



CITY COUNCIL MEETING MINUTES

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

PO Box 1995 | Vancouver, WA 98668-1995

www.cityofvancouver.us

Anne McEnery-Ogle, Mayor

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

October 23, 2023

WORKSHOPS

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

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

View the CVTV video recording, including presentations and discussion, for workshops at:

https://www.cvtv.org/vid_link/36051?startStreamAt=0&stopStreamAt=5909

4:00-5:00 p.m. 2023 Climate Action Framework Progress Update

Rebecca Small, Senior Policy Analyst, 360-839-6128; Stacey Dalgaard, Associate Climate Project Coordinator, 360-947-6503

Summary

Staff led Council through a discussion of the 2023 Climate Action Framework Progress Update.

5:00-6:00 p.m. 2023 Comprehensive Plan, Zoning Map and Text Changes

Bryan Snodgrass, Principal Planner, 360-487-7946

Summary

Staff led Council through a discussion of the 2023 Comprehensive Plan, Zoning Map and Text Changes.

Councilmember Fox was absent from the Workshops.

COUNCIL DINNER/ADMINISTRATIVE UPDATES

COUNCIL REGULAR MEETING

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

Vancouver City Council meeting minutes are a record of the action taken by Council. To view the CVTV video recording, including presentations, testimony and discussion, for this meeting please visit: https://www.cvtv.org/vid_link/35983?startStreamAt=0&stopStreamAt=3652

Electronic audio recording of City Council meetings are kept on file in the office of the City Clerk for a period of six years.

Pledge of Allegiance

Call to Order and Roll Call

The regular meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnerny-Ogle. This meeting was conducted as a hybrid meeting, including both in person and remotely over video conference.

Present: Councilmembers Harless, Perez, Paulsen, Stober, Hansen,
and Mayor McEnerny-Ogle

Absent: Councilmember Fox

Motion by Councilmember Paulsen, seconded by Councilmember Stober, and carried unanimously to excuse Councilmember Fox.

Proclamations: National Veterans Small Business Week

Mayor McEnerny-Ogle read and presented a proclamation to Martin Golden, SBA Portland District Director, and Jerry Petrick, MBA - Senior Certified Business

Advisor, proclaiming October 30, 2023 through November 3, 2023, as National Veterans Small Business Week.

Community Communications

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

- Kimberlee Goheen Elbon, La Center, WA
- Dmitri Stoyanoff, Vancouver
- Israel Lopez, Vancouver
- Jeffrey Lovell, Vancouver
- Monica Zazueta, Vancouver

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

Consent Agenda (Items 1-8)

Council requested items 2 and 5 be pulled for discussion.

Motion by Councilmember Paulsen, seconded by Councilmember Perez, and carried unanimously to approve items 1, 3, 4, 6-8 on the Consent Agenda.

Motion by Councilmember Stober, seconded by Councilmember Paulsen, and carried unanimously to approve item 2 on the Consent Agenda.

Motion by Councilmember Paulsen, seconded by Councilmember Stober, and carried unanimously to approve item 5 on the Consent Agenda.

1. Construction Acceptance - Ellsworth Water Plant Roof Replacement

Staff Report: 188-23

The existing metal, 1995 installed roof was replaced under this effort. Ancillary improvements were made to the building venting system and roof access that will improve operator safety and energy efficiency. The replaced roof will protect the plant structure and its equipment while extending the asset's performance life. In August 2022, City Council approved a contract with Roof Toppers, Inc. to complete this work.

The contractor has satisfactorily completed this project in accordance with the provided plans & specifications.

TOTAL CONTRACT COSTS	
Labor, Equipment and Materials	\$ 443,008.00
Sales Tax	\$ 38,533.74
Total	\$ 481,541.74
Retainage	BOND

Construction was delayed until the weather improved in May 2023. There were no major issues as evidenced by no change orders. The final contract amount totaled \$481,541.73.

Apprenticeship Utilization goal of 3% was exceeded with Roof Toppers, and their subcontractors by delivering 100 apprentice hours of the total 2556 project hours (4%).

Request: Accept the Ellsworth Water Treatment Plant Roof Replacement project as constructed by Roof Toppers Inc., of Vancouver, WA and authorize release of bond, subject to receipt of all documentation required by law.

