG from Sain Helens Ave to Mt Hood Ave	Yes		Low	Long-Term	Medium
SMP	353	Mt Hood Ave: NG from Middle Way to Ellsworth Rd	Yes		Low	Long-Term	Medium
SMP	354	SE 19th St/Nancy Rd: NG from Ellsworth Rd to SE 10th St	Yes		Low	Long-Term	Medium
SMP	355	SE 23rd Ave: NG from Ellsworth Rd to I-205 MUP	Yes		Low	Long-Term	Low

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

PROJECT SPOTLIGHT

GRAND BOULEVARD PML (#322)

Grand Boulevard from Columbia House Boulevard to 33rd Street is the only north-south direct connection between Interstate 5 and Andresen Road. This critical connection provides access to many essential places, including grocery stores, schools, and employment opportunities.

STREET CHARACTERISTICS

Traffic Volumes:
9,500 ADT at Columbia House Blvd (Source: RTC, 2017)
8,000 ADT at Mill Plain Boulevard (Source: RTC, 2021)

Posted Speed: 25 MPH
Bus Service: C-TRAN Route 6 (Fruit Valley/Grand)



PROJECT DESCRIPTION



Project Length:
1.93 miles



Bike and Small Mobility:
Upgrading existing ML to PML on both sides of street



Pedestrian:
5 new level 3 crossings
1,520 ft new sidewalk



Priority:
High



Phasing:
Near

MODAL NETWORKS



Protected Mobility Lane



Primary Pedestrian Corridor



Enhanced Transit Corridor



PROJECT SPOTLIGHT

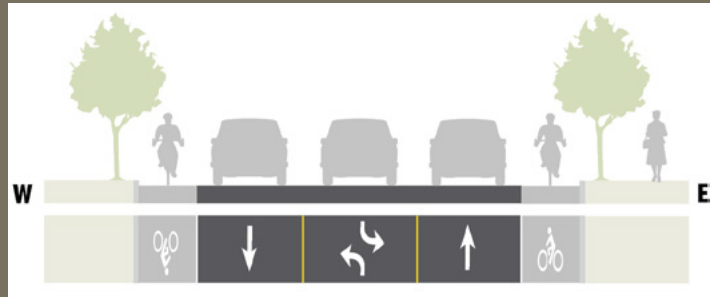
NE 136TH AVENUE (#515, 516)

NE 136th Avenue provides a direct north-south connection from McGillivray Boulevard to the northern city limit at Fourth Plain Boulevard. The TSP identified the entire corridor for a protected mobility lane. Projects 515 and 516 upgrade the existing mobility lane to protected mobility lane from McGillivray Boulevard to NE 18th Street.

STREET CHARACTERISTICS

Traffic Volumes:
15,800 ADT at Mill Plain Boulevard (Source: RTC, 2022)
19,250 ADT at NE 18th Street (Source: RTC, 2022)

Posted Speed: 35 MPH
Bus Service: C-TRAN Route 80 (Vancouver Mall/Fisher's)



PROJECT DESCRIPTION



Project Length:
1.9 miles



Bike and Small Mobility:
Upgrade existing ML to PML



Pedestrian:
5 new level 3 crossings



Priority:
X



Phasing:
X

MODAL NETWORKS



Protected Mobility Lane



Primary Pedestrian Corridor

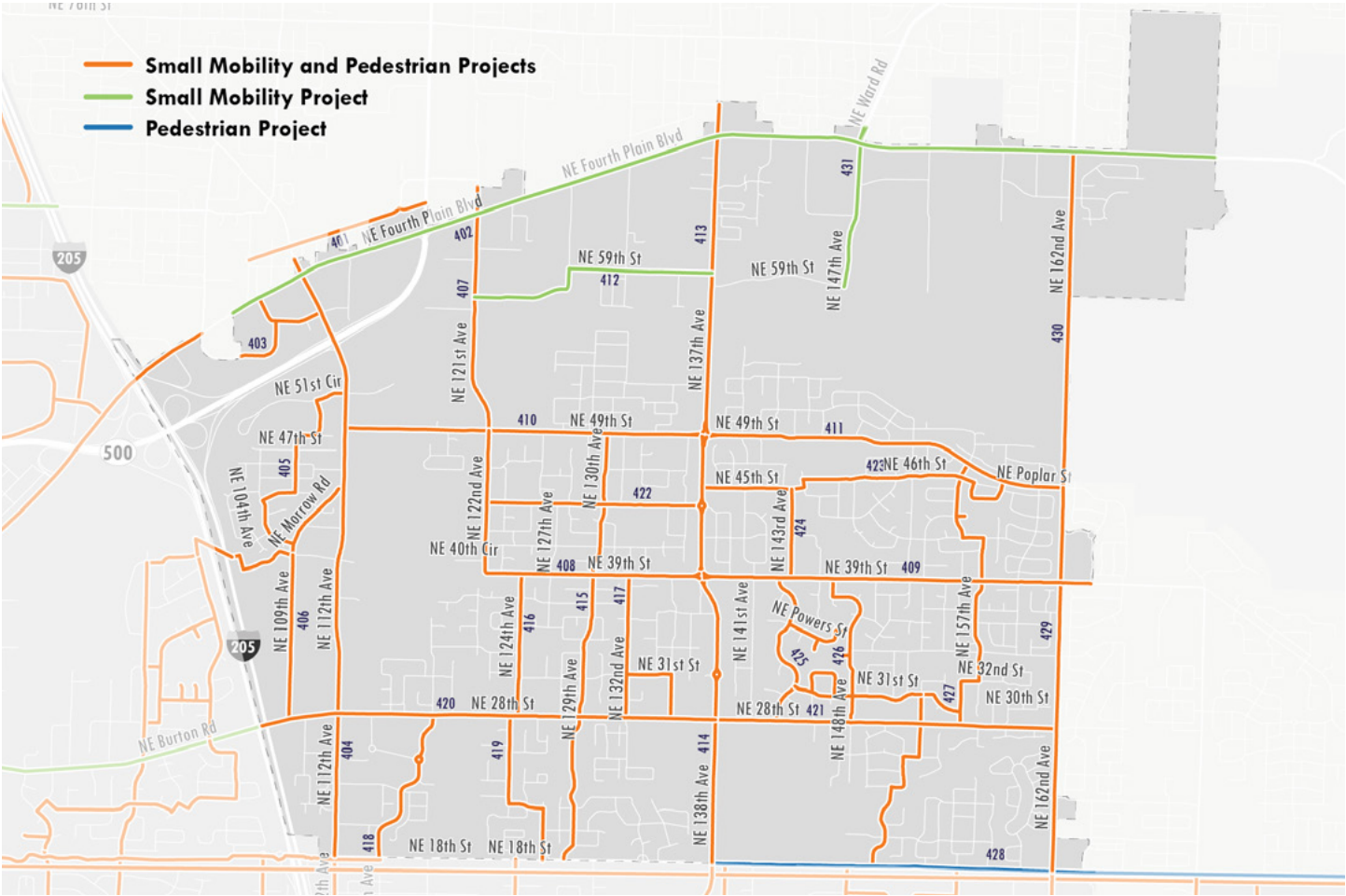
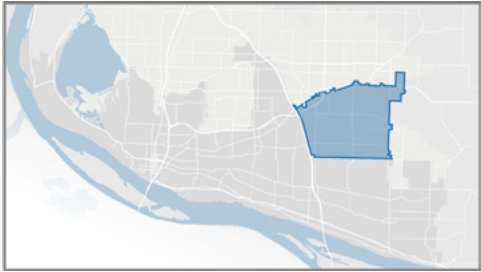


Enhanced Transit Corridor





ZONE 4



PROJECT LIST

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	401	NE Rosewood Ave: BBL at NE 105th to SR 503	Yes	Yes	Medium	Medium-Term	High
SM	402	Fourth Plain Blvd: Upgrade existing BL to PBL from western to eastern city limit	Yes	Yes	High	Long-Term	High
SMP	403	Coxley Dr/107th Ave: NG in the Orchards neighborhood between Fourth Plain Blvd and Gher Rd	Yes		High	Long-Term	Low
SMP	404	NE 112th Ave: PBL from city limit (just north of Fourth Plain) to NE 18th St	Yes	Yes	High	Long-Term	High
SMP	405	NE 106th-110th Ave: Network of NG Connecting from NE 112th Ave and Morrow Road to a new MUP (#248) across I-205	Yes		Medium	Long-Term	Medium
SMP	406	NE 109th Ave: PBL from NE 39th St to NE Burton Rd	Yes		High	Long-Term	Low

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	407	NE 121st-122nd Ave: PBL from city limit to NE 49th St	Yes		High	Long-Term	Low
SMP	408	NE 39th St/NE 122nd Ave: PBL from NE 49th St to NE 137th Ave	Yes		Medium	Long-Term	High
SMP	409	NE 39th St: PBL from NE 137th Ave to NE 162nd Ave	Yes	Yes	Medium	Medium-Term	High
SMP	410	NE 49th St: PBL from NE 112th Ave to NE 137th Ave	Yes	Yes	Medium	Long-Term	High
SMP	411	NE Poplar St: BBL from NE 137th Ave to NE 162nd Ave	Yes	Yes	Low	Long-Term	Medium
SM	412	NE 56th/NE 59th Streets: BL from NE 121st Ave to NE 137th Ave	Yes		Medium	Medium-Term	High
SMP	413	NE 136th/138th Ave: PBL from City Limits to NE 49th St	Yes	Yes	Medium	Long-Term	High
SMP	414	NE 136th/138th Ave: PBL from NE 49th St to NE 18th St	Yes	Yes	Low	Long-Term	Medium
SMP	415	NE 129th/130th Ave: NG from NE 49th St to NE 18th St	Yes		Medium	Long-Term	Medium
SMP	416	NE 124th Ave: NG from NE 39th St to NE 28th St	Yes		Medium	Medium-Term	Medium
SMP	417	NE 31st St: NG from NE 39th St to NE 28th St	Yes		Low	Medium-Term	Medium
SMP	418	Four Seasons Lane: NG from NE 28th St to NE 18th St	Yes		Medium	Long-Term	Low
SMP	419	NE 124th Ave: NG from NE 28th St to NE 18th St	Yes		Medium	Long-Term	Medium
SMP	420*	Burton Rd/NE 28th St: Upgrade existing BL to PBL from I-205 to NE 138th Ave		Yes	High	Near-Term	Medium
SMP	421	NE 28th St: Upgrade existing BL to PBL from NE 138th Ave to NE 162nd Ave	Yes	Yes	Medium	Long-Term	High
SMP	422	NE 44th St: NG from NE 122nd Ave to NE 137th Ave	Yes		Low	Medium-Term	Medium
SMP	423	NE 45th /46th St: NG from NE 137th Ave to NE Poplar St	Yes		Low	Long-Term	Medium
SMP	424	NE 143rd Ave: NG from NE 45th Ave to NE 39th St	Yes		Low	Medium-Term	Low
SMP	425	NE 143rd/14th Ave: NG network from NE 39th St to NE 28th St	Yes		Low	Medium-Term	Medium
SMP	426	NE 31st/3rd St: NG network between NE 39th St and NE 28th St	Yes		Low	Medium-Term	Medium
SMP	427	NE 145th/157th Ave: NG from NE 31st St to NE 18th St	Yes		Low	Long-Term	Medium
P	428	NE 18th St: Continue MUP east from Evergreen High School at NE 41st Ave to eastern city limit (192nd Ave).	Yes	Yes	Medium	Long-Term	High
SMP	429	NE 162nd Ave: Upgrade BL to PBL from NE Poplar St to NE 18th St	Yes	Yes	Medium	Long-Term	Medium
SMP	430	NE 162nd Ave: Upgrade BL to PBL from NE Poplar St to city limits		Yes	Medium	Near-Term	Low
SM	431	NE 147th Ave: Upgrade BL to PBL from NE 59th St north to city limits			Medium	Medium-Term	Low

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

PROJECT SPOTLIGHT

NE 129TH/130TH AVENUES (#415)

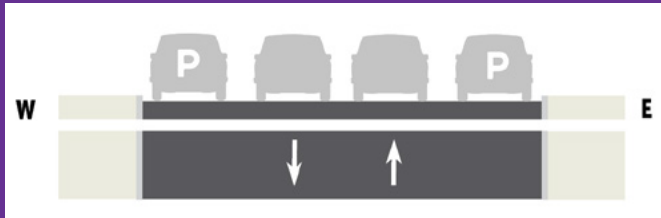
NE 129th/130th Avenues are quiet residential streets between NE 112th Avenue to the west and NE 138th Avenue to the east. Project #415 connects from the multi-use path on NE 18th Street at the south end to NE 49th Street at the north end.

