

# **Skamania Public Safety Center**

Emergency Facility Feasibility Study

September 30, 2013





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## Executive Summary

The purpose of this study was to determine if it's practical and cost effective for four public agencies in Skamania County to share in the building of a joint facility.

### Participating Agencies

The agencies participating in this feasibility study included the Skamania County Department of Emergency Management, Skamania County Hospital District, Skamania County Fire District #2, and the City of Stevenson Fire Department. All four agencies are located within the boundaries of Skamania County, Washington, but each agency's service boundaries vary within the County, and each operates under different governance and funding structures.

### Existing Facilities

Each of the agencies included in this feasibility assessment have facilities in varying degrees of condition, functionality, useful life, and adequacy.

The Skamania County Department of Emergency Management is operating out of the lowest floor in the County Jail. The space is too small and crowded when its Emergency Operation Center is activated in response to a large regional emergency, which can call upon upwards of 50 volunteers to appropriately staff.

The Skamania County Hospital District provides emergency medical and rescue services throughout Skamania County home based from a single station located in Stevenson, Washington on First Street. The building is well maintained, but undersized in many ways.

The Stevenson Fire Department and Skamania Fire District #2 provide service from a main headquarters fire station in Stevenson and a rural satellite station 2-1/2 miles north of Stevenson. Both structures are antiquated and insufficient in meeting the needs of the community.

### Programmatic Requirements

Over the course of several workshop sessions with representatives of the four participant agencies, programmatic needs were identified and evaluated in terms of both current and long-range perspectives. This methodology resulted in an itemized list of rooms and spaces that detailed specific needs. Built as individual facilities, the tally was 25,090 square feet. Built as a single shared facility the tally was 20,870 square feet, which equated to a net reduction of 17% in size.



## **Property Considerations**

Together with the participant agencies, property characteristics to support the functional aspects of the shared facility were identified, evaluated, and quantified. These characteristics were then applied to a large number of properties in the greater Stevenson area. Ultimately, two parcels were analyzed in greater depth to assess their suitability in terms of topography, utility availability, zoning and land-use restrictions, transportation access, and the potential development costs. Both were determined to be viable options in terms of constructability and development cost, yet each had other factors for weighing advantages (or disadvantages) over the other.

## **Building Layout**

Consideration was given for how a shared building of this type might be laid out. Building diagrams were prepared to demonstrate two important aspects. First was to establish a general footprint for the building to assist in defining property requirements that would support it. Second was to assist the participant agencies in understanding how they might co-mingle and co-occupy a joint facility.

Two options are presented in this report for further consideration of the participant agencies. Both are approximately the same in square footage, and both respond to the same programmatic requirements. The contrast comes in how the individual agencies live together under one roof, how integrated each agency's programmatic needs are intertwined, and how the facility is 'shared' overall.

## **Costs**

The total estimated cost for this project, including land acquisition and all project expenses, would be approximately \$10.5 million dollars.

Identifying potential funding sources was a large portion of our conversations over the course of preparing this report. Grants and low interest loans were generally identified as the most viable. A listing of those potential sources is included in this report.

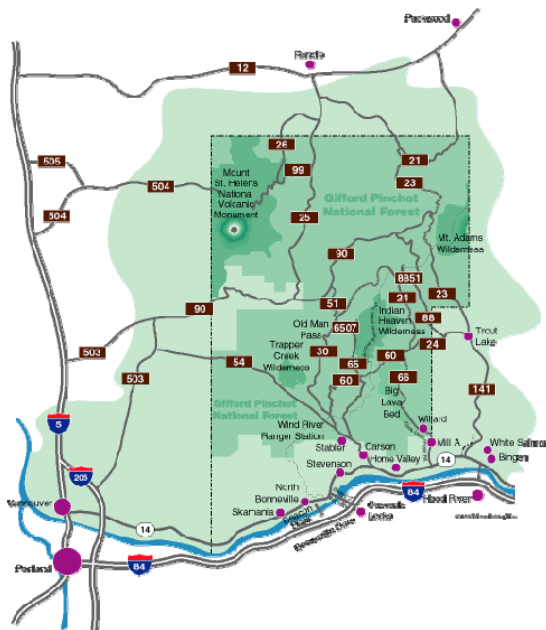


## Participating Agencies

The agencies participating in this feasibility study include the Skamania County Department of Emergency Management, Skamania County Hospital District, Skamania County Fire District #2, and the City of Stevenson Fire Department. All four agencies are located within the boundaries of Skamania County, Washington, but each agency’s service boundaries vary within the County, and each operates under different governance and funding structures.

### Skamania County, Washington

Located in southwestern Washington, Skamania County extends from the northern shores of the Columbia River, through the forested ridges and ravines of the Cascade Mountains, north beyond Mount St. Helens, and east to the flanks of Mt. Adams.



Skamania County is 1,672 square miles in size and encompasses the Gifford Pinchot National Forest, Columbia River Gorge National Scenic Area, and Mt. St. Helens National Volcanic Monument. Eighty percent of the county is National Forest.

Skamania County was established in 1854, one of the first counties in the state. It operates under the laws of the State of Washington with a Commission form of government. Skamania County is a general purpose government that provides public safety, road improvement, parks and recreation, judicial administration, health and social services and general administration. There are eleven elected officials: three County Commissioners, an Assessor, an Auditor, a County Clerk, a District Court Judge, a Prosecuting Attorney, a Sheriff, a Superior Court Judge and a Treasurer.

The county population is approximately 11,000, spread throughout the communities of Washougal, Stevenson, Carson, Stabler, Home Valley, Mill A, Willard and Underwood.

### Skamania County Department of Emergency Management

The Skamania County Department of Emergency Management (DEM) prepares for all natural and man-made emergencies and disasters that occur throughout Skamania County, coordinates





responses, and provide logistical support, mitigation and recovery efforts.

The term 'emergency' means a set of circumstances which demand immediate action to protect life, preserve public health or essential services, or protect property. 'Disaster' means the situation is beyond the capabilities of the responding jurisdictions or organizations.

In accomplishing their mission, Skamania DEM operates hand-in-hand with the County Sheriff on all four phases of emergency management: Preparedness, Mitigation, Response, and Recovery.

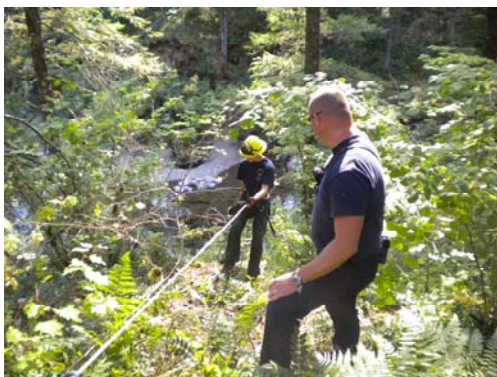
Skamania DEM employs one full-time and multiple part-time individuals, coordinates more than 100 volunteers, and is currently located in the basement of the County's jail facility. The DEM's duties include implementing National Incident Management System (NIMS) protocols and coordinating search and rescue operations. Skamania County's rural areas include the Mount St. Helens National Monument, Mt. Adams Wilderness, Gifford Pinchot National Forest, and Columbia River Gorge National Scenic Area. Millions of tourists visit these areas annually. This large service area is vulnerable to large scale emergencies such as volcanic eruptions, wildland fires, and landslides, as well as the more frequent small scale emergencies related to lost hikers, lost mushroom collectors, boating and kite/sail boarding recreationists, and compromised climbers.

**Governance.** Skamania County DEM is managed by the County Sheriff, governed by the Skamania County Commissioners, and operated under state law per WAC 118-30 and RCW 38.52 laws.

**Funding.** Appropriations to fund the Skamania County Department of Emergency Management are at the discretion and direction of the County Commissioners. The Department of Emergency Management may also receive funding in the form of gifts, grants, and/or loans.

### **Skamania County Hospital District**

The Skamania County Hospital District (dba Skamania County EMS) provides emergency medical services (EMS) to the residents and visitors of Skamania County. Their nineteen employees and twenty-two volunteers operate three ambulances out of their facility in downtown Stevenson and have one other ambulance strategically stationed in the county's west end. Skamania EMS also employs a rescue vehicle for automobile extrication, rope rescue and trail rescue, two squads, and a mass casualty trailer. Like the other partners of this feasibility study, Skamania EMS personnel are needed to serve visiting tourists. Responses of this nature continue to increase.



In addition to providing emergency medical services, Skamania County EMS provides a wide range of rescue services:

**Rope Rescue.** Most of Skamania EMS employees are rope rescue technicians. This service is important to Skamania County for two reasons. First, the diverse terrain throughout the County in which to navigate for rescues. Second, because of the many recreational activities specific to Skamania, including Beacon Rock and the Ozone as highly popular climbing areas, there is a growing incidence

of rope assisted rescues.

Trail Rescue. Trail rescue is an important activity for this agency. With a new Wilderness Program, they are able to provide a higher level of advanced life support (ALS) in remote conditions. Preplanning is done for all area trails and is reviewed monthly.



Vehicle Extrication. Skamania County is one of the only Emergency Medical Services agencies in the County that provides vehicle extrication. Skamania EMS employs hydraulic tools such as the Jaws of Life and Rescue 42 Jacks for vehicle extrication. These techniques and procedures are updated and reviewed monthly.

Skamania County EMS also provides event standby services for the community and an extensive number of on-going classes in CPR, First Aid, A.E.D. Operations, Blood Borne Pathogens, CPR for Health Care Providers, Emergency Medical Responder training and Wilderness First Aid.

**Governance.** Skamania County Public Hospital District is governed by three commissioners, elected for six-year terms from residents whom reside within the District’s service area. Public Hospital Districts in Washington State are governed by Chapter 70.44 RCW.

**Funding.** Skamania County EMS’s primary revenue source is levying taxes on property within the county wide Hospital District. This amount is limited to fifty cents per thousand dollars of assessed value on taxable property, plus an additional annual tax as a hospital district not to exceed twenty-five cents per thousand dollars. Revenue can be collected above these amounts when authorized by a vote of the people. The commission is also authorized to borrow money or issue warrants under certain circumstances.

**City of Stevenson Fire Department / Skamania Fire District #2**

The Stevenson Fire Department and Skamania County Fire District #2 operate as one entity. The Chief and his 35 firefighters are all volunteers. The administrative duties of the Department are performed by City staff, and the administrative duties of the District are completed on an as-needed basis by a part-time secretary. The service area includes all of Stevenson and surroundings that stretch all the way to the Bonneville Dam. The volunteers respond to house fires, traffic accidents on the state highway, railway derailments, wildland fires, and emergencies requiring mutual aid in both Washington and Oregon. With the recent reductions in Gifford Pinchot Forest staffing the closest United States Forest Service response team is more than 45 miles from Stevenson. Together, the Stevenson Fire Department and Skamania Fire District #2 often serve as first responders for fires in the Gifford Pinchot.





**Governance.** The Stevenson Fire Department is governed by the City of Stevenson. Stevenson operates under a Mayor-Council form of government where the Mayor serves as the head of the executive branch and five council members serve as the legislative branch. The Mayor and City Council members are elected by the citizens of Stevenson and serve four year terms.

Skamania Fire District #2 is governed by three members of the community, elected to serve as Fire Commissioners. They serve staggered six year terms and are responsible for oversight of the District and their agreement with the City of Stevenson.

**Funding.** Funding for the Stevenson Fire Department is by annual appropriation by the City of Stevenson. Funding for Skamania County Fire District #2 comes primarily through the collection the taxes levied on real property within the boundaries of the Fire District.

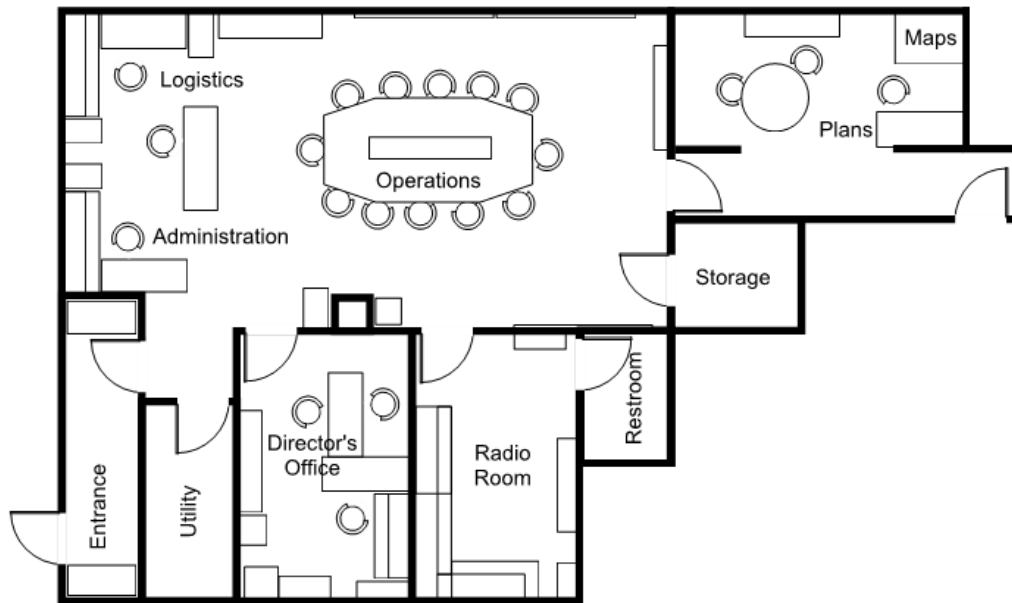
## Existing Facilities

Each of the agencies included in this feasibility assessment have facilities in varying degrees of condition, functionality, useful life, and adequacy.

### Skamania County Department of Emergency Management

The Skamania County Department of Emergency Management is operating out of the lowest floor in the County Jail. It occupies approximately 1,365 square feet. While this location provides high security and good protection from the damage associated with a significant earthquake, it is only moderately satisfactory as an Emergency Operation Center for a service area as diverse and vast as Skamania County.

The central hub for Skamania County DEM's space is an open conference/meeting/training area that becomes the regional Emergency Operation Center (EOC) when required. The central table can accommodate 12 individuals, which has proven inadequate during large scale regional disasters when upwards of 50 volunteers may be called upon to report to the EOC.



Floor Plan  
**Department of Emergency Management**  
 Skamania County, Washington



**Skamania County Hospital District**

The Skamania County Hospital District provides emergency medical and rescue services throughout Skamania County home based from a single station located on First Street in Stevenson, Washington.

The facility is approximately 4,000 square feet covering two floors. It includes administrative offices on the main floor and living quarters on the upper floor for the 24-hour shift personnel assigned to the station.



The building has been well maintained and is in relatively good condition. The building appears to meet current building codes in general and provides functional areas consistent with today's design standards.

The building's shortcomings, as further noted in the Programmatic Requirements section of this report, would be in overall lack of space. Skamania EMS has exceeded its capacity to store their ambulances and support vehicles indoors. Dedicated space for decontamination, as well as adequate storage space for equipment and supplies is inadequate. Additionally, the living quarters are crowded and have limited the number of 24-hour personnel that can be assigned at this location with only three sleep rooms. The single restroom upstairs and single uni-sex locker/shower area do not provide the same level of gender separation as would be expected in a modern EMS station.

Main Floor

Apparatus Bay	1,250 sf
Lobby / Office	150 sf
Director's Office	130 sf
Laundry	80 sf
Office	110 sf
(2) Restrooms	100 sf
Meeting / Training Room	725 sf
Training Room Storage	30 sf
Stairs / Circulation	<u>225 sf</u>
	2,800 sf

Upper Floor

Kitchen / Day Room	440 sf
(3) Sleeping Rooms	340 sf
Restroom	80 sf
Lockers / Shower Area	180 sf
Stairs / Circulation	<u>160 sf</u>
	1,200 sf

**Total Square Footage 4,000 sf**

## Stevenson Fire Department / Skamania Fire District #2

There are two structures the Fire Department and Fire District provide emergency services from – a main headquarters fire station in Stevenson on First Street, and a satellite fire station north of town and close to the intersection of Loop Road and Stewart Road.

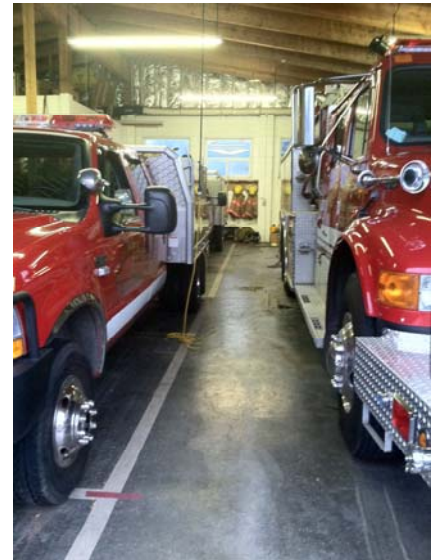


The fire station on First Street is approximately 4,320 square feet and consists primarily of a large garage space for storing fire apparatus and equipment. There is a small meeting and training room in the rear of the building and a single occupant restroom.

Included in the total square footage is a lean-to storage room on the rear of the structure of approximately 960 square feet. This addition has a lower floor elevation than the main station and is consequently accessed only from outside.

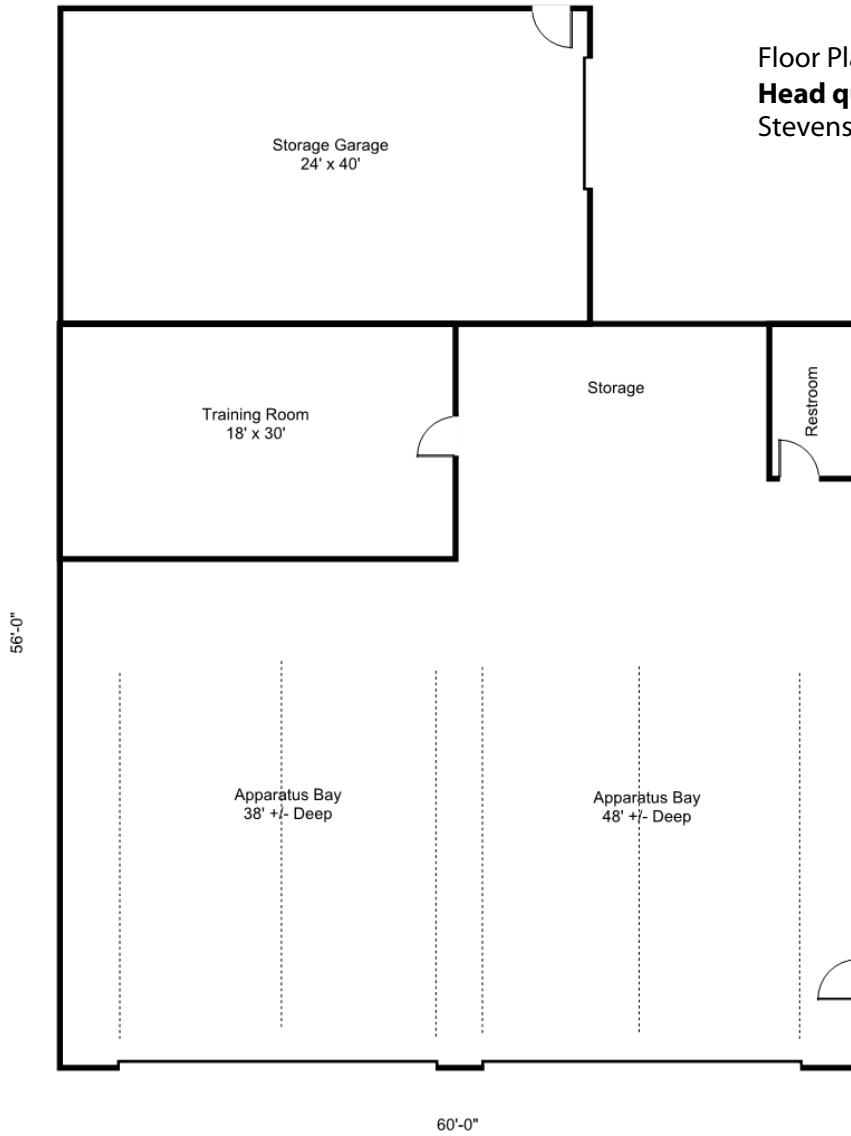
The station does not have the amenities expected of a modern fire station, including facilities for decontaminating equipment and personnel from pathogens they may have been exposed to during a call, or a mechanical ventilation system for removing diesel exhaust contaminants when driving vehicles in and out of the station.

Additionally, the building does not have automatic fire sprinklers and its resistance to a large earthquake is highly questionable. Recently when a fire truck clipped the jamb of one of the overhead doors, significant damage occurred to the building requiring a large steel framework to be installed to support the corner of the building. In many ways, the building is at or near the end of its useful life. Despite good maintenance and care over the years, the building is highly recommended for replacement.



The satellite fire station is a single garage with two overhead doors facing Loop Road. While certain fire apparatus and equipment are located in this station, they are not currently dispatched from this location.

Like the Headquarters Fire Station, this satellite station is antiquated in many ways. Consequently, it is currently being used predominately as storage for the fire district, as opposed to an active fire station.



Floor Plan  
**Head quarters Fire Station**  
Stevenson, Washington



## Regional Map for Existing Facilities







## Programmatic Requirements

### Summary or Requirements

Over the course of several workshop sessions with representatives of the four participant agencies, programmatic needs were identified and evaluated in terms of both current and long-range perspectives. This methodology resulted in an itemized list of immediate building requirements that could be described in terms of square footage. Long-term needs were identified in more general terms and consequently described by which building areas were most likely to require expansion in future years. Factors effecting the timing and extent of these future expansions will ultimately be influenced by growth in population, transportation networks, commerce, and increased access to Skamania County's recreational areas.

### Square Footage Tally

The 'immediate' needs of each agency were first identified. This tallied 25,090 square feet in aggregate on the basis that each agency was constructing a separate building on a separate site. This established a baseline by which to compare the potential advantages of partnering in the construction of a shared facility.

Because the mission of all four agencies is similar in providing emergency services, many facility needs naturally overlapped. Both Fire and EMS have large garage space needs for their vehicles. All four have education and training needs in a classroom setting. All four have administrative office needs. When opportunities for sharing space are considered, the overall square footage for a shared facility was reduced by 4,220 square feet for a net reduction of 17%.

The overall square footage under a shared building approach would be apportioned approximately as follows amongst the participate agencies:

	Department Emergency Management	Skamania Hospital District	Stevenson Fire and District #2
<b>Operational Areas</b>			
Apparatus Bay	-	4,800	5,600
Clean-up / Decontamination	-	110	110
Maintenance / Small Tool Shop	-	100	100
Sprinkler / Compressor Room	40	40	40
Equipment Storage (Fire)	-	-	240
Equipment Storage (EMS)	-	160	-
Secure Medical Supplies	-	80	-
App Bay Restroom	-	64	64
App Bay Janitorial / Wash Equipment	-	64	64



	Department Emergency Management	Skamania Hospital District	Stevenson Fire and District #2
<b>Administrative Areas</b>			
Lobby	144	72	-
Public Restrooms	128	64	-
First Aid Room	-	144	-
Meeting / Training / EOC	1,728	-	-
Conference Room (EOC Policy Room)	256	-	-
EOC Equipment and Supplies	96	-	-
Training Room Storage	150	-	-
Radio Room	192	-	-
Office – Fire Chief	-	-	100
Office – EMS Director	-	100	-
Office – EMS Shift Office	-	100	-
Office – EMS Training Captain	-	100	-
Office – EOC Manager	192	-	-
Shared Work Area	-	468	250
Admin Copy and Supply Room	40	60	-
Library (Small Meeting Room)	252	-	-
<b>Living Quarters</b>			
Individual Sleep Rooms	-	594	-
Toilet / Shower Rooms	-	288	-
Kitchen	-	216	-
Dining	-	173	-
Dayroom	-	346	-
Physical Fitness	-	240	-
Laundry Room	-	90	-
Janitorial / Storage	-	48	-
Subtotal	3,218	8,520	6,568
Allow. for mech/elec/communication @ 5%	161	426	328
Allow. for walls, corridors, circulation @ 9%	290	767	591
<b>Total Anticipated Square Footage</b>	<b>3,669</b>	<b>9,713</b>	<b>7,488</b>

*Total combined square footage for the participant agencies would be 20,870 square feet.*

### **Programmatic Needs Supported by a Joint Facility**

The largest opportunity for shared building use is in the area of a large training and meeting space. Both Skamania EMS and the two fire agencies utilize a large meeting space currently on a regular basis. In both cases, the current facilities have become too small to adequately accommodate agency needs due to growth in these organizations since their facilities were built. The demand frequency for using this space by these agencies is compatible, and therefore an attractive and practical opportunity. Sharing this space with the Department of Emergency Management is also attractive.



DEM's use of this large meeting/training room as an Emergency Operation Center is infrequent, but vital to the community when disasters occur in the region.

Other building areas suitable for shared use include conference and smaller meeting rooms, physical fitness facilities, and administrative support areas.

**Other Potential Benefits**

If built as a single facility as programmed, informal sharing typically occurs in unexpected ways. For example, if Skamania EMS isn't filling all six sleep rooms due to staffing levels, those sleep rooms could potentially be occupied by volunteer firefighters. Such an arrangement could enhance the fire department's volunteer program. It could also enhance the working relationship between EMS first responders and fire department first responders. Other examples could include use of the EMS kitchen and dining areas by DEM volunteers when the EOC is activated for an extended period, or the fire department's apparatus bay housing reserve EMS vehicles if all bays aren't full. These are natural outcomes of a strong partnership and commitment to providing the highest value to the citizens served for the dollars available.

**Compatible/Incompatible Facility Needs**

While there are numerous opportunities for shared spaces within this joint facility, there are an equal number of spaces incompatible for sharing. Each agency has a need for private offices. HIPPA laws require separation of records storage. The security of certain equipment will dictate separate storage. In particular this would include medicines, medical supplies, and highly specialized equipment specific to each agency's operations.

**Equitable Level of Facility Ownership/Responsibility**

The square footage summary above notes the relative allocation of area to each of the participant agencies. In the case of the Hospital District and the fire departments, they both tally spaces that are primarily used exclusively by the respective agency. In the case of the Department of Emergency Management, approximately 3,000 square feet of the noted 3,669 square feet are 'shared' with the other participant agencies. Those shared spaces include:

Lobby	144
Public Restrooms	128
Meeting / Training / EOC	1,728
Conference Room (EOC Policy Room)	256
Training Room Storage	150
Library (Small Meeting Room)	<u>252</u>
Subtotal	2,658
Allow. for mech/elec/communication @ 5%	133
Allow. for walls, corridors, circulation @ 9%	<u>239</u>
<b>Total Shared Square Footage</b>	<b>3,030</b>

An equitable level of facility ownership and responsibility could be derived by quantifying the amount of space dedicated primarily to each agency, and adding a proportionate share of those spaces commonly used by all the agencies. This methodology would result in the following percentages amongst the agencies:

	Space Used Primarily by One Agency	Shared Space	Equitable Share of Ownership and Responsibility
Department of Emergency Management	639 SF	1,010 SF	8 %
Skamania Hospital District	9,713 SF	1,010 SF	51 %
Stevenson Fire Dept & Fire District #2	<u>7,488 SF</u>	<u>1,010 SF</u>	<u>41 %</u>
Totals	17,840 SF	3,030 SF	100 %

The above noted percentages reasonably represent an equitable division of ownership and responsibility for each agency. It is based on the programmatic needs and proposed opportunities for shared space as discussed and identified to date.