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

Motion approved the request.

2. Heights Equitable Development Plan

Staff Report: 189-23

A RESOLUTION relating to the adoption of the Heights Equitable Development Plan ("Plan") and authorizing the City Manager to implement the Plan.

- *The Heights District Plan identified equitable development goals for redevelopment of the District. As part of the implementation of the Heights District Plan, economics firm, ECONorthwest was consulted to develop an equitable development plan for how the City can achieve the goals.*
- *The Plan is two pronged: 1) pursue strategies to prevent or mitigate involuntary displacement caused by redevelopment activity; and 2) utilize a range of inclusive redevelopment strategies to ensure that the benefits of public investment accrue to those most in need of assistance.*
- *The Plan focuses on three different geographic areas; 1) the Tower Mall Redevelopment Area (TMRA); 2) Central Vancouver; and 3) the entire city. Although the Plan originally focused on the Heights District, the project team recognized that displacement pressures will extend beyond the Heights District and the policy framework the plan provides can be applied citywide to respond to existing displacement pressures and those caused by future public redevelopments and investments.*
- *The anti-displacement strategies build off of the work from Reside Vancouver and will effectively result in the implementation of the Reside Vancouver plan.*
- *The inclusive redevelopment strategies include: 1) development of affordable rental housing; 2) alternative homeownership options through trusts and co-ops; 3) affordable commercial space for local small businesses to lease and own; 4) the inclusion of commercial space for essential community services; and 5) workforce and procurement goals.*
- *The Plan will be used as a framework for redevelopment of the Heights District as well as future public redevelopment projects. Implementation of the Plan includes a range of best practices and tools to allow the City and development partners to adjust to market demands and available capital*

sources.

- *The Plan also acknowledges that equitable development requires the allocation of time to incorporate community involvement and ownership in the development process.*
- *The Plan was presented to Council for review and feedback at workshops in August and September which Council indicated overall support for. Staff now return to Council to request adoption of the Heights Equitable Development Plan.*

Request: Staff requests Council to adopt the Heights Equitable Development Plan and authorize City Manager on behalf of the City to deploy resources and take necessary actions to implement the Heights Equitable Development Plan.

Amy Zoltie, Real Estate Project Manager, 360-487-7953

Motion adopted Resolution M-4249 to approve the request.

3. **Main Street Promise Project**

Staff Report: 190-23

A RESOLUTION relating to the adoption of the Main Street Promise Project and authorizing the City Manager to implement the Project.

Background: *The Main Street Promise project is the culmination of nearly thirty years of efforts to improve lower Main Street to meet the needs of our community and the multitude of businesses o along the corridor. City Council’s authorization of American Rescue Plan Act (ARPA) and General Fund ARPA local match now provides an opportunity to finally move ahead with this much needed and community supported project.*

During initial scoping conversations with City Council, the Transportation Mobility Commission and community members, the City team was encouraged to “Think Big” and “Outside the Box.” The team was instructed to consider Main Street as a place for moving people and not vehicles. As such, the team has developed a design that provides a Safe, Accessible and Connected transportation system that supports Main Street Businesses and provides for a vibrant destination.

Project Design: *The Main Street Promise Project features a complete reconstruction of lower Main Street between 5th Street and 15th Street. The project includes the reconstruction of sidewalks, curb ramps, streetlighting, traffic signals and the roadway surface. In addition, existing water, sewer, and stormwater utilities will be reconstructed. Other elements include the placement of bike racks (single racks and corrals) along the corridor, and the creation of streetscape areas where outdoor seating, public art, landscaping, and other amenities can occur. Decorative overhead catenary lighting will be installed along the corridor to improve nighttime aesthetics. And finally, a removable bollard system will be installed to facilitate future short-term closures for special events and activities with the potential for a more permanent closure of the corridor as guided by future policy decisions.*

A key feature of the Main Street Promise design is a curbless street. Contrary to traditional street designs that feature a curb where the street transitions to the sidewalk, the Main Street project will not have a raised curb and instead, a curbless design will be employed. The curbless design allows for unimpeded mobility throughout the street section and sets the stage for converting Main Street from an auto-centric use to one more focused on pedestrians.