STREET CHARACTERISTICS

Posted Speed: 25 MPH

Traffic Volumes: N/A

Bus Service: None



PROJECT DESCRIPTION



Project Length: 1.5 miles



Bike and Small Mobility: Upgrade existing neighborhood greenway



Pedestrian: 5 new level 3 crossings
1,520 ft new sidewalk



Priority: Medium



Phasing: Long

MODAL NETWORKS



Neighborhood Greenway



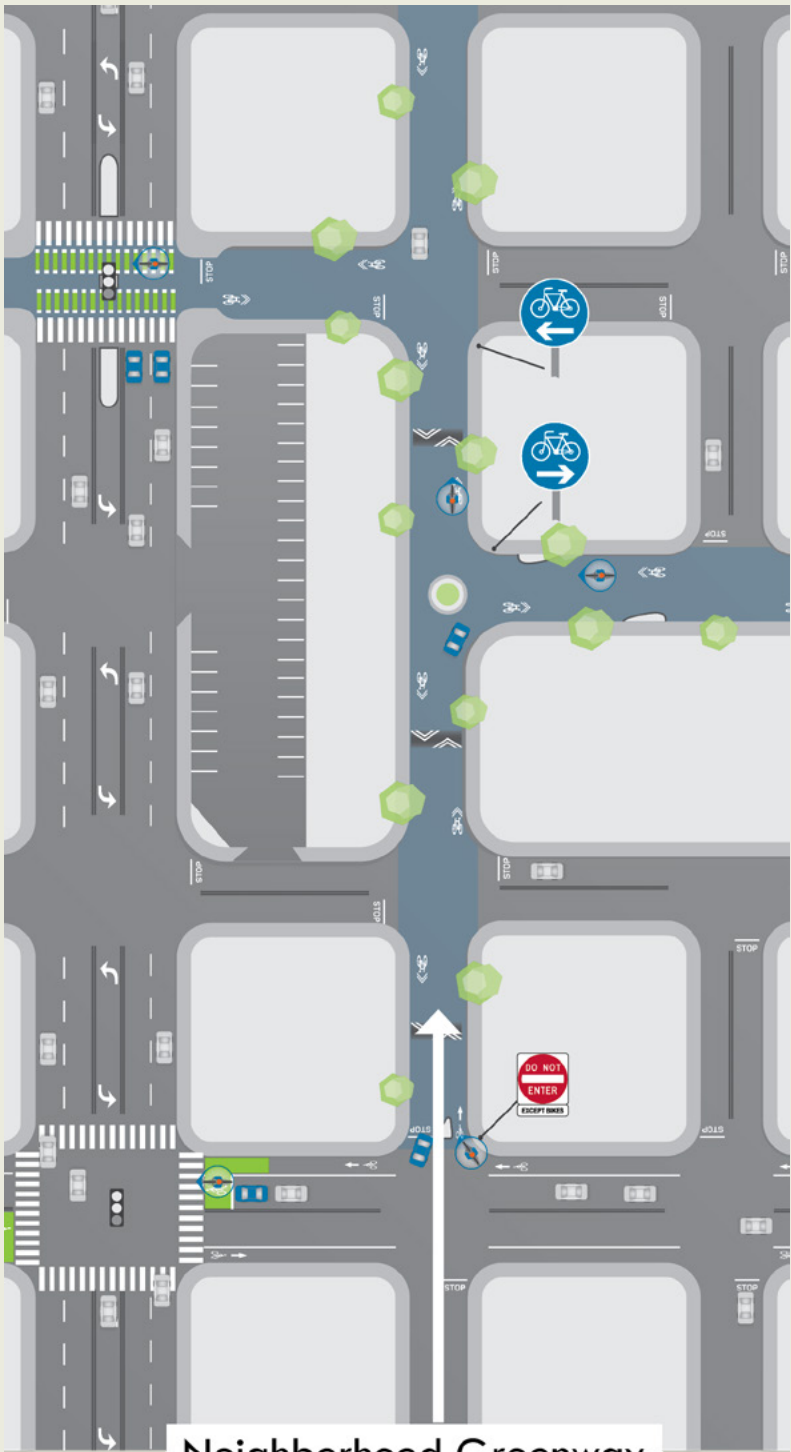
Neighborhood Greenway



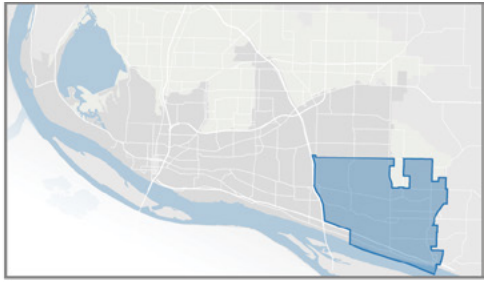
ELEMENTS OF NEIGHBORHOOD GREENWAYS

Neighborhood greenways (NG) are low-volume, low-speed streets comfortable for walking/rolling or bicycling. Typical elements include:

- **Branded signs and sharrows.** These give the route a visual identity, guide bicyclists and small mobility users, and signal to drivers that the street is a bicycle route.
- **Traffic calming.** Speed humps, cushions, and tables slow down vehicle traffic.
- **Traffic diversion.** Access and turning movement restrictions reduce vehicle traffic volumes.
- **Crossing treatments.** Traffic circles with 4-way yield signs or stop signs just for cross streets allow bicyclists and small mobility users to pass straight through.
- **Wayfinding.** Wayfinding directs people from neighborhood greenways to major destinations.



ZONE 5



PROJECT LIST

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	501	NE 112th Ave: PBL from NE 18th St to McGillivray Blvd	Yes	Yes	High	Medium-Term	High
SMP	502	NE 9th St: Upgrade existing BL to PBL from NE 108th Ave to NE 136th Ave	Yes	Yes	Medium	Medium-Term	High
SMP	503	NE 9th St: BBL from NE 136th Ave NE 155th Ave	Yes	Yes	Medium	Long-Term	Medium
SMP	504	NE 11th St: NG from NE 155th Ave NE 162nd Ave	Yes	Yes	Low	Medium-Term	Low
SMP	505	Mill Plain Blvd: Add PBL from I-205 to Olympia Dr		Yes	High	Medium-Term	Medium
SMP	506*	Mill Plain Blvd: Add PBL from Olympia Dr to 164th St		Yes	High	Near-Term	Low
SM	507	Mill Plain Blvd: Add PBL from 164th to 192d Ave		Yes	High	Medium-Term	Low
SMP	508	"NE 123rd-127th Ave: NG in the Fircrest and Cascade Park West neighborhood between NE 18th St and SE 11th St"	Yes		Medium	Long-Term	Medium
SMP	509	NE 117th Ave and NE 5th St: NG from SE 7th St to NE 124th St	Yes		High	Medium-Term	Medium
SMP	510	SE 131st-132nd Ave and SE 5th-6th St: NG from SE 117th Ave to NE 136th Ave	Yes		High	Medium-Term	Medium
SMP	511	SE 7th St: Upgrade existing BL to BBL from SE Chkalov Dr to SE 136th Ave	Yes		High	Long-Term	Medium
SMP	512	SE 6th and 7th St: NG from SE 136th Ave to SE Olympia Dr	Yes		High	Medium-Term	Low
SMP	513	SE McGillivray Blvd: Upgrade existing BL to PBL from SE Chkalov Dr to SE Bella Vista Rd	Yes	Yes	High	Long-Term	High
SMP	514	SE McGillivray Blvd: Upgrade existing BL to PBL from SE Chkalov Dr to SE 20th St	Yes	Yes	High	Medium-Term	Medium
SMP	515*	NE 136th Ave: Upgrade existing BL to PBL from NE 18th St to NE 4th St		Yes	High	Near-Term	Low
SMP	516	NE 136th Ave: Upgrade existing BL to PBL from NE 4th St to SE McGillivray Blvd		Yes	High	Medium-Term	Low
SMP	517	SE 15th St and SE Riveridge Dr: NG in the Riveridge neighborhood	Yes		Low	Long-Term	Medium
P	518	SE Olympia Dr: Add BL from SE Mill Plain Blvd to SE McGillivray Blvd	Yes		High	Long-Term	Medium
SM	519	SE Olympia Dr: Upgrade existing BL to BBL from SE 1st St to SE Mill Plain Blvd			High	Medium-Term	Low
SMP	520	SE 7th St: NG from SE Olympia Dr to SE Parkcrest Ave	Yes		High	Medium-Term	Low
SMP	521	SE Hearthwood St and SE Park Crest Ave: Upgrade existing BL to BBL from NE 9th St to SE McGillivray Blvd	Yes	Yes	High	Long-Term	Medium
SMP	522	NE 145th-152nd Ave: NG from NE 18th St to NE Hearthwood Blvd	Yes		Medium	Long-Term	Medium
SMP	523	NE 139th Ave: NG from NE 18th St to NE 9th St	Yes		Low	Medium-Term	Medium

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	524	NE 14th-17th St, NE 153rd-155th Ave: NG from NE 18th St to SE Mill Plain Blvd	Yes		Low	Long-Term	Medium
SMP	525	NE 162nd-164th Ave: Upgrade existing BL to PBL from NE 18th St to SE Mill Plain Blvd	Yes	Yes	Medium	Medium-Term	High
SMP	526	SE 164th Ave: Add PBL from SE Mill Plain Blvd to SE Evergreen Hwy	Yes	Yes	Medium	Long-Term	High
SMP	527	SE 160th Ave: Upgrade existing BL to BBL from SE 164th Ave to SE Village Loop	Yes		High	Medium-Term	Low
SM	528*	SE Tech Center Dr: BBL from SE 160th Ave to SE Tech Center Pl, SE 20th St	Yes		High	Near-Term	Medium
SMP	529	SE Talton Ave and SE Cascade Park Dr: Upgrade existing BL to PBL from SE McGillivray to SE 162nd Ave	Yes	Yes	Medium	Long-Term	Medium
SMP	530	SE Cascade Park Dr: Add PBL from SE 162nd Ave to SE 164th Ave		Yes	Medium	Long-Term	Low
SMP	531	SE 162nd Ave: Upgrade existing BL to BBL from SE Village Loop to SE Cascade Park Dr	Yes		Medium	Medium-Term	Low
SM	532	SE Bella Vista Rd: Add BL from SE McGillivray to SE Cascade Park Dr	Yes		Low	Medium-Term	Medium
SMP	533	SE Briarwood Dr: Add BBL from SE McGillivray to SE Cascade Park Dr	Yes		Low	Long-Term	Low
SMP	534	Blairmont Dr: NG from Park Crest Ave to SE 157th Ave	Yes		Medium	Long-Term	Medium
SMP	535	SE Evergreen Hwy: MUP from Columbia Springs Park to SE 164th Ave	Yes		Low	Long-Term	High
SMP	536	SE 15th St: BBL from Park Crest Ave to the eastern city limit, including short path connection at SE 160th Ave	Yes	Yes	High	Long-Term	High
SMP	537	SE Evergreen Hwy: MUP from SE 164th Ave to city limits	Yes		Low	Long-Term	High
SM	538	SE Brady Rd and SE Columbia Palisades Dr: Add PBL from SE 192nd Ave to city limits	Yes		Low	Medium-Term	Low
SMP	539	SE 192nd Ave: Upgrade existing BL to PBL from SR-14 to SE 1st Ave	Yes	Yes	Medium	Long-Term	Medium
SMP	540	NE 192nd Ave: MUP from NE 18th St to SE 1st St	Yes	Yes	Medium	Long-Term	High
SMP	541	SE 39th-42nd St, SE 171st-179th Ave: NG in the Fisher's Creek neighborhood	Yes		Low	Long-Term	Medium
SMP	542	SE 34th St: Add PBL from SE 192nd Ave to city limit			Medium	Near-Term	Low
SM	543	SE 25th St: Add BBL from SE 176th Ave to SE 192nd Ave			Low	Medium-Term	Low
SMP	544	SE 22nd-26th St, SE 166th-169th Ave: NG from SE 20th St to SE 34th St	Yes		Medium	Medium-Term	Medium
SM	545	SE 20th St, SE 29th St, Village Loop: Upgrade existing BL to PBL from SE 176th Ave to city limits		Yes	Medium	Long-Term	Medium

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SM	546	SE 176th Ave: PBL from SE 15th St to SE 34th St			Low	Long-Term	Low
SMP	547	SE Westridge Blvd: NG from SE 1st St to SE 15th St	Yes		Low	Long-Term	Medium
SMP	548	SE 1st St: Upgrade existing BL to PBL from NE 192nd Ave to city limits			Medium	Medium-Term	Low
SMP	549	NE 3rd St and NE 197th Ave: NG from NE 192nd Ave to SE 1st St			Medium	Medium-Term	Low
SMP	550	MUP: New path connection between NE 18th St and SE 1st St	Yes		Low	Long-Term	Medium
SMP	551	MUP: New path connection from NE 18th St to NE 182nd Ct			Low	Medium-Term	Low
SMP	552	MUP: New path connection between SE 1st St and NE 192nd Ave	Yes		Low	Long-Term	Low
SM	553	SE 184th Ave: Add BBL from SE 1st St to SE Mill Plain Blvd			Medium	Medium-Term	Low
SMP	554	East Powerline Trail: Implement trail from 86th to 192nd Streets in partnership with other agencies			High	Medium-Term	Medium
SMP	555	MUP: New path connection between NE 172nd Ave and NE 192nd Ave	Yes		Low	Long-Term	Low
SMP	556	NE 172nd Ave: MUP from NE 18th St to city limits	Yes	Yes	Low	Long-Term	Medium
SM	557	SE 172nd Ave: Add PBL from city limits to SE Mill Plain Blvd		Yes	High	Medium-Term	Medium

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Building Out Our Primary Arterial Network

While this Transportation System Plan largely focuses on working within our existing roadway system to expand safe transportation options for all users, the City of Vancouver also invests in upgrading and building out our primary arterial roadway system. These large-scale capital projects are designed to bring major roadways up to urban standards, add turn lanes, mobility lanes and sidewalks, improve safety, and reduce congestion by accommodating recent and future developments along arterial streets. These projects take several years to design and build and are listed in the City’s Six-Year Transportation Improvement Program (TIP).

Future large Capital Transportation System Improvement Projects

Project	Description
NE 137TH AVE FROM NE 49TH ST TO NE FOURTH PLAIN BLVD	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.
NE 18TH ST FROM NE 107TH AVE TO NE 107TH AVE	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.
SE 1ST ST FROM SE 177TH AVE TO SE 192ND AVE	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.
JEFFERSON ST FROM W EVERGREEN BLVD TO W MILL PLAIN BLVD	Urban arterial upgrade of existing roadway to 2 vehicle lanes (1 in each direction) with separated multi-use path.
NE 192ND AVE FROM SE 1ST ST TO NE 18TH ST	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.
SE 1ST ST FROM SE 177TH AVE TO SE 192ND AVE	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.
FRUIT VALLEY FREIGHT ACCESS AND SAFETY IMPROVEMENTS	This project proposes a new north-south freight corridor 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.
NE 112TH AVE FROM E MILL PLAIN BLVD TO NE 28TH ST	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).
NE 28TH ST FROM 142ND AVE TO NE 162ND AVE	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 addresses capacity and improves pavement and safety conditions.