It is important to recognize the square footage amounts used in this division of ownership and responsibility could easily change in the future for a variety of reasons. Should that occur, the square footage tallies can be adjusted to reflect those differences, and the same methodology applied to reapportion the percentages of ownership and responsibility.

### **Individual Room Diagrams and Descriptions**

As a basis of assigning square footage to the above noted rooms and spaces, the following Room Diagrams were prepared. These were reviewed during the workshop sessions with leaders of each participant agency, and further confirmed through feedback from agency personnel.

While final room sizes and dimensions may vary from these Room Diagrams in the ultimate building project, they are useful tools at this programming stage. For each room they graphically demonstrate capacity for furniture, equipment, and occupants. Importantly, they confirm each room is sized for its intended purpose and further confirm the building's overall square footage is realistic since it is formulated on a room-by-room basis.

# Skamania Public Safety Center

## Room Diagrams

### Apparatus Bay (Fire)

Size: 5,600 sf

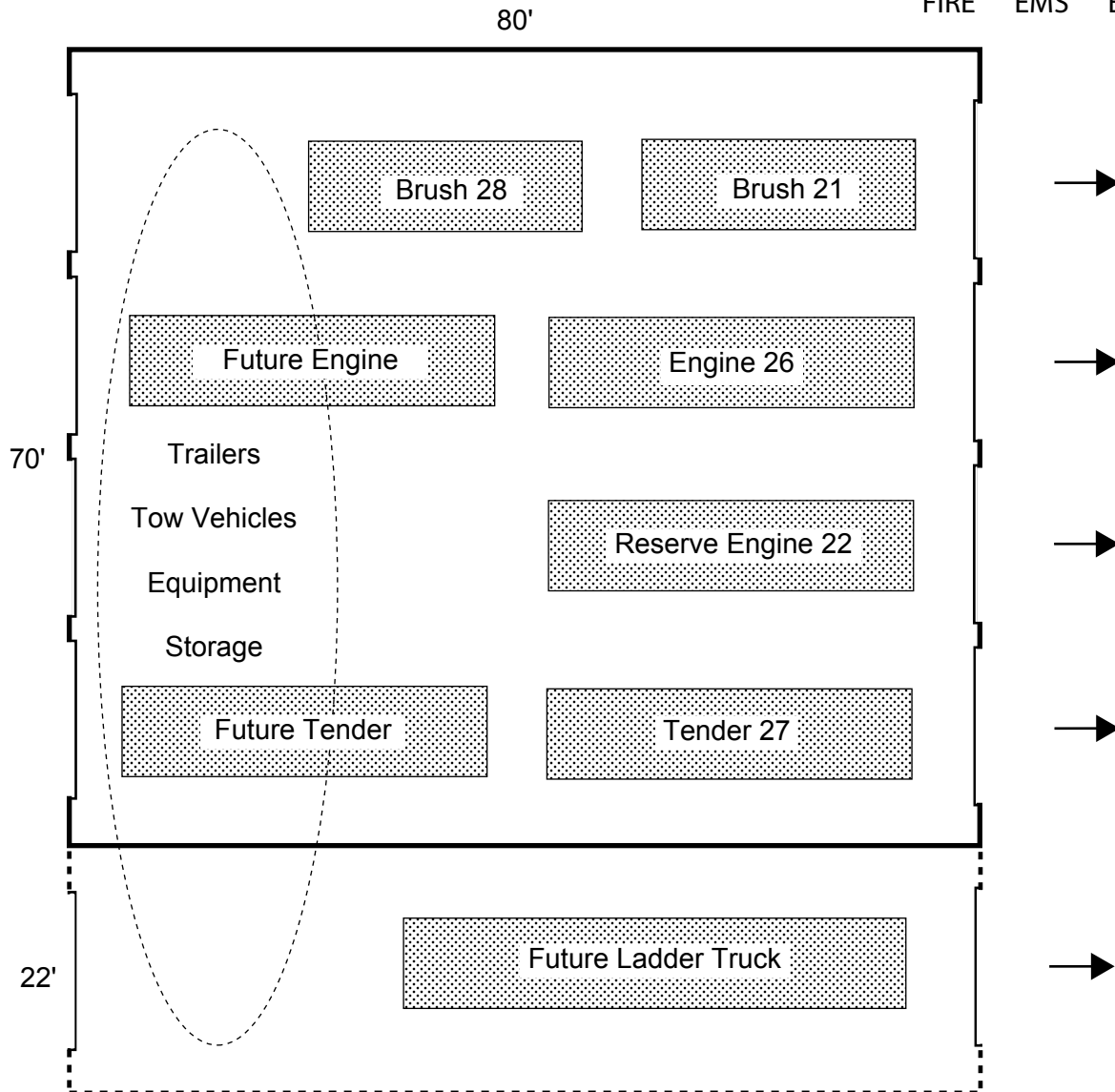
Shared Facilities



FIRE

EMS

EOC



#### Notes:

Drive-through bays preferred.

Diesel exhaust capture system necessary

WAC 296-305 requires 5' clearance in front, behind, and between apparatus

Overhead doors: 14' wide x 14' tall

All bays identical allowing maximum flexibility on vehicle arrangement and stacking

Apparatus Bay can be used from time to time for indoor training by both Fire and EMS

Apparatus Bay can be vacated during EOC activation for gathering space

Apparatus Bay can be used as a shelter during a regional disaster

Bunker Gear storage along apparatus bay walls



# Skamania Public Safety Center

## Room Diagrams

### Apparatus Bay (EMS)

Size: 4,800 sf

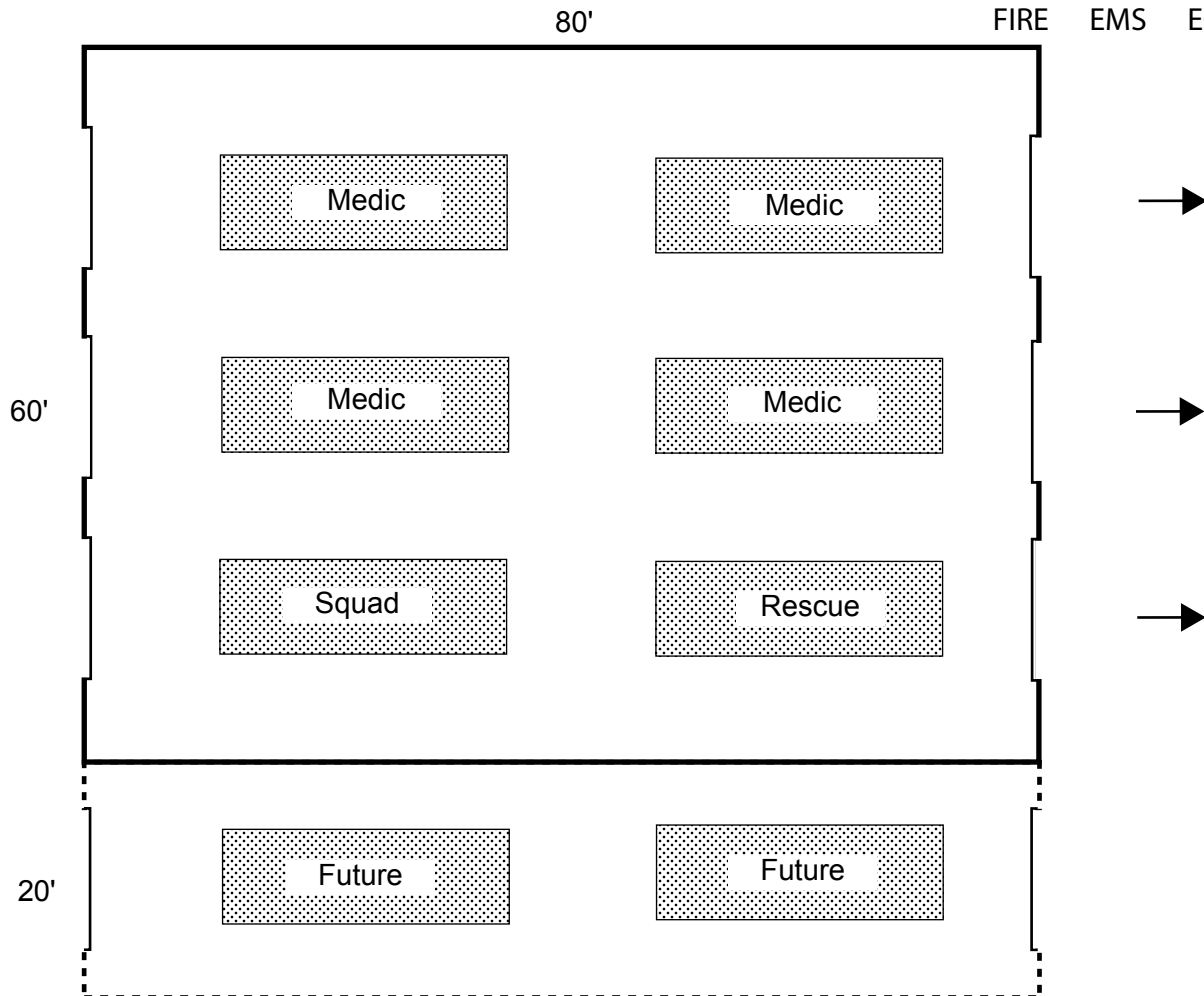
Shared Facilities



FIRE

EMS

EOC



#### Notes:

Drive-through bays preferred.

Diesel exhaust capture system necessary

Overhead doors: 12' wide by 12' tall

All bays identical allowing maximum flexibility on vehicle arrangement and stacking

Apparatus Bay can be used from time to time for indoor training by both Fire and EMS

Apparatus Bay can be vacated during EOC activation for gathering space

Apparatus Bay can be used as a shelter during a regional disaster

Bunker gear storage along walls of apparatus bay

#### Additional Vehicle Storage Building

A separate structure would be built for the storage of support vehicles and trailers

Storage Building would be either pole barn construction or a pre-engineered steel structure

Storage Building would be 4 bays wide, approximately 56' wide by 30' deep

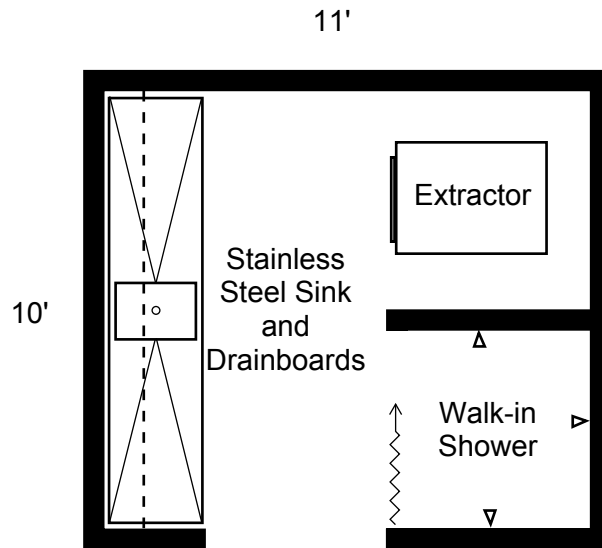
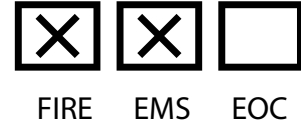
Storage Building would accommodate 3 trailers (MCI, Rehab, Quads), and a 2nd Squad

# Skamania Public Safety Center

## Room Diagrams

Clean-up / Decon  
Size: 110 sf

Shared Facilities



### Notes:

Decontamination area for cleaning equipment, and personal decontamination  
Extractor for washing bunker gear and contaminated clothing

# Skamania Public Safety Center

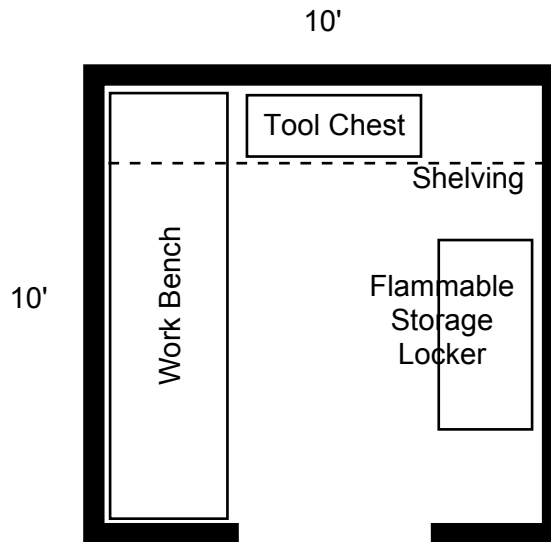
## Room Diagrams

Maintenance / Small Tool Shop  
Size: 100 sf

### Shared Facilities



FIRE EMS EOC



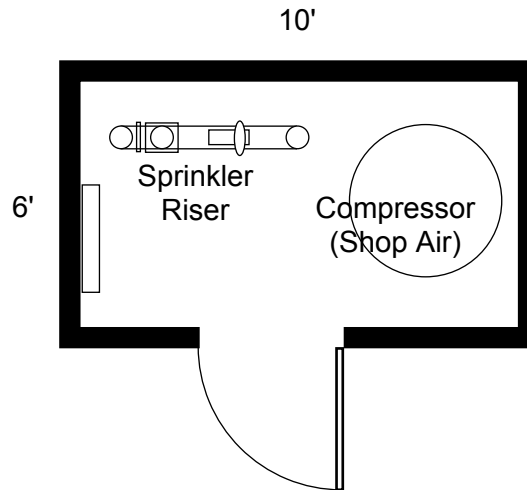
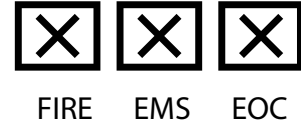
### Notes:

Equipment Repair and Small Tool Work Shop  
Storage for flammable liquids (paints, solvents, lawn mower gas, etc.)  
Equipment and supplies for minor vehicle maintenance and repair

**Skamania Public Safety Center**  
Room Diagrams

Sprinkler Riser / Compressor Room  
Size: 60 sf

Shared Facilities



**Notes:**  
Located in vicinity of Apparatus Bays and Small Tool Shop  
Exterior access to this room

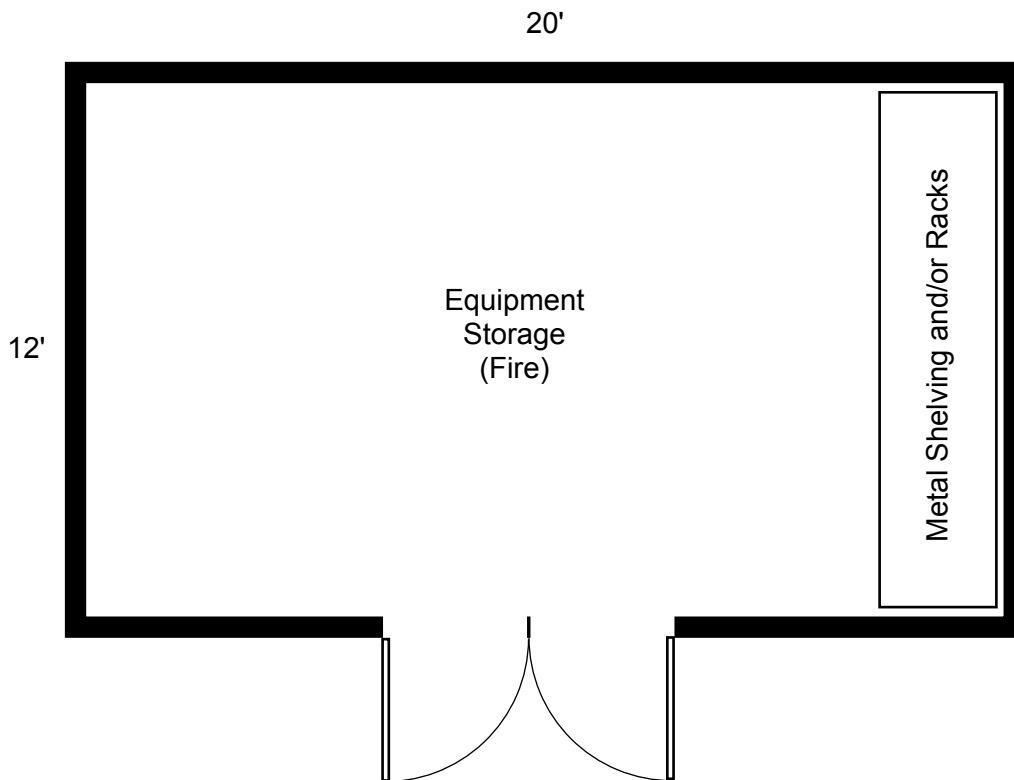
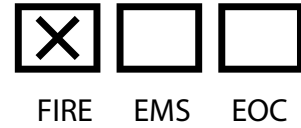


# Skamania Public Safety Center

## Room Diagrams

General Storage Room (Fire)  
Size: 240 sf

Shared Facilities



### Notes:

Storage Room for miscellaneous equipment and supplies for Stevenson Fire Department and Skamania Fire District 2.

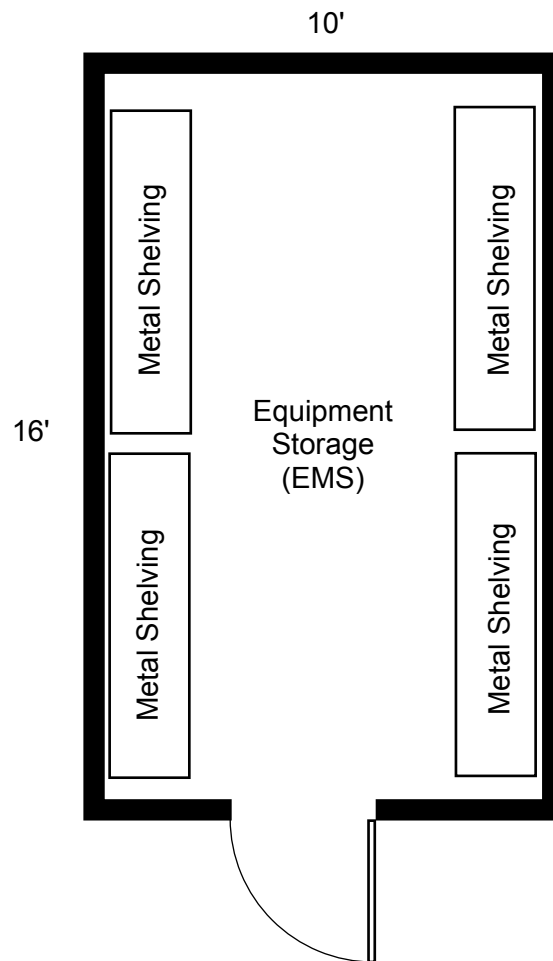
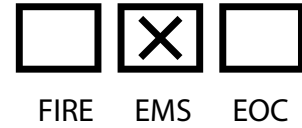
Direct access to Fire Apparatus Bays.

# Skamania Public Safety Center

## Room Diagrams

General Storage Room (EMS)  
Size: 160 sf

### Shared Facilities



### Notes:

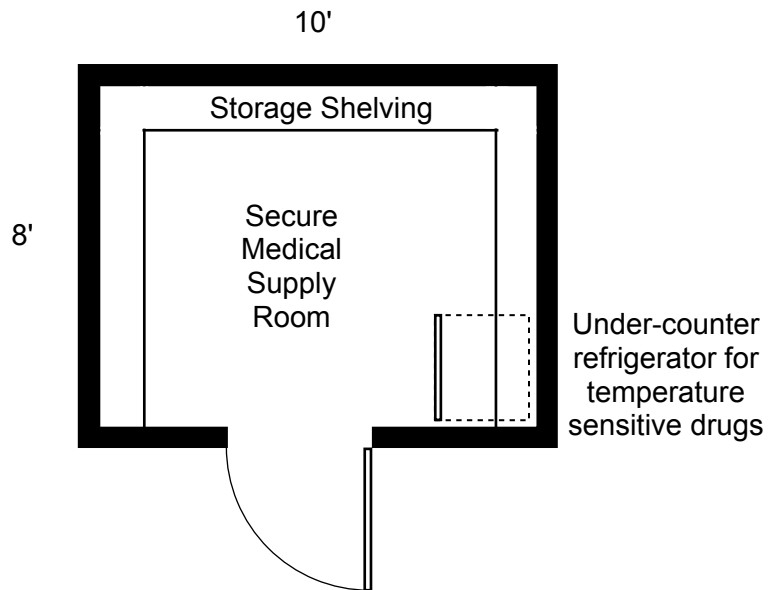
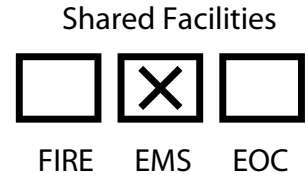
Storage Room for miscellaneous equipment and supplies for Skamania Hospital District, such as ropes and rescue equipment, and extrication equipment.

Direct access to EMS Apparatus Bays.

Located adjacent Shop or in combination with Shop.

**Skamania Public Safety Center**  
Room Diagrams

Secure Medical Supplies Room  
Size: 80 sf



**Notes:**

Secure storage room for drugs and medical supplies for Skamania Hospital District.

Direct access to EMS Apparatus Bays.

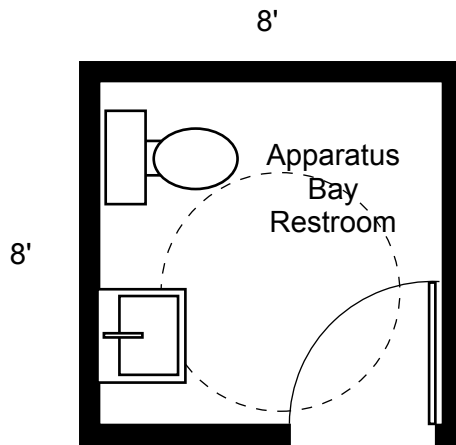
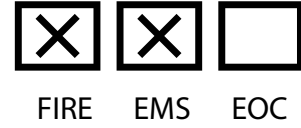
This room requires its own independent temperature system.

# Skamania Public Safety Center

## Room Diagrams

Apparatus Bay Restroom  
Size: 64 sf

### Shared Facilities



### Notes:

Concrete floor; scrubable wall panels, floor to ceiling

Direct access to both EMS and Fire Apparatus Bays.

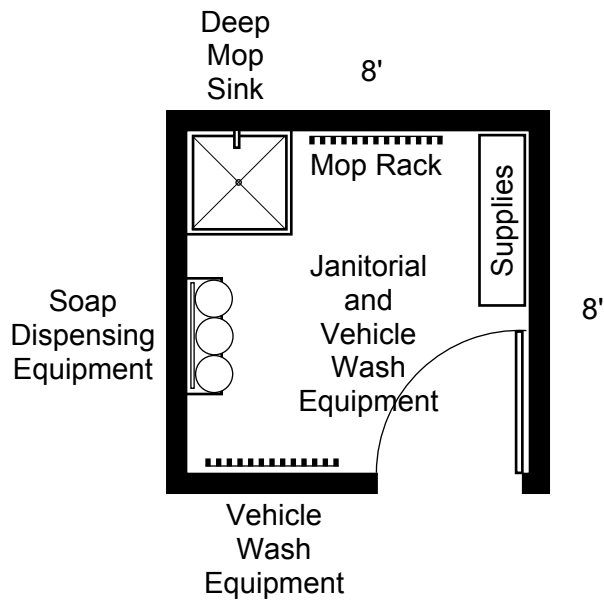
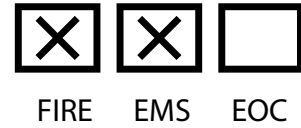


# Skamania Public Safety Center

## Room Diagrams

Apparatus Bay Janitorial / Vehicle Wash Equipment  
Size: 64 sf

### Shared Facilities



### Notes:

Concrete floor; scrubable wall panels, floor to ceiling

Direct access to Fire Apparatus Bays.