In accordance with the City's Climate Action Framework and with an eye towards promoting active transportation options, bike parking along Main Street will be greatly enhanced. The existing 82 bike parking stalls along the corridor will be increased to 112 stalls with several of these having access to electricity for e-bike charging operations. Speed tables will be installed in each block along the corridor to slow the speed of vehicular traffic, allowing for a safe shared use with bicyclists and small mobility users.

Public Engagement: *The Main Street Promise public engagement process has endeavored to inform the community of this project, its design, and the methods we plan to use to minimize impacts to businesses and property owners along the corridor during the construction phase. Two Open House meetings have been held at the Vancouver Public Library where people have been invited to learn more about the project. In addition, the project team has met with a multitude of Boards and Commissions with varying degrees of interest in the project.*

The public engagement process also featured the creation of a 15-member Project Advisory Group (PAG). PAG members represented a variety of interests along the corridor including businesses ownership, property ownership, patrons, parks and recreation, tourism, cycling, pedestrians, and residents. The PAG met during the Winter, Spring and Summer of 2023 to review design concepts and discuss the proposed business retention strategy.

A final Open House will be held at the Vancouver Public Library on November 29, 2023, at 4pm. Attendees will have the opportunity to review the final design and business retention strategy and can engage with the project team on the upcoming construction phase.

Business Retention Strategy: *The most significant component of the Main Street Promise project is the Business Retention Strategy. This Strategy sets forth how the Main Street project will be constructed in a manner that minimizes impacts to downtown businesses and promotes economic vitality. The Vision of the Business Retention Strategy is guided by three essential principles:*

- Corridor businesses remain open, and customer counts stable*
- *Broader business community is aware of the project and its long-term benefits*
- *Project information is easy to access*

The goal of the Business Retention Strategy can be summarized as follows:

- *Reach out to businesses in the project corridor to offer technical assistance*
- *Retain Main Street businesses and customers during project (current count: 293)*

- *Effectively spread the word that Main Street is open for business*

The Business Retention Strategy is intended to serve as a benchmark for future capital projects and how they are conducted in a manner that promotes economic vitality.

Transportation Mobility Commission Recommendation: *Based on the information contained herein and in the associated presentation, The Transportation Mobility Commission has recommended by a vote of 10-1 to forward a recommendation to City Council in support of the following:*

- *The final project design and public engagement process*
- *Implementation of the Business Retention Strategy*
- *Council to direct staff to return in three years following the completion of the project to present information on the benefits and impacts of temporary street closures of Main Street to vehicular traffic to inform a discussion of if/when a permanent closure of Main Street to vehicular traffic may be appropriate.*

Request: Adopt a resolution to accept the recommendation of the Transportation and Mobility Commission for the Main Street Promise Project.

Ryan Lopossa, Streets and Transportation Manager, 360-487-7706

Motion adopted Resolution M-4250 to approve the request.

4. **Columbia Mental Health CUP Appeal Resolution**

Staff Report: 191-23

A RESOLUTION denying Sonesta International Hotels Corporation's ("Sonesta") appeal of the Hearing Examiner's decision granting a Conditional Use Permit to NorthStar 2.0 LLC d.b.a. Columbia River Mental Health ("CRMH") for an opioid treatment facility to be located at 7105 NE 40th Street.

On October 9, 2023, an Appeal Hearing was held before City Council with a request from the Appellant to reverse the Hearing Examiner's approval of Conditional Use Permit (CUP) LUP-83119. The City Council voted to deny the appeal by a vote of 4 to 0.

The resolution will memorialize City Council's final decision to close the record on this matter.

Request: On October 23, 2023, subject to the appeal public hearing held on October 9, 2023, approve the resolution.

Kristian Corbin, Senior Planner, 360-487-7818

Motion adopted Resolution M-4251 to approve the request.

5. **Urban Forestry Management Plan (UFMP) 2023-2047**

Staff Report: 192-23

A RESOLUTION relating to the adoption of the 2023 City of Vancouver Urban Forestry Management Plan as a policy and planning document to provide direction and actions for Vancouver to optimize the benefits of trees by envisioning and enabling an integrated and sustainable approach to preserving and enhancing the City's urban forest resources over the next twenty-five years.