Project	Description
NE 49TH ST FROM NE 122ND AVE TO NE 137TH AVE	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.
NE 18TH ST FROM NE 164TH AVE TO NE 192ND AVE	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.
NE 18TH ST FROM NE 142ND AVE TO NE 162ND AVE	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.
NE 59TH ST FROM NE 147TH AVE TO NE 162ND AVE	New three lane minor arterial street with sidewalks, ADA ramps, mobility lanes, streetlights and surface water treatment. Project will address circulation needs, improve safety, mobility, accessibility and stormwater management.



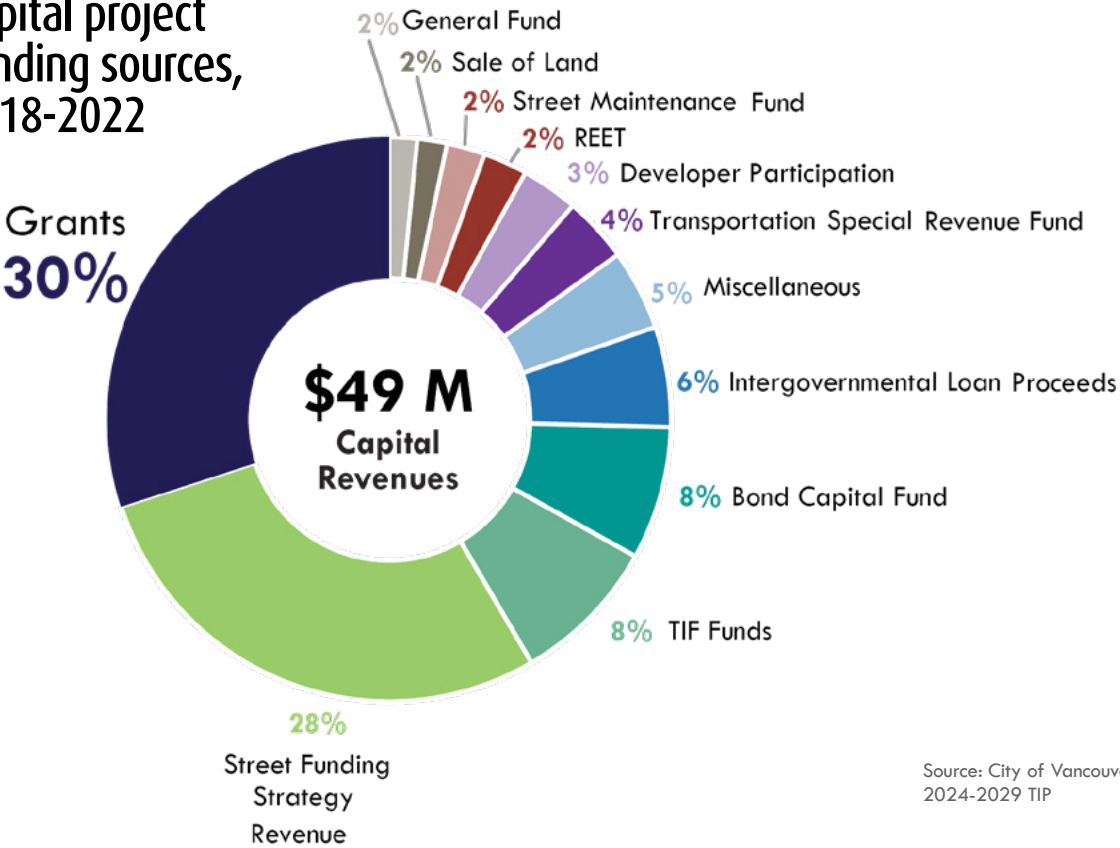
7. Implementation

Implementation of the TSP starts now. More resources are needed to fully realize the policies and programs in this vision, but we can start work today on key community priorities.

Funding: Current Sources

More than half the funding for capital projects comes from grants or the Street Funding Strategy (SFS) (see chart below). The City passed the SFS in 2015 as a package of new funding for transportation. It secured revenues through things like utility taxes and a Business License Surcharge. A main source of SFS funds comes from designating the city as a Transportation Benefit District (TBD) with the ability to collect a \$40 vehicle license fee. SFS makes up more than one-fifth of maintenance revenues and more than one-quarter of capital revenues. This funding source allowed the City to upgrade substandard streets throughout the city. City Council further increased transportation funding in 2023 through a TBD 0.1% sales tax increase and change to the Business License Surcharge. This funding source has allowed the City to make significant progress—and will continue to support upgrades to substandard streets throughout the city.

Capital project funding sources, 2018-2022



Funding: Resource Needs

Implementing the TSP requires funding both for design and construction as well as staff to manage programs.

The capital projects in Chapter 6 will be costly to construct. The projects, phased during the next 20 years, could be implemented through either expanding the TIP or swapping out projects in the TIP that may no longer be a high priority.

Given the intense development in Vancouver, another method for building TSP projects is through development. Development fees through the Transportation Impact Fee program have not been updated since 2014. See additional detail in the near-term priorities section.

Vancouver already receives a large portion of capital project funding through grants, but more funding programs exist that the City could tap into. For example, a transportation utility program could levy fees for transportation purposes

Lastly, more City staff are needed to deliver the TSP. Key programs with staffing needs include:

- Safety Program to deliver on Vision Zero and all associated safety projects
- Complete corridors projects throughout the city
- Active Transportation program creation and community education
- Freight and transit coordination



See **Appendix I: Funding Memo** for additional information around transportation funding and TSP resource needs.



Tracking our Progress

Performance measures monitor progress toward desired outcomes, inform decision-making, keep staff focused on priorities, and provide greater transparency to the public. The table below shows measures that are readily available and can be consistently collected by the City to track progress. Most of these metrics change very little year to year, and a specific numeric benchmark can dilute progress by locking the City into an arbitrary target. Therefore progress shall be measured by direction or whether the metric is going up or down.

Performance Measures

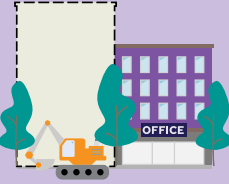
	Goal	Measure	Metric	Target
	Safety	Reduce the number and severity of all crashes	Number of fatal and serious crashes per year	↓
			Percent change in fatal and serious crashes	↓
		Reduce the number and severity of ped/bike crashes	Number of fatal and serious ped/bike crashes per year	↓
			Percent change in fatal and serious ped/bike crashes	↓
	Equity	Complete projects with known safety benefits on high-crash corridors and intersections	Percent of safety projects on high-crash corridors	→
		Invest transportation dollars in high Equity Index areas	Percent of paving project annual mileage in high Equity Index areas	→
		Make walking/rolling more accessible	Number of ADA-compliant curb ramps added or retrofitted	→
			Number of accessible pedestrian signals (APS)	→
	Climate	Reduce emissions	Per capita single occupant motor vehicle miles traveled	↓
			GHG emissions from motor vehicles	↓
	Transportation Choice	Increase the number of people using active transportation	Percent change in walking trips	→
			Percent change in biking/small mobility trips	→
		Provide low-stress small mobility facilities	Miles of new small mobility lanes/facilities	→
			Miles of improved new small mobility lanes/facilities with buffers/protection	→
		Increase the coverage of pedestrian facilities	Miles of sidewalk infill	→
		Increase transit use	Transit ridership	→
	Regional Connectivity	Expand the walking and rolling network to connect Pedestrian Corridors and Pedestrian Centers	Number of newly marked or enhanced crossings meeting City's pedestrian crossing policy guidelines along Pedestrian Corridors and in Pedestrian Centers	→
		Ensure efficient freight movement	Freight corridor travel times on designated freight corridors	—
		Make transit faster and more reliable	Miles of bus lanes or queue jumps	→
			Number of signals with transit priority	→
	Maintaining Our Assets	Keep pavement in good condition	Miles of rehabbed pavement	→
		Continue to upgrade existing sidewalks	Percent of lane miles in good condition	→
			Miles of sidewalk upgraded from deficient to good	→

Near-Term Priorities

The TSP sets out our long-term vision, but we will make immediate progress in the next two years by focusing on our top four initiatives.



COMPLETE CORRIDORS PROGRAM



LEVERAGING DEVELOPMENT



VISION ZERO



SAFE ROUTES TO SCHOOL

Complete Corridors

Vancouver's street network consists of a set of arterials with neighborhood streets in between. Few streets directly connect across the city. The City's complete corridors program will tackle a handful of these important streets each year, to transform them into places where people want to walk, roll, or use BSM.

Expanding the corridors program gives the City resources to make changes more quickly. During the past few years, the City implemented three major complete corridor projects:

- Tech Center Drive from SE 172nd to SE 167th Avenues. This project filled a gap in the BSM network with access to a major employment center.
- McLoughlin Boulevard from Reserve Street to Brandt Road. Speed cushions and buffered mobility lanes were installed.
- Columbia Street from 8th to 45th Streets, where buffered mobility lanes were installed.

Current projects reimagine the following corridors:

- Fourth Plain Boulevard
- Fort Vancouver Way
- SE 34th Street
- McGillivray Boulevard

A Safer McLoughlin Boulevard

McLoughlin Boulevard is a major east-west connector. In 2019, the City installed 16 speed cushions, two pedestrian crossings, buffered mobility lanes, and sharrows from Reserve Street to Brandt Road. In 2022, an evaluation of the project showed:

- Bike volumes increased on the west end of the corridor near Hudson's Bay High School, Clark College, and the Washington State School for the Blind
- Bike Level of Traffic Stress decreased
- Vehicle speeds decreased 2-7 mph
- No negative impacts were reported from C-TRAN, waste collection, schools, or Vancouver Fire and Police.



McLoughlin Boulevard post-project

Leveraging Development

With a shift to a more multimodal TSP comes a shift in how Vancouver will measure the impacts of new development on the transportation system. The City has three existing processes that are triggered through the new development process—concurrency, Transportation Impact Analysis (TIA), and the Traffic Impact Fee (TIF) program. Each of these will be updated as a near-term action of the TSP.

- **Concurrency** requires the availability of sufficient transportation system capacity to support development. Historically, Vancouver and many other Washington cities have measured capacity using auto performance metrics – Vancouver relies on afternoon peak vehicle speed. This auto-centric approach hinders broader improvements to the multimodal system. **A revised concurrency policy will measure conditions and performance of all modes.**
- **Traffic Impact Analysis (TIA) Guidelines** lay out how developments measure their impacts and what types of mitigations they must complete. The measurements are autocentric and assume the worst conditions – meaning the mitigations result in overbuilt roadways for most of the day. **A revised TIA approach will be less auto focused, use metrics for a more typical rather than worst-case condition, and include TDM as part of mitigations.**
- **Traffic Impact Fee Program (TIF)** is a package of regional transportation system improvement projects required to support planned growth consistent with the policies of the Comprehensive Plan. This one-time fee is paid at the time of the development application to offset the developments' proportionate system impacts, such as increased traffic. Recent Washington legislation now allow funds collected through the TIF to be used for multimodal project. **The TIF project list will be updated to add walking/rolling and BSM projects from the TSP. The TIF rate list will be adjusted to better align with peers.**

Vision Zero

Vision Zero is a policy based in a belief that serious injuries and deaths on our streets are preventable. Developed in Sweden in the 1990's, the movement gained momentum in the United States, where 45 cities have Vision Zero policies.¹

Vision Zero policies are rooted in safe system principles. Many factors contribute to crashes, therefore a safe system builds in redundancy to minimize the chance of a crash occurring. At the national level, a safe systems approach has been adopted and tied to many federal grants such as Safe Streets for All. Cities such as New York, Hoboken, and Jersey City are seeing reductions in deaths through Vision Zero initiatives.²

¹ <https://visionzeronetwork.org/about/what-is-vision-zero/>
² <https://www.bloomberg.com/news/articles/2022-11-25/the-us-cities-where-vision-zero-traffic-safety-fixes-are-working>

See **Appendix L: TIA/TIF/Concurrency Memo** for additional detail on leveraging development.

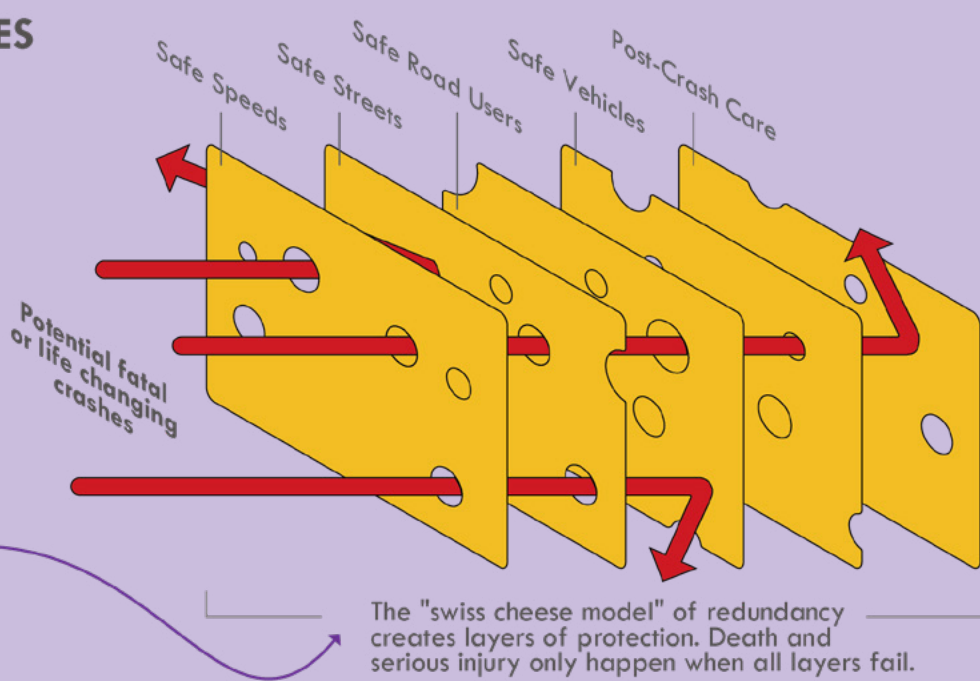
See **Appendix J: Collision Dashboard Tutorial** on how to use the collision tool created as part of the TSP.