# Skamania Public Safety Center

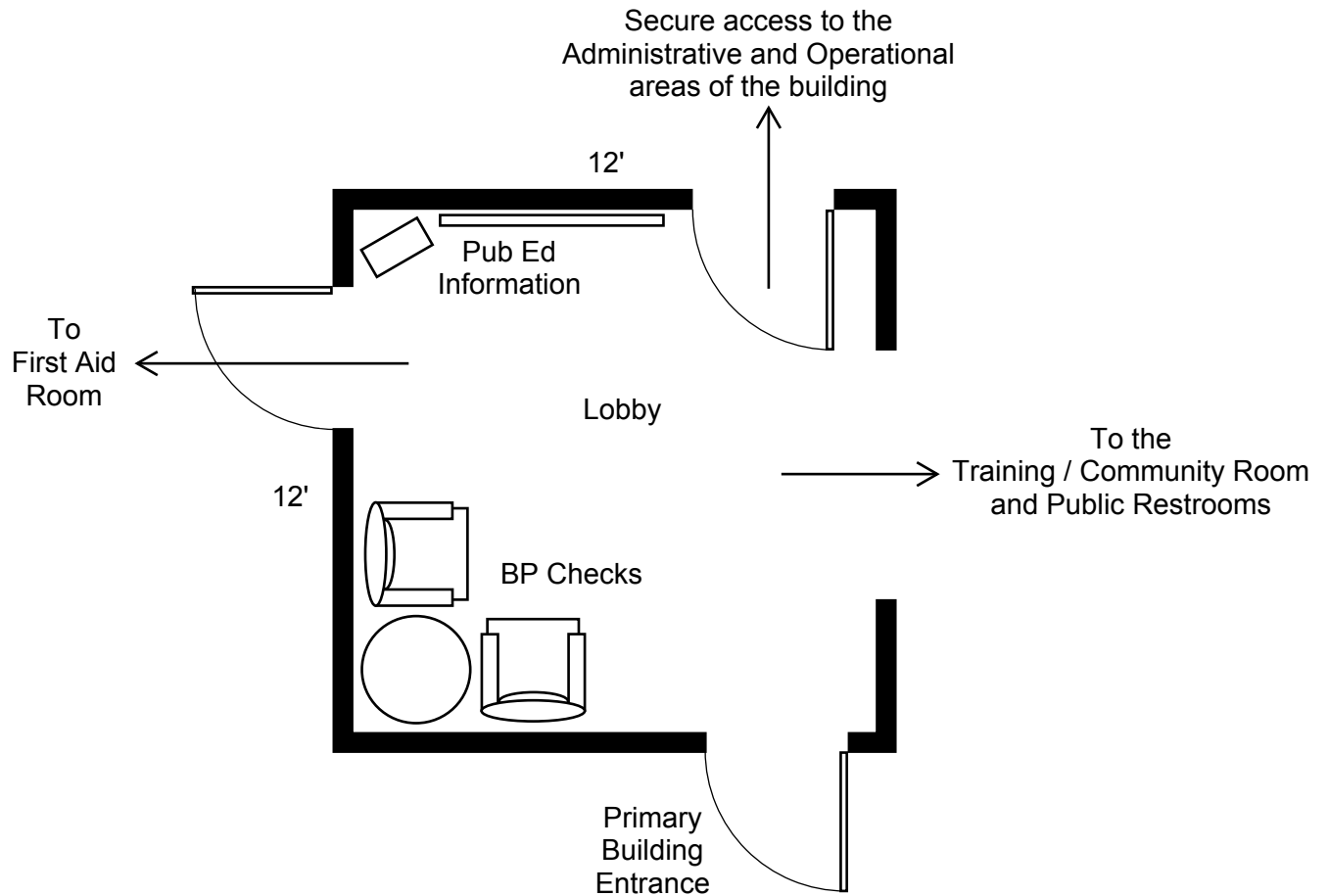
## Room Diagrams

Public Lobby  
Size: 144 sf

Shared Facilities



FIRE EMS EOC

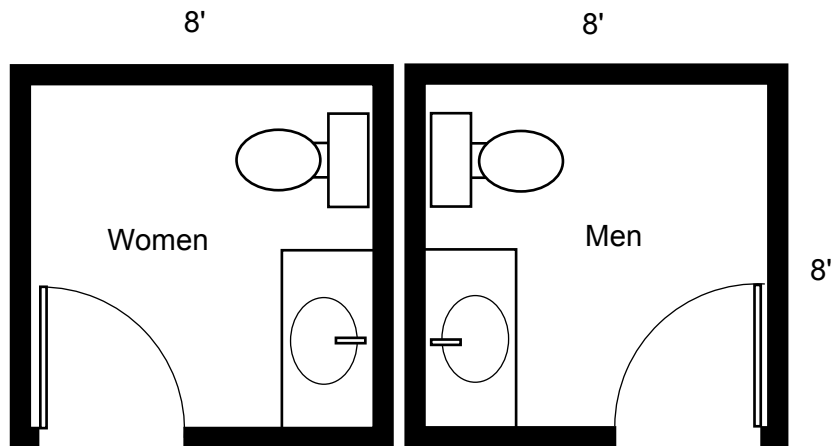
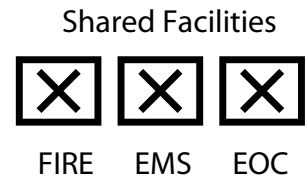


### Notes:

Primary Public Entrance to the facility

**Skamania Public Safety Center**  
Room Diagrams

Public Restrooms  
Size: 2 x 64 sf = 128 sf



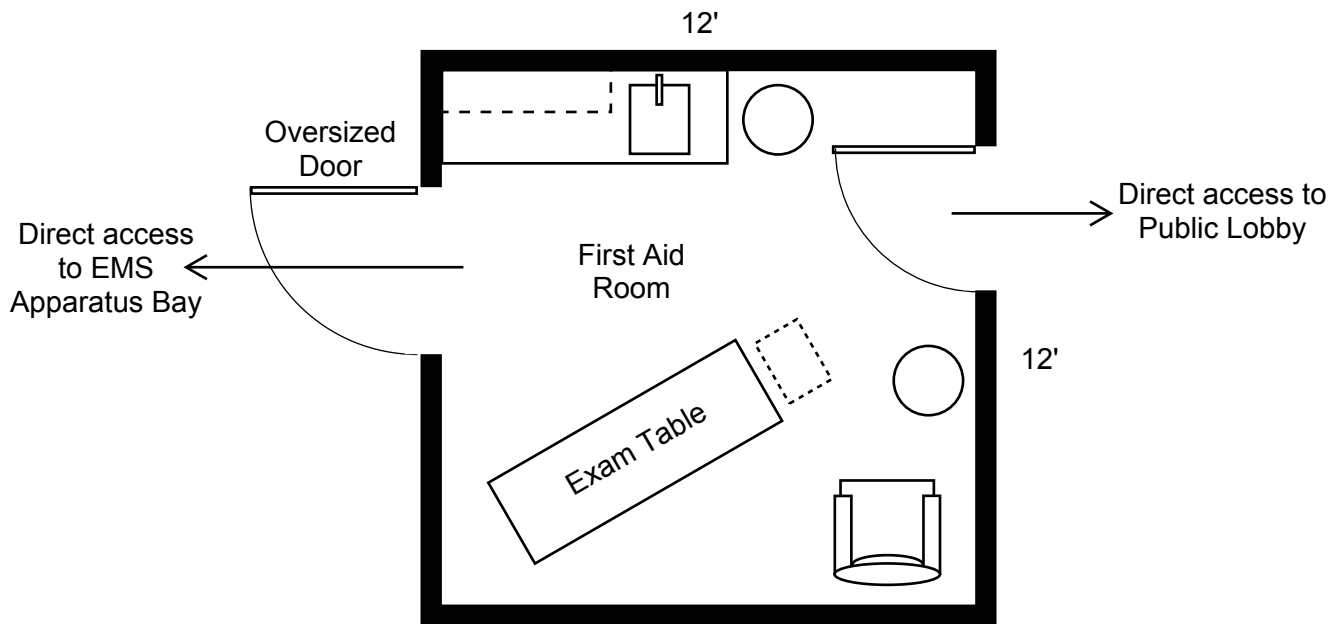
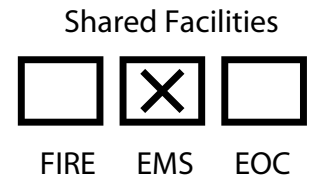
**Notes:**

Direct access to Lobby; convenient access to Training / Community Room.

# Skamania Public Safety Center

## Room Diagrams

First Aid Room  
Size: 144 sf



### Notes:

Treatment room directly accessible from Public Lobby  
Serves walk-in patients; vaccinations; physical examinations; HIPAA conversations



# Skamania Public Safety Center

## Room Diagrams

Training / Community Room / EOC

Size: 36' x 48' = 1,728 sf

Conference Room

Size: 16' x 16' = 256 sf

EOC Storage

Size: 3' x 32' = 96 sf

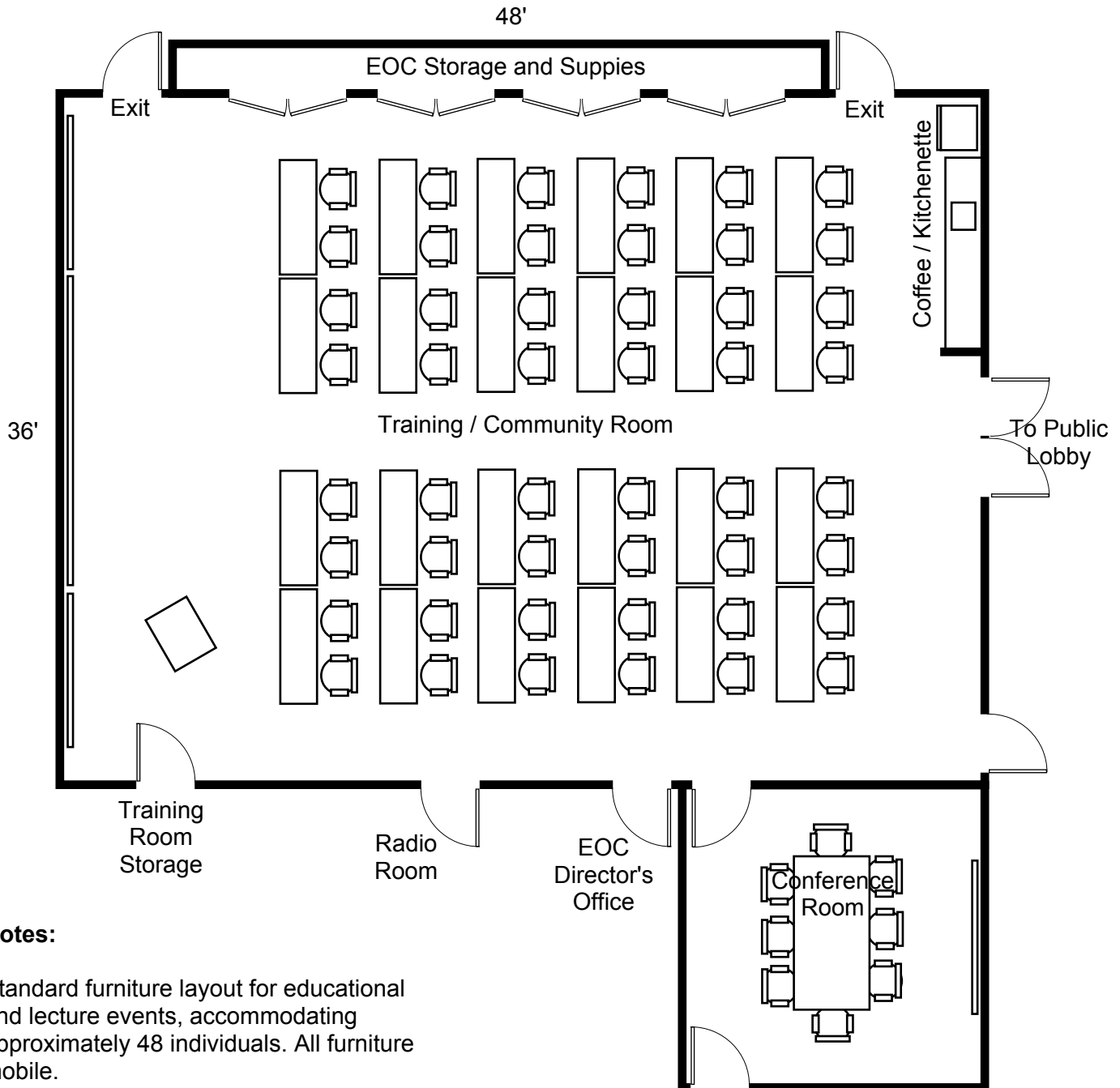
Shared Facilities



FIRE

EMS

EOC



**Notes:**

Standard furniture layout for educational and lecture events, accommodating approximately 48 individuals. All furniture mobile.

Room used for Board meetings.

# Skamania Public Safety Center

## Room Diagrams

Training / Community Room / EOC

Size: 36' x 48' = 1,728 sf

Planning Section / Conference

Size: 16' x 16' = 256 sf

EOC Storage

Size: 3' x 32' = 96 sf

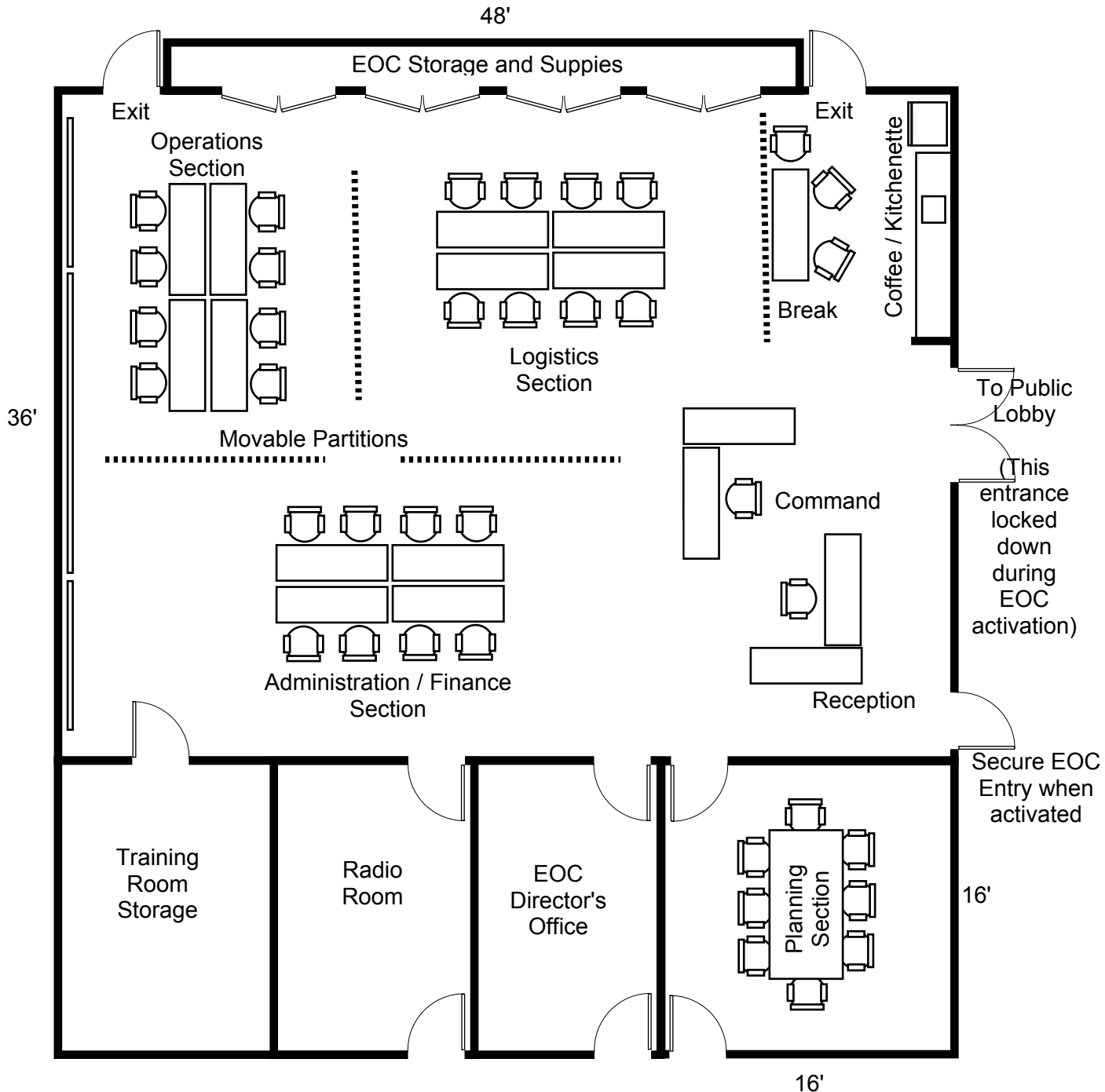
### Shared Facilities



FIRE

EMS

EOC



**Notes:** Alternate furniture layout when EOC is activated, accommodating 40 to 50 individuals during a major activation.

# Skamania Public Safety Center

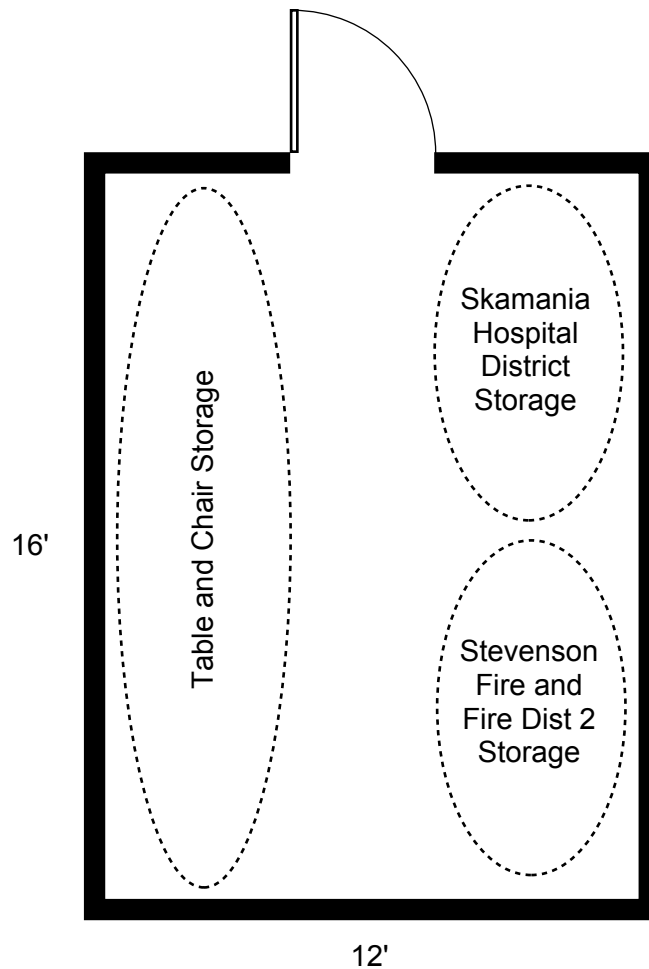
## Room Diagrams

Training Room Storage  
Size: 192 sf

Shared Facilities



FIRE EMS EOC



### Notes:

Storage for training equipment and supplies for Stevenson Fire Department, Skamania Fire District 2, and Skamania Hospital District; and storage for tables and chairs.

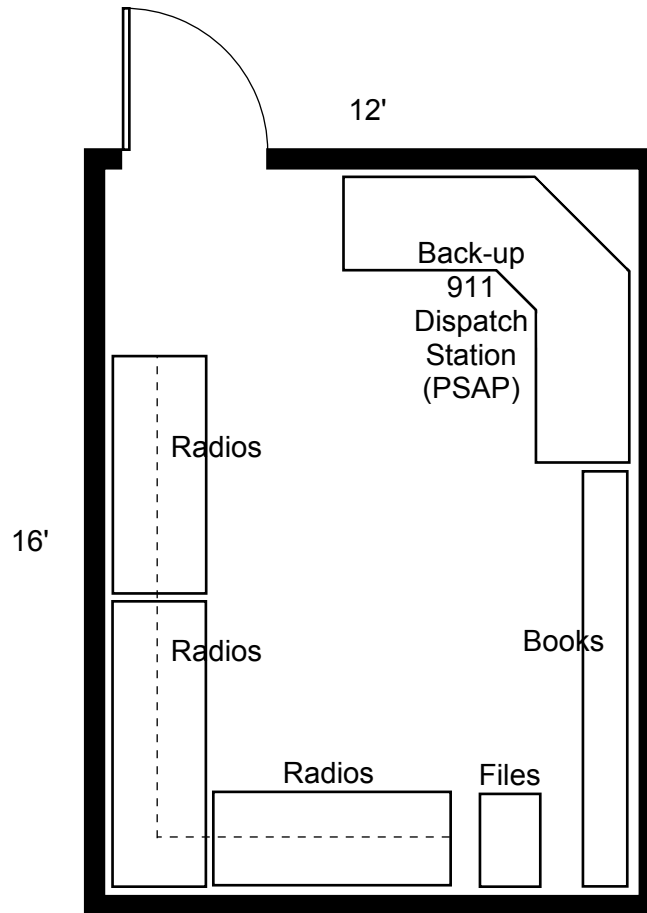
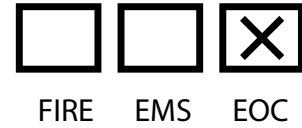
Direct access to Training / Community Room / EOC

# Skamania Public Safety Center

## Room Diagrams

Radio Room  
Size: 192 sf

Shared Facilities



### Notes:

Emergency communications, including back-up 911 dispatch console.

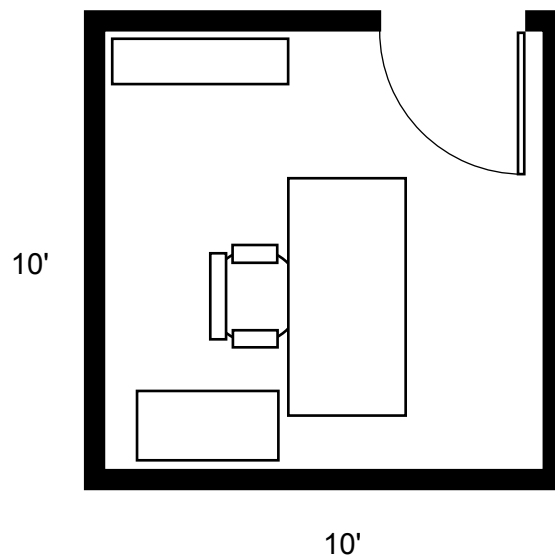
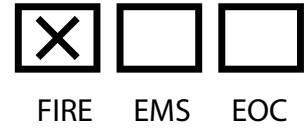
Direct access to Training / Community Room / EOC

# Skamania Public Safety Center

## Room Diagrams

Office - Fire Chief  
Size: 100 sf

Shared Facilities



Notes:



# Skamania Public Safety Center

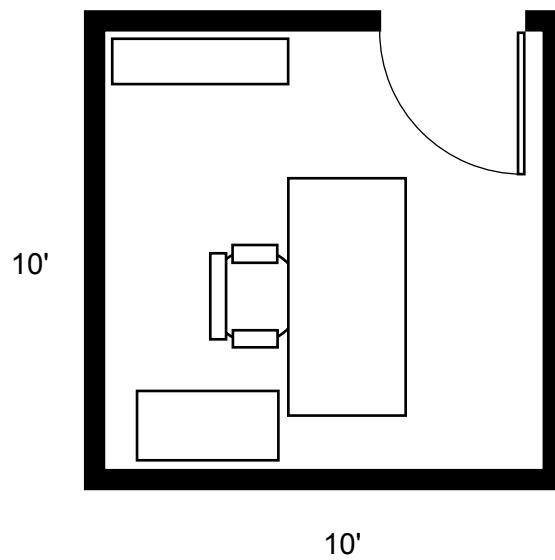
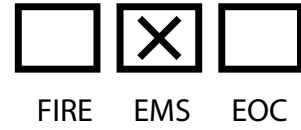
## Room Diagrams

Office - EMS Director  
Size: 100 sf

Office - EMS Shift Office  
Size: 100 sf

Office - EMS Training Captain  
Size: 100 sf

### Shared Facilities



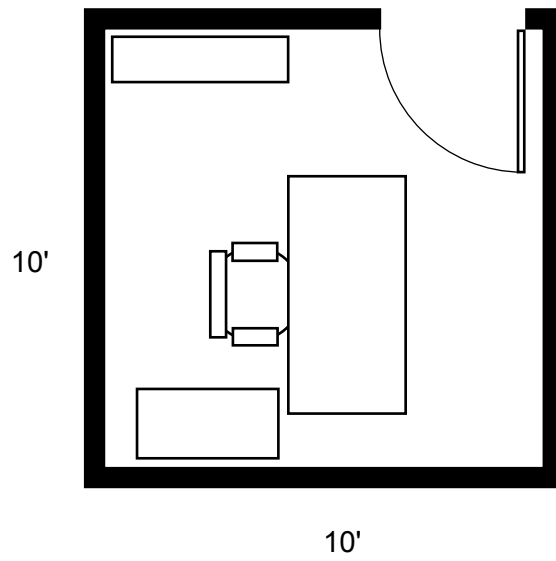
Notes:

# Skamania Public Safety Center

## Room Diagrams

Office - EMS Shift Office  
Size: 100 sf

### Shared Facilities



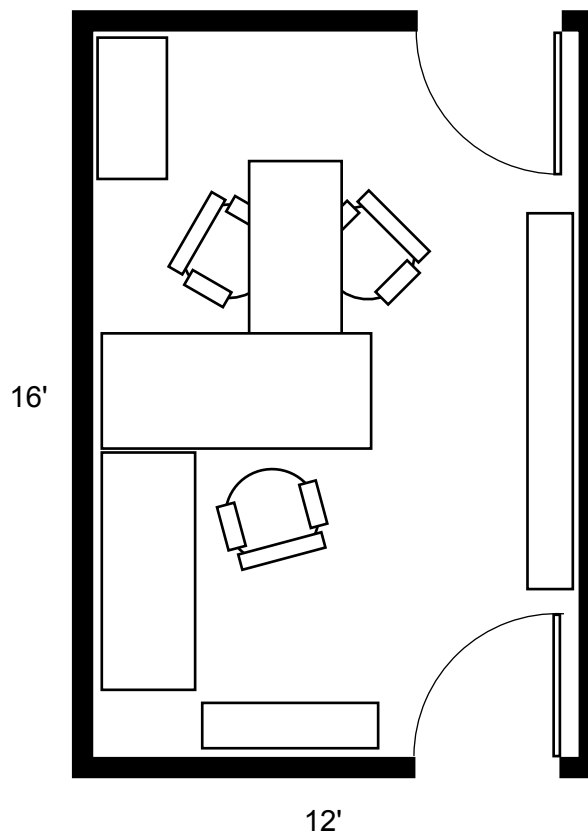
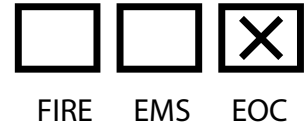
Notes:

# Skamania Public Safety Center

## Room Diagrams

Office - EOC Manager  
Size: 192 sf

### Shared Facilities



Notes:

# Skamania Public Safety Center

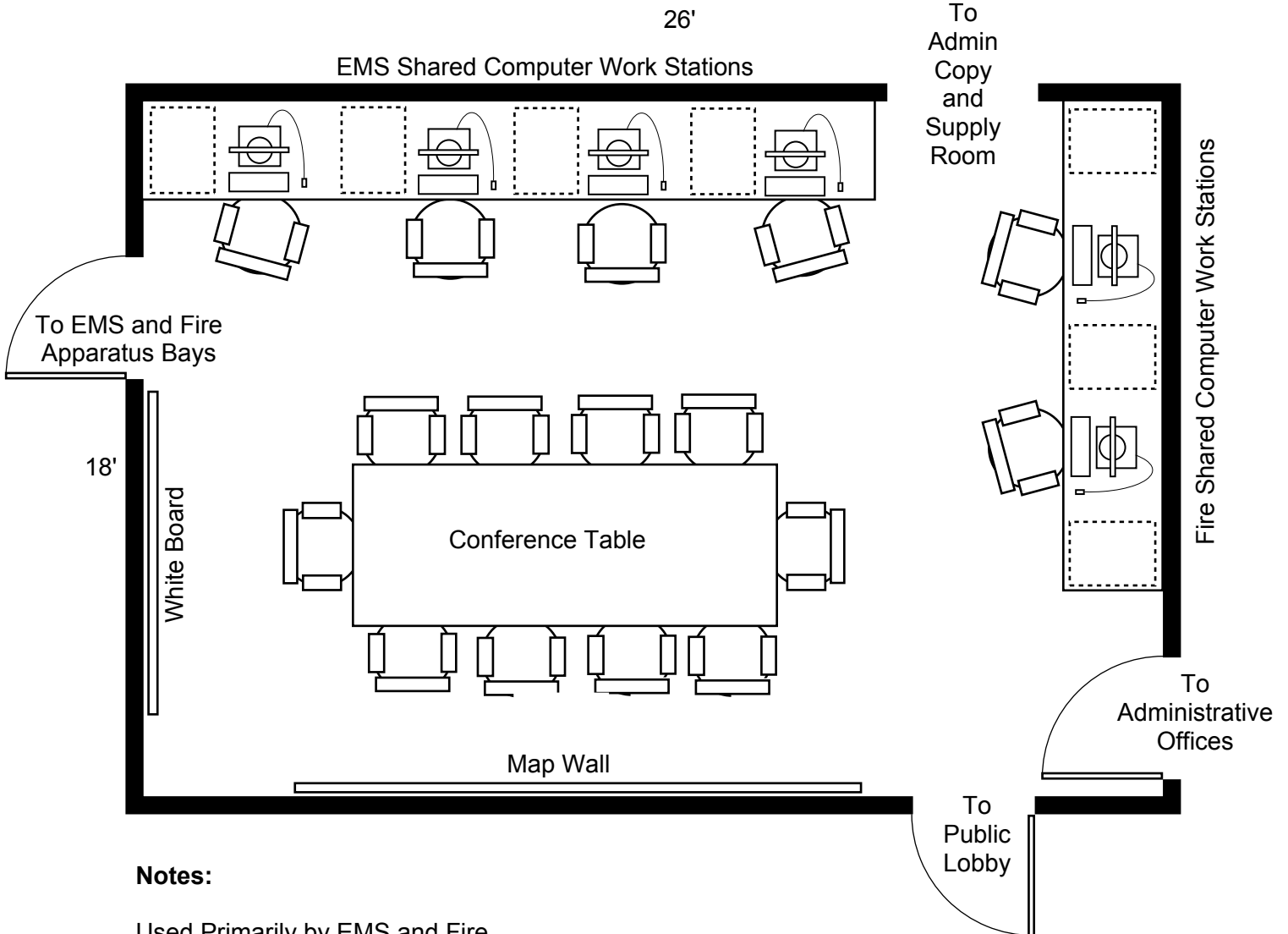
## Room Diagrams

Shared Work Area  
Size: 468 sf

### Shared Facilities



FIRE EMS EOC



### Notes:

Used Primarily by EMS and Fire.