In 2022, Vancouver's Urban Forestry Program secured a \$20,000 grant from WA Dept. of Natural Resources to fund an update to the adopted 2007 Urban Forestry Management Plan (UFMP).

The adopted 2007 Urban Forestry Management Plan helped guide Vancouver to make strategic improvements over the last 15 years with support from both internal City stakeholders as well as the greater community. The updated UFMP identifies strategic actions to work towards in the near term (the next 5 years) and longer term (10 years and beyond) with community input and support for those actions, including:

- Identify and create plans to address inequities in Vancouver's tree canopy.*
- Review tree data, plans, policies and other available data.*
- Plan for an equitable, climate resilient tree canopy in the future.*
- Provide a roadmap to achieve a shared vision for the future of Vancouver's trees.*

The purpose of the updated UFMP is to recommend direction and actions for Vancouver to optimize the benefits of trees by envisioning an equitable, climate adaptive, integrated, and sustainable approach to managing the city's urban forest resources over the next twenty-five years. The final draft UFMP includes: a comprehensive analysis of the current state of Vancouver's urban forest; a discussion of existing management structures and policies; a summary of community outreach activities and feedback; a vision for the future; and goals and action items to support the realization of the vision. The final draft UFMP also includes a monitoring plan and implementation schedule.

Community Engagement and Review Process

The development and update to the UFMP involved extensive research of other communities; review of existing plans, policy and workflows; broad community outreach and discussions with key stakeholders, including the Urban Forestry Commission and City staff. Community outreach efforts included two online meetings, one open house, an online community survey, and internal/external stakeholder outreach. The final draft Long-Term Framework in the UFMP identifies 3 Goals, 8 Objectives, 23 Strategies and over 50 Action items. These are broken down into short, mid, long term and ongoing actions.

The first draft of the UFMP was released for public comment on March 8, 2023. Additionally, the first draft was reviewed by the Urban Forestry Commission on March 15, 2023, and the Park and Recreation Advisory Commission on April 9, 2023. The second draft, released April 27, 2023, was reviewed with City Council during a workshop on May 8, 2023, and Planning Commission workshop on May 23, 2023. The second draft also underwent State review through the Department of Commerce and the State Environmental Policy Act (SEPA) process in May-July of 2023.

In August 2023, the project team refined and finalized the draft UFMP based on feedback received from the community, City Council, Vancouver Planning Commission, State agencies and others and is now posted on Project's Be Heard website. The Urban Forestry Commission voted to recommend Council adoption of the final draft UFMP on September 20, 2023. The Planning Commission reviewed and provided comments on the final draft during a workshop on September 26, 2023.

Request: On October 23, 2023, approve the Urban Forestry Management Plan resolution.

Charles Ray, Urban Forestry Coordinator, 360-487-8328

Motion adopted Resolution M-4252 to approve the request.

6. Garbage, Recycling and Organics Collection Rate Increases for 2024

Staff Report: 193-23

AN ORDINANCE relating to the collection of solid waste, recyclable materials and organics, and amending certain sections of VMC 6.12 to increase or adjust rates and charges consistent with approved utility user taxes and rates and in accordance with current contracts for the coming year; providing for savings, severability and an effective date.

City Council is the rate-making authority for garbage, residential recycling, and organics collection services within the City of Vancouver. The City contracts with a private company, Waste Connections of Washington, to provide comprehensive garbage, recycling and organics collection services to residents and businesses within city limits. The contract terms authorize Waste Connections to receive annual adjustments to customer rates based on changing operating conditions including:

- an inflation adjustment factor tied to a percentage of the CPI and fuel cost changes over the past year (July through June),*
- disposal tip fee changes scheduled for the coming year,*
- the number of customers served and,*
- fees paid to the City to support solid waste related programs.*

All adjustments to rates are made in accordance with Exhibit D of the contract. Garbage rates also include the City's utility tax that is embedded within them. The City's utility tax does not apply to recycling or organics collection services.