See **Appendix K: Local Road Safety Plan** for an analysis of collision trends in Vancouver and possible countermeasures.



SAFE SYSTEM PRINCIPLES

- Death and serious injury is unacceptable
- Design for human mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is essential



Safe Routes to School

Vancouver is home to 80 schools that serve 45,461 students between Vancouver and Evergreen School Districts. Safe Routes to School (SRTS) is a nationally funded program to encourage students and caregivers to walk, roll, and bike to school along safe pathways.

SRTS programs have increased walking, rolling, and bicycling to school by 37 percent.¹ SRTS benefits include:

- Reduced congestion at school drop off and pickup times
- Forms healthy physical habits
- Increases attendance as students can get to school if their parent or caregiving is sick or working

In July 2022, Clark County received a SRTS grant for \$389,000 to continue their work in enabling safety and mobility for vulnerable users.² A City-led SRTS program can further this work locally. It can also be the impetus to have a list of capital projects around schools ready for grant applications when opportunities arise.

¹ <https://www.saferoutespartnership.org/safe-routes-school/101/benefits>
² <https://www.columbian.com/news/2022/jul/23/clark-county-receives-safe-routes-to-school-grant/>



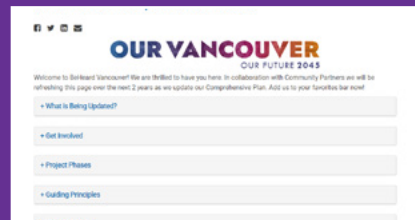
Benefits of Safe Routes to School

8. Moving Forward

Transportation investments in Vancouver historically prioritized the private vehicle at the expense of growth in other modes. Recent projects have gathered momentum around achieving the multimodal vision of the TSP.

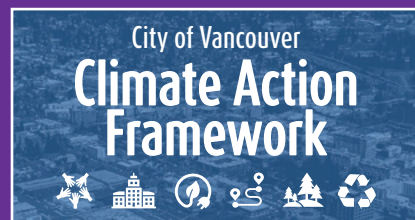
What's Coming Next

The Vancouver TSP is one of several parallel efforts that will come to fruition during the next few years. These initiatives will help advance the policies in the TSP:



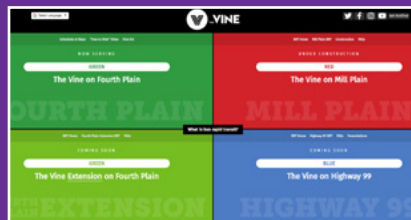
VANCOUVER COMPREHENSIVE PLAN UPDATE

The TSP is the transportation element of the Comprehensive Plan, set to be updated by 2025. The Comprehensive Plan guides land use patterns—a major factor in the ability to walk, roll, bike, or take transit.



CARBON NEUTRALITY BY 2040

Meeting the goals of the Climate Action Framework require changes to how we travel. Implementing the framework requires implementing the policies and programs of the TSP.



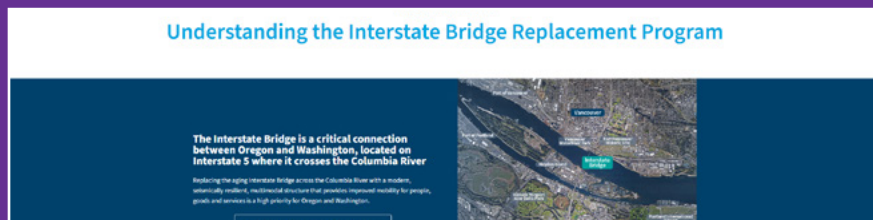
VINE BRT EXPANSION

C-TRAN is opening its second BRT line on Mill Plain Boulevard, and plans to open its third line on Main Street/Highway 99 in 2027. C-TRAN will extend the Fourth Plain Vine to 162nd Avenue and south to Columbia Tech Center. This will create a connected ring of Vine corridors across the city.



VANCOUVER STRATEGIC PLAN

The recently updated Strategic Plan lays out the City's direction for the next six years and beyond. One of the Plan's focus areas is to ensure Vancouver has a safe, future-ready, and convenient transportation system that offers affordable and climate-friendly options.



INTERSTATE BRIDGE REPLACEMENT (IBR)

IBR will provide a critical connection between Oregon and Washington. While the locally preferred alternative is set, a wealth of details remain on how the project can be designed to support Vancouver's goals. IBR has the potential to transform Vancouver and how people travel between the waterfront and downtown.

Setting Ourselves Up for the Long-Term

The way people move is changing, which is being solidified by the lasting trends of the COVID-19 pandemic. Innovations in transportation services—like app-enabled ridehailing, shared e-bikes and scooters, and trip planning tools—can add travel options and customer convenience. As people seek new ways to move safely, demand for small personal mobility options will continue to grow. And for some, the best mobility option is not traveling at all. Digital apps for home deliveries and permanent flexibility to work from home made lasting changes to how people travel. And further innovations, like autonomous vehicles, are waiting around the corner.

What Are the Trends?

- **Emerging mobility options** such as shared e-bikes, scooters, and ridehailing services offer an effective alternative for people who don't have access to a car or prefer not to own one. Agreements with these providers are needed to ensure services align with the City's goals and standards.
- **Mobility-as-a-Service** apps enable users to seamlessly plan, book, and pay for trips of any type—be it on transit, ridehailing, micromobility, etc. As multimodal options become more prevalent in Vancouver, seamless integration will be needed between options to plan the most efficient trip.

- **Data** from mobility service providers is being leveraged by cities to improve day-to-day operations and planning of their transportation systems.
- **Electric vehicles** will be ever more common in the years ahead, forcing Vancouver to get ahead of charging infrastructure demands.
- **Autonomous vehicles** are on the horizon and the City's policies must provide a framework for how autonomous vehicles operate in the city in support of the TSP goals.
- **Changing travel patterns** with more people working at home will require Vancouver to focus on all types of trips, not just commute trips. Education and outreach programs and incentives tied to all types of trips will be a critical focus in the years ahead to shift people to bike, walk, roll, transit, and shared rides.

Our new transportation vision needs to consider changes in transportation technology and leverage the right mix of innovations to deliver a safer, more vibrant, and more prosperous city for all.







Staff Report: 224A-23

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024

SUBJECT 192nd Avenue - 2023 Comprehensive Plan and Zoning Map and Text Changes

Key Points

- The proposed 192nd Avenue map change from Urban Low Density/R-6 to Urban High Density/R-22 at SE 192nd Avenue and SE 15th Street, an associated Development Agreement, were originally reviewed concurrently with other fall 2023 map and text changes. The timeline for this proposal was extended following December 4 First Reading Council discussion of transportation issues.
- If R-22 zoning is approved, future site plan application is anticipated for 210-223 apartment units. The applicant withdrew the original proposal for R-30 zoning and has proposed a Development Agreement providing for additional mitigation through building height limitations, enhanced setbacks and buffers on north and west property lines, access limitations for proposed internal road stubs, assurance that at least 5% of housing units will be affordable at 80% of Area Median Income, and compliance with the City Interim Green Building Policy.
- Two ordinance options are presented for consideration with alternative means of addressing transportation issues discussed at the December 4 First Reading.

Strategic Plan Alignment

Housing and Human Needs – meeting basic needs and partnering with organizations to support the community.

Economic Opportunity - a place where a wide variety of businesses of all sizes grow and thrive.

Vibrant and Distinct Neighborhoods – a variety of accessible places and spaces.

Climate and Natural Systems – Environmental stewardship and efforts to address climate change to ensure a sustainable future.

Present Situation

Citizen testimony at the December 4 First Reading raised continued concern about incomplete sidewalks on the north side of 15th Street west of the site. There are two stretches of roadway on the north side of 15th to the west of the proposed development totaling approximately 1,100 lineal feet that currently lack sidewalk. Involved properties are six oversized residential lots of 1-3 acres in size each, which would be required to construct sidewalk at the time of redevelopment or land division. The short to mid-term redevelopment potential of these properties is unclear as they contain predominantly 1970's ranch homes, although new HB 1110 requirements to effectively allow 4-6 units on most single-family zoned properties will enhance this potential. Full development of the 192nd Avenue rezone site under proposed R-22 zoning in 2024 would result in approximately \$420,000 in Transportation Impact Fees, but under the current TIF program sidewalk improvements are not eligible for funding. Short to mid-term sidewalk improvement on the north side of 15th would require City right-of-way acquisition and construction, and realization would be contingent on owner willingness to sell.

A secondary citizen concern was raised about ensuring that future non-emergency vehicle and pedestrian access be prohibited on SE 191st Avenue and SE 13th Street as shown at the north and west edges of the rezone site conceptual site plan. Per City transportation policy, non-emergency vehicular access is typically not provided from multi-family development through abutting single-family development. Pedestrian and bike access is however typically not prohibited, and in this case is particularly needed to allow direct access from the rezone site to Hanna Acres Park to the north without needing to use 192nd Avenue.

Two ordinance options are presented for Council consideration:

Ordinance A (Recommendation of Transportation and Planning Staff)

- Does not address 15th Street sidewalk issues in the D.A., but leaves construction of enhanced crosswalk at 15th Street and 189th Avenue to be required as a condition of site plan review. This would provide safe access near the site to the south side of 15th Street containing complete sidewalk, would more likely result in short term improvements, and would forego the need to spend limited public funds on 15th Street sidewalks at the expense of other areas of the City with greater sidewalk need.
- Includes new D.A. language that prohibits non-emergency vehicular access on the 191st Avenue and 13th Street stub roads on the north and west edges of the rezone site, but do not prohibit pedestrian access on 191st Street, and prohibit pedestrian access on 13th Street contingent on it not being required at the time of site plan review.
- Includes other previously established D.A. provisions as described herein.

Ordinance B

- Includes D.A. language requiring the City to acquire right-of-way and complete sidewalk improvements, unless the TIF program is changed to make sidewalk improvements creditable. Enhanced crossing improvements at 189th Avenue will likely also be required during site plan review.
- Same provisions as Ordinance A for stub road access and other D.A. provisions.

Links

October 24, 2023 Planning Commission public hearing staff report
192nd Avenue rezone traffic analysis

Advantage(s)

- Under either Ordinance A and B, the rezone would facilitate needed market rate and affordable housing at a location with appropriate commercial and public services, and a range of mitigation measures ensured through an associated Development Agreement.
- Ordinances A and B both provide for safety improvements on 15th Avenue, and access limitations on stub road within the rezone site.

Disadvantage(s)

- Ordinance A would limit sidewalk improvement provisions to an enhanced crossing at 189th Avenue to access the complete sidewalk on the south side of 15th Street.
- Ordinance B would require expenditure of public sidewalk funds on the north side of SE 15th Street, with completion of the improvement still contingent on owner willingness to sell.

Budget Impact

No significant impacts for Ordinance A. Ordinance B would require an estimated \$1.65 million for right-of-way acquisition and sidewalk construction for approximately 1100 lineal feet along SE 15th Street.

Prior Council Review

October 23, 2023 - Council Workshop
November 6, 2023 - Council Communications
November 11, 2023 - Council Communications
December 4, 2023 - Consent Agenda
December 18, 2023 - Consent Agenda

Action Requested

On January 8, 2024, subject to second reading and public hearing, approve either Ordinance A or Ordinance B.

Bryan Snodgrass, Principal Planner, 360-487-7946

ATTACHMENTS:

- ▢ Presentation
- ▢ Ordinance A
- ▢ Ordinance B



CITY OF
Vancouver
WASHINGTON

192nd Avenue Map Change and Development Agreement

Bryan Snodgrass
Principal Planner
Community Development Department
January 8, 2024



Hearing Format

- Staff presentation
- Council questions
- Applicant presentation
- Public testimony
- Council questions, deliberation, and decision





D.A. Mitigation

- Building heights
- Enhanced setbacks and buffers
- Affordable housing
- 13th Street and 191st Avenue access limitations
- Interim Green Building Policy





Agenda Title

- Unanimously recommended by Planning Commission
- Need for housing, public and commercial services near site, and proposed mitigation cited



Two Ordinance options for addressing 15th Street north side sidewalk gaps

Ordinance A – Silent on 15th Street, would require crosswalk at 189th Avenue during Site Plan Review linking to complete south side sidewalk

Ordinance B - D.A. requirement for City to acquire right-of-way and complete north sidewalk improvements, unless the TIF program is changed to make sidewalk improvements creditable



Thank You



bryan.snodgrass@cityofvancouver.us

360-487-7946



ATTACHMENT A: ORDINANCE A FOR 192nd AVENUE MAP DESIGNATION CHANGE

12/18/23

01/08/24

ORDINANCE NO. M_____

AN ORDINANCE relating to zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending the Vancouver Comprehensive Plan and Zoning map designation for adjacent tax lots 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000, and approximately 12,015 square feet of unimproved right-of-way, all located at the northwest corner of SE 192nd Avenue and SE 15th Street; authorizing the City Manager to enter into a Development Agreement related to future use of the site; and providing for severability; and providing for an effective date.