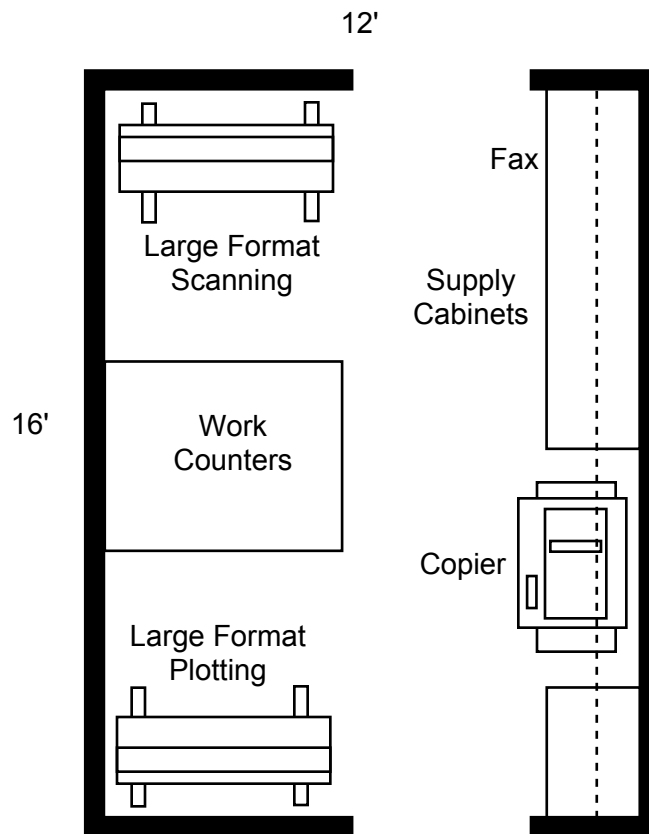
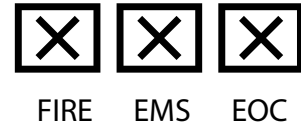
Room commandeered by DEM when EOC is activated during a significant event

# Skamania Public Safety Center

## Room Diagrams

Administration Copy and Supply Room  
Size: 192 sf

Shared Facilities



### Notes:

Shared copy and work room, and storage for miscellaneous office supplies.

Direct access to administrative offices.

# Skamania Public Safety Center

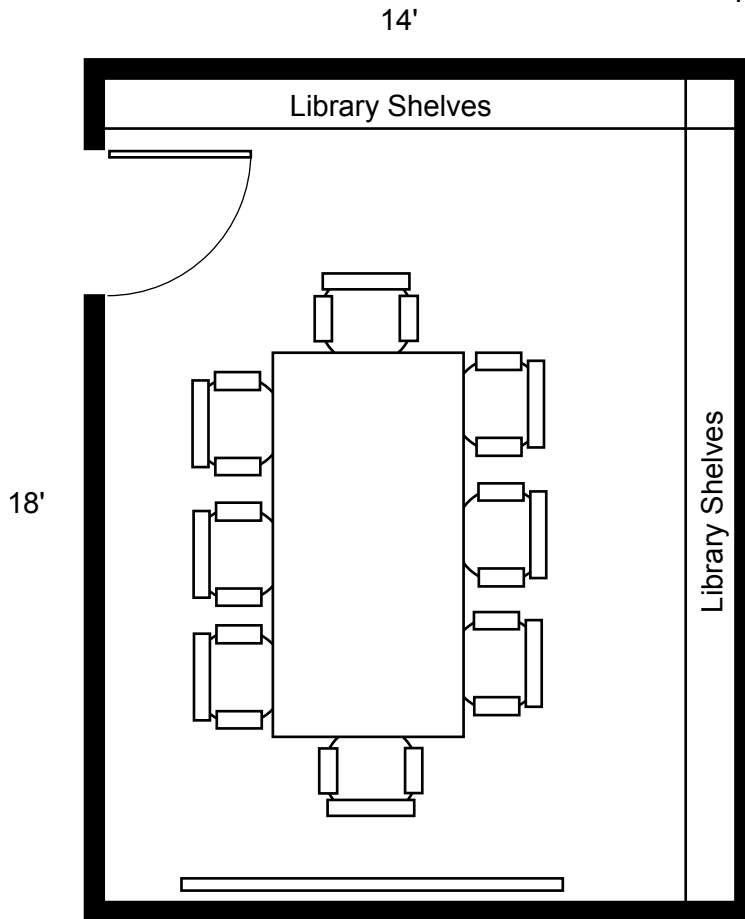
## Room Diagrams

Library (Small Meeting Room)  
Size: 252 sf

Shared Facilities



FIRE EMS EOC



### Notes:

Conference room in administrative office area.

Break out room for EOC; or media press room during EOC activation.

# Skamania Public Safety Center

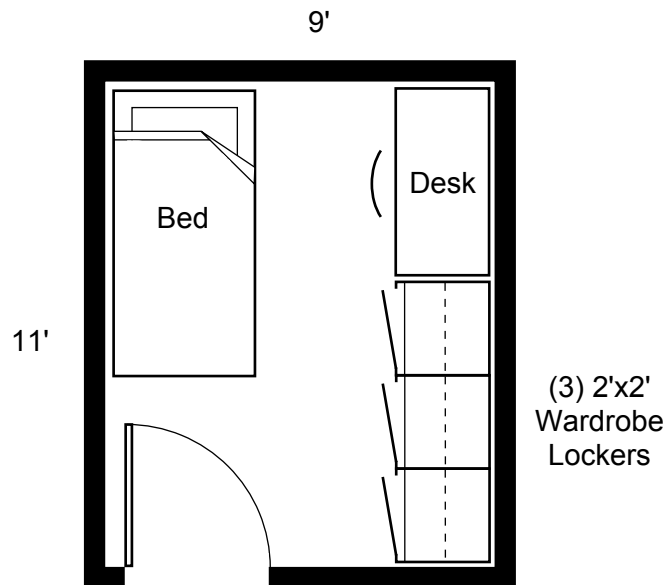
## Room Diagrams

Individual Sleep Room  
Size: 99 sf

Shared Facilities



FIRE EMS EOC



### Notes:

Primary use by Fire and EMS members providing 24 hour response capability.

Sleep rooms used by EOC volunteers during prolonged EOC activation.

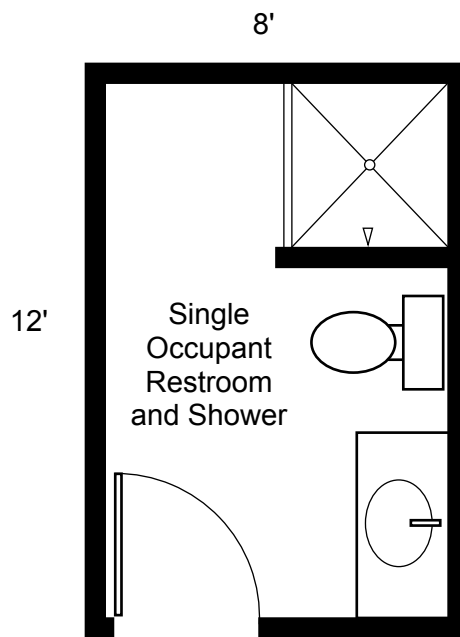
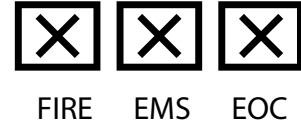


# Skamania Public Safety Center

## Room Diagrams

Shower / Restroom  
Size: 96 sf

Shared Facilities



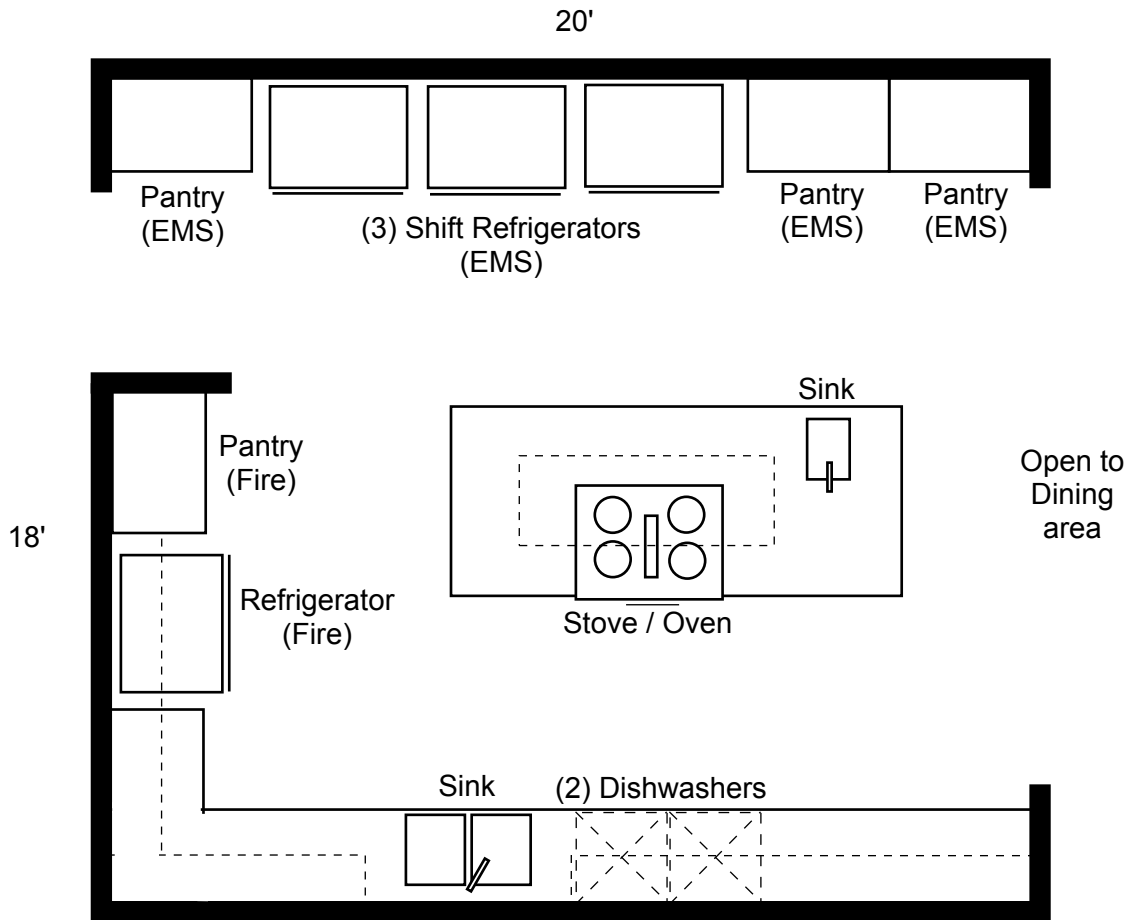
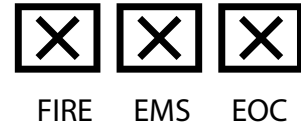
### Notes:

In close proximity to single occupant sleep rooms, as well as Kitchen, Dining, and Dayroom areas.

**Skamania Public Safety Center**  
Room Diagrams

Kitchen  
Size: 360 sf

Shared Facilities



**Notes:**

Primary use by EMS and Fire. Use by DEM staff during extended EOC activation.

# Skamania Public Safety Center

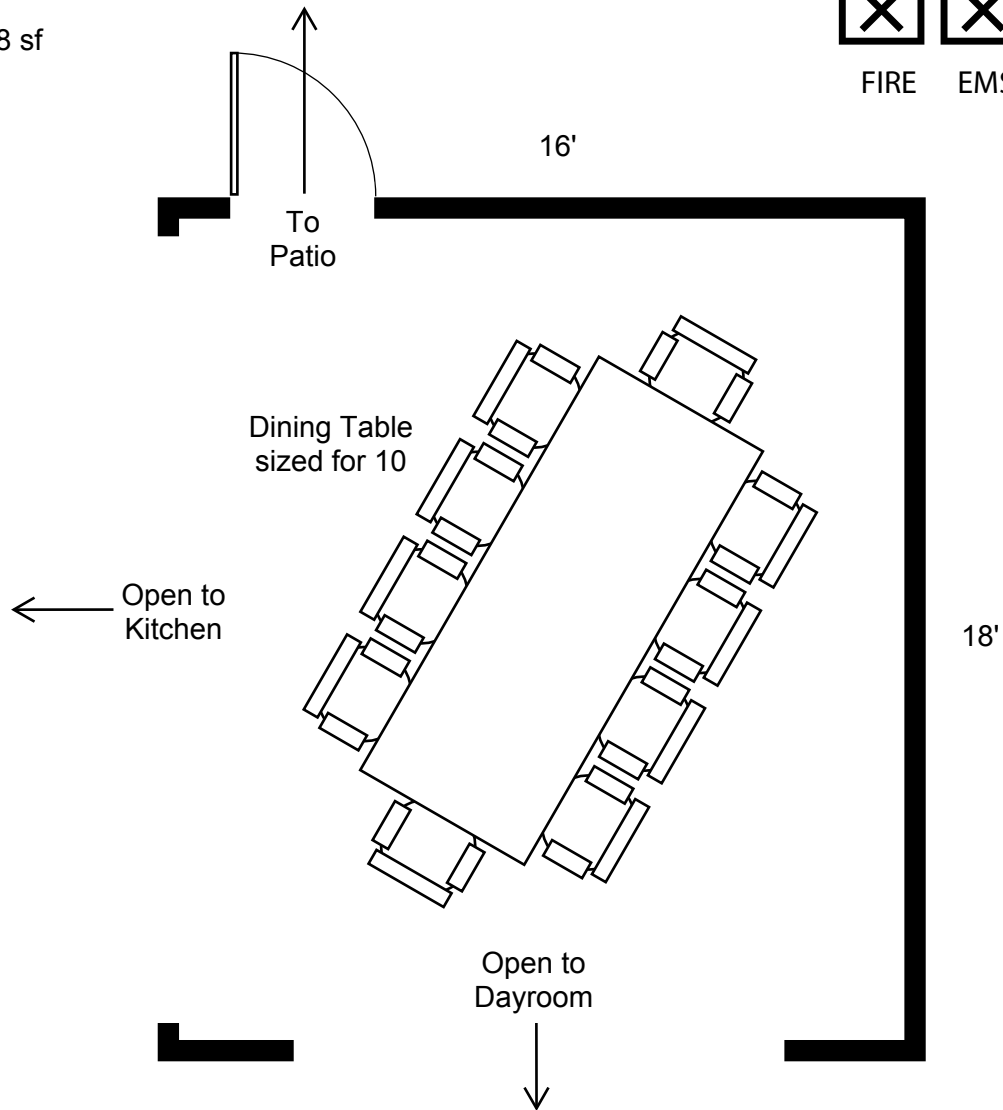
## Room Diagrams

Dining  
Size: 288 sf

Shared Facilities



FIRE EMS EOC



### Notes:

Open plan with Kitchen and Dayroom.

# Skamania Public Safety Center

Room Diagrams

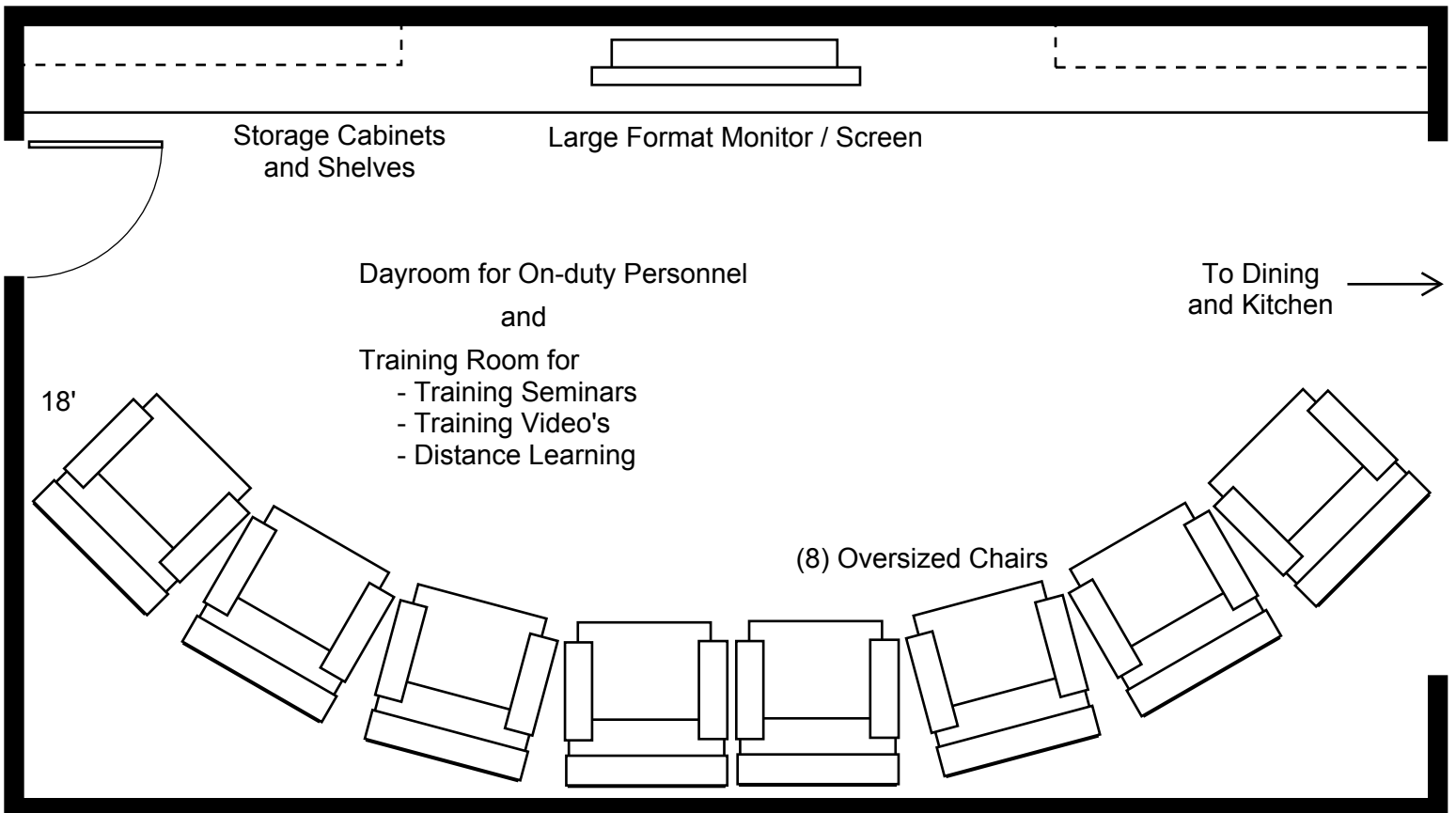
Dayroom  
Size: 576 sf

Shared Facilities



FIRE EMS EOC

32'



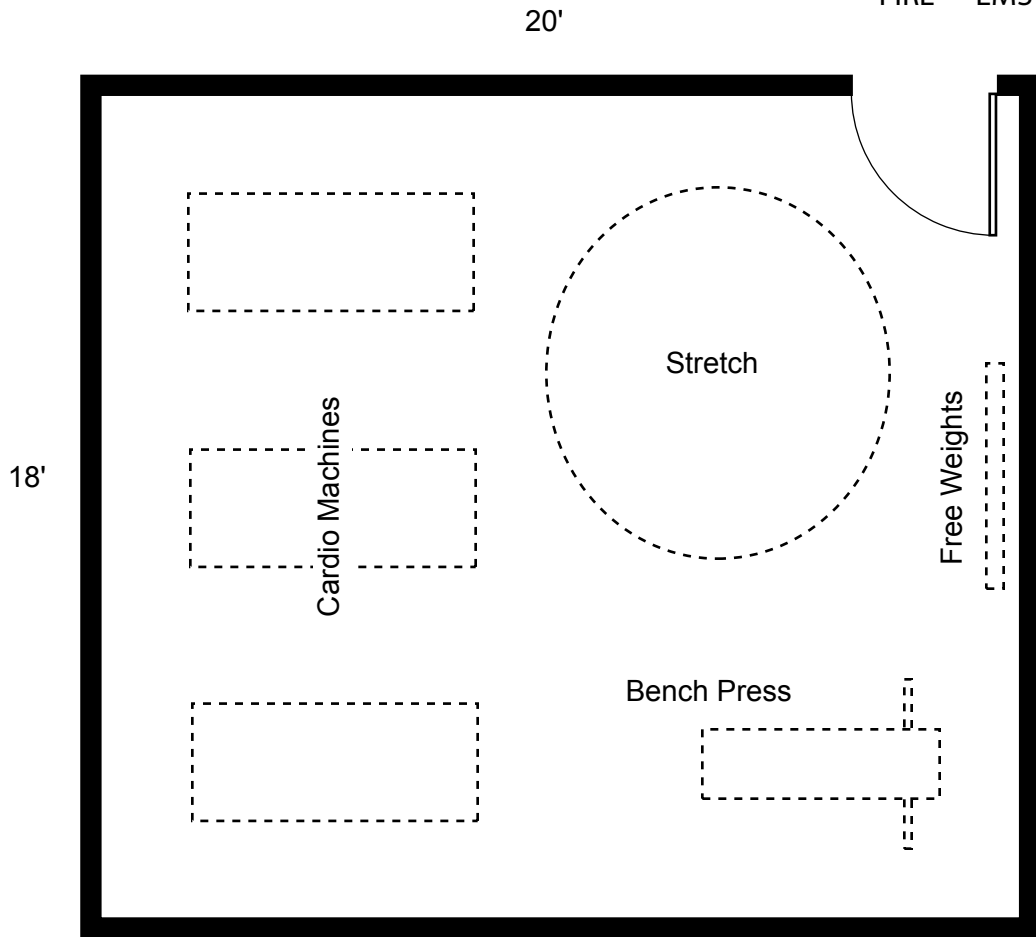
Notes:

# Skamania Public Safety Center

Room Diagrams

Physical Fitness  
Size: 360 sf

Shared Facilities

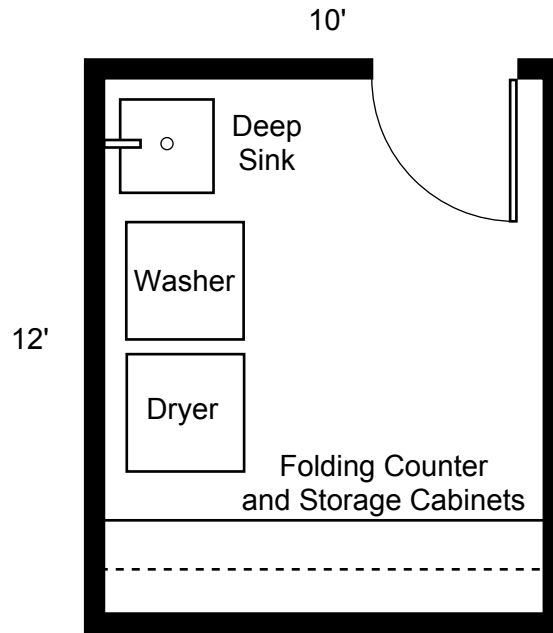
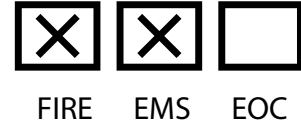


Notes:

**Skamania Public Safety Center**  
Room Diagrams

Laundry Room  
Size: 120 sf

Shared Facilities



**Notes:**

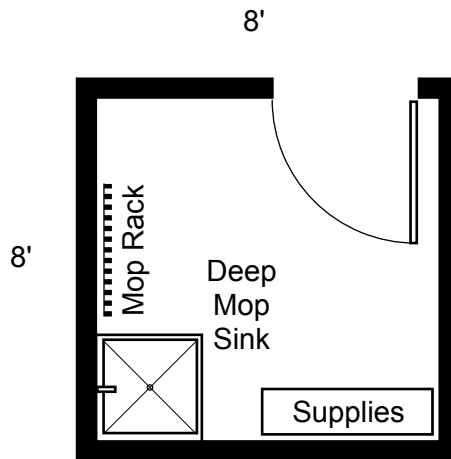
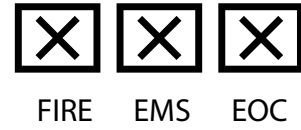
Laundry for personal items (not for decontamination purposes).

# Skamania Public Safety Center

## Room Diagrams

Janitorial  
Size: 64 sf

Shared Facilities



### Notes:

Shared janitorial supplies for administrative areas, living quarters, and training and conference areas.





## Property Considerations

During the workshop sessions with members of each participant agency, property characteristics to support the functional aspects of the shared facility were identified, evaluated, and quantified. These characteristics were then applied to a large number of properties to narrow the list of potential parcels to those that held the greatest promise for accommodating the identified needs. These fewer parcels were then analyzed in greater depth to assess their suitability in terms of topography, utility availability, zoning and land-use restrictions, transportation access, and the potential development costs.

### Property Needs

The suitability of a parcel for any potential use needs to be tested on several levels. In the case of facilities that provide emergency response services, many of those criteria are related to equipment and personnel leaving the facility swiftly and efficiently to reach individuals in need. In the case of this joint facility, many of the requirements amongst the participant agencies are the same; they overlap well; and further reinforce some of the advantages of sharing in this facility partnership.

In evaluating alternative properties, a few of the more significant property characteristics related to this particular project would include:

**Response Access.** When responding to a fire, a heart attack, or a life threatening accident, minutes can mean the difference between life and death, or more significant property damage. Consequently, the time required for personnel to get from the station to the scene of the emergency is of constant concern. For both Skamania EMS and the Stevenson Fire Department, access to a road network that promotes shorter response times is of high importance. It is uniformly agreed that good access to Highway 14 would be a high priority.

**Property Depth.** As identified in the Room Diagrams, the desired depth of the apparatus bays is 80'. It is also desirable to have a paved apron in front of the apparatus bay equal in depth to the agency's longest vehicle. This provides maneuvering space in front of the station for these large vehicles, an outdoor place for rig checks, and good sightlines as the emergency vehicles enter the road. It was also an expressed desire that these vehicle bays be 'drive-through' which means paved maneuvering room behind the building as well. In terms of property characteristics, this translates to needing a parcel with a depth of approximately 180'.