Consistent with the contract, the updated model for 2024 requires an increase of 6.9 percent for most garbage rates, while many recycling, organics and selected other fees, not linked to the disposal tip fee or utility tax, will need to increase by 5.3 percent, effective January 1, 2024. Key reasons for this increase are a 6.547 percent increase in the first half of the CPI for 2023, an 8.4 percent increase in the diesel fuel index, and an anticipated 5.3 percent increase in the disposal tip fee and an increase in the annual City Fee collected through rates to assure that current revenues are balanced with current solid waste fund expenditures. For the most typical residential customer with 32-gallons per week of garbage, every-

other-week recycling and every-other-week organics collection (96-gallons for each) this means a monthly rate increase of 9.9 percent, from \$35.54 per month to \$39.04 per month, an increase of \$3.50.

Inflation Adjustment Factor

Under the contract, collection costs for garbage, recycling and organics are allowed to adjust at 80 percent of a blended and combined CPI (92 percent) and diesel fuel index (8 percent) – Inflation Adjustment Factor (IAF), which leads to a 5.36 percent increase for the collection and disposal cost component, the City Fee, and other miscellaneous fees.

Disposal Tip Fees

On January 1, 2024, the Clark County disposal tip fee is scheduled to increase \$5.60 per ton (or 5.3 percent) from \$106.34 per ton to \$111.94 per ton. In addition to the allowed CPI increase on the base tip fee (going from \$104.40 per ton to \$110.00 per ton), this tip fee includes \$0.51 per ton for additional work previously approved under the Clark County contract by Columbia Resource Company at the Central Transfer and Recycling Station and related to construction access improvements for safety, as well as \$1.43 per ton for a surcharge approved by the Clark County Council in 2017 to make up for lost state funding for regional solid waste programs and planning.

Recycling Fees

The rates proposed for January 1, 2024, removes the one-time rate-buy down approved in 2023 rates, and applies typical adjustments to curbside recycling collection fee (increasing from \$2.97 to \$3.89) and multi-family recycling collection fee (increasing from \$1.49 to \$1.57) based on the IAF (5.36%) detailed above, as well as annual adjustments to the recycling processing surcharges which were added April 1, 2019 to recover costs associated with the local response to the global market issues and the ongoing need for supplying quality materials to these markets. Based on a review of operational factors, Clark County has indicated that the \$41.73 per ton processing fee in 2023 will be adjusted to \$72.89 on January 1, 2024. The combined impact for curbside recycling fee and processing surcharge components is a 38.3 percent increase (\$1.46 per month) in curbside recycling charges. The multi-family combined impact for the recycling fee and processing surcharge is an increase of 16.1 percent (\$0.31 per month).

Organics Fees

The rates proposed for January 1, 2024, include 5.3 percent adjustments to the organics rates which are tied to the IAF, detailed above. For the standard subscription service of 96-gallons collected every-other-week, the current rate of \$8.81 per month adjusts to \$9.28 per month. Recommended 2024 rates at other levels of service, following the same every-other-week schedule, are \$8.03 for 64-gallon carts, \$6.78 for 32-gallon carts, and \$5.53 for 20-gallon carts.

City Fee

In adherence with the City's Financial Management Policies, the City Fee collected through rates will increase in 2024 to balance annual total

revenues with annual enterprise fund expenditures. The City Fee paid by Waste Connections each month in 2024 as a result of rate adjustments detailed above is \$200,330.78. The 2023 monthly City Fee was set at \$162,027.00. The 31.07 percent adjustment to the City Fee in 2024 reflects three key factors: 1) reduced revenues over the last seven years due to lower global recycling market commodity values, 2) the one-time rate buy-down applied to residential recycling fee in 2023 drew from the City's Solid Waste fund balance and 3) City Financial Management Policies included in the 2023-2024 Biennial Budget associated with: balancing current revenues with current operating expenditures (Long-Range Financial Planning and Resource Utilization #3), exercising sound financial estimation of revenues through reasonably conservative but realistic assumptions (#8), applying the principle of full cost recovery in enterprise fund operations and utility rates (#17), maintenance of working capital reserves (Reserves #2) and maintenance of designated liability funding reserves (#4).

Typical Residential Rate Impact

For 2024 overall, the combined typical residential customer rates for 32-gallons of weekly garbage service with recycling and organics collection increases 9.9 percent or \$3.50 per month, under the proposed rates. This is comprised of a \$1.57 increase in garbage charges, a net \$1.46 increase in the combined recycling collection rate and recycling processing surcharge fees, and a \$0.47 increase in the organics charge. Households that have chosen different service levels may experience slightly different rate impacts.