WHEREAS, pursuant to the 2023 City of Vancouver Annual Review program a timely application for property-specific changes to Comprehensive Plan and zoning map designations was submitted to the City of Vancouver to change the Comprehensive Plan and zoning map designations on said properties from Urban Low Density Residential and R-6 to Urban High Density Residential and R-22; and

WHEREAS, the Vancouver Planning Commission reviewed the proposed map designation changes at duly advertised workshops on July and September 12, 2023, and a duly advertised public hearing on October 24, 2023, and at which the Planning Commission voted 7-0 to recommend approval of the map designation change and associated Development Agreement; and

WHEREAS, the City Council conducted duly advertised workshops on October 23 and November 20, 2023, and a duly advertised Council Communications discussion on November 6 and November 20, 2023, and duly advertised First Readings on December 4 and December 18, 2023 and public hearing on January 8, 2024, following which the Council wishes to adopt the Planning Commission recommendation for approval, with minor modification to the Development Agreement; and

WHEREAS, the cumulative impacts of proposal have been reviewed in conjunction with other

ORDINANCE - 1

54595-81718 4872-5799-6693.1

Comprehensive Plan change applications under consideration in 2023; and

WHEREAS, the cumulative environmental impacts of the proposed zoning change have been reviewed and determined to be nonsignificant pursuant to the State Environmental Policy Act. A Notice of Determination of Non-significance (DNS) was issued on September 22, 2023, and no comments or appeals to the DNS were received; and

WHEREAS, the City Council finds and concludes, and the Planning Commission found and concluded, that the proposed change is consistent with the balance of relevant criteria for Comprehensive Plan and Zoning Map Amendments (VMC 20.285), and Development Agreements (VMC 20.250) and is consistent with the policies and provisions of the Comprehensive Plan and Strategic Plan that encourage orderly development within the community and the Growth Management Act pursuant to the requirements of Chapter 36.70A. RCW.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Findings and Conclusions. The Planning Commission findings and conclusions as set forth in the staff report for the October 24, 2023, public hearing, and subsequent deliberation by the Planning Commission and City Council, are hereby adopted as the City Council's findings of fact.

Section 2. Comprehensive Plan Map Amendments. The Vancouver Comprehensive Plan Land Use Map, established as part of the Vancouver Comprehensive Plan 2011-2030, adopted through Ordinance M-3994, is amended to change the Comprehensive Plan Land Use Map designation at tax lots 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000, from Urban Low Density Residential to Urban High Density Residential.

Section 2 Zoning Code Map Amendments. The City of Vancouver Zoning Map established under VMC 20.130.020 is hereby amended to change the Zoning Map designation at tax lots 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000, from R-6 to R-22.

Section 3 Development Agreement. The City Manager is hereby authorized to enter into a

Development Agreement substantially in the form attached hereto as Exhibit A and such executed Development Agreement will be timely recorded with the Clark County, Washington Assessor on the properties that are the subject of this ordinance.

Section 4. Severability. If any clause, sentence, paragraph, section, or part of this ordinance or the application thereof to any person or circumstances shall be adjudged by any court of competent jurisdiction to be invalid, such order or judgment shall be confined in its operation to the controversy in which it was rendered and shall not affect or invalidate the remainder of any parts thereof to any other person or circumstances and to this end the provisions of each clause, sentence paragraph, section or part of this law are hereby declared to be severable.

Section 6. Effective Date. This ordinance shall go into effect 30 days after the date of final passage.

Section 7. Instruction to City Clerk. The City Clerk shall transmit a copy of the revised development code to the Washington Department of Commerce.

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. M_____

AN ORDINANCE relating to zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending the Vancouver Comprehensive Plan and Zoning map designation for adjacent tax lots 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000, and approximately 12,015 square feet of unimproved right-of-way); authorizing the City Manager to enter into a Development Agreement related to future use of the site; and providing for severability; and providing for an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).

Exhibit A Development Agreement

MAIL TAX STATEMENTS TO:

AFTER RECORDING RETURN TO:

Jordan Ramis PC
Attn: James D. Howsley
PACWEST, 27th Floor
1211 SW Fifth Avenue
Portland, OR 97204

This space provided for recorder's use.

INSTRUMENT TITLE:	DEVELOPMENT AGREEMENT
GRANTOR:	Vance Development LLC, a Washington limited liability company; Larry Nielsen, Rochelle Nielsen, and Brenda Holbrook, individuals; Jens C. Nielsen Irrevocable Trust
GRANTEE:	City of Vancouver, a Washington municipal corporation
PROPERTY ADDRESS:	Northwest corner of SE 192 nd Ave. and SE 15 th St. in Vancouver, WA 98683
FULL LEGAL DESC:	See EXHIBIT A to This Document
ASSESSOR'S PROPERTY TAX PARCEL ACCOUNT NUMBERS:	177224000, 177224005, 177224010, 177240000, 177242000, 177238000, 177239000
REFERENCE NUMBER OF RELATED DOCUMENTS:	N/A

DEVELOPMENT AGREEMENT

Effective Date: _____, 2023

PARTIES

Larry Nielsen, Rochelle Nielsen, and Brenda Holbrook, Jens C. Nielsen Irrevocable Trust and Vance Development LLC (collectively “Grantor”) hold interest in APNs 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000, and approximately 12,015 square feet of unimproved right-of-way (collectively the “Property”), located at the northwest corner of SE 192nd Ave. and SE 15th St. in Vancouver, WA 98683. The legal description for the Property is attached as **EXHIBIT A**. Vancouver is a Washington municipal corporation (the “City”), and is responsible for land use planning and permitting pursuant to the Growth Management Act. Grantor and City are individually referred to as Party and collectively referred to as the Parties. The Parties wish to enter into a development agreement (the “Agreement”) as described in detail below.

RECITALS

Whereas, pursuant to RCW 36.70B.170, a development agreement may set forth the development standards and other provisions that will apply to, govern and vest the development, use and mitigation of the development of real property for the duration specified in the agreement, which statute provides:

(1) A local government may enter into a Development Agreement with a person having ownership or control of real property within its jurisdiction. A city may enter into a development agreement for real property outside its boundaries as part of a proposed annexation or a service agreement. A development agreement must set forth the development standards and other provisions that will apply to and govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement. A development agreement will be consistent with applicable development

regulations adopted by a local government planning under chapter 36.70A RCW;

Whereas, the legislative findings supporting the enactment of this section provide:

The legislature finds that the lack of certainty of the approval of development projects can result in a waste of public and private resources, escalate housing costs for consumers and discourage the commitment to comprehensive planning which would make maximum efficient use of resources at the least economic cost to the public. Assurance to a development project applicant that upon government approval the project may proceed in accordance with existing policies and regulations, and subject to conditions of approval, all as set forth in a development agreement, will strengthen the public planning process, encourage private, participation and comprehensive planning, and reduce the economic cost of development. Further, the lack of public facilities and services is a serious impediment to development of new housing and commercial uses. Project applicants and local governments may include provisions and agreements whereby applicants are reimbursed over time for financing public facilities. It is the intent of the legislature by RCW 36.70B.170 through 36.70B.210 to allow local governments and owners and developers of real property to enter into development agreements;

WHEREAS, Grantor plans to submit the necessary land use and building permit applications in order to build approximately 210-223 residential dwelling units (the “Project”) on the Property, a preliminary draft proposed site plan for which is attached as **EXHIBIT B, which future development will generally conform to;**

WHEREAS, pursuant to Chapter 20.250 Vancouver Municipal Code (VMC), City wishes to facilitate the Project pending applicable land use and building permit approvals;

WHEREAS, the Parties have agreed to a number of items in order to facilitate the Project;

WHEREAS, City agrees to support a comprehensive plan designation change on the Property from Urban Low Density Residential to Urban High Density Residential;

WHEREAS, City agrees to support a zone change on the Property from R-6 to R-22;

WHEREAS, City and Grantor agree to establish the green building standards for the Project;

WHEREAS, Grantor agrees to limit access to the Project site;

WHEREAS, Grantor agrees to site the Project with setbacks beyond those required;

WHEREAS, Grantor agrees to include enhanced landscaping ; and

WHEREAS, Grantor agrees to include affordable housing in the Project.

AGREEMENT

NOW, THEREFORE, the Parties agree as follows:

Section 1. Development Agreement. This Agreement is a development agreement to be implemented under the authority of and in accordance with RCW 36.70B.170 – 210 and Chapter 20.250 VMC. It will become a contract between the Parties pursuant to the Effective Date clause below.

Section 2. Term of Agreement. This Agreement will commence on the Effective Date and will remain in effect twenty (20) years, unless extended, amended or terminated by mutual written consent of the Parties.

Section 3. Enhanced Project Setbacks. Grantor agrees, regardless of the applicable criterion, that the Project will include enhanced setbacks from adjacent property lines. All 1- and 2-story buildings will be set back at least 35-feet from the northern and western edges of the Property. All 3-story buildings will be set back at least 120-feet from the western and northern edges of the Property. No building in the Project will be greater than 3 stories. However, if the City does not approve the vacation of the approximately 12,015 square feet of right-of-way along

the western edge of the Property, the Project shall include no enhanced setbacks along the western edge of the Property adjacent to the right-of-way.

Section 4. Enhanced Landscape Buffer. Grantor agrees, that regardless of the applicable criterion, the Project will include a landscape buffer at least 20-feet in width along the western and northern edges of the Property, except for southern part of the western edge of the Property (west and southwest of the existing home) where a stormwater facility is planned, as shown in Exhibit B. As part of this landscape buffer, the Project will include, maintain, and enhance as many of the Property's existing mature trees as reasonably practicable. However, if the City does not approve the vacation of the approximately 12,015 square feet of right-of-way along the western edge of the Property, the Project shall include no enhanced landscape buffer along the western edge of the Property adjacent to the right-of-way.

Section 5. Affordable Housing. Grantor agrees to include affordable dwelling units in the Project. Specifically, 5% of the total number of dwelling units in the Project will be covenanted affordable housing available to those households earning no more than 80% of area medium income for a period of at least twenty-five (25) years. Prior to the issuance of the first building permit, Grantor shall execute and record against the property an affordable housing covenant to the City that has been approved by the City. This covenant shall ensure affordability throughout the affordability period, provide for annual monitoring by the City (with an annual monitoring fee paid to the City), and provide adequate legal and equitable remedies to the City in the event of non-compliance and/or breach of the covenant.

Section 6. Green Building.

Grantor agrees that new buildings in the project will undertake the below pursuant to the City of Vancouver Interim Green Building Policy:

- A. Buildings shall comply with the Washington Energy Code
- B. Apartment buildings shall be fully electric, with an exception for water heaters if they are shared with multiple units on a single tank and heater system

- C. EnergyStar appliances, low flow plumbing fixtures and high efficiency LED light fixtures shall be utilized to the fullest extent possible
- D. At least 110 parking stalls will be provided with a conduit from electrical panels capable of supporting a load to ensure electric vehicle readiness, and at least 22 stalls will have installed and operational electric vehicle charging stations
- E. Outdoor bike racks and covered bike parking area shall be provided
- F. Dark sky lighting will be provided to minimize light pollution
- G. Drought resistant vegetation and light colored paving surfaces shall be utilized in open spaces

Section 7. SITE ACCESS

Except as the City requires, Grantor agrees to design the Project in a manner such that there will be no vehicular access between the Project and SE 191st Ave and no pedestrian or vehicular access between the Project and SE 13th St.

MISCELLANEOUS PROVISIONS

Recitals. Each of the recitals contained herein are intended to be, and are incorporated as, covenants between the Parties and will be so construed.

Counterparts. This Agreement may be executed in counterparts; however all signature pages will be recorded together, and the complete recorded Agreement will constitute the final instrument.

Effective Date. This Agreement is effective upon the later of 1) recording, which shall occur within thirty (30) days of Vancouver City Council approval by resolution, or 2) the City's adoption of a comprehensive plan designation change on the Property from Urban Low Density Residential to Urban High Density Residential, a zone change on the Property from R-6 to R-22.

Termination. This Agreement will terminate upon the mutual agreement of the Parties in writing, which will be recorded, or upon expiration of the Term, whichever first occurs.

City's Reserved Authority. Notwithstanding anything in this Agreement to the contrary, the City will have the authority to impose new or different regulations to the extent required by a serious threat to public health and safety as required by RCW 36.70B; provided, however that traffic congestion is not a serious threat to public health and safety, and that such action will only be taken by legislative act of the Vancouver City Council after appropriate public process.

Authorization. The persons executing this Agreement on behalf of the Parties are authorized to do so and, upon execution by such parties, this Agreement will be a valid and binding obligation of such parties in accordance with its terms. The Parties have each obtained any and all consents required to enter into this Agreement and to consummate or cause to be consummated the transactions contemplated hereby.

Run with the Land. This Agreement will run with the land and be binding on the Parties' successors and assigns, and will be recorded with the City.

Public Hearing. The Vancouver City Council has approved execution of this Agreement by resolution after a public hearing.

Specific Performance. The Parties specifically agree that monetary damages are not an adequate remedy for breach of this Agreement. Therefore, the Parties are entitled to seek specific performance of all material terms of this Agreement, including but not limited to the development standards established in the Enhanced Project Setbacks, Enhanced Landscape Buffer, Affordable Housing, and Green Building sections of this Agreement, by any Party in breach.