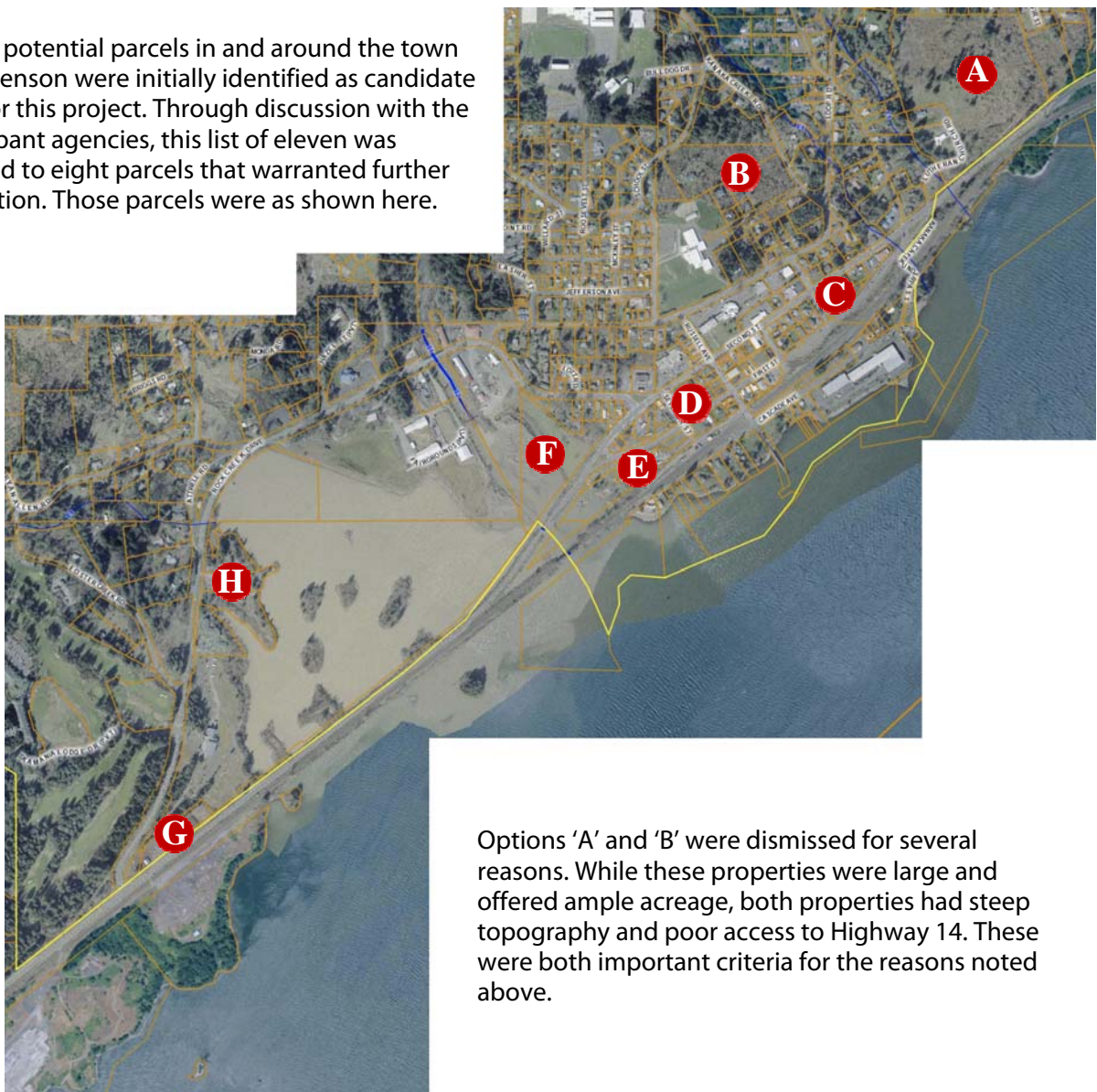
**Parking.** Providing parking commensurate with the building occupancy will be required. This facility will need adequate parking for on-shift personnel, volunteer firefighters, agency administrators and managers, and upwards of 50 individuals filling the training/meeting room. Land-use ordinances look at parking requirements based on simultaneous occupancy of all these needs. In the case of this project, it would not be unreasonable to expect 60 parking stalls to be an appropriate accommodation. A parcel adequate to support this many parking spaces, together with a 21,000 square foot building and reasonable allowances for storm

drainage, setbacks, buffers, aprons, and vehicular circulation, could be a minimum of 2 to 3 acres in size.

Topography. Emergency vehicles are large and heavy, and their maneuvering space needs to be generous. Driving up and down slopes in route to an emergency is expected, but maneuvering across slopes everyday entering and leaving a station is harder on the vehicles, more dangerous in the winter with the threat of ice, and simply inconvenient for apparatus drivers. In general, an increase in topography for a site usually means an increase in site development expenses and often less efficiency in how the site can be used. When comparing alternative properties, flat is better.

### **Canvassing Property Opportunities**

Eleven potential parcels in and around the town of Stevenson were initially identified as candidate sites for this project. Through discussion with the participant agencies, this list of eleven was reduced to eight parcels that warranted further evaluation. Those parcels were as shown here.



Options 'A' and 'B' were dismissed for several reasons. While these properties were large and offered ample acreage, both properties had steep topography and poor access to Highway 14. These were both important criteria for the reasons noted above.

Option 'C'



Parcel: 037364440000  
 Ownership: Private  
 Size: .51 Acre  
 Zoning: Commercial (C1)  
 Land Value: \$255,000

Parcel: 0373644390000  
 Ownership: Private  
 Size: .47 Acre  
 Zoning: Commercial (C1)  
 Land Value: \$255,000  
 Bldg Value: \$244,800



It was determined that Option 'C' had neither the acreage, nor the property depth to support the programmatic needs as identified.



Option 'D'

Parcel: 02070111430100  
 Ownership: Skamania Hosp Dist  
 Size: .19 Acre  
 Zoning: Commercial (C1)  
 Land Value: \$140,000  
 Bldg Value: \$260,000

Parcel: 02070111418100  
 Ownership: Private  
 Size: .13 Acre  
 Zoning: Commercial (C1)  
 Land Value: \$75,000

Parcel: 02070111410000  
 Ownership: Private  
 Size: .19 Acre  
 Zoning: Commercial (C1)  
 Land Value: \$120,000  
 Bldg Value: \$100,000



Option 'D' has an advantage being directly adjacent the current Skamania EMS station, and the possibility of incorporating the existing station into the larger project. However, the parcel size and depth is not adequate to support the full 21,000 square foot program, the required parking, or the desire for drive-through bays given the grade change between First Street and the alley.



Option 'E'

Parcel: 02070110300000  
 Ownership: Private  
 Size: 4.71 Acre  
 Zoning: Commercial (C1)  
 Land Value: \$350,000  
 Bldg Value: \$35,000

Parcel: 02070110280000  
 Ownership: Private  
 Size: .37 Acre  
 Zoning: Commercial (C1)  
 Land Value: \$120,000

Parcel: 02070110340000  
 Ownership: Private  
 Size: .19 Acre  
 Zoning: Commercial (C1)  
 Land Value: \$80,000

Parcel: 02070110280000  
 Ownership: Private  
 Size: .43 Acre  
 Zoning: Commercial (C1)  
 Land Value: \$150,000



By cursory review, Option 'D' appeared to be large enough, deep enough, flat enough, and with adequate access to Highway 14 that further investigation was warranted.





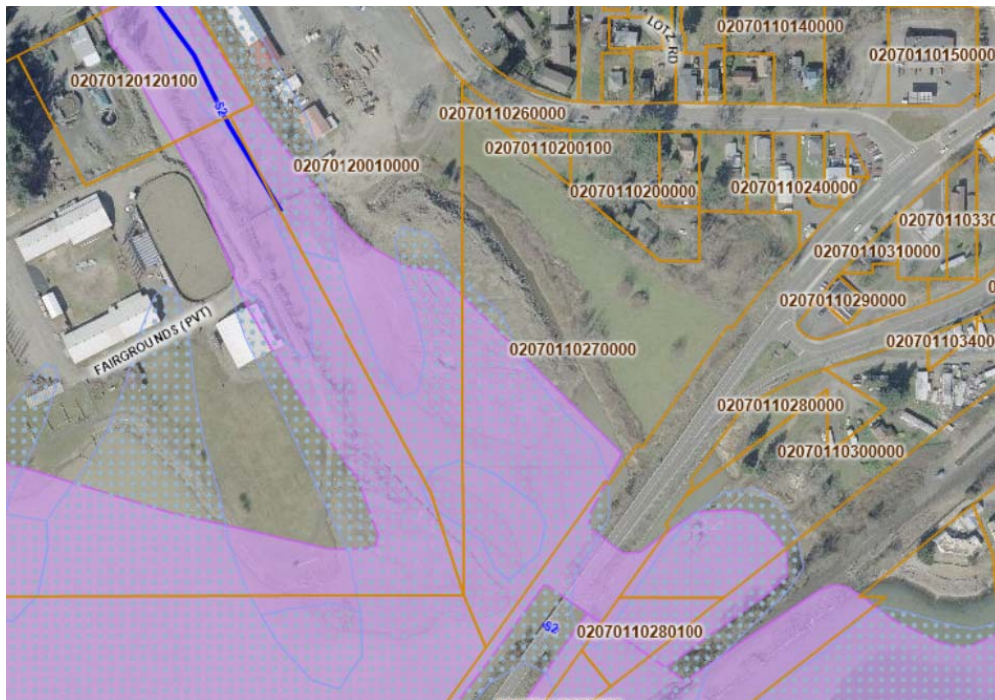
**Skamania Public Safety Center  
Emergency Facility Feasibility Study  
September 30, 2013**

Option 'F'

Parcel:	02070110270000
Ownership:	Private
Size:	7.52 Acre
Zoning:	Commercial (C1)
Land Value:	\$375,000



While attractive by all visual appearances, Option 'F' carries legitimate concerns due to its proximity to Rock Creek's outfall. Flooding of Rock Creek several years ago caused significant damage upstream and washout below. Subsequent grading and deposits on and around this parcel raise concerns, further evidenced by the floodway as depicted on City of Stevenson maps.



Option 'G'

Parcel: 02070200370000  
 Ownership: State Dept of Transportation  
 Size: 2.19 Acre  
 Zoning: Commercial (C1)  
 Land Value: \$160,000  
 Bldg Value: \$80,000



Option 'G' was attractive for its size. The direct access onto Highway 14 was a positive for response time performance, but a safety concern at the same time given the high speed of traffic at this location. The long shallow depth of the property would likely compromise how the building is laid out, and there was some doubt that the State would be willing to part with this parcel.





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Option 'H'

Parcels: 02070100130300  
02070100130400  
02070100130200

Ownership: Skamania County

Size: 1.97 Acres  
1.69 Acres;  
2.74 Acres  
(Total: 6.4 Acres)

Zoning: Commercial Recreation (CR)

Land Value: \$200,000  
\$200,000  
\$200,000



By cursory review, the three parcels that comprise Option 'H' appeared to be large enough, deep enough, and flat enough that further investigation was warranted. Access to Highway 14 was not as good as some of the other candidate sites, but generally acceptable from this location. The response route northbound on Rock Creek Drive for the fire department to serve residents in the city was also acceptable, but not with enthusiasm. Some compromise of response time performance would be expected.

The conclusion drawn upon the initial assessment step was that two subject properties, Options 'G' and 'H' warranted a more detailed investigation into their suitability.



## Test-to-fit for Rock Creek Drive Parcels (Option 'H')

A more detailed investigation of this property yielded a number of important issues. One such is issue is the current delineation of being three separate parcels. The complexity of the shoreline setbacks and internal property lines was explained by Ben Shumaker, Planning Director for the City of Stevenson:

*This site has significant environmental constraints. Two scenarios might be utilized in developing it, each with their own benefits and drawbacks.*

**Scenario 1** would preserve the three lots as individual building sites. Buildings on the lots would not be able to cross property lines and subject to applicable setbacks.

*When reviewed under the critical areas code, the site would likely benefit from the blanket reduction in buffer width allowed for lots where buffers take up more than half of the lot area above outside of the critical area. Please refer to the attached letter for an example of how the reduction is calculated. Actual calculations would depend on the location of the shoreline, but for explanation purposes, one could expect the outer two lots to have a buffer of approximately 75'. The central lot would not benefit from the reduction. Buffers on any of the lots could be further reduced to 50' through buffer averaging, enhancement, or off-site mitigation.*

*When reviewed under the Shorelines regulations, the side yard setbacks for these lots would be 25'. The rationale behind the 25' setback is related to public access (largely visual) to the waterbody. The City Council can grant variances to that setback, but developers should expect to propose tradeoffs (fenestration, pathways) that would provide some form of public access in lieu of the setback.*

**Scenario 2** would combine the three lots into one building site. Buildings on the lots would be allowed to cross the former lot lines and side yard setbacks would be coincident with the habitat buffers.

*The same blanket buffer reduction would apply to the larger building site, but the buffer would likely be larger than 75' because of the large area of buildable space on the middle lot. Buffers could still be reduced to 50' based on averaging, enhancement and mitigation. Shorelines variances under this scenario would not likely be necessary.*

In both Scenario 1 and Scenario 2:

*Water-dependent uses such as a boathouse and/or dock for sheriff's department vehicles would be allowed within the 50' buffer areas.*

In testing of the programmatic requirements on this site under Scenario 2, there did not appear to be adequate buildable land area to support the full building program and required parking, despite the overall six acres in size.

Scenario 1 was somewhat more favorable. However, the restrictiveness of the internal property lines necessitates a long building in the perpendicular direction to Rock Creek Drive. A compromise to response time performance leaving the station could be expected. The property, none the less, would support the functional aspects of the project.

The programmatic requirements as described could be positioned on the Rock Creek property in the following way:



A cursory review of this site plan brought the following comments from Ben Shumaker, Planning Director for the City of Stevenson:

*The habitat buffer assumptions are probably adequate for programming purposes, but make sure to include the appropriate caveats in your report regarding the variability of the buffer locations based on site-specific environmental analysis, and perhaps recommend a wetland/habitat area delineation as a negotiating point/contingency to be done before purchase.*

*The plat dividing this land included a 15' public access easement around the edges of this property (within the 75' buffer areas). A trail within that easement was not required to be developed at the time, but likely would be required as part of the conditional use permit.*

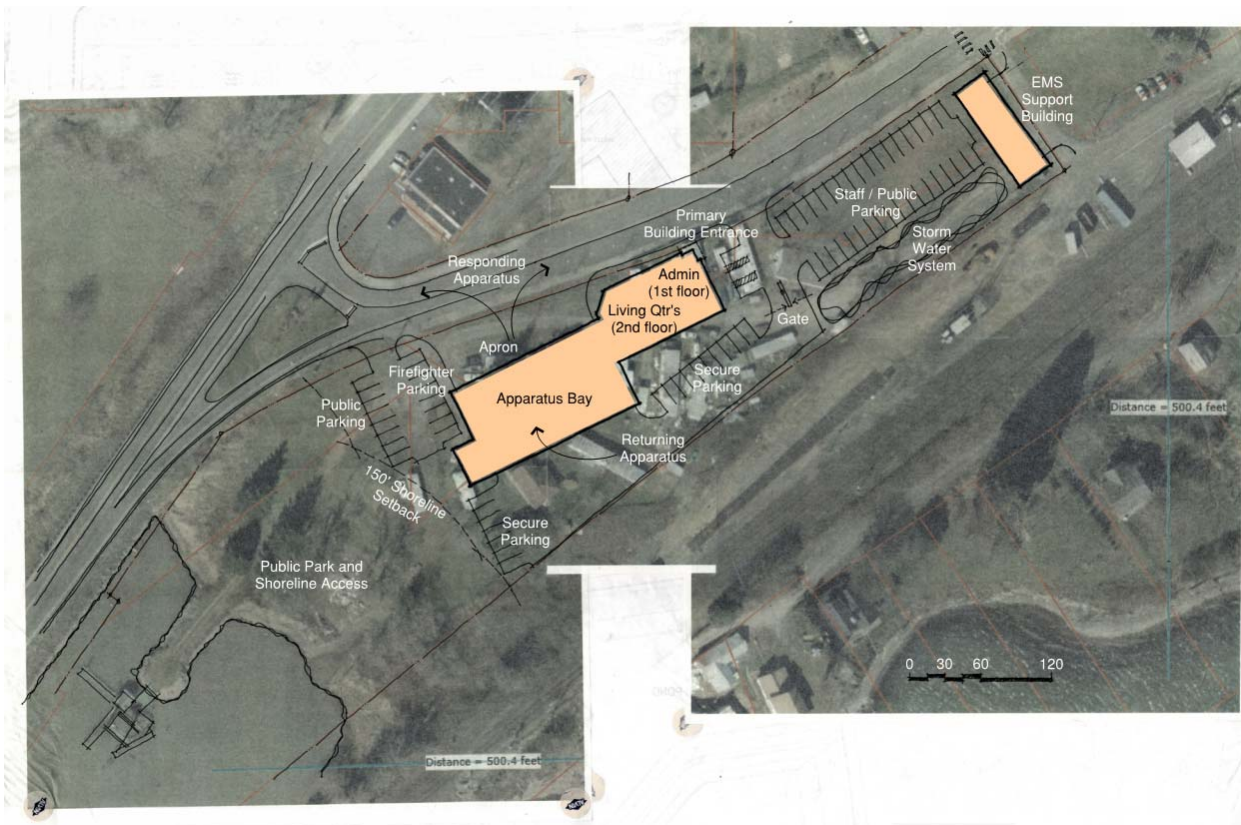
*This site is also used as a semi-formal non motorized watercraft access point, and it would be smart of the City to incorporate some level of access as part of its proposal. I don't think I would draft a condition for the Planning Commission to require that, but I would recommend that the City Council avoid angering its constituents and include it in its program for the site.*

*Some level of stormwater treatment/detention will need to be added to the program.*

### Test-to-fit for 1<sup>st</sup> Street Parcels (Option 'G')

In testing the programmatic requirements on the First Street parcels, the site appears large enough to support those functions and can do so parallel the street frontage. There is adequate room for parking and it can be easily arranged to separate public parking from secure personnel parking. The property slopes slight uphill from West to East, but not so steeply to compromise vehicular circulation.

The programmatic requirements as described could be positioned on the First Street property in the following way:



When reviewed by Ben Shumaker, Planning Director for the City of Stevenson, the following comments were provided:

*Regarding the front build-to line, I've told other applicants in the past that I would interpret their proposal to satisfy that requirement if at least half of the building wall fronting the street met the build-to line. For what you have laid out, I would be fine adding the EMS support building to the calculation, so if the 1<sup>st</sup> Street frontage of that building plus the length of the admin/living quarters building within 10' is greater than the length of the apparatus bay that is outside of 10', I would permit it. If not, then you'd be asking for a variance or going for a redesign.*

*I would be concerned about traffic safety with the western parking lot entrance's and the apparatus bay's proximity to the 1<sup>st</sup>/2<sup>nd</sup> Street couplet. We would probably ask for some level of traffic analysis during the conditional use process, and would want it to consider 1<sup>st</sup> Street as both a two-way street and an eastbound one-way street.*

*Public works has access standards concerning the number and width of driveways. It's doubtful that this proposal would meet those standards, but the process for varying them is more discretionary than the zoning variance process, and should not present you with any stumbling blocks as you proceed.*

*Seymour Street on the western side of the project is only a half street dedicated in the original Plat of Stevenson. I would bring this up to the Planning Commission during the conditional use review and propose a condition that would either preventing this site from accessing directly onto Seymour or ask for dedication of right-of-way along that length as would've been envisioned as equitable way back in 1893.*

*Public Parks are listed conditional uses in the C1 zone. Other than the habitat protections that any waterfront use would have to navigate, the only nebulous aspect of that process that might affect you program would be the parking requirements that would be determined by the PC at the time of application. As with the reqs for the emergency facility, we would base it in part on the City's square footage standards for similar uses, in part on best practices from other jurisdictions, and in part on the composition of the planning commissioners reviewing the proposal.*

Regarding both Rock Creek Drive and First Street parcels, Ben Shumaker added the following comments:

*In determining the parking standards of these proposals, I could see an applicant making a compelling case for including fewer on-site parking spaces on the downtown site where on-street parking is available than might be required in an area where there is no on-street parking is available.*

*It sounds like the Sheriff's office hasn't brought up a need for a dock/boat house for its boats, but it might be smart to have a water access planned if they chose to include it in the future. It would also be smart to get approval for that use in as part of the initial conditional use request so you would have fewer permitting hurdles to clear in the future.*





***\*Caveat 1\*** In the post-9/11 world security seems like a concern that overly dictates the design and operations of gov't facilities. From my perspective, security for our small gov't and emergency responders will never be a concern and that any new facility will be more secure than the current facilities anyway. I think you've done a good job of avoiding that pitfall and hope that you keep that up as the program develops.*

***\*Caveat 2\*** The sites you've selected to move forward with are attractive sites, not only for this community facility, but for other uses that might benefit our community, so much so that I question whether the public safety center is the highest and best use of either site. I understand that access and response times are key components of the decision matrix for locating this type of use, but I hope that some consideration is also made for whether any particular site is better suited for tax-generating purposes than for tax-supported purposes.*

### **Civil Engineering Assessment for Rock Creek Drive and 1<sup>st</sup> Street Opportunities**

The following civil engineering assessment for the Rock Creek Drive and First Street properties was prepared by Berger/ABAM of Vancouver, Washington.



## Memorandum

Date: 24 July, 2013  
Subject : Site and Utility Evaluation  
From: Dan Johnston, PE, BergerABAM  
To: David Fergus, Rice Fergus Miller  
Project: Stevenson Public Safety Center

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The following technical memorandum summarizes observations from a site visit and meeting at the City of Stevenson. The intent is to provide an overview of site and utility design considerations.

### Site Option #1

**Overview** – Overall this appears to be a realistic project site. No significant hindrances or constraints were identified by the public works director, Eric Hanson.

**Existing Conditions** – The site is composed primarily of mobile home residences on the western portion, and an undeveloped green-space on the eastern portion. The railroad forms the southeast boundary of the property where there is a dense line of unmaintained vegetation. Eric indicated that the soils in this area are likely fill materials, and that rock is unlikely for typical earthwork depths. The grade of the site is generally several feet higher than the surrounding properties.

**Access** – The site is located on the southwestern side of downtown Stevenson near the intersection with Highway 14 and 1<sup>st</sup> Street. Because the site is located on 1<sup>st</sup> street and off the main thoroughfare, traffic is expected to be limited. For improved site distance and general safety, a stop-sign or warning signal may be needed for traffic heading northeast from Hwy 14. This will help to alleviate risk between speeding traffic and fire apparatus vehicles. Note that 1<sup>st</sup> Street is City of Stevenson right-of-way; however, some coordination with WSDOT may be necessary due to the proximity to Hwy 14.

**Site Layout** - The current site layout appears to be functional for the intended purposes. In general the Columbia River is within 150-300-ft of the proposed development. Space is available for surface stormwater management such as rain gardens and swales, although some

underground facilities may be necessary to conserve space. Vehicle turning movements within the site can be further evaluated as the design progresses.

**Utilities** – Eric did not indicate capacity issues for this location. Water service can be connected to a 6-inch water-main that loops around the site. Minor relocation of the water-main may be required, depending on the ultimate location of the buildings. Flow testing will be necessary to verify adequate water supply. An 8-inch sanitary sewer main is located along the southeast face of the property, and turns northwest through one of the proposed building locations. This line will need to be relocated around the building. Per Stevenson design standards, stormwater management adheres to the Puget Sound Basin manual. Based on preliminary information, it appears that treatment and detention facilities will be required. Lastly, two existing power-poles located near the midpoint of the site will likely require relocation.

## **Site Option #2**

**Overview** – As with Site #1, this site also appears to be realistic, although there may be some additional risks or regulatory complexities. Because this was a former mill site, soil contamination is a possibility. The SEPA process may require that soil testing be completed. If contamination is discovered, additional costs may be incurred for mitigation. Examples include special management/disposal of soils, site runoff, capping methods, and alternate foundations. Also, if any landscape or environmental restoration work is required within the setback or the ordinary high-water line, special permits may be necessary.

**Existing Conditions** - The site is relatively clear for new development. A fair amount of concrete pavement was left onsite which presumably was the building pad for the mill. Some debris and infrastructure also remain around the site. The site is much like a peninsula, with shoreline around the majority of the perimeter. Dense, unmaintained vegetation lines the shoreline perimeter and covers large areas of the interior. Several large boulders at the site entrance may indicate some degree of rocky soils.

**Access** – The site is located adjacent on the southwest side of Stevenson, on the western side of Rock Cove. Vehicle access will be from Rock Creek Drive. Directly to the south of the site are a retirement facility and the Columbia Gorge Interpretive Center Museum. Indications from Eric were that traffic is light and slow-moving. The speed limit is posted at 25mph. Site distance appears to be adequate, but a warning signal may still be prudent to reduce conflicts with fire apparatus.

**Site Layout** – The site layout appears to be functional for the intended purpose. Turning movements within the site can be further evaluated as the design progresses. The buildings and parking are approximately 75-ft or more from the shoreline. Space is generally limited for stormwater management so a combination of surface and below-ground facilities are likely.



**Utilities** – Eric did not identify any capacity issues. A 6-inch water-main located in Rock Creek Drive can provide service to the site. An 8-inch sanitary sewer is also located in Rock Creek Drive. It flows east to a pump-station and then to the wastewater treatment plant. If the sewer main is adequately deep, then a gravity connection from the site is possible. Stormwater infrastructure is limited in this area. Eric indicated that an existing storm-line with an outfall is located near the site access, but is not likely sized for this project. Creating a new stormwater outfall for the site may be a difficult permitting process.