Staff recommends adjusting customer rates as detailed in the Summary of Proposed 2024 Solid Waste Rates to meet the contractual obligations associated with the defined IAF and to set the City Fee amount for the coming year. If approved, all adjustments will be effective January 1, 2024.

Request: On October 23, 2023, approve ordinance on first reading, setting the date of second reading and public hearing for November 6, 2023.

Julie Gilbertson, Solid Waste Supervisor, 360-487-7162

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

Motion approved the request.

7. Evergreen and Grand Commercial Corridors Overlay District

Staff Report: 187-23

AN ORDINANCE relating to Comprehensive Plan and Zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; adopting the Evergreen and Grand Commercial Corridors Overlay District, intended to ensure new development contributes to achieving the goals of the Evergreen and Grand Commercial Corridors Strategy; providing for severability and an effective date.

The Evergreen and Grand Commercial Corridors Strategy document was adopted by City Council on February 28, 2022, intended to guide short-term

zoning code changes and other longer-term land use, community development and transportation goals. The Strategy vision is to promote equitable and diverse corridor development that is vibrant, sustainable, and mixed use, as well as to foster development that recognizes and builds upon the neighborhood's unique setting, history, and character. Specific goals for future development outlined in the Strategy were to create ground floor use requirements to aid in the creation of active edges and a pleasant pedestrian environment, update building height and parking requirements, and identify opportunities to promote walkability, vitality, and affordability in the corridors.

Following the adoption of the Strategy, City Staff completed a competitive request for proposal process to secure a consultant to aid in the work of creating development regulations and additional implementation measures. Cascadia Partners, a full-service urban planning, real estate, environmental sustainability, and public engagement firm was chosen. The project team began work in October 2022 on development of the Evergreen and Grand Commercial Corridors Overlay District and Implementation Plan. Regular progress reports were given to the Planning Commission throughout the process, including workshops on February 14, 2023, April 11, 2023, and June 13, 2023. At these workshops the Planning Commission continued to indicate overall support of the project and provided feedback on a variety of code concepts, design requirements, and implementation efforts. Planning Commission feedback and guidance have been incorporated into the proposed final version of the Overlay District and Implementation Plan (See attachments B and D below). The project team presented under City Council communications on June 5, 2023, at a Council workshop on July 17, 2023, and at Council communications on October 2, 2023. The Council indicated overall support for the project and the direction of implementation work. At the July workshop Council asked staff a series of clarifying questions to which staff responded via memo (See attachment E). Council also asked staff to review and confirm Planning Commission support of proposed step-down requirements, which were refined in advance of the Planning Commission public hearing and were confirmed by the PC in discussions and with their vote to recommend approval.

Implementation is intended to facilitate development consistent with the overall Strategy goals and vision, through the development code as well as longer term implementation efforts. The code development process has included community outreach, including a public open house and a developer focus group to share code concepts and gather community input. Feedback received from the open house indicated continued support for the goals of the Strategy and that the development code language was in line with the vision of the Strategy. During the conversation there was a focus on identifying the other programmatic activities the city planned to do to support the corridor's growth. At the developer focus group, developers expressed that the draft code standards struck the right balance between high quality design outcomes and development feasibility and flexibility. There was considerable outreach conducted as part of the earlier Strategy planning process (see Attachment E for summary).

Following adoption of Overlay District, the next phase of work will focus on economic development, community building, and transportation improvements, and will occur over the next several years. The Evergreen and Grand

Implementation Plan will guide this next phase of work.

Proposed development standards for the Evergreen & Grand Commercial Corridors Overlay District include the following code concept recommendations:

- Building Height- Maintain the existing 4-story height limit along Evergreen and western half of Grand. Increase to 5-story limit along eastern half of Grand near the new transit line.*
- Building Form- Adopt new standards that address the shape and size of new buildings to address concerns about buildings being compatible with existing neighborhood.*
- Required Ground Floor Commercial- Require ground floor commercial uses only along Grand and allow more flexibility for ground floor residential along Evergreen.*
- Parking- Reduce parking requirements for multifamily developments and for commercial uses and eliminate required parking for ground floor commercial uses.*

These code concepts have been integrated into the Evergreen and Grand Commercial Corridors Overlay District (see Attachment B) that will apply to the corridor boundaries consistent with the original Strategy document. The overlay district outlines the types of land uses permitted in the district and development standards around density, building orientation, building setbacks and buffers, building heights, building massing, and parking.