Dispute Resolution. Should a disagreement arise between the Parties, the Parties agree to attempt to resolve the disagreement by first meeting and conferring. If such meeting proves unsuccessful to resolve the dispute, the disagreement may be resolved by a civil action.

Venue. This Agreement will be construed in accordance with the laws of the State of Washington, and venue is in the Clark County Superior Court.

Attorneys' Fees. If a suit, action, or other proceeding of any nature whatsoever (including any proceeding under the U.S. Bankruptcy Code) is instituted in connection with any controversy arising out of this Agreement or to interpret or enforce any rights or obligations hereunder, the prevailing party will be entitled to recover its attorney, paralegal, accountant, and other expert fees and all other fees, costs, and expenses actually incurred and reasonably necessary, as determined by the court at trial or on any appeal or review, in addition to all other amounts provided by law.

Enforcement. Failure by any Party at any time to require performance by the other Parties of any of the provisions hereof will not affect the Parties' rights hereunder to enforce the same, nor will any waiver by a Party of the breach hereof be held to be a waiver of any succeeding breach or a waiver of this clause.

Severability. If any portion of this Agreement will be invalid or unenforceable to any extent, the validity of the remaining provisions will not be affected thereby. If a material provision of this Agreement is held invalid or unenforceable such that a Party does not receive the benefit of its bargain, then the other Parties will renegotiate in good faith terms and provisions that will effectuate the spirit and intent of the Parties' agreement herein.

Vesting. The specific development standards set forth in this Agreement govern the Property for the Term of the Agreement as of the Effective Date, pursuant to VMC 20.250.040.

Amendments. This Agreement may only be amended by mutual written agreement of the Parties, and all amendments will be recorded with the Assessor's Office in Clark County, Washington.

Survival. Any covenant or condition set forth in this Agreement, the full performance of which is not specifically required prior to the expiration or earlier termination but which by its terms is to survive the termination of this Agreement, will survive the expiration or earlier termination of this Agreement and will remain fully enforceable thereafter.

No Benefit to Third Parties. The Parties are the only parties to this Agreement and are the only parties entitled to enforce its terms, except as otherwise specifically provided in this Agreement. There are no third-party beneficiaries.

Entire Agreement. This Agreement constitutes the entire agreement between the Parties as to the subject matter.

Notices. All notices will be in writing and may be delivered by personal delivery, by overnight courier service, or by deposit in the United States Mail, postage prepaid, as certified mail, return receipt requested, and addressed as follows:

City	Vancouver City Council Councilors Attn.: Eric Holmes, City Manager 415 West 6th Street, 2 nd Fl. Vancouver, WA 98660
Grantor	Larry Nielsen, Rochelle Nielsen, Brenda Holbrook, and Jens C. Nielsen Irrevocable Trust 19004 SE 15 th St. Vancouver, WA 98683
Grantor	Vance Development Attn.: Gary Vance 2005 SE 192 nd Ave., Ste. 200 Camas, WA 98607
With a copy to:	Jordan Ramis, PC Attn.: James D. Howsley PACWEST, 27 th Fl. 1211 SW Fifth Ave. Portland, OR 97204

Notices will be deemed received by the addressee upon the earlier of actual delivery or refusal of a Party to accept delivery thereof. The addresses to which notices are to be delivered may be changed by giving notice of such change in address in accordance with this notice provision.

Non-waiver. Waiver by any Party of strict performance of any provision of this Agreement will not be deemed a waiver of or prejudice a Party's right to require strict performance of the same or any other provision in the future. A claimed waiver must be in writing and signed by the Party granting a waiver. A waiver of one provision of this Agreement will be a waiver of only

that provision. A waiver of a provision in one instance will be a waiver only for that instance, unless the waiver explicitly waives that provision for all instances.

Headings, Table of Contents. The section headings are for convenience in reference and are not intended to define or limit the scope of any provision of this Agreement.

Interpretation of Agreement; Status of Parties. This Agreement is the result of arm's-length negotiations between the Parties and will not be construed against any Party by reason of its preparation of this Agreement. Nothing contained in this Agreement will be construed as creating the relationship of principal and agent, partners, joint venturers, or any other similar relationship between the Parties.

Future Assurances. Each of the Parties will promptly execute and deliver such additional documents and will do such acts that are reasonably necessary, in connection with the performance of their respective obligations under this Agreement according to the Schedule so as to carry out the intent of this Agreement.

//

//

//

//

//

//

//

//

//

Signatures appear on the following pages.

LARRY NIELSEN

Date

ROCHELLE NIELSEN

Date

BRENDA HOLBROOK

Date

JENS C. NIELSEN IRREVOCABLE TRUST

By: _____
Its: _____

Date

VANCE DEVELOPMENT, LLC

By: _____
Its: _____

Date

CITY OF VANCOUVER

By: _____
Its: _____

Date

Approved as to Form:

Attest:

By: _____
Its: _____

By: _____
Its: _____

NOTARY ACKNOWLEDGEMENTS

State of Washington)
) ss.
County of Clark)

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

Dated: _____, 2023.

(Seal or stamp)

Signature
My Commission Expires: _____

State of Washington)
) ss.
County of)

I certify that I know or have satisfactory evidence that _____ 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 and acknowledged it as the _____ to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____, 2023.

(Seal or stamp)

Signature
My Commission Expires: _____

State of Washington)

) ss.
County of Clark)

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

Dated: _____, 2023.

(Seal or stamp)

Signature

My Commission Expires: _____

State of Washington)

) ss.
County of Clark)

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

Dated: _____, 2023.

(Seal or stamp)

Signature

My Commission Expires: _____

State of Washington)
) ss.
County of Clark)

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

Dated: _____, 2023.

(Seal or stamp)

Signature
My Commission Expires: _____

State of Washington)
) ss.
County of Clark)

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

Dated: _____, 2023.

(Seal or stamp)

Signature
My Commission Expires: _____

EXHIBIT INDEX

EXHIBIT INDEX

EXHIBIT A – Legal Description and Site Map

EXHIBIT B – Proposed Development Map

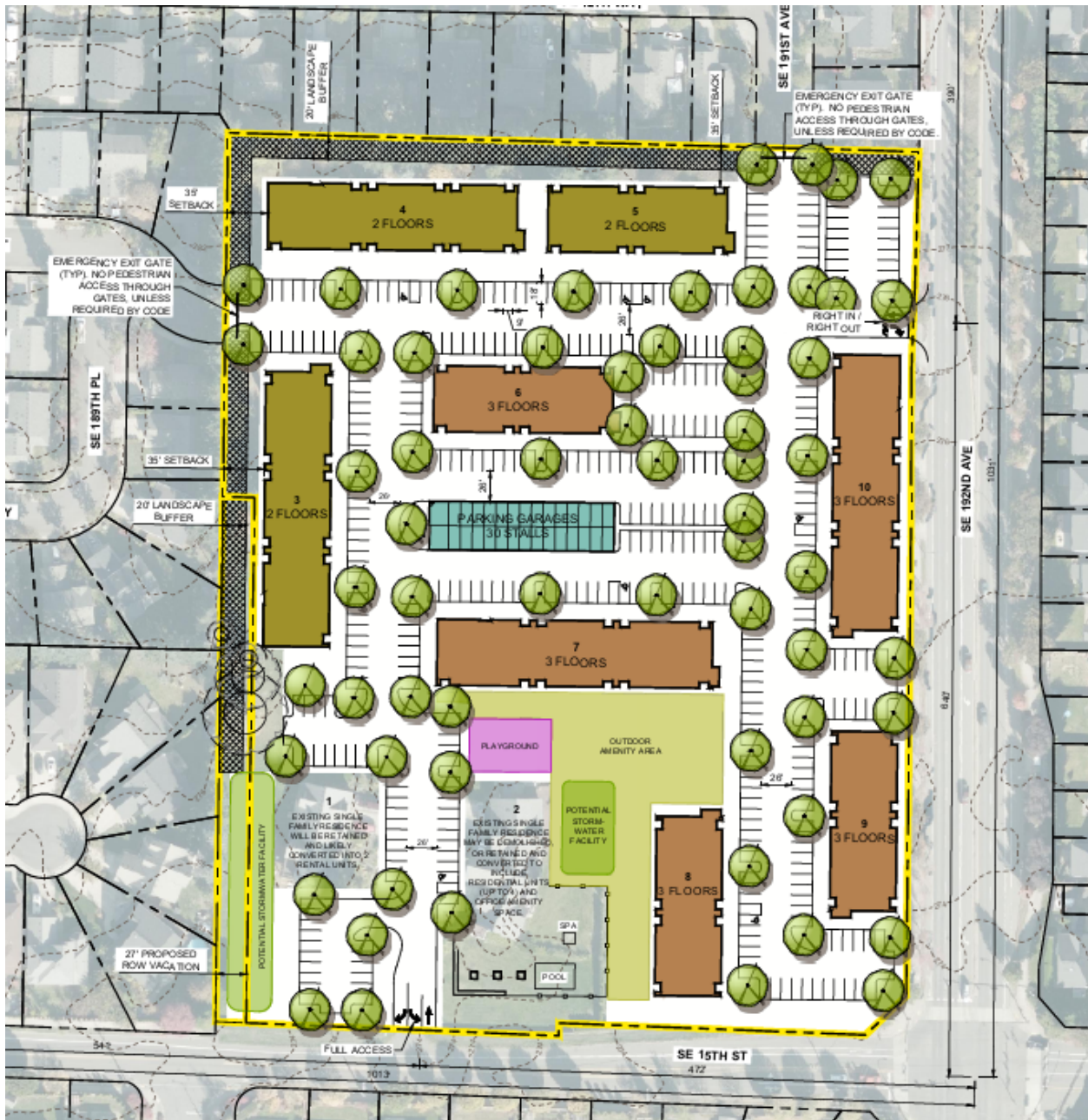
Legal Description and Site Map

The project site consists of tax lots 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000 together with a 27-foot-wide by approximately 445-foot-long unimproved right-of-way (ROW), further identified as Lots 1, 2, and 3 in the Nielsen Short Plat (Book 2, Page 634).



EXHIBIT B

Draft Proposed Site Plan



ATTACHMENT B: ORDINANCE B FOR 192nd AVENUE MAP DESIGNATION CHANGE

12/18/23

01/08/24

ORDINANCE NO. M_____

AN ORDINANCE relating to zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending the Vancouver Comprehensive Plan and Zoning map designation for adjacent tax lots 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000, and approximately 12,015 square feet of unimproved right-of-way, all located at the northwest corner of SE 192nd Avenue and SE 15th Street; authorizing the City Manager to enter into a Development Agreement related to future use of the site; and providing for severability; and providing for an effective date.

WHEREAS, pursuant to the 2023 City of Vancouver Annual Review program a timely application for property-specific changes to Comprehensive Plan and zoning map designations was submitted to the City of Vancouver to change the Comprehensive Plan and zoning map designations on said properties from Urban Low Density Residential and R-6 to Urban High Density Residential and R-22; and

WHEREAS, the Vancouver Planning Commission reviewed the proposed map designation changes at duly advertised workshops on July and September 12, 2023, and a duly advertised public hearing on October 24, 2023, and at which the Planning Commission voted 7-0 to recommend approval of the map designation change and associated Development Agreement; and

WHEREAS, the City Council conducted duly advertised workshops on October 23 and November 20, 2023, and a duly advertised Council Communications discussion on November 6 and November 20, 2023, and duly advertised First Readings on December 4 and December 18, 2023 and public hearing on January 8, 2024, following which the Council wishes to adopt the Planning Commission recommendation for approval, with minor modification to the Development Agreement; and

WHEREAS, the cumulative impacts of proposal have been reviewed in conjunction with other

ORDINANCE - 1

54595-81718 4872-5799-6693.1

Comprehensive Plan change applications under consideration in 2023; and

WHEREAS, the cumulative environmental impacts of the proposed zoning change have been reviewed and determined to be nonsignificant pursuant to the State Environmental Policy Act. A Notice of Determination of Non-significance (DNS) was issued on September 22, 2023, and no comments or appeals to the DNS were received; and

WHEREAS, the City Council finds and concludes, and the Planning Commission found and concluded, that the proposed change is consistent with the balance of relevant criteria for Comprehensive Plan and Zoning Map Amendments (VMC 20.285), and Development Agreements (VMC 20.250) and is consistent with the policies and provisions of the Comprehensive Plan and Strategic Plan that encourage orderly development within the community and the Growth Management Act pursuant to the requirements of Chapter 36.70A. RCW.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Findings and Conclusions. The Planning Commission findings and conclusions as set forth in the staff report for the October 24, 2023, public hearing, and subsequent deliberation by the Planning Commission and City Council, are hereby adopted as the City Council's findings of fact.

Section 2. Comprehensive Plan Map Amendments. The Vancouver Comprehensive Plan Land Use Map, established as part of the Vancouver Comprehensive Plan 2011-2030, adopted through Ordinance M-3994, is amended to change the Comprehensive Plan Land Use Map designation at tax lots 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000, from Urban Low Density Residential to Urban High Density Residential.

Section 2 Zoning Code Map Amendments. The City of Vancouver Zoning Map established under VMC 20.130.020 is hereby amended to change the Zoning Map designation at tax lots 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000, from R-6 to R-22.

Section 3 Development Agreement. The City Manager is hereby authorized to enter into a

Development Agreement substantially in the form attached hereto as Exhibit A and such executed Development Agreement will be timely recorded with the Clark County, Washington Assessor on the properties that are the subject of this ordinance.

Section 4. Severability. If any clause, sentence, paragraph, section, or part of this ordinance or the application thereof to any person or circumstances shall be adjudged by any court of competent jurisdiction to be invalid, such order or judgment shall be confined in its operation to the controversy in which it was rendered and shall not affect or invalidate the remainder of any parts thereof to any other person or circumstances and to this end the provisions of each clause, sentence paragraph, section or part of this law are hereby declared to be severable.