### **Conclusion**

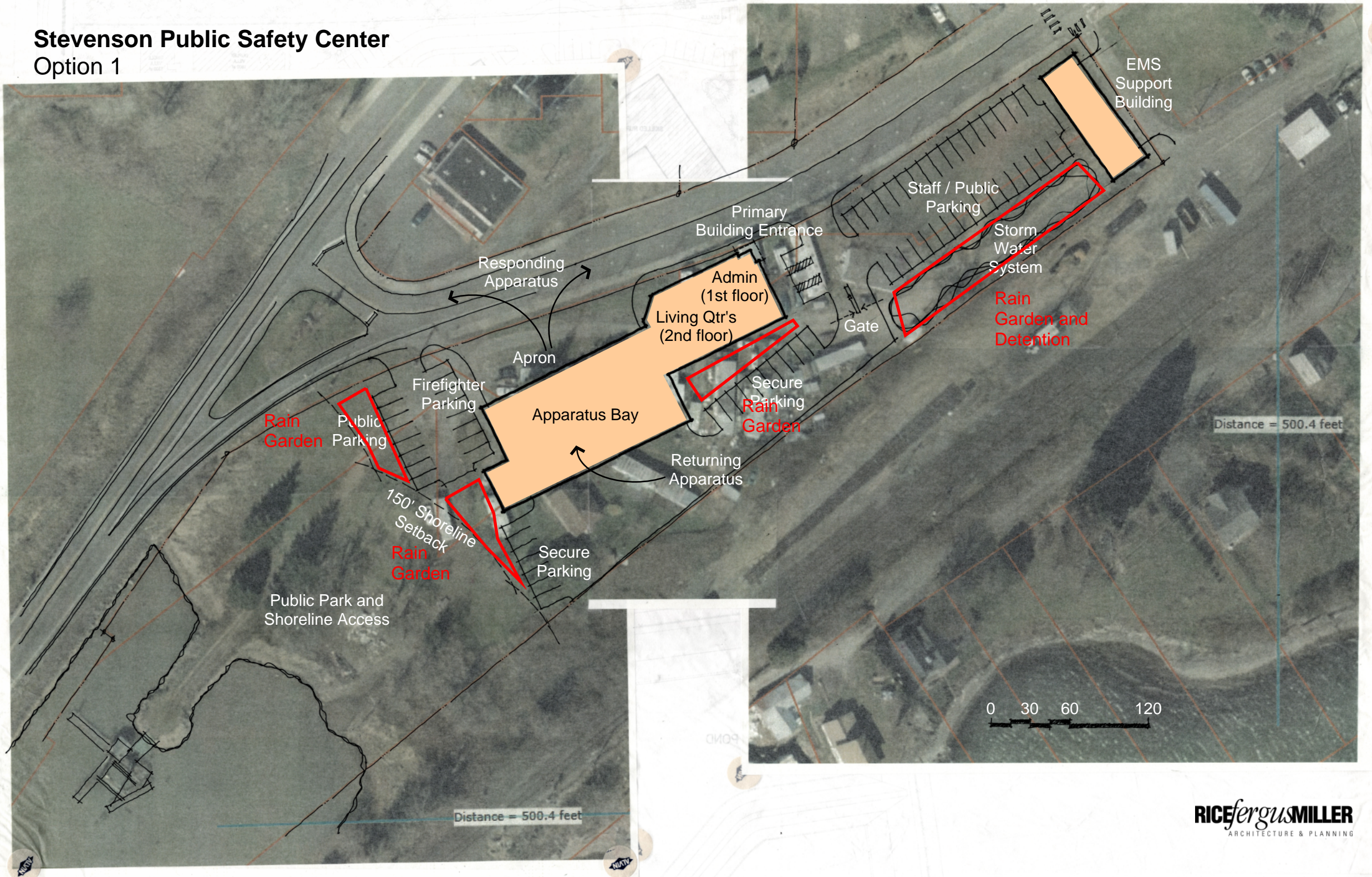
Both site options appear to be solid locations for this project. Both appear functional for site access and have essential utilities nearby. The regulatory work may be similar since both sites are located near waterbodies. Part of the regulatory requirements likely includes ensuring that site development plans are compatible with the shoreline management plans. Site Option #2 could involve higher construction cost if mitigation for soil contamination is required. On the other hand, this site will not require as much earthwork as Site Option #1.

If you have any questions or concerns about the information presented in this memorandum please do not hesitate to contact Dan Johnston at 503-872-4121.





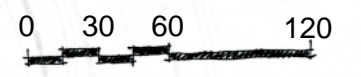
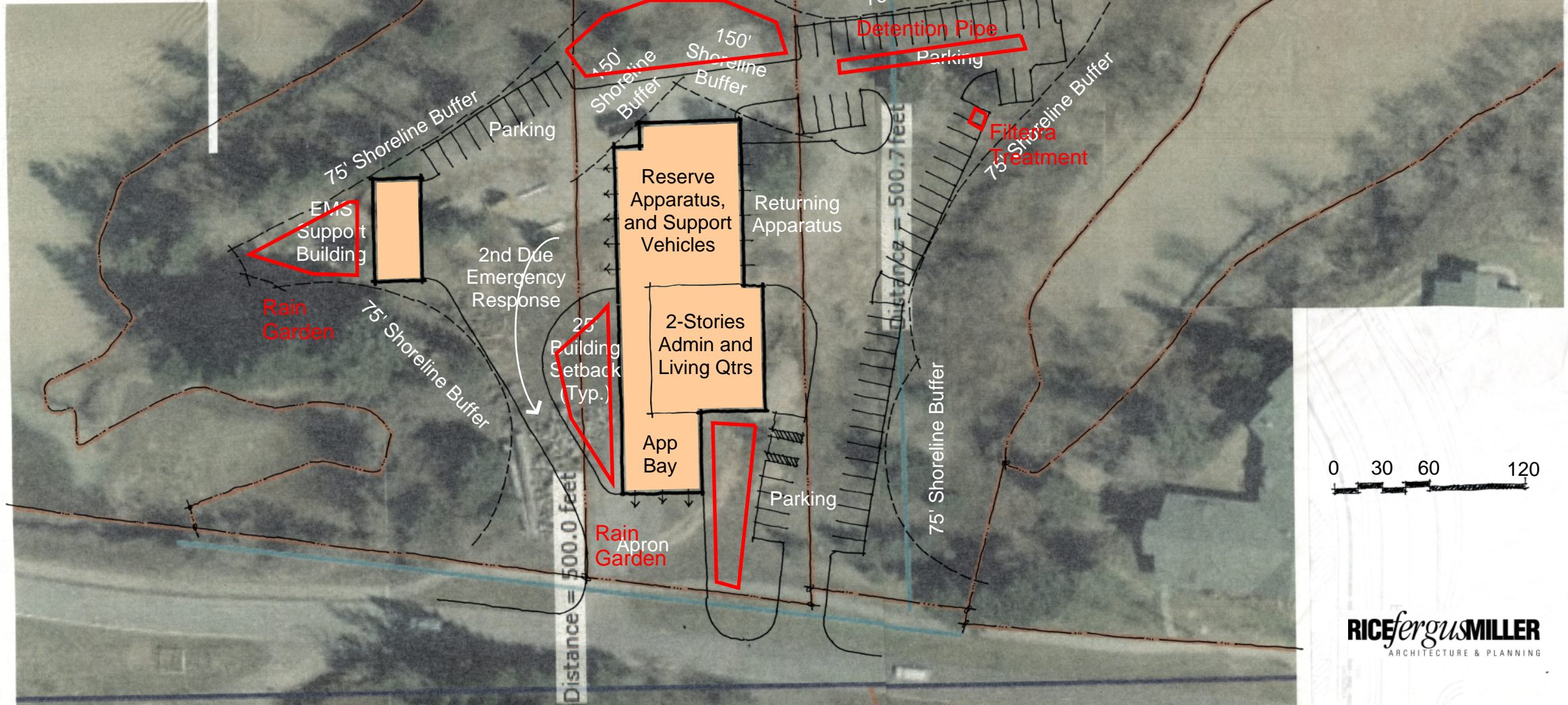
# Stevenson Public Safety Center Option 1





# Stevenson Public Safety Center Option 2

PHASE II CONSTRUCTION  
PHASE I CONSTRUCTION







# Zoning Map

## City of Stevenson

- Commercial (C1)
- Commercial Recreation (CR)
- Light Industrial (M1)
- Public Use and Recreation (PR)
- Single Family Residential (R1)
- Two Family Residential (R2)
- Multi-Family Residential (R3)
- Multi-Family Residential Overlay (R3)
- Suburban Residential (SR)

- City Limits
- Urban Area
- Parcel
- Stream

Mayor \_\_\_\_\_ Date \_\_\_\_\_

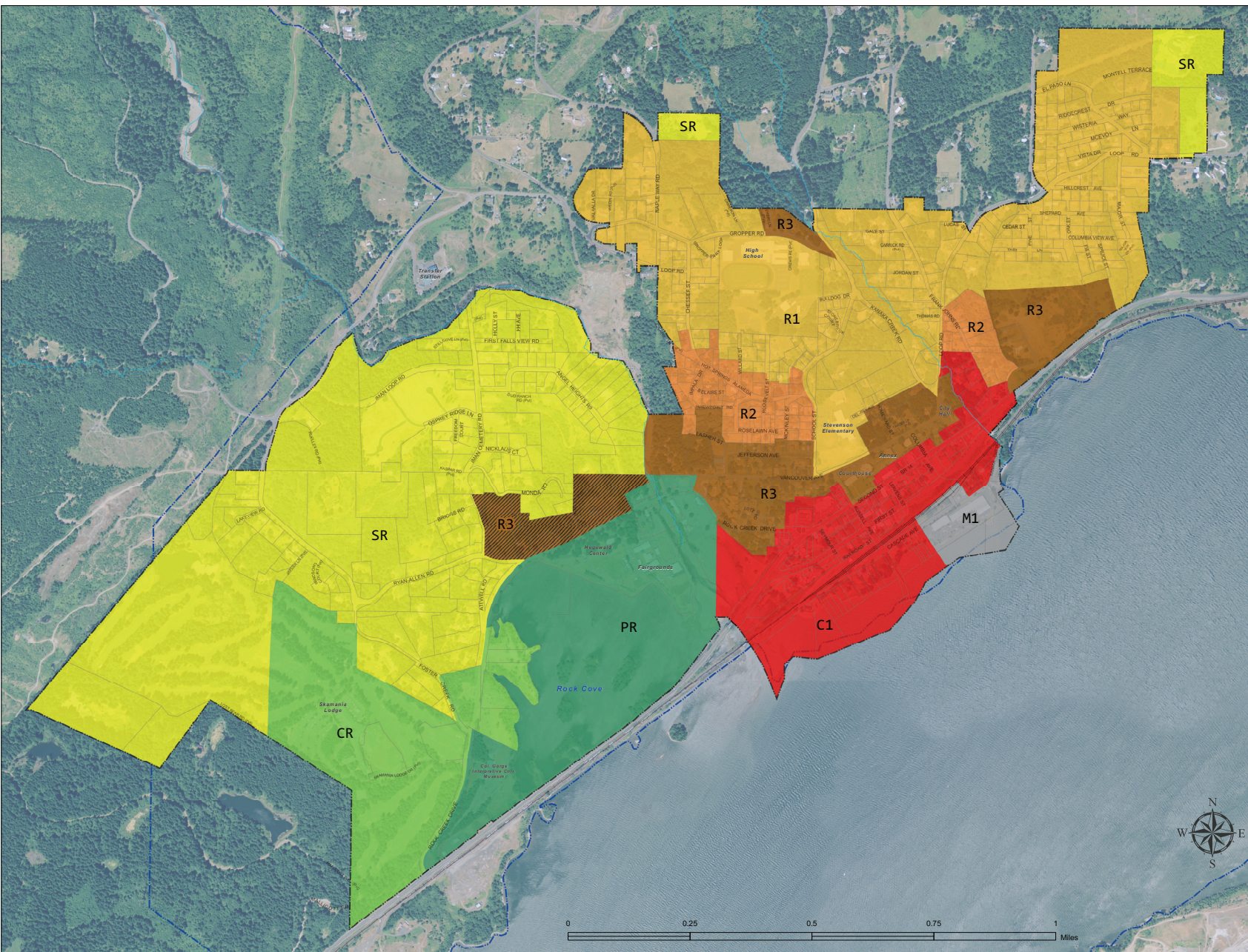
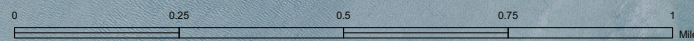
Clerk - Treasurer \_\_\_\_\_ Date \_\_\_\_\_

Attorney \_\_\_\_\_ Date \_\_\_\_\_

**Notes:**  
 When Printed to ANSI D (22"x34"): 1 inch = 498 feet.  
 Absolute scale: 1:5,982  
 Aerial Photo Date: 2008  
 Projected Coordinate System: NAD 1983 HARN StatePlane  
 Washington FIPS 4602 Feet  
 Projection Name: Lambert Conformal Conic  
 Planar Units: US Survey Feet

**Skamania County**  
 Dept of Assessment (GIS)  
 Created by: Rick Holtz  
 Created date: 10/25/2011

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## Building Layout

Included in the preparation of this report was consideration for how a building of this type might be laid out. While the drawings included in this report may resemble floor plans, they are not. Their purpose was to demonstrate two important aspects. First, to establish a general footprint for the building to assist in defining property requirements that would support it. Second, to assist the participant agencies in understanding how they might co-mingle and co-occupy a joint facility.

Several alternative building layouts were evaluated. They ranged from complete blending of the organizations into a single operational building to more segregated operations for each agency. From the numerous options explored, two rose to the top and have been included in this report to demonstrate differing strategies.

### Internal Building Organization

Emergency response facilities require certain internal functional relationships important in ensuring operational efficiency. They are unique facilities in that they operate under one set of criteria during normal operations and a different set of criteria when emergencies occur. Time is of the essence when life and property is threatened and the emergency personnel need to respond swiftly and efficiency to those circumstances.

As a public facility, the front door must be easy to find and parking conveniently located. All of the facility's public spaces should center about the public lobby. Co-locating these areas together helps ensure the security of the rest of the building's non-public spaces.

Each agency will have private office spaces for their organization's leaders. These will be located where they best support the operation of their agency. If their administrative support functions – supply rooms, copy rooms, printers, etc – can be combined or co-located, efficiency could be realized in sharing equipment and bulk purchase of supplies, as well as efficiency in compacting square footage.

A portion of this facility will be dedicated living quarters for personnel who work and occupy the facility on a 24-hour shift basis. These living quarters are most commonly located toward the rear of the building where they are further from street noise for sleeping, removed from the work environment of the building, and generally more private. Locating kitchen, dining, and daytime spaces on exterior walls are highly desired for daylight and access to an exterior area for outdoor cooking. Building codes require any room intended for sleeping to have an exit window, so they too are located on exterior walls.

Security is a key design consideration in the design of emergency facilities such as this one. Limiting public access to only the lobby, public restrooms, and public meeting spaces is critical. More subtly is ensuring sight lines for individuals in the building to see people and vehicles as they approach the building. Parking for employees is typically behind a secure fence, especially for those parking

overnight. When the Emergency Operation Center is activated, another layer of security is put in place to protect the operational function that is coordinating the response to large scale emergency whether natural or man-made.

### Building Layout in Support of Agency Partnerships

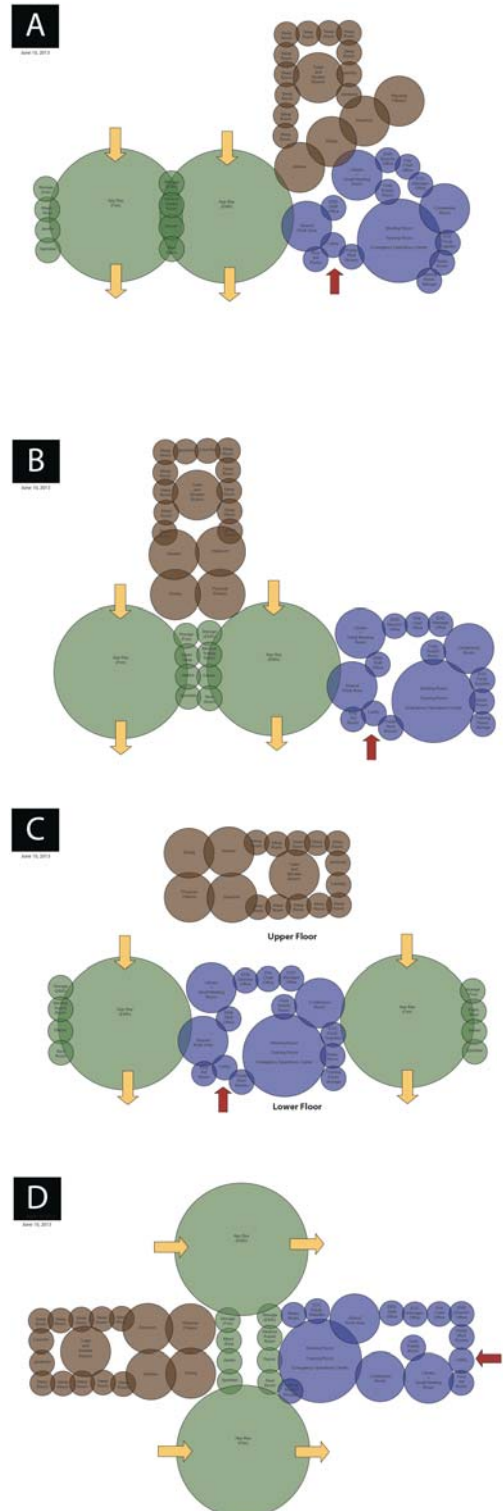
In the diagrams to the right, green represents the vehicle bays and operational support functions; purple represents the public and administrative areas; and brown represents the private living quarters. Like-functioning areas were naturally located in proximity to one another.

The two large green circles graphically represent the two apparatus bays – one for EMS vehicles and one for fire engines. There was support for Options A and B in that both bays are more or less one space, which means fire and EMS vehicles could float back and forth amongst bays over time should one agency need more space, or less space. It also prompted the opportunity to consider one vehicle bay for the primary first-out vehicles, and the other bay to be for support vehicles, trailers, reserve apparatus, and those rigs that leave the station more infrequently.

All of the schemes strived to place the living quarters in areas somewhat removed from the day-to-day working environment of the building, but with direct and efficient access to the apparatus bays for emergency responders. Options B and C were favored in this regard because both options allowed direct routes from living quarters to both apparatus bays equally for both EMS personnel and firefighters.

Key to the placement of the public and administrative areas of the building was the ease of which the public would find and access the front door. All four schemes could accomplish this, although concern was raised with Options C and D that locating public parking convenient to the front door would inherently cause conflict with emergency vehicles leaving the bays. Convenience and safety for pedestrians entering and leaving the building is of high importance.

In all cases, the building layout needs to be conducive for future growth for each of the agencies so that building additions can be accomplished economically and without compromising the overall operational functionality of the building.





## Provisions for Future Expansion

### *Department of Emergency Management*

Growth beyond what is planned for in this study is not expected for some time. The increased size of the Emergency Operational Center from what exists currently is appropriate for today, and the foreseeable future. Staffing is not expected to change since the EOC is staffed by community volunteers when activated, and the current paid staff is limited to one.

Skamania County Emergency Management is managed under the Skamania County Sheriff. While not directly assessed by this report, this project could provide an opportunity to relocate the County primary dispatch facilities from their current location in the County Courthouse and Jail to this new facility. Co-locating emergency operations and dispatch under one roof could provide increased efficiency, tighter communication, and better service to the citizens served.

Although no specific facilities were included in the building program, the strength of the building partnership could be expanded in allowing the Sheriff's deputies to utilize this facility for writing notes, accessing a restroom, and simply sharing a cup of coffee with other first responders. Such off-scene interactions build improved camaraderie when on-scene together.

### *Skamania Hospital District*

The project as currently programmed includes overnight accommodations for six EMS personnel. This is an improvement over Skamania EMS's current three sleep rooms, one of which has two beds in it. While six new sleep rooms is adequate in the near-term, the need for room to grow to ten sleep rooms is possible in the future. Caution is warranted, however, in increasing the sleeping accommodations from six to ten. Increasing the sleeping capacity by more than half again as much will likely strain the capacity of the kitchen, dining facilities, showers and restrooms.

Important to Skamania EMS is the ability to increase the number of vehicle bays in the future. Increases in staffing levels would likely increase the number of ambulances and other response vehicles.

### *Stevenson Fire Department / Skamania Fire District #2*

The most likely growth need for the two fire agencies would be in additional vehicle bays. Future fire department vehicles could include a ladder truck, and additional engines and support vehicles.

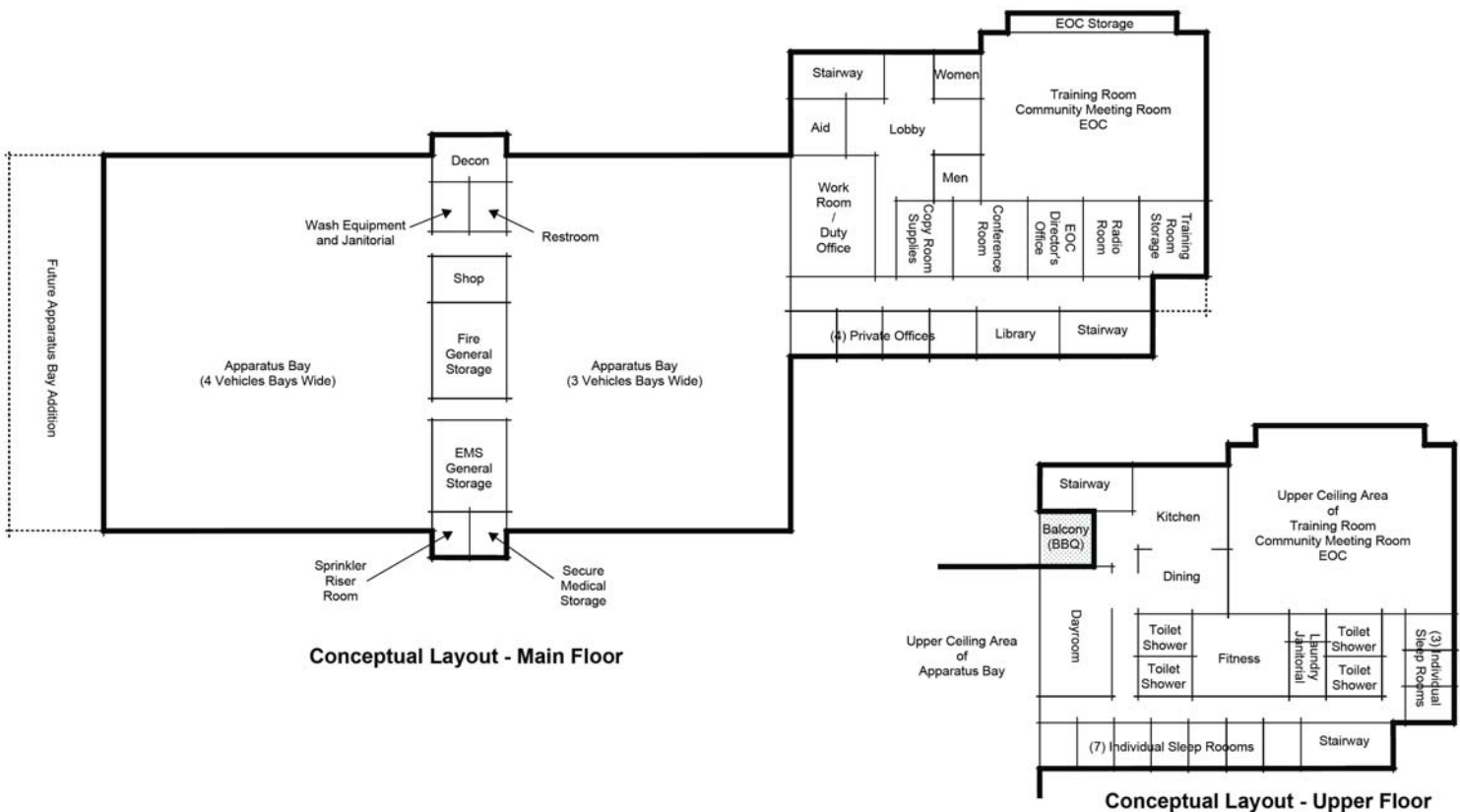
## Building Layout Diagrams

Two options are presented here for further consideration of the participant agencies. Both are approximately the same square footage, and both respond to the same programmatic requirements. The contrast comes in how the individual agencies live together under one roof, how integrated each agency's programmatic needs are intertwined, and how the facility is 'shared' overall.

It is important to note that while the two schemes present very different approaches to how the building could be laid out, there is little difference in construction costs or in an overall project expense. This is demonstrated by a simple example – the cost for constructing six sleep rooms comes from building the six sleep rooms, not their arrangement or location in the building. Six sleep rooms on the back of the building cost the same as six sleep rooms on the side of the building. Consequently, these two alternatives should be judged on how they benefit or hinder being partners, not whether one is more costly than the other.

It is also important to note that these diagrams are only conceptual at this very early stage of design. Continued dialogue amongst the partnering agencies and their elected boards will further refine the programmatic needs expressed in this report. Certain grants or loans may become evident that prompt specific building components to be larger or smaller; or built sooner verses later.

*Conceptual Building Layout #1:*



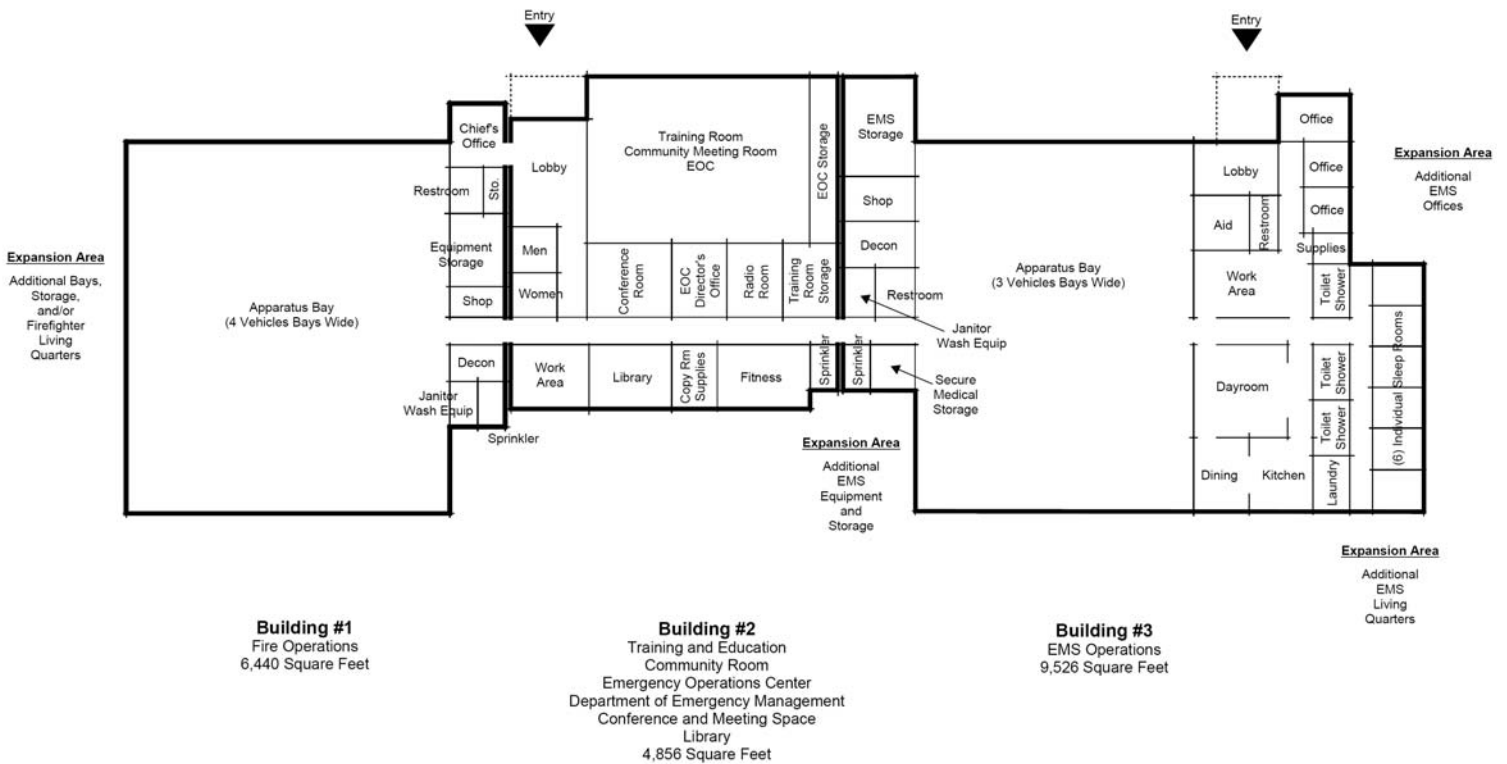
This layout combines the two apparatus bays together. Front line emergency vehicles (fire and EMS) would likely be positioned in the right bay; secondary response vehicles, trailers, and reserve units would be positioned in the left bay.

Public spaces, administration, and all work spaces for all participant agencies would be located together and on the ground level.