Through the overlay development process, the project team has identified needed adjustments to some of the specific provisions outlined in the Strategy Document. These proposed refinements are outlined in the chart titled “Evergreen and Grand Commercial Corridors Strategy Refinements” on page 5 of this report and respond to changing market conditions reflected in the findings in the Pro Forma analysis conducted by Cascadia Partners (see Attachment C) as well as new information about the scale of the City’s housing deficit. The pro forma analysis incorporated a parcel-by-parcel site inventory, development modeling, and current development patterns. Given the development climate today, the project team believes the below changes are necessary to make development in the corridor feasible. These changes continue to reflect the Strategy vision and community aspirations for the area, and support development feasibility and flexibility. In addition to addressing current market conditions, these changes align with goals outlined in the Climate Action Framework and respond to new state regulations related to housing production and parking requirements.

Objective design standards are also included in the Evergreen and Grand Commercial Corridors Overlay District to meet the vision of the Strategy document, focusing on the ground floor of buildings to create a vibrant street and pedestrian experience, and to address the unique challenges of creating an active street while preserving resident privacy. The standards are not intended to promote a particular architectural style or aesthetic. Use of objective standards is intended to allow for consistent administration and interpretation as opposed to more discretionary guidelines, with the goal of striking a balance between the number/complexity of standards and encouraging new development in the

Corridor.

The following are the proposed design standards:

- *Building Orientation*
 - *Build-to-Line: A minimum of 50% of the street-facing facade of the building must be located within 0-10 feet of the street.*
 - *Parking Areas: No more than 50% of the street frontage may be used for vehicle areas. Where parking is adjacent to the street, it must be screened with low wall and/or landscaping.*
- *Main Entrances*
 - *Commercial Uses: Must provide at least one entrance on either Evergreen or Grand. If on a corner, the entrance must be oriented to the corner.*
 - *Residential Uses:*
 - *Minimum 50% of ground floor residential units must have individual entrances.*
 - *Additional setback and design standards to create a transition from street to private units and activate the street.*
- *Ground Floor Commercial*
 - *Minimum Height: Ground floor commercial spaces must be 12-15 feet in height.*
 - *Windows: Minimum 60% of the ground floor elevation must be windows or other glazed openings.*
 - *Weather Protection: A minimum of 25-50% of the width of street-facing facade must include weather protection (awnings, canopies, etc.)*
- *Ground Floor Residential*
 - *Entrances to residential units must be setback 5-10 feet from street.*
 - *Must provide either a hardscape patio, landscaped private open space, raised private open space (patio, porch, etc.) or the dwelling unit must be raised above the street, or include steps to a terrace, among other design features that create a public private realm.*
 - *Must provide either a transparent low wall or fence (18-24") or landscape screening.*
- *Facade Articulation*
 - *Applicability: Buildings more than 20 feet high. The standard would only apply to larger buildings, not single-story commercial buildings.*
 - *Standard: Buildings must incorporate vertical and horizontal elements that articulate the facade.*
 - *These elements help to divide the mass of the building into a base, middle, and top with distinct physical transitions.*
 - *This standard does not dictate architectural style.*
 - *It requires details that break up larger facades, so they are interesting to people walking by and contribute to the identity of the Corridor.*
- *Screening and Fences*
 - *No High Fences/Walls on Street: Fences, walls, or hedges higher than 3 feet shall be prohibited between the street and the building.*
 - *Ground Mounted Utilities/Equipment/Waste Receptacles. New electric meters, gas meters, HVAC equipment, and waste receptacles must be screened from view from the street.*
 - *Rooftop Utilities/Equipment: must be set back at least 15 feet from roof edges on street-facing facades and include screening*