Section 6. Effective Date. This ordinance shall go into effect 30 days after the date of final passage.

Section 7. Instruction to City Clerk. The City Clerk shall transmit a copy of the revised development code to the Washington Department of Commerce.

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. M_____

AN ORDINANCE relating to zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending the Vancouver Comprehensive Plan and Zoning map designation for adjacent tax lots 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000, and approximately 12,015 square feet of unimproved right-of-way); authorizing the City Manager to enter into a Development Agreement related to future use of the site; and providing for severability; and providing for an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).

Exhibit A Development Agreement

MAIL TAX STATEMENTS TO:

AFTER RECORDING RETURN TO:

Jordan Ramis PC
Attn: James D. Howsley
PACWEST, 27th Floor
1211 SW Fifth Avenue
Portland, OR 97204

This space provided for recorder's use.

INSTRUMENT TITLE:	DEVELOPMENT AGREEMENT
GRANTOR:	Vance Development LLC, a Washington limited liability company; Larry Nielsen, Rochelle Nielsen, and Brenda Holbrook, individuals; Jens C. Nielsen Irrevocable Trust
GRANTEE:	City of Vancouver, a Washington municipal corporation
PROPERTY ADDRESS:	Northwest corner of SE 192 nd Ave. and SE 15 th St. in Vancouver, WA 98683
FULL LEGAL DESC:	See EXHIBIT A to This Document
ASSESSOR'S PROPERTY TAX PARCEL ACCOUNT NUMBERS:	177224000, 177224005, 177224010, 177240000, 177242000, 177238000, 177239000
REFERENCE NUMBER OF RELATED DOCUMENTS:	N/A

DEVELOPMENT AGREEMENT

Effective Date: _____, 2023

PARTIES

Larry Nielsen, Rochelle Nielsen, and Brenda Holbrook, Jens C. Nielsen Irrevocable Trust and Vance Development LLC (collectively “Grantor”) hold interest in APNs 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000, and approximately 12,015 square feet of unimproved right-of-way (collectively the “Property”), located at the northwest corner of SE 192nd Ave. and SE 15th St. in Vancouver, WA 98683. The legal description for the Property is attached as **EXHIBIT A**. Vancouver is a Washington municipal corporation (the “City”), and is responsible for land use planning and permitting pursuant to the Growth Management Act. Grantor and City are individually referred to as Party and collectively referred to as the Parties. The Parties wish to enter into a development agreement (the “Agreement”) as described in detail below.

RECITALS

Whereas, pursuant to RCW 36.70B.170, a development agreement may set forth the development standards and other provisions that will apply to, govern and vest the development, use and mitigation of the development of real property for the duration specified in the agreement, which statute provides:

(1) A local government may enter into a Development Agreement with a person having ownership or control of real property within its jurisdiction. A city may enter into a development agreement for real property outside its boundaries as part of a proposed annexation or a service agreement. A development agreement must set forth the development standards and other provisions that will apply to and govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement. A development agreement will be consistent with applicable development

regulations adopted by a local government planning under chapter 36.70A RCW;

Whereas, the legislative findings supporting the enactment of this section provide:

The legislature finds that the lack of certainty of the approval of development projects can result in a waste of public and private resources, escalate housing costs for consumers and discourage the commitment to comprehensive planning which would make maximum efficient use of resources at the least economic cost to the public. Assurance to a development project applicant that upon government approval the project may proceed in accordance with existing policies and regulations, and subject to conditions of approval, all as set forth in a development agreement, will strengthen the public planning process, encourage private, participation and comprehensive planning, and reduce the economic cost of development. Further, the lack of public facilities and services is a serious impediment to development of new housing and commercial uses. Project applicants and local governments may include provisions and agreements whereby applicants are reimbursed over time for financing public facilities. It is the intent of the legislature by RCW 36.70B.170 through 36.70B.210 to allow local governments and owners and developers of real property to enter into development agreements;

WHEREAS, Grantor plans to submit the necessary land use and building permit applications in order to build approximately 210-223 residential dwelling units (the “Project”) on the Property, a preliminary draft proposed site plan for which is attached as **EXHIBIT B, which future development will generally conform to;**

WHEREAS, pursuant to Chapter 20.250 Vancouver Municipal Code (VMC), City wishes to facilitate the Project pending applicable land use and building permit approvals;

WHEREAS, the Parties have agreed to a number of items in order to facilitate the Project;

WHEREAS, City agrees to support a comprehensive plan designation change on the Property from Urban Low Density Residential to Urban High Density Residential;

WHEREAS, City agrees to support a zone change on the Property from R-6 to R-22;

WHEREAS, City and Grantor agree to establish the green building standards for the Project;

WHEREAS, Grantor agrees to limit access to the Project site;

WHEREAS, City and Grantor desire to complete sidewalk infrastructure along SE 15th St to advance pedestrian safety,

WHEREAS, Grantor agrees to site the Project with setbacks beyond those required;

WHEREAS, Grantor agrees to include enhanced landscaping ; and

WHEREAS, Grantor agrees to include affordable housing in the Project.

AGREEMENT

NOW, THEREFORE, the Parties agree as follows:

Section 1. Development Agreement. This Agreement is a development agreement to be implemented under the authority of and in accordance with RCW 36.70B.170 – 210 and Chapter 20.250 VMC. It will become a contract between the Parties pursuant to the Effective Date clause below.

Section 2. Term of Agreement. This Agreement will commence on the Effective Date and will remain in effect twenty (20) years, unless extended, amended or terminated by mutual written consent of the Parties.

Section 3. Enhanced Project Setbacks. Grantor agrees, regardless of the applicable criterion, that the Project will include enhanced setbacks from adjacent property lines. All 1- and 2-story buildings will be set back at least 35-feet from the northern and western edges of the

Property. All 3-story buildings will be set back at least 120-feet from the western and northern edges of the Property. No building in the Project will be greater than 3 stories. However, if the City does not approve the vacation of the approximately 12,015 square feet of right-of-way along the western edge of the Property, the Project shall include no enhanced setbacks along the western edge of the Property adjacent to the right-of-way.

Section 4. Enhanced Landscape Buffer. Grantor agrees, that regardless of the applicable criterion, the Project will include a landscape buffer at least 20-feet in width along the western and northern edges of the Property, except for southern part of the western edge of the Property (west and southwest of the existing home) where a stormwater facility is planned, as shown in Exhibit B. As part of this landscape buffer, the Project will include, maintain, and enhance as many of the Property's existing mature trees as reasonably practicable. However, if the City does not approve the vacation of the approximately 12,015 square feet of right-of-way along the western edge of the Property, the Project shall include no enhanced landscape buffer along the western edge of the Property adjacent to the right-of-way.

Section 5. Affordable Housing. Grantor agrees to include affordable dwelling units in the Project. Specifically, 5% of the total number of dwelling units in the Project will be covenanted affordable housing available to those households earning no more than 80% of area medium income for a period of at least twenty-five (25) years. Prior to the issuance of the first building permit, Grantor shall execute and record against the property an affordable housing covenant to the City that has been approved by the City. This covenant shall ensure affordability throughout the affordability period, provide for annual monitoring by the City (with an annual monitoring fee paid to the City), and provide adequate legal and equitable remedies to the City in the event of non-compliance and/or breach of the covenant.

Section 6. Green Building.

Grantor agrees that new buildings in the project will undertake the below pursuant to the City of Vancouver Interim Green Building Policy:

- A. Buildings shall comply with the Washington Energy Code
- B. Apartment buildings shall be fully electric, with an exception for water heaters if they are shared with multiple units on a single tank and heater system
- C. EnergyStar appliances, low flow plumbing fixtures and high efficiency LED light fixtures shall be utilized to the fullest extent possible
- D. At least 110 parking stalls will be provided with a conduit from electrical panels capable of supporting a load to ensure electric vehicle readiness, and at least 22 stalls will have installed and operational electric vehicle charging stations
- E. Outdoor bike racks and covered bike parking area shall be provided
- F. Dark sky lighting will be provided to minimize light pollution
- G. Drought resistant vegetation and light colored paving surfaces shall be utilized in open spaces

Section 7. Offsite Sidewalk Improvements

Approximately 1,100 lineal feet of sidewalk on the north side of SE 15th St between SE 182nd Ave and SE 188th Ave are missing (the “Missing Sidewalk”) from the City’s sidewalk network. Grantor and City will use their best efforts to design and build the Missing Sidewalk prior to completion of the Project. In order to accomplish this, City shall defer collection of all Transportation Impact Fees (“TIFs”) for the Project until immediately prior to the issuance of the Project certificate of occupancy. If, prior to the payment of Project TIFs, the City designates the design, permitting, and construction costs associated with the Missing Sidewalk as TIF creditable, then Grantor shall conduct this design, permitting, and construction work in return for TIF credits, up to and not exceeding the amount of total Project TIFs. Grantor shall only conduct such work until immediately prior to the issuance of the Project certificate of occupancy. If, at that time, Grantor has only partially completed the Missing Sidewalk, then the City shall grant TIF credits for the value of the partially complete work. In no instance shall the City’s analysis of the Missing Sidewalk or effectuation of the steps necessary to make the Missing Sidewalk TIF creditable delay, in any way, the development of the Project. If the City delays the Project in any way due their work to the Missing Sidewalk, Grantor, at their sole discretion, may choose to pay the Project TIFs and abandon all work related to the Missing Sidewalk. City shall be solely

responsible for identifying and acquiring any right-of-way from third parties that may be necessary for the Missing Sidewalk and Grantor shall not participate in this process in any way.

SECTION 8. SITE ACCESS

Except as the City requires, Grantor agrees to design the Project in a manner such that there will be no vehicular access between the Project and SE 191st Ave and no pedestrian or vehicular access between the Project and SE 13th St.

MISCELLANEOUS PROVISIONS

Recitals. Each of the recitals contained herein are intended to be, and are incorporated as, covenants between the Parties and will be so construed.

Counterparts. This Agreement may be executed in counterparts; however all signature pages will be recorded together, and the complete recorded Agreement will constitute the final instrument.

Effective Date. This Agreement is effective upon the later of 1) recording, which shall occur within thirty (30) days of Vancouver City Council approval by resolution, or 2) the City's adoption of a comprehensive plan designation change on the Property from Urban Low Density Residential to Urban High Density Residential, a zone change on the Property from R-6 to R-22.

Termination. This Agreement will terminate upon the mutual agreement of the Parties in writing, which will be recorded, or upon expiration of the Term, whichever first occurs.

City's Reserved Authority. Notwithstanding anything in this Agreement to the contrary, the City will have the authority to impose new or different regulations to the extent required by a serious threat to public health and safety as required by RCW 36.70B; provided, however that traffic congestion is not a serious threat to public health and safety, and that such action will only be taken by legislative act of the Vancouver City Council after appropriate public process.

Authorization. The persons executing this Agreement on behalf of the Parties are authorized to do so and, upon execution by such parties, this Agreement will be a valid and binding obligation of such parties in accordance with its terms. The Parties have each obtained any and all consents required to enter into this Agreement and to consummate or cause to be consummated the transactions contemplated hereby.

Run with the Land. This Agreement will run with the land and be binding on the Parties' successors and assigns, and will be recorded with the City.

Public Hearing. The Vancouver City Council has approved execution of this Agreement by resolution after a public hearing.

Specific Performance. The Parties specifically agree that monetary damages are not an adequate remedy for breach of this Agreement. Therefore, the Parties are entitled to seek specific performance of all material terms of this Agreement, including but not limited to the development standards established in the Enhanced Project Setbacks, Enhanced Landscape Buffer, Affordable Housing, and Green Building sections of this Agreement, by any Party in breach.

Dispute Resolution. Should a disagreement arise between the Parties, the Parties agree to attempt to resolve the disagreement by first meeting and conferring. If such meeting proves unsuccessful to resolve the dispute, the disagreement may be resolved by a civil action.

Venue. This Agreement will be construed in accordance with the laws of the State of Washington, and venue is in the Clark County Superior Court.

Attorneys' Fees. If a suit, action, or other proceeding of any nature whatsoever (including any proceeding under the U.S. Bankruptcy Code) is instituted in connection with any controversy arising out of this Agreement or to interpret or enforce any rights or obligations hereunder, the prevailing party will be entitled to recover its attorney, paralegal, accountant, and other expert

fees and all other fees, costs, and expenses actually incurred and reasonably necessary, as determined by the court at trial or on any appeal or review, in addition to all other amounts provided by law.

Enforcement. Failure by any Party at any time to require performance by the other Parties of any of the provisions hereof will not affect the Parties' rights hereunder to enforce the same, nor will any waiver by a Party of the breach hereof be held to be a waiver of any succeeding breach or a waiver of this clause.

Severability. If any portion of this Agreement will be invalid or unenforceable to any extent, the validity of the remaining provisions will not be affected thereby. If a material provision of this Agreement is held invalid or unenforceable such that a Party does not receive the benefit of its bargain, then the other Parties will renegotiate in good faith terms and provisions that will effectuate the spirit and intent of the Parties' agreement herein.

Vesting. The specific development standards set forth in this Agreement govern the Property for the Term of the Agreement as of the Effective Date, pursuant to VMC 20.250.040.

Amendments. This Agreement may only be amended by mutual written agreement of the Parties, and all amendments will be recorded with the Assessor's Office in Clark County, Washington.

Survival. Any covenant or condition set forth in this Agreement, the full performance of which is not specifically required prior to the expiration or earlier termination but which by its terms is to survive the termination of this Agreement, will survive the expiration or earlier termination of this Agreement and will remain fully enforceable thereafter.