Living quarters, which are primarily for the benefit of Skamania EMS, would be located on an upper floor where they have greater privacy, but are directly adjacent the emergency vehicle bay via a stairway.

*Conceptual Building Layout #2:*



Building Layout #2 is based on the concept that fire is on one side, EMS is on the other, and everything that is shared is located in the middle. This is consistent with the idea that spaces predominantly used exclusively by fire are separated from the rest of the building. Those spaces predominantly used exclusively by EMS are likewise separated from the rest of the building. Shared functions are equally convenient to both.

If this arrangement is thought of as three buildings that abut, several distinctive opportunities arise. If each of the three pieces are designed such that they can be independent stand-alone buildings, then the timing and sequence of when each piece is built is substantially more flexible. This may have the additionally benefit in developing the funding mechanisms since each could be funded separately. Several smaller projects may be easier to fund than one large one. Given the differences the participant agencies have in governance, revenue sources, and operating budgets, this would appear to be a practical approach.

This layout alternative may afford another benefit. It's hard not to recognize the downtown core of Stevenson as predominately small, single story buildings that are built side-by-side, and generally carry a more pedestrian scale to them. If this project is built in or around Stevenson's downtown core, developing a building character of three side-by-side building would better fit its context.

### **Concept Rendering**

Conceptual Building Layout #2 might look something like this.





## Costs

When evaluating the reasons for partnering in a joint building such as this, that decision should be ground in financial benefits. Cost savings should be clear over constructing independent facilities. And, the opportunities for lower monthly expenses in maintaining and operating such a facility needs to be clear as well. We believe these things to be true for the following reasons:

Built as a single facility, the building is 17% smaller than three individual buildings when allowing for shared use of certain spaces. This equates to a savings of approximately \$2.1 million.

Maintaining a building that is 17% smaller than it would otherwise be has a likely annual savings of approximately \$18,000/year.

There are a number of smaller savings that come from undertaking a single larger project, such as real estate fees in acquiring a single property, a single architectural contract, and a single building permit. Not only are these fees not duplicated, they are often provided at a lower percentage cost as the project cost increases, known as economy-of-scale.

Agencies in shared facilities often find other cost savings in operational aspects, such as a shared receptionist, internet service providers, and/or building insurance. These small items can tally large amounts over time.

### Estimated Project Costs

The total estimated cost for this project, including land acquisition and all project expenses, would be approximately \$10.5 million dollars. In simple terms, the overall budget is apportioned approximately as follows:

Land acquisition	\$	600,000
Site Preparation "pad ready"	\$	300,000
Site Development	\$	900,000
Building Construction	\$	6,200,000
EMS Support Structure	\$	100,000
Washington State Sales Tax	\$	600,000
Project Expenses	\$	1,200,000
Contingencies	\$	<u>600,000</u>
 Total Project Budget	 \$	 10,500,000

A more detailed breakdown of these amounts can be found at the end of this chapter.

**Cost Sharing Amongst Partners**

While all four participant agencies are equally committed to each other in seeking funding for this project, it is important to recognize they are not equal in their built needs. Each agency will build and occupy different amount of space. Each will have a certain amount of space dedicated solely to their use and certain amount of space they are quite willing and able to share. Determining an equitable proportioning of building use can be translated to an equitable proportioning of the overall project budget. In seeking grants to fund the project, proportioning is of less importance since those funds could benefit all the partners. However, if the funding strategy includes loans, the agencies would likely choose to retire that debt service based on an agreed to proportioning formula.

Any proportioning formula should have a basis in spaces dedicated for use by one agency verses that which is shared. This should be further refined by assigning benefit to each agency from common areas and common site infrastructure. This is not an exact science. Some shared space may only be occasionally shared while other spaces may be fully shared. Likewise, measuring benefit can certainly be subjective. Consequently, being partners in a joint facility requires each agency to be open, flexible, and respectful of the reasons the partnership was established initially so a fair and reasonable formula can be established.

As noted in chapter 4, approximately 3,000 square feet of the programmed space would be ‘shared’ amongst the participant agencies. If one also assumes equal benefit in acquiring and developing a piece of property, and that finished interior space is more expensive than apparatus garage space, the overall budget could be apportioned roughly like this:

	Department Emergency Management	Skamania Hospital District	Stevenson Fire and District #2
Land acquisition	\$ 200,000	\$ 200,000	\$ 200,000
Site Preparation “pad ready”	\$ 100,000	\$ 100,000	\$ 100,000
Site Development	\$ 300,000	\$ 300,000	\$ 300,000
Building Construction	\$ 600,000	\$ 3,200,000	\$ 2,400,000
EMS Support Structure	\$ 0	\$ 100,000	\$ 0
Washington State Sales Tax	\$ 100,000	\$ 300,000	\$ 200,000
Project Expenses	\$ 400,000	\$ 400,000	\$ 400,000
Contingencies	\$ 200,000	\$ 200,000	\$ 200,000
<b>Total Project Budget</b>	<b>\$ 1,900,000</b>	<b>\$ 4,800,000</b>	<b>\$ 3,800,000</b>
	<b>18 %</b>	<b>46 %</b>	<b>36 %</b>

**Operating and Maintenance Costs**

For a project as contemplated in this study, one could reasonable expect on-going maintenance and utility expenses to be between \$5,000 and \$10,000 per month. This would include expenses necessary to maintain the building and grounds, and slowly build a maintenance reserve over time.

Further discussion should occur amongst the participant agencies regarding how on-going maintenance and utility expenses would be apportioned amongst each agency. In general, one could



expect building expenses to be divided utilizing the square footage scenario noted in chapter 4 ( 8% DEM / 51% EMS / 41% Fire ). For expenses associated with maintaining the parking, landscaping, and other site amenities, one could expect a more equal basis since all agencies benefit equally from these site features ( 33.3% DEM / 33.3% EMS / 33.3% Fire ).

### **Cost Impacts of LEED Certification**

Leadership in Energy & Environmental Design (LEED) is a rating system for measuring a building's performance in reducing energy consumption and good environmental stewardship. It is a well regarded tool nationally for comparing the performance of buildings across the country in a standardized way, regardless of size or type of occupancy.

The principles associated with LEED are wholly embraced by the participant agencies since energy savings lead to lower on-going costs for operating and maintaining facilities. Enthusiasm for obtaining LEED certification for this project was less of a priority because of the cost associated with applying for that recognition, and the documentation require supporting the application. These efforts can add as much as 5% to the overall cost of a project.

### **Potential Funding Sources**

As previously noted, there are significant differences amongst the participant agencies in their governance, jurisdictional boundaries, and funding mechanisms for daily operations. Consequently, it is likely the funding strategy for this shared facility would be derived from multiple sources. These sources fall into three general categories: grants, loans, and voter-approved measures.

Leaders from the participant agencies have uniformly expressed their dislike for funding this project through a voter-approved levy or by selling voter-approved bonds. Given the low population base of Skamania County, a taxation-based funding structure would result in a relatively high levy rate on those citizens. A more appropriate scenario may be given to a voter-approved tax measure that funds only a portion of the project and is part of a larger strategy of sources to fund the project. More discussion of the issues surrounding voter-approved measures can be found in the appendix of this report.

Obtaining grants and/or low interest loans is another viable option. These programs are usually highly competitive, but well worth the rewards if received. The strategy is particularly attractive in this joint project in that different granting agencies have different funding priorities. This makes some grants easier and more applicable to EMS agencies over fire departments and some vice versa. The following prospective programs were identified:

- **US Dept of Housing and Urban Development, CDBG Program** – Construction projects for a fire facility are eligible for grant and/or loan funds. The requirement is that 50% of the population served is below the HUD-determined moderate income level. (We were eligible for this grant, subject to the same requirements). Applications are submitted to the Washington Dept. of Commerce.

- **US Dept of Agriculture, RDA Grants and Loans** – Funding assistance is available for facility projects in rural areas and communities (below 2000 population) and will cover 75% of the project costs. Grant funding depends on median household income and population.
- **US Dept of Commerce, Economic Development Administration, Public Works Grants & Loans** – Grants and loans to support infrastructure projects that will stimulate economic development and/or job opportunities. Portions of the Emergency Facility Project may be eligible for public works funding assistance.
- **FEMA, Assistance to Fire fighters Station Construction Grants** – Funded 120 stations in the past...there are no funds currently in place.
- **Assistance to Firefighters Grants (AFG)** – Although most of the funding is for firefighting equipment and vehicles – we could probably get some of the equipment (internet connections, wash down equipment and etc.). It is worth the investigation (1-866-274-0360 firegrants@dhs.gov).
- **International Association of Firefighters Promotes Fire Protection Funding** – A lobbying association for SAFER and FIRE Grants who could provide guidance for applications.
- **CERB Funds** – Grants and loans for infrastructure that primarily create jobs – cities, counties and special purpose districts are eligible. If presented correctly this may be a focus for the hospital district.
- **Public Works Trust Fund** –Loans for infrastructure. (This year state legislature swiped all of the cash).
- **Washington State Capital Budget** – Political, we would be asking for capital grant funding assistance via special appropriations by the Washington State Legislature. Do not try to ask for more than 25% of the cost. Project must be shovel-ready. Forms are available from the Washington legislature – best to contact our Washington State legislative representative for a copy of the form.
- **Washington Investment Board** – Special funds only available for citizens within the Gorge. Capital Projects are eligible.

Another source of revenue for constructing the project could come from outright donations from business entities with a base in Skamania County or significant presence in the community. Examples could be Burlington Northern Railroad or the Bonneville Power Administration. Enterprises such as these sometimes generate a high risk for large scale emergencies or regional disasters, but don't always contribute a commensurate level of revenue to the emergency service providers for the risks they bring to the community.

### Professional Cost Estimate

Following is the professional cost estimate prepared by ProDim of Kirkland, Washington, dated August 12, 2013.

# Stevenson Public Safety Center Skamania County

Stevenson, Washington

## Pre-Design Cost Estimate

August 12, 2013

Prepared for:

### **Rice Fergus Miller**

275 Fifth Street

Suite #100

Bremerton, WA 98337



520 Kirkland Way, Suite 201

Kirkland, WA 98033

tel: (425) 828-0500

fax: (425) 828-0700

[www.prodims.com](http://www.prodims.com)

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## **Estimate Summary – Project Costs**

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**Estimate Summary - Project Soft Costs**

<b>SUBTOTAL ESTIMATED CONSTRUCTION COST</b>		<b>\$ 7,510,661</b>
	<i>Percent</i>	<i>Amount</i>
Sales Tax	7.7%	\$ 578,321
Construction Contingency	5.0%	\$ 375,533
Architectural & Engineering Fees	11.0%	\$ 826,173
Geotechnical and Surveying	1.0%	\$ 75,107
Permit Fees	1.8%	\$ 135,192
FF &E	1.5%	\$ 112,660
Utility Hookups	lpsm	\$ 7,500
Materials Testing	1.0%	\$ 75,107
Building Commissioning	0.25%	\$ 18,777
Moving Costs	0.5%	\$ 37,553
Legal Costs	0.25%	\$ 18,777
Project Contingency	2.0%	<u>\$ 150,213</u>

*Percentage costs are a percentage of the construction cost*

**SUBTOTAL SOFT COST** **\$ 2,410,912**

**TOTAL ESTIMATED PROJECT COST** **\$ 9,921,573**

**SOFT COST Estimate Assumptions:**

All Soft costs are the owner's responsibility to determine and verify. The soft cost summary is only provided for the owner's convenience.  
 Soft Costs are escalated to the anticipated point of expenditure based on the construction schedule.  
 This soft cost list does not guarantee that all soft costs are accounted for.  
 Soft cost listing are developed based on the owner's listing only.  
 Soft Costs Do NOT Include: Value Engineering Study, Constructability Study, R.O.W./ Land Purchases and in house administrative costs for the Owner such as bidding, and project management, grant writing, board meetings, community outreach labor contract modifications, and all other unidentified and unlisted soft costs.

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# **Estimate Summary – Construction Costs**

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**Estimate Summary - Construction Costs**

				New Building \$	4,423,991
				Site work \$	1,015,445
				<b>Total Direct Cost \$</b>	<b>5,439,436</b>
Design Contingency	10.0%	\$	543,944	\$	5,983,380
General Conditions	10.0%	\$	598,338	\$	6,581,718
Home Office Overhead	4.0%	\$	263,269	\$	6,844,986
Profit	5.0%	\$	342,249	\$	7,187,236
Escalation to August 2014	4.5%	\$	323,426	\$	7,510,661
<b>SUBTOTAL ESTIMATED CONSTRUCTION COST</b>					<b>\$ 7,510,661</b>

**Estimate Assumptions:**

This estimate is based on the pre-design floor plan drawings and room diagrams received August 5, 2013.  
 Markups are based on a 8 month construction schedule to substantial completion.  
 The escalation rate used is 4.5% per year. Costs are escalated to August 2014. Excluded is escalation above 4.5% per year

**Estimate Qualifications:**

Summary sheet markups are cumulative, not additive. Percentages are added to the previous subtotal rather than the direct cost subtotal.  
 Estimated labor is based on an 8 hour per day shift 5 days a week. Accelerated schedule or non first shift labor factor are not included.  
 Estimate is based on a competitive public bid with at least 3 bonafide submitted and unrescinded general contractor bids.  
 General Contractor/ Construction Manager (GC/CM) contracts typically raises construction costs.  
 Estimated construction cost is for the entire project. This estimate is not intended to be used for other projects.  
 Division 0/ Division 1 specifications are presumed to have normal ranges for liquidated damages, construction schedule and terms & conditions.  
 These divisions are typically written after the final estimate. Please contact the cost estimator for a review, if desired.  
 Please consult the cost estimator for any modifications to this estimate. Unilaterally adding and deleting markups, scope of work, schedule, specifications, plans and bid forms could incorrectly restate the project construction cost.  
 The construction cost estimate does not include an estimate of owner soft costs, A/E fees, owner contingencies, permit fees & sales tax.  
 Construction reserve contingency for change orders is not included in the construction cost estimate.  
 Any modifications to the plans via addendums and code review for permits will cause cost increases and are not included in this estimate.  
 Sole source supply of materials and/ or installers typically results in a 40% to 100% premium on costs over open specifications.  
 Imposition of tariffs and market instability of resources such as fuel, insurance and labor occurring after estimate date are not included.  
 Contractors imposing different bidding conditions from plans and specifications on subcontractors are not bidding from the plans and specifications.  
 This is especially important in remodel situations where labor productivity is affected by work plans and will affect pricing.  
 Modifications to the proposed construction schedule and modifying the phasing plans after this estimate will affect construction cost and are not included.

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## Estimate Detail

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Name: **Stevenson Public Safety Center**  
 Second name: **Skamania County**  
 Location: **Stevenson, WA**  
 Design Phase: **Pre - Design Cost Estimate**  
 Date of Estimate: **August 12, 2013**  
 Date of Revision #1:  
 Date of Revision #2:  
 Month of Cost Basis: **August, 2013**

**PD** | **PRODIMS**  
 PROJECT MANAGEMENT SERVICES  
 520 Kirkland Way, Suite 201  
 Kirkland, WA 98033  
 Phone: 425-828-0500 Fax: 425-828-0700  
[www.prodims.com](http://www.prodims.com)

Areas	sqft	
Admin. Area	5,834	1st Floor
Operational Area	11,730	1st Floor
Living Quarters	4,012	2nd Floor

**Total GSF** 21,576

WBS	Description	QTY	U of M	\$/UM	Direct Cost Extended
<b>New Building</b>					
<b>A - Substructure</b>					
<b>A10 - Foundations</b>					
<b>A1010 - Standard Foundations</b>					
	Concrete strip and spread footings, 4000 psi, rebar, formwork, excavation & backfill	17,564	fpa	\$ 8.00	\$ 140,512.00
	Perimeter drainage system	710	lnft	\$ 9.00	\$ 6,390.00
<b>A1030 - S.O.G. - Slab on Grade</b>					
	Slab on grade, 4", 4000 psi conc., rebar, forms, 6" base course, vapor barrier	5,834	sqft	\$ 5.68	\$ 33,137.12
	Slab on grade, 8", 4000 psi conc., rebar, edge forms, 6" base course, vapor barrier	11,730	sqft	\$ 9.87	\$ 115,775.10
	<b>Totals A10 - Foundations</b>				<b>\$ 295,814</b>
<b>B - Shell</b>					
<b>B10 - Superstructure</b>					
<b>B1010 - Upper Floor</b>					
	Wood frame floor structure, combination of TJI joists, plywood floor sheathing, glu-lams beams and tube steel columns	5,868	sqft	\$ 28.00	\$ 164,304.00
<b>B1020 - Roof</b>					
	Wood frame floor structure, combination of TJI joists, wood rafters and trusses, plywood roof sheathing, glu-lams beams and tube steel columns	19,795	sqft	\$ 30.00	\$ 593,856.00
	<b>Totals B10 - Superstructure</b>				<b>\$ 758,160</b>
<b>B20 - Exterior Closure</b>					
<b>B2010 - Exterior Walls</b>					
	Cement board siding, painted, 70%	13,293	sqft	\$ 4.85	\$ 64,470.64
	CMU veneer, 30%	5,697	sqft	\$ 12.65	\$ 72,066.59
	Exterior wood sheathing, 1/2"	18,990	sqft	\$ 1.48	\$ 28,105.02
	Weather barrier	18,990	sqft	\$ 0.40	\$ 7,595.95
	6" wood stud, 16" o.c.	7,786	sqft	\$ 4.50	\$ 35,036.82
	8" wood stud, 16" o.c.	11,204	sqft	\$ 5.50	\$ 61,621.56
	Batt insulation, R-21	18,990	sqft	\$ 1.35	\$ 25,636.34
	Vapor barrier	18,990	sqft	\$ 0.22	\$ 4,177.77
	GWB, 5/8", type "x", taped & finished	18,990	sqft	\$ 2.20	\$ 41,777.74
	Louver, aluminum	190	sqft	\$ 42.00	\$ 7,975.75
<b>B2020 - Exterior Windows</b>					
	Windows, PVC, 10% fenestration	2,020	sqft	\$ 46.00	\$ 92,929.20

WBS	Description	QTY	U of M	\$/UM	Direct Cost Extended
<b>B2030 - Exterior Doors</b>					
	Door frame, HM, 3x 7	4	each	\$ 248.00	\$ 992.00
	Door HM, 3x 7	4	each	\$ 470.00	\$ 1,880.00
	Door hardware, exterior	4	each	\$ 550.00	\$ 2,200.00
	Paint ext. door frame, HM	4	each	\$ 48.65	\$ 194.60
	Paint ext. door, HM	8	sides	\$ 56.00	\$ 448.00
	Aluminum storefront door, single	3	each	\$ 2,600.00	\$ 7,800.00
	Aluminum storefront door, double	2	each	\$ 3,000.00	\$ 6,000.00
	Apparatus Bay doors, 12x 12, mtr. operator, w/ vision panels	6	each	\$ 8,500.00	\$ 51,000.00
	Apparatus Bay doors, 14x 14, mtr. operator, w/ vision panels	8	each	\$ 9,500.00	\$ 76,000.00
<b>B2040 - Canopies, Soffits</b>					
	Exterior soffits, wood framed, cement board, soffit vents, painted	215	sqft	\$ 5.50	\$ 1,182.50
	Eaves, cement board, soffit vents, painted	3,565	sqft	\$ 5.00	\$ 17,825.99
	Entry canopy	140	sqft	\$ 65.00	\$ 9,100.00
	<b>Totals B20 - Exterior Closure</b>				<b>\$ 616,016</b>
<b>B30 - Roofing</b>					
<b>B3010 - Roof Coverings</b>					
	1/4" cover board	19,795	sqft	\$ 1.85	\$ 36,621.12
	Batt insulation	4,136	sqft	\$ 1.35	\$ 5,584.10
	Rigid insulation, polyiso.	12,094	sqft	\$ 4.25	\$ 51,397.93
	Metal panel roofing system	19,795	sqft	\$ 10.00	\$ 197,952.00
	Ice & water shield	19,795	sqft	\$ 3.22	\$ 63,740.54
	Flashings/ trim allowance	19,795	rfsf	\$ 1.30	\$ 25,733.76
	Fall protection allowance	1	lpsm	\$ 5,000.00	\$ 5,000.00
<b>B3020 - Roof Openings</b>					
	Roof hatch and ladder	1	each	\$ 1,500.00	\$ 1,500.00
	<b>Totals B30 - Roofing</b>				<b>\$ 387,529</b>
<b>C - Interiors</b>					
<b>C10 - Interior Construction</b>					
<b>C1010 - Interior Partitions</b>					
	Wood stud, 4" @ 16" o.c.	10,600	sqft	\$ 3.50	\$ 37,100.00
	Wood stud, 6" @ 16" o.c.	4,860	sqft	\$ 4.25	\$ 20,655.00
	Plywood sheathing, 1/2"	3,240	sqft	\$ 1.48	\$ 4,795.20
	Sound batt, 3"	6,184	sqft	\$ 0.98	\$ 6,060.32
	GWB, 5/8", type "x", taped & finished	30,920	sqft	\$ 2.24	\$ 69,260.80
<b>C1020 - Interior Doors</b>					
	Door frame, HM, 3x7	51	each	\$ 248.00	\$ 12,648.00
	Door frame, HM, 6x7	6	each	\$ 318.00	\$ 1,908.00
	Door, WD, 3x 7	48	each	\$ 248.00	\$ 11,904.00
	Door, HM, 3x 7	15	each	\$ 300.00	\$ 4,500.00
	Door hardware, interior	58	each	\$ 450.00	\$ 26,100.00
	Paint int. door frame, HM	58	each	\$ 32.40	\$ 1,879.20
	Stain or paint int. door	126	sides	\$ 42.68	\$ 5,377.68
<b>C1030 - Interior Specialties</b>					
	Toilet paper holder	7	each	\$ 125.00	\$ 875.00
	Grab bar, 18", 36", 42"	14	each	\$ 185.00	\$ 2,590.00
	Toilet seat cover dispenser	7	each	\$ 55.00	\$ 385.00
	Soap dispenser	11	each	\$ 43.00	\$ 473.00
	Paper towel dispenser	11	each	\$ 125.00	\$ 1,375.00
	Waste receptacle	11	each	\$ 65.00	\$ 715.00
	Stainless steel framed mirror	7	each	\$ 145.00	\$ 1,015.00
	Fire extinguisher/ cabinet	6	each	\$ 285.00	\$ 1,710.00
	Mop rack	2	each	\$ 85.00	\$ 170.00
	Vehicle wash equipment rack	1	each	\$ 155.00	\$ 155.00
	Janitorial supply shelf	8	lnft	\$ 12.00	\$ 96.00
	Wardrobe Locker, 2'x 2'	30	each	\$ 300.00	\$ 9,000.00

WBS	Description	QTY	U of M	\$/UM	Direct Cost Extended
	Robe hook	4	each	\$ 35.00	\$ 140.00
	Shower curtain & rod, Showers	4	each	\$ 65.00	\$ 260.00
	Shower curtain & rod, Decon.	1	each	\$ 90.00	\$ 90.00
	Whiteboard, 8x 4	4	each	\$ 185.00	\$ 740.00
	Whiteboard, 16x 4	1	each	\$ 285.00	\$ 285.00
	Map wall	1	each	\$ 1,000.00	\$ 1,000.00
	Signage, allowance	1	lpsm	\$ 5,000.00	\$ 5,000.00
	<b>Totals</b>	<b>C10 - Interior Construction</b>			<b>\$ 228,262</b>
<b>C20 - Stairways</b>					
<b>C2010 - Stair Construction</b>	Switch back, steel, w/ concrete pan, handrail & wall rail	2	flgt	\$ 8,000.00	\$ 16,000.00
<b>C2020 - Stair Finishes</b>	Rubber tread & riser	212	sqft	\$ 8.50	\$ 1,802.00
	<b>Totals</b>	<b>C20 - Stairways</b>			<b>\$ 17,802</b>
<b>C30 - Interior Finishes</b>					
<b>C3010 - Interior Wall Finishes</b>	P-lam wainscot	756	sqft	\$ 5.85	\$ 4,422.60
	Paint, GWB	26,149	sqft	\$ 1.58	\$ 41,315.42
	FRP wall panel	824	sqft	\$ 7.85	\$ 6,468.40
	Ceramic tile, wall	2,493	sqft	\$ 12.00	\$ 29,916.00
	Vinyl / fabric wall covering	1,764	sqft	\$ 3.85	\$ 6,791.40
	Acoustical wall panel, allowance	450	sqft	\$ 14.00	\$ 6,300.00
	Chair rail, wood trim	252	lnft	\$ 10.50	\$ 2,646.00
<b>C3020 - Interior Floor Finishes</b>	Concrete paver, Balcony	124	sqft	\$ 18.00	\$ 2,232.00
	VCT	2,735	sqft	\$ 3.28	\$ 8,970.80
	Ceramic tile, floor	676	sqft	\$ 11.00	\$ 7,436.00
	Ceramic tile, base	277	lnft	\$ 10.00	\$ 2,770.00
	Porcelain tile, floor, Lobby	1,290	sqft	\$ 11.00	\$ 14,190.00
	Wood base, Lobby	252	lnft	\$ 6.25	\$ 1,575.00
	Rubber base, 6"	2,913	lnft	\$ 2.85	\$ 8,302.05
	Carpet	3,910	sqft	\$ 5.33	\$ 20,853.33
	Walk-off mat	103	sqft	\$ 14.00	\$ 1,442.00
	Sport floor, Fitness	358	sqft	\$ 12.00	\$ 4,296.00
	Sheet vinyl	268	sqft	\$ 6.85	\$ 1,835.80
	Sheet vinyl base, coved	112	lnft	\$ 6.24	\$ 698.88
	Concrete sealer	1,146	sqft	\$ 2.00	\$ 2,292.00
	Concrete hardener, polish	10,375	sqft	\$ 3.00	\$ 31,125.00
<b>C3030 - Interior Ceiling Finishes</b>	Linear wood ceiling	1,290	sqft	\$ 12.00	\$ 15,480.00
	Suspended ACT ceiling, 2 x 4	7,003	sqft	\$ 4.35	\$ 30,463.05
	GWB suspended ceiling system, painted	1,047	sqft	\$ 6.50	\$ 6,805.50
	Paint exposed structure	11,521	sqft	\$ 1.35	\$ 15,553.35
	<b>Totals</b>	<b>C30 - Interior Finishes</b>			<b>\$ 274,181</b>
<b>D - Services</b>					
<b>D20 - Plumbing Systems</b>					
<b>D2010 - Plumbing Fixtures</b>	Water closet	7	each	\$ 1,250.00	\$ 8,750.00
	Restroom lavatory	7	each	\$ 1,000.00	\$ 7,000.00
	First Aid exam sink, S.S.	1	each	\$ 750.00	\$ 750.00
	Kitchen sink, S.S., (1) compartment	2	each	\$ 750.00	\$ 1,500.00
	Kitchen sink, S.S., (2) compartment	1	each	\$ 900.00	\$ 900.00
	Sink, S.S., w/ drain board	1	each	\$ 1,800.00	\$ 1,800.00
	Sink, utility	1	each	\$ 850.00	\$ 850.00
	Shower head & mixing valve, Showers	4	each	\$ 650.00	\$ 2,600.00
	Shower head & mixing valve, Decon.	3	each	\$ 650.00	\$ 1,950.00
	Hot water generator at Kitchenette sink	1	each	\$ 550.00	\$ 550.00