Evergreen and Grand Commercial Corridors Strategy Refinements Table

	Current Development Code	2022 Strategy Document	Proposed Development Code
Maximum Building Height	50-feet throughout, typically 4 stories	3-5 stories, varying by parcel	50ft along Evergreen and west Grand (4 stories) 60ft on east side of Grand and crossroads of Grand and Mill Plain Blvd (5 stories)
Building Bulk and Massing	Silent beyond height limits and setbacks. Commercial abutting lower density residential requires 10-foot setback Upper portions need ½ foot setback for each foot of building height above 20 feet.	No standard directly proposed to address the development form beyond active edge requirements, maximum front setback of 0-5 feet at the ground floor	Maximum height step down only on rear face within 25 feet of a residentially zoned site Maximum building width, with breaks within the building
	Current Development Code	2022 Strategy Document	Proposed Development Code
Required Ground Floor Commercial	At least half of frontage along arterial/collector streets must be commercial or office	More flexibility along Evergreen, keep existing requirement on Grand	Allow for either ground floor commercial or residential along Evergreen. Require ground floor commercial along Grand
Required Minimum Off-Street Parking Spaces	0.75 per multi-family unit near frequent transit such as Evergreen and Grand 1/300sf for goods and services, 1/250sf for eating and drinking, 1/400sf office	1 per unit for residential 1/1000sf for commercial uses Zero for ground floor retail	0.5 per multi-family unit 1/1000sf commercial Zero for ground floor retail

Evergreen & Grand Commercial Corridors Implementation Plan

The full extent of the vision outlined in the Evergreen and Grand Commercial Corridors Strategy requires both development code regulations and other longer-term programmatic investments. The Evergreen and Grand Implementation Plan has been drafted to guide the work that falls outside the purview of the development code (see Attachments D) and is intended to guide ongoing City investments while also bringing in key partners like neighborhood associations, mobility advocates, businesses and technical assistance providers, nearby schools and service providers, affordable housing developers, and the community at large. The tasks have been broken down to four focus areas including housing and economic development, urban design, mobility, and parking, as outlined below. All will require resources to implement in the coming years.

- *Economic Development:*
 - *Foster a unique and attractive corridor identity*
 - *Establish a business-friendly climate that supports a diversity of neighborhood-serving businesses*
- *Housing:*
 - *Maintain economic diversity and housing affordability, especially for low- and moderate-income households*
- *Urban Design:*
 - *Support a vibrant and active corridor*
 - *Pursue opportunities for climate resilient design*
- *Mobility:*
 - *Leverage ongoing corridor and neighborhood-wide infrastructure projects*
 - *Support targeted interventions to improve mobility for all users and connectivity to transit*
 - *Improve safety for all corridor users*
- *Parking:*
 - *Evaluate and manage vehicular parking impacts to local residents*
 - *Support climate and parking goals by increasing micro mobility, shared parking options, and EV infrastructure*

The two tasks below are highlighted here as shorter term non-regulatory implementation priorities, as they play a critical role in catalyzing several of the other implementation tasks.

- *ED 1.1: Provide seed support for a locally based, self-created neighborhood Business District Organization that can meet the shared needs of new and future businesses through networking, marketing, promotions, special events, beautification, and advocacy.*
- *ED 1.2: Provide staff and resource support to the Business District Organization so it can develop into a fully-fledged, self-sustaining, and independent organization.*

The goals and associated tasks that fall under the four implementation focus areas reflect input and expertise from various City departments who will lead them, with a particular emphasis on feasibility, timing, and resource needs. It will continue to be refined as the team collaborates with other partners. Note that Housing action 1.1 – Extend the Multi-Family Tax Exemption (MFTE) program calibrated to implement the vision and goals for the corridor and consider adding workforce housing- has already been completed and approved by City Council.

Request: On Monday, approve ordinance on first reading, setting date of second reading and public hearing for Monday, November 6, 2023.

Bryan Snodgrass, Principal Long Range Planner, 360-487-7899

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

Motion approved the request.

8. Approval of Claim Vouchers

Request: Approve claim vouchers for October 23, 2023.

Motion approved claim vouchers in the amount of \$11,853,012.50.

Public Hearings (Item 9-10)

9. Annexation- Cojocar Property

Staff Report: 194-23

A RESOLUTION relating to support of an annexation request (Exhibit