No Benefit to Third Parties. The Parties are the only parties to this Agreement and are the only parties entitled to enforce its terms, except as otherwise specifically provided in this Agreement. There are no third-party beneficiaries.

Entire Agreement. This Agreement constitutes the entire agreement between the Parties as to the subject matter.

Notices. All notices will be in writing and may be delivered by personal delivery, by overnight courier service, or by deposit in the United States Mail, postage prepaid, as certified mail, return receipt requested, and addressed as follows:

City	Vancouver City Council Councilors Attn.: Eric Holmes, City Manager 415 West 6th Street, 2 nd Fl. Vancouver, WA 98660
Grantor	Larry Nielsen, Rochelle Nielsen, Brenda Holbrook, and Jens C. Nielsen Irrevocable Trust 19004 SE 15 th St. Vancouver, WA 98683
Grantor	Vance Development Attn.: Gary Vance 2005 SE 192 nd Ave., Ste. 200 Camas, WA 98607
With a copy to:	Jordan Ramis, PC Attn.: James D. Howsley PACWEST, 27 th Fl. 1211 SW Fifth Ave. Portland, OR 97204

Notices will be deemed received by the addressee upon the earlier of actual delivery or refusal of a Party to accept delivery thereof. The addresses to which notices are to be delivered may be changed by giving notice of such change in address in accordance with this notice provision.

Non-waiver. Waiver by any Party of strict performance of any provision of this Agreement will not be deemed a waiver of or prejudice a Party's right to require strict performance of the same or any other provision in the future. A claimed waiver must be in writing and signed by the Party granting a waiver. A waiver of one provision of this Agreement will be a waiver of only that provision. A waiver of a provision in one instance will be a waiver only for that instance, unless the waiver explicitly waives that provision for all instances.

Headings, Table of Contents. The section headings are for convenience in reference and are not intended to define or limit the scope of any provision of this Agreement.

Interpretation of Agreement; Status of Parties. This Agreement is the result of arm's-length negotiations between the Parties and will not be construed against any Party by reason of its preparation of this Agreement. Nothing contained in this Agreement will be construed as creating the relationship of principal and agent, partners, joint venturers, or any other similar relationship between the Parties.

Future Assurances. Each of the Parties will promptly execute and deliver such additional documents and will do such acts that are reasonably necessary, in connection with the performance of their respective obligations under this Agreement according to the Schedule so as to carry out the intent of this Agreement.

//

//

//

//

//

//

//

//

//

Signatures appear on the following pages.

LARRY NIELSEN

Date

ROCHELLE NIELSEN

Date

BRENDA HOLBROOK

Date

JENS C. NIELSEN IRREVOCABLE TRUST

By: _____
Its: _____

Date

VANCE DEVELOPMENT, LLC

By: _____
Its: _____

Date

CITY OF VANCOUVER

By: _____
Its: _____

Date

Approved as to Form:

Attest:

By: _____
Its: _____

By: _____
Its: _____

NOTARY ACKNOWLEDGEMENTS

State of Washington)
) ss.
County of Clark)

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

Dated: _____, 2023.

(Seal or stamp)

Signature
My Commission Expires: _____

State of Washington)
) ss.
County of)

I certify that I know or have satisfactory evidence that _____ 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 and acknowledged it as the _____ to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____, 2023.

(Seal or stamp)

Signature
My Commission Expires: _____

State of Washington)

) ss.
County of Clark)

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

Dated: _____, 2023.

(Seal or stamp)

Signature

My Commission Expires: _____

State of Washington)

) ss.
County of Clark)

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

Dated: _____, 2023.

(Seal or stamp)

Signature

My Commission Expires: _____

State of Washington)
) ss.
County of Clark)

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

Dated: _____, 2023.

(Seal or stamp)

Signature
My Commission Expires: _____

State of Washington)
) ss.
County of Clark)

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

Dated: _____, 2023.

(Seal or stamp)

Signature
My Commission Expires: _____

EXHIBIT INDEX

EXHIBIT INDEX

EXHIBIT A – Legal Description and Site Map

EXHIBIT B – Proposed Development Map

EXHIBIT A

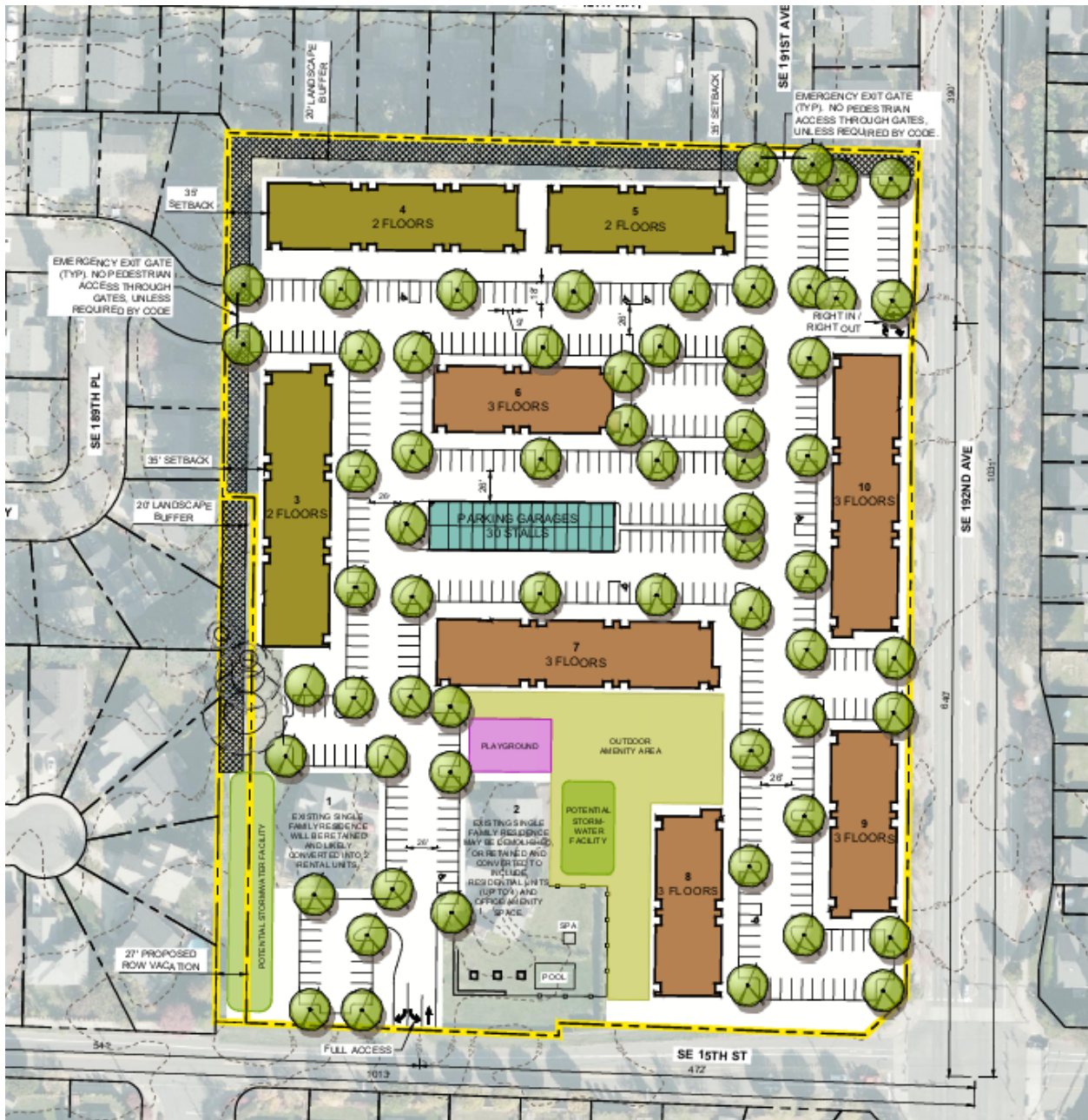
Legal Description and Site Map

The project site consists of tax lots 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000 together with a 27-foot-wide by approximately 445-foot-long unimproved right-of-way (ROW), further identified as Lots 1, 2, and 3 in the Nielsen Short Plat (Book 2, Page 634).



EXHIBIT B

Draft Proposed Site Plan





Item #

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024

SUBJECT Homelessness Emergency Situation Report #2

ATTACHMENTS:

- ▣ Homelessness Emergency Situation Report #2

Homelessness Emergency Situation Report

Incident Name: Homelessness Emergency

Incident Commander: Aaron Lande

Situation Report # 2

Operational Period: December

New Emergency Orders (if any)

NONE

Emergency Operations Center

- Homelessness Emergency Action Plan (HEAP) has been drafted and circulated to staff section leaders.
- Vancouver Homeless Persons' Memorial was December 21st. In 2023 the community lost 45 people. That includes 1 advocate, 13 who were housed but previously homeless, 31 who were homeless. Of the 31 who were homeless at time of death, 23 were unsheltered and 8 were sheltered. 13 of these deaths were confirmed overdoses.

HART Activities

- HART conducted clean-ups throughout the Burnt Bridge Creek trail system, including along the Ellen Davis Trail, Discovery Trail, Arnold Park and in Leverich Park. These clean-ups resulted in multiple referrals into Safe Stay Community 4, as some of those areas fall within the no-camping buffer for that site.
- Additional cleanups conducted along Mill Plain soundwall, W. 16th, and the blocks around Share House (W. 13th- W. 11th & Lincoln – Jefferson)
- HART is participating in Point in Time Count planning for the January 25th PIT Count. In preparation for annual count, all local jurisdictions halt encampment removals a week or two prior so as to not move people around right before the count and lose track of them.

Safe Park/Stay Safe

- The City's fourth Safe Stay Community opened on December 18th at 4611 Main Street. This site is being operated by Do Good Multnomah.
- Shower/restroom facilities were added to Safe Stay Communities 1 & 2 and Safe Park.
- Thrive 2 Survive began operating the Safe Park site on January 1st and changed the name of the community to Road 2 Home.

Community Court

- City staff continue to work with community partners to identify a new location for the Community Court program.
- The Community Court program team presented to the Clark County Law and Justice Council on 12/8/23. Some takeaways from that presentation:
 - 5 individuals have accessed detox and/or inpatient treatment without being mandated to do so;
 - 52% of Community Court graduates have obtained shelter and/or housing through participation in the program;
 - 7 participants are housed (6 of those graduated from Community Court);
 - 15 participants are in shelter (8 of those graduated from Community Court).

Community Response Teams (CRTs)

Homelessness Emergency Situation Report

- Through November 2023: Columbia River Mental Health (CRMH)'s Fourth Plain CRT screened 40 calls. 20 of these calls resulted in an in-person response with resolution.
- December 1-22, 2023: 22 calls screened, 17 resulted in an in-person response with resolution.
- Fourth Plain CRT spoke with more than 100 businesses in the corridor about the team and the work they can perform.

Property Closures

- Under Emergency Order 2023-003, the City Manager has declared three publicly owned properties closed to outdoor habitation. The list of properties can be found on the City's Homelessness Emergency Declaration webpage: [Emergency Declaration -The City of Vancouver, WA](#)



TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 1/8/2024

SUBJECT Legislative Discussion - Rent Regulation

ATTACHMENTS:

- ▢ Rent regulation legislative analysis



MEMORANDUM

DATE: January 8, 2024

TO: Mayor and Council

FROM: Eric Holmes, City Manager

RE: **Rent Regulation legislative analysis**

Background:

Washington State Law

Except for rental agreements governing subsidized tenancies, a landlord is generally required to provide each affected tenant a minimum of 60 days prior written notice of an increase in the amount of rent.

Any increase in the amount of rent may not become effective before completion of the term of the rental agreement. For subsidized tenancies where the rental amount is based on the income of the tenant or circumstances specific to the subsidized household, a landlord must provide each affected tenant at least 30 days prior written notice of an increase in the amount of rent.

An increase in the amount of rent may become effective at the end of the rental term or sooner upon mutual consent.

Under current law, cities are prohibited from enacting ordinance that regulate the amount of rent charged. RCW [35.21.830](#) states in part, "*No city or town of any class may enact, maintain, or enforce ordinances or other provisions which regulate the amount of rent to be charged for single-family or multiple-unit residential rental structures.*"

In Washington, there is no statewide law that regulates the amount of rent that can be charged. In fact, only two States have statewide rent regulation.

Oregon and California

In 2019, both California and Oregon enacted statewide rent regulation acts. They are structured very similarly. Both apply protections to multi-unit buildings constructed more than 15 years ago, whose rent is not subsidized by the government. And as of 2023, both cap annual rent increases to a maximum of 10 percent.

2024 Session Rent Regulation Legislation

During the 2024 session the State will be considering a series of landlord-tenant bills that regulate rents, require more advance notice of rent increases in certain circumstances, or allow for cities to enact their own rent regulation ordinances.

[House Bill 1124](#) requires landlords across the state to provide at least six months' notice (but not more than 220 days' notice) for rent increases over 5% and would allow tenants to break their lease to avoid a rent hike of more than 5%. Today, state law requires 60 days' notice of any rent hike. The bill would also cap fees for late rent at \$75.

[House Bill 1388](#) prohibits rent increase during the first year of tenancy, prohibits rent increase during any 12-month period that is greater than the rate of inflation or 3%, whichever is greater, up to a maximum of 7% above existing rent on housing units older than 10 years. The bill also prohibits landlords from charging more for a month-to-month lease compared to a long-term lease or vice versa.

Another bill, [House Bill 1389](#)/[Senate Bill 5435](#) imposes a similar cap but offer more exemptions for landlords.

[House Bill 1625](#) /[Senate Bill 5615](#) removes statewide preemption on local rental control and allows local towns, cities, and counties to create their own rent control laws.