WBS	Description	QTY	U of M	\$/UM	Direct Cost Extended
	Wall hydrant, interior	2	each	\$ 800.00	\$ 1,600.00
	Exterior non-freeze wall hydrant	3	each	\$ 1,250.00	\$ 3,750.00
	Floor drains	7	each	\$ 1,200.00	\$ 8,400.00
	Mop sink	2	each	\$ 1,800.00	\$ 3,600.00
	Trench drain	220	lnft	\$ 120.00	\$ 26,400.00
<b>D2020 - Domestic Water Distribution</b>					
	Hot & cold water pipe distribution, (2) dishwashers, (6) sinks, (2) mop sink, (7) water closets, (7) lavatories, (7) showers, (5) wall hydrants (5) refrigerator (2) washer/ extractor	50	each	\$ 1,600.00	\$ 80,000.00
<b>D2030 - Sanitary Waste Systems</b>					
	Waste & vent pipe distribution, (2) dishwashers, (6) sinks, (2) mop sink, (7) water closets, (7) lavatories, (7) showers, (2) washer/ extractor (7) floor drains, (4) trench drains	44	each	\$ 1,200.00	\$ 52,800.00
<b>D2050 - Special Plumbing Systems</b>					
	Water heater, gas fired	1	each	\$ 8,500.00	\$ 8,500.00
	Natural gas system	1	lpsm	\$ 10,000.00	\$ 10,000.00
	Compressed air system, Organizational Area	11,730	sqft	\$ 2.65	\$ 31,084.50
	<b>Totals D20 - Plumbing Systems</b>				<b>\$ 252,785</b>
<b>D30 - HVAC Systems</b>					
<b>D3010 - HVAC System</b>					
	HVAC, variable refrigerant flow (City Multi), Living Quarters and Admin.	9,846	sqft	\$ 20.00	\$ 196,920.00
	Ventilation systems, thru-out	21,576	sqft	\$ 2.00	\$ 43,152.00
	Ductwork distribution & exhaust, galvanized, duct insulation, grilles	9,846	sqft	\$ 14.00	\$ 137,844.00
<b>D3020 - Heat Generation Systems</b>					
	Radiant heating system, Operational Area	11,730	sqft	\$ 10.00	\$ 117,300.00
<b>D3030 - Heat Rejection Systems</b>					
	Refrigerant piping, expansion valves, Living Quarters and Admin.	9,846	sqft	\$ 5.00	\$ 49,230.00
	AC, split system, Medical Supply Room	1	lpsm	\$ 5,500.00	\$ 5,500.00
<b>D3060 - HVAC Controls &amp; Instrumentation</b>					
	DDC controls	21,576	sqft	\$ 7.00	\$ 151,032.00
<b>D3070 - Special HVAC Systems</b>					
	Vehicle exhaust system	7	bay	\$ 6,000.00	\$ 42,000.00
<b>D3080 - HVAC Test &amp; Balance</b>					
	Test & balance	21,576	sqft	\$ 1.20	\$ 25,891.20
	<b>Totals D30 - HVAC Systems</b>				<b>\$ 768,869</b>
<b>D40 - Fire Protection Systems</b>					
<b>D4010 - Fire Protection Sprinkler Systems</b>					
	Wet pipe fire sprinkler system	21,576	sqft	\$ 4.00	\$ 86,304.00
	<b>Totals D40 - Fire Protection Systems</b>				<b>\$ 86,304</b>
<b>D50 - Electrical Systems</b>					
<b>D5010 - Electrical Service &amp; Distribution</b>					
	Primary distribution	21,576	sqft	\$ 5.00	\$ 107,880.00
<b>D5020 - Lighting and Branch Wiring</b>					
	Lighting & control, Administration & Living Quarters	9,846	sqft	\$ 12.00	\$ 118,152.00
	Lighting & control, high bay, Operational Area	11,730	sqft	\$ 8.00	\$ 93,840.00
	Branch power system	21,576	sqft	\$ 3.00	\$ 64,728.00



WBS	Description	QTY	U of M	\$/UM	Direct Cost Extended
<b>D5040 - Special Electrical Systems</b>					
	Public address system	21,576	sqft	\$ 2.00	\$ 43,152.00
	Security system	21,576	sqft	\$ 2.50	\$ 53,940.00
	Fire alarm system	21,576	sqft	\$ 3.25	\$ 70,122.00
	Communication/ data system	21,576	sqft	\$ 3.00	\$ 64,728.00
	<b>Totals</b>		<b>D50 - Electrical Systems</b>		<b>\$ 616,542</b>
<b>E - Equipment and Furnishings</b>					
<b>E10 - Equipment</b>					
<b>E1010 - Commercial Equipment</b>					
	Stove/ Oven	1	each	\$ 1,100.00	\$ 1,100.00
	Dishwasher	2	each	\$ 850.00	\$ 1,700.00
	Refrigerator	5	each	\$ 1,800.00	\$ 9,000.00
	Under-counter refrigerator	1	each	\$ 900.00	\$ 900.00
	Washer	1	each	\$ 1,100.00	\$ 1,100.00
	Dryer	1	each	\$ 1,000.00	\$ 1,000.00
<b>E1020 - Institutional Equipment</b>					
	Extractor, contaminated gear washer	1	each	\$ 5,000.00	\$ 5,000.00
	Work bench	9	lnft	\$ 500.00	\$ 4,500.00
	Flammable storage locker	1	each	\$ 650.00	\$ 650.00
	Tool chest	1	each	\$ 350.00	\$ 350.00
	<i>Fitness equipment, not included</i>		<i>nic</i>	\$ -	\$ -
<b>E1030 - Vehicular Equipment</b>					
	Vehicle soap dispensing equipment	1	lpsm	\$ 3,000.00	\$ 3,000.00
	<b>Totals</b>		<b>E10 - Equipment</b>		<b>\$ 28,300</b>
<b>E20 - Furnishings</b>					
<b>E2010 - Fixed Furnishings</b>					
	Sink vanity counter	24	lnft	\$ 115.00	\$ 2,760.00
	Tall pantry	4	each	\$ 1,200.00	\$ 4,800.00
	Metal storage shelving	40	lnft	\$ 70.00	\$ 2,800.00
	Base cabinets, door & shelf unit, Supply Room	11	lnft	\$ 255.00	\$ 2,805.00
	Base cabinet, drawer unit, First Aid	6	lnft	\$ 285.00	\$ 1,710.00
	Base cabinet, drawer unit, Kitchenette	10	lnft	\$ 285.00	\$ 2,850.00
	Base cabinet, Kitchen	44	lnft	\$ 285.00	\$ 12,540.00
	Base cabinet, open	49	lnft	\$ 225.00	\$ 11,025.00
	Work counter	10	lnft	\$ 80.00	\$ 800.00
	Wall cabinets, door & shelf, Laundry	10	lnft	\$ 238.00	\$ 2,380.00
	Wall cabinets, door & shelf, Decon.	10	lnft	\$ 238.00	\$ 2,380.00
	Wall cabinets, door & shelf, First Aid	4	lnft	\$ 238.00	\$ 952.00
	Wall cabinets, door & shelf, Supply	16	lnft	\$ 238.00	\$ 3,808.00
	Wall cabinets, door & shelf, Kitchen	12	lnft	\$ 239.00	\$ 2,868.00
	Storage shelving, open	50	lnft	\$ 125.00	\$ 6,250.00
	Library book shelving	40	lnft	\$ 125.00	\$ 5,000.00
	Counter top, self supporting, laundry	10	lnft	\$ 78.00	\$ 780.00
	Counter top, self supporting, computer work station	32	lnft	\$ 95.00	\$ 3,040.00
	Counter top, p-lam, w/ splash	120	lnft	\$ 78.00	\$ 9,360.00
	Dispatch station desk	9	lnft	\$ 300.00	\$ 2,700.00
	Window blinds	2,020	sqft	\$ 5.85	\$ 11,818.17
<b>E2020 - Movable Furnishings</b>					
	<i>Sleep Room furniture, not included</i>		<i>nic</i>	\$ -	\$ -
	<i>Lobby furniture, not included</i>		<i>nic</i>	\$ -	\$ -
	<i>Exam Room furniture, not included</i>		<i>nic</i>	\$ -	\$ -
	<i>Training &amp; Community Room furniture, not included</i>		<i>nic</i>	\$ -	\$ -
	<i>Conference Room furniture, not included</i>		<i>nic</i>	\$ -	\$ -

WBS	Description	QTY	U of M	\$/UM	Direct Cost Extended
	Office furniture, not included		nic	\$ -	\$ -
	Library furniture, not included		nic	\$ -	\$ -
	Dining Room furniture, not included		nic	\$ -	\$ -
	Day Room furniture, not included		nic	\$ -	\$ -
	<b>Totals</b>	<b>E20 - Furnishings</b>		<b>\$</b>	<b>93,426</b>
					Direct cost Extended
<b>Building Subtotal Direct Cost</b>					<b>\$ 4,423,991</b>
					\$ 205.04
					\$/ SQFT

### G - Building Site Work

#### G10 - Site Preparation

##### G1020 - Site Clearing

Clear and grub, light trees	2.26 acre	\$ 5,500.00	\$ 12,451.52
Temporary erosion control	1 lpsm	\$ 2,500.00	\$ 2,500.00

##### G1030 - Site Demolition & Reallocations

Demolition' asphalt paving, Railroad St.	11,160 sqft	\$ 1.75	\$ 19,530.00
Demolition, wood structure, dispose	1,320 sqft	\$ 8.00	\$ 10,560.00
Demo site wall	1 sqft	\$ 8.00	\$ 8.00

##### G1040 - Site Earthwork

Rough grading, cut & fill direct on-site	2.26 acre	\$ 15,000.00	\$ 33,958.68
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##### G1050 - Hazardous Waste Remediation

Hazard material abatement, allowance	1 lpsm	\$ 50,000.00	\$ 50,000.00
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**Totals G10 - Site Preparation \$ 129,008**

#### G20 - Site Improvements

##### G2010 - Roadways

Concrete paving, apron & apparatus return, heavy section	30,820 sqft	\$ 10.00	\$ 308,200.00
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##### G2020 - Parking Lots

Asphalt paving	17,556 sqft	\$ 3.85	\$ 67,590.60
Concrete curb/ gutter	2,100 lnft	\$ 15.40	\$ 32,340.00
Stall striping, min. charge	1,260 lnft	\$ 1.68	\$ 2,116.80
HC parking symbol, min. charge	3 each	\$ 142.00	\$ 426.00
HC zone striping, min. charge	296 lnft	\$ 2.85	\$ 843.60
HC parking signage	3 each	\$ 154.00	\$ 462.00

##### G2030 - Pedestrian Paving

Sidewalks, 4" thick, reinforced	6,550 sqft	\$ 5.50	\$ 36,025.00
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##### G2040 - Site Development

Rolling gate	2 each	\$ 10,000.00	\$ 20,000.00
Site fencing, security	526 lnft	\$ 33.00	\$ 17,358.00
Site signage, allowance	1 lpsm	\$ 3,000.00	\$ 3,000.00
Flag pole/ concrete foundation	1 each	\$ 4,500.00	\$ 4,500.00

##### G2050 - Landscaping

Landscaping, mixture of trees & grasses	30,996 sqft	\$ 4.00	\$ 123,984.00
Irrigation	30,996 sqft	\$ 1.25	\$ 38,745.00

**Totals G20 - Site Improvements \$ 655,591**

#### G30 - Site Plumbing Utilities

##### G3010 - Site Water Supply & Distribution Systems

Water service to building, 6"	100 lnft	\$ 65.00	\$ 6,500.00
Relocate existing water line	50 lnft	\$ 70.00	\$ 3,500.00

##### G3020 - Site Sanitary Sewer Systems

Sewer connection to building, 8"	190 lnft	\$ 48.00	\$ 9,120.00
Relocate existing sewer line	160 lnft	\$ 54.00	\$ 8,640.00

WBS	Description	QTY	U of M	\$/UM	Direct Cost Extended
<b>G3030 - Site Storm Sewer System</b>					
	Rain garden detention, catch basins, SD piping to detention and swales	2.26 acre		\$ 22,000.00	\$ 49,806.06
<b>G3040 - Site Fuel Distribution System</b>					
	Gas supply to building	100 lnft		\$ 42.00	\$ 4,200.00
<b>Totals G30 - Site Plumbing Utilities</b>					<b>\$ 81,766</b>
<b>G50 - Site Electrical Utilities</b>					
<b>G5010 - Site Electrical Distribution</b>					
	Electrical service to building	120 lnft		\$ 72.00	\$ 8,640.00
	Relocate existing power pole	2 each		\$ 3,000.00	\$ 6,000.00
<b>G5020 - Site Lighting Systems</b>					
	Parking lot lighting, pole	15 each		\$ 3,500.00	\$ 52,500.00
	Flag pole lighting	2 each		\$ 650.00	\$ 1,300.00
<b>Totals G50 - Site Electrical Utilities</b>					<b>\$ 68,440</b>
<b>G60 - Other Site Construction</b>					
<b>G6020 - Other Site Systems and Equipment</b>					
	Pre-engineered metal building, EMS Support Storage Building, w/lighting	1,680 sqft		\$ 48.00	\$ 80,640.00
<b>Totals G60 - Other Site Construction</b>					<b>\$ 80,640</b>
<b>Site Work Subtotal Direct Cost</b>					<b>\$ 1,015,445</b>
<b>Building and Site Subtotal Direct Cost</b>					<b>\$ 5,439,436</b>

**Unit of Measure Legend**

cuyd = cubic yards  
 flgt = flight  
 fpa = foot print area  
 lnft = lineal feet  
 loc = location  
 lpsm = lump sum  
 nic = not included  
 rfsf = roof square foot  
 rslf = riser lineal feet  
 sqft = square foot

**KENNETH B WOODRICH PC**

ATTORNEY AT LAW  
40 SW CASCADE AVENUE, SUITE 110  
P.O. BOX 510  
STEVENSON, WA 98648

ADMITTED TO PRACTICE IN OREGON  
AND WASHINGTON

TELEPHONE: (509) 427-5665  
FAX: (509) 427-7618

September 24, 2013

David A. Fergus  
Senior Principal  
Rice Fergus Miller

Via scan and email to [dfergus@rfmarch.com](mailto:dfergus@rfmarch.com)

Re: Combined emergency services facility feasibility study

Dear Mr. Fergus:

I've been asked to consider and provide my opinion regarding financing a combined emergency services facility to be located in the Stevenson area. This is intended only as a brief overview to attach to a feasibility study and is not an exhaustive analysis.

As I understand the project, the facility will house at least the following five emergency service-related organizations: Stevenson Fire Department, Skamania Fire District No. 2, Skamania County Hospital District (Skamania County EMS), Skamania County Search and Rescue and Skamania County dispatch services.

The parties do not anticipate their use of the facility will be equal, meaning that the parties intend to allocate space and function according to their needs, with some areas to be shared jointly and other areas to be more exclusive.

As a practical matter, it would be my recommendation to form a new municipal entity to own and operate this facility, comprised of each of the involved agencies as members or shareholders, depending on the structure of the entity as a Limited Liability Company or a corporation, respectively. Either structure is authorized under RCW Ch. 39.34.030(3), and an examination of the relative merits of each form of organization is beyond the scope of this analysis, but it would be carefully considered later.

As to financing, a newly-created entity has no authority under the statutes to bond-finance capital projects.<sup>1</sup> Thus, the entity will have to turn to its member-partners for financing, whether through capital reserves, grant funding, in-lieu contributions or other financing tools. For example, the project may need a complicated financing structure with one agency contributing

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<sup>1</sup> Compare, for example, watershed planning projects, where entities created for this purpose have specific bonding authority. RCW 39.34.210.

**KENNETH B WOODRICH PC**

September 24, 2013

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cash, another real estate, another committing tax revenue, and so forth, coupled with effective grant writing to procure adequate funds for the capital project and projected operations and maintenance costs.

In order to move forward, I recommend the parties enter into a Memorandum of Understanding, memorializing, in a general way, each agency's needs and expected contributions for capital financing and operations and maintenance costs. This document would be aspirational, not binding, with the final understanding to be included eventually in the Bylaws or Operating Agreement of the joint entity.

Alternatively, the parties may seek legislative authority to allow such an entity formed for this purpose to bond-finance. Even then, however, there is no taxing authority for this entity to use to commit to retiring a bond, so the parties would need to consider other revenue commitments for this purpose. Since each entity is presently expending funds to support each of the organizations participating, it may be sufficient to commit that revenue to retire a bond, if the legislature was to permit it.

Let me know how I may be of further assistance in this regard. We also have an offer from the Columbia Gorge Commission's attorney, Jeff Litwak, to assist in the formation and implementation of this project, and possibly assistance in Olympia if that is needed.

Sincerely,



Kenneth B. Woodrich  
Attorney at Law

KBW

Cc: Mary Ann Duncan Cole, City Administrator (via email)  
Jeff Litwak, General Counsel, Columbia Gorge Commission (via email)

# Stevenson Comprehensive Plan

APRIL, 2013







## CHAPTER 1-VISION & CORNERSTONE PRINCIPLES

This plan represents the culmination of the “Chart the Course: Stevenson 2030” visioning process (Appendix A) which began on September 17th, 2009 when the Stevenson City Council directed staff to update the City’s 1984 Comprehensive Plan. Through this process, the City Council sought to give the citizens of Stevenson a strong voice in determining the future of their town.

### Vision

Those citizens have now spoken, and their vision for the future is to proudly look out their window, walk down their street, or return for a visit in 2030 and honestly say:

“Stevenson is a friendly, welcoming community that values excellent schools and a small town atmosphere. The natural beauty is enjoyed by residents and visitors through a network of recreational opportunities. The strength of Stevenson’s economy is built upon high quality infrastructure and a vibrant downtown that provides for residents’ daily needs. Stevenson takes advantage of our unique location on the Columbia River by balancing jobs, commerce, housing, and recreation along the waterfront.”

The Stevenson described by that statement represents the ideal endpoint toward which the City’s future policies, programs, and actions should lead. Far from being an arbitrary and unattainable statement, this endpoint embodies the current citizens’ core desires—their Cornerstone Principles—and carries them through to their logical end.

### Cornerstone Principles

The core desires of Stevenson’s citizens in 2013 are expressed through four cornerstone principles: High Quality of Life, Natural/Scenic Beauty, Healthy Economy, and Active Waterfront.

**FIGURE 1-1: CORNERSTONE PRINCIPLES**



Figure Credits: Nancy Marshall

#### High Quality of Life

High Quality of Life represents Stevenson residents’ ability to appreciate their community as a whole while avoiding the many frustrations that commonly befall other localities. This includes the successes shared by the community’s residents, the quality of the schools, services, and utilities, and the general sense of pride that residents have for their community.



## Natural/Scenic Beauty

Natural/Scenic Beauty represents the look and feel that Stevenson exudes through its natural and built environments. This includes not only the innate scenery coveted throughout the Columbia River

Gorge Natural Scenic Area but also the layers of human-created scenery added through architecture, landscaping, transportation infrastructure, and urban development patterns.

## Healthy Economy

Healthy Economy represents Stevenson's ability to leverage capital and support the citizen's individual and collective desires. This includes the promotion and retention of existing businesses, the creation of new jobs, the diversification of economic opportunities, and the financial ability to support taxes benefitting the local community.

## Active Waterfront

Active Waterfront represents Stevenson's utilization of its waterfront assets. This includes the use, restoration, and harmonization of the wide-ranging economic, scenic, recreational, ecological, and residential resource potentials of the Columbia River, Rock Cove, and Rock Creek areas.

Together, these Cornerstone Principles provide the starting point from which future policies should begin. The remainder of this comprehensive plan provides a guide intended to take Stevenson from this starting point toward the envisioned endpoint.

## Direction for the Future

The Comprehensive Plan is structured to provide clear directions for Stevenson to use on its course toward the future. This first chapter describes the key concepts relating to the beginning and ending points of Stevenson's journey. The following chapter answers questions about how the Comprehensive Plan helps the City navigate along the way. Chapter 3 then provides the core of the plan itself by setting nine separate goals which are further refined through specific objectives and tactics.

These Cornerstone Principles, Goals, Objectives, Tactics, and Vision all work together as a coherent system. As depicted in Figure 1-2, the four Cornerstone Principles provide both a foundation for future action and guideposts along the journey. The community's nine Goals are the thread running through, connecting, and tying together each Cornerstone Principle. The Objectives related to each of these Goals ensure that the concepts about where Stevenson should be in the future are turned into present-day actions that actually



Photo Credit: Skamania County/EDC

Photo Credit: Joanna Grammon

lead toward the Vision's chosen destination. Stevenson's Vision occupies the focal point of the Comprehensive Plan and provides impetus for accomplishment of each Objective, which in turn strengthens the focus of the Vision.

**FIGURE 1-2: COMPREHENSIVE PLAN STRUCTURE**



Figure Credit: Ben Shumaker

The maps of Chapter 4 provide a better understanding of the course charted by the Comprehensive Plan by illustrating existing and intended infrastructure, development patterns, and land use. Of all the maps in Chapter 4, the Future Land Use Map is especially important for implementation of the Comprehensive Plan through its guidance on future zoning, annexation, land use, and infrastructure decisions.

Appendices make up the balance of the Comprehensive Plan, provide background on the plan's development process, justify the course selected, and facilitate future plan updates. Appendix A describes the extensive public involvement efforts. Appendix B provides a glossary of terms used in the plan. Appendix C & D offer existing conditions reports on population and parks & recreation. Appendix E allows easy monitoring of the plan's implementation by providing quick reference tables, a monitoring report template for plan Objectives and Tactics, and a schematic connecting implementation to the Vision. Appendix E catalogues the Objectives that were considered during the plan's development but dropped from consideration for any number of reasons.





## CHAPTER 3-GOALS & OBJECTIVES

The Stevenson Comprehensive Plan uses nine Goals to focus the community's Cornerstone Principles and refine the citizens' Vision. Like the Cornerstone Principles, the topics of these Goals closely relate to the community's day-to-day needs and desires. Like the Vision, these Goals are broad, general statements describing the ultimate endpoint where the actions taken on their behalf should lead.



### A Plan for Action

This Chapter's nine main sections correspond to the nine Goals. After a brief introduction, each Goal is followed by a six-column matrix containing information about how that Goal can be achieved. When viewed as a whole, the six columns serve as an Action Plan designating what, why, how, and when activities should be done and who should do them.

**FIGURE 3-1: PLAN GOALS**

#### Stevenson Comprehensive Plan Goals

**Goal 1—Community & Schools:** The Stevenson community is active and engaged and provides excellent schools and diverse activities for its youth.

**Goal 2—Urban Development:** Development within the Stevenson Urban Area wisely considers the long-term interests of the community.

**Goal 3—Housing:** A variety of housing options accommodates all residents.

**Goal 4—Downtown & Waterfront:** A vibrant and attractive downtown is home to diverse businesses and welcoming to residents and visitors.

**Goal 4A—Waterfront:** The waterfront is an extension of the downtown core and a place where people live, work, and play.

**Goal 5—Business & Industry:** Stevenson supports businesses that employ its residents and meet community needs.

**Goal 6—Tourism:** Stevenson attracts visitors by providing and promoting a variety of tourist amenities and activities.

**Goal 7—Transportation & Circulation:** Multi-modal transportation options provide people and goods with safe, efficient, and convenient options.

**Goal 8—Utilities & Services:** Reliable utilities and convenient services fulfill the needs of the current and future community.

**Goal 9—Parks & Recreation:** Residents and visitors enjoy access to a network of world-class parks, open spaces, and recreational opportunities.



## Objectives

The first column of the Goal matrices describes what should be done through a list of Objectives that are intended to bring each Goal to fruition. Objectives are action-oriented statements for the City to undertake when implementing the Comprehensive Plan.

## Tactics

Depending on the complexity of an Objective, specific Tactics may be listed in the second column of the Goal matrices. Tactics behave similarly to Objectives but are more detailed. Tactics listed in the matrices encapsulate ideas developed through the planning process, but they are not intended to be an exclusive or exhaustive list of actions that may lead to the accomplishment of each Objective over the course of plan implementation.

## Cornerstone Principles

The Cornerstone Principles listed in the third column justify why each Objective was included in the Comprehensive Plan to help users understand how important each Objective is to the community and prioritize them for future action.

## Responsible Department

The Responsible Department column describes who is expected to undertake an Objective by listing the name of one or more City departments. As lead, the departments listed in this column should ensure that each Objective is carried out in an appropriate manner.

## Likely Partners

The fifth column provides an initial understanding of how Objectives will be accomplished by listing the Likely Partners that will be engaged by the City while working on an Objective. Though this list of potential partners focuses on governmental agencies, organized groups of stakeholders, and specific types of property owners, the community at-large should always be considered a likely partner and engaged throughout plan implementation.

## Timeline

The final column, Timeline, acts as a guide for future City work plans by establishing priorities for implementation. The Timeline indicates when an Objective should be undertaken through four designations:

- Ongoing– These Objectives should be at the fore-front of City thought at all times and initiated when the opportunity or need arises;
- Short-Term– These Objectives are the highest priority, and should be undertaken within three years of plan adoption;
- Mid-Range– These Objectives are either of lesser importance than, or will not be as effective if undertaken before, the Short-Term Objectives. The timeline for accomplishing such activities ranges from three to eight years;
- Long-Term– These Objectives are even further out than Mid-Range Objectives and will not likely be a City priority in the immediate future. Such activities should be monitored for “ripeness” over the course of plan implementation, but generally will not be undertaken within the next eight years.



## Goal 8– Utilities & Services



**“Reliable utilities and convenient services fulfill the needs of the current and future community.”**

City governments exist to serve their citizens. This Goal of the Comprehensive Plan emphasizes the aspects by which the City can serve its citizens through proper management and provision of utility services.

The City of Stevenson provides a number of services to its residents. Responsible management of tax- and rate-payer contributions tops the list, but the City also ensures buildings are inspected for safety, clean drinking water is provided to the tap, fires are suppressed before they can spread, sewage is collected and treated, justice is served through policing and the court system, and neighborhood nuisances are remedied. The City also coordinates with outside utility and service providers to ensure that its residents and visitors receive the services they require.

The Objectives and Tactics leading to the fulfillment of this Goal contain methods by which the City can manage and improve upon the services it provides and ensure that other utility and service providers do likewise.



OBJECTIVE	CORNERSTONE PRINCIPLES				RESPONSIBLE DEPARTMENT	LIKELY PARTNERS	TIMELINE
	HQL	NSB	HE	AW			
<b>Goal 8– Utilities &amp; Services</b>							
8.16– Require the burial of new utility lines.					Planning & Public Works	Private Utilities, PUD	Ongoing
8.17– Facilitate and encourage the collection, recycling, disposal, and reuse of solid waste within the Stevenson Urban Area.					Public Works	County Solid Waste	Short-Term
8.18– Periodically review and revise the City's law enforcement program.					Administration		Ongoing
8.19– Support Stevenson Fire Department and the Skamania County Hospital District to maintain high quality services.					Administration		Ongoing
8.20– Encourage establishment of county-wide mitigation and emergency action programs for spills, explosions and other disasters.					Administration	County, EMS, Fire	Mid-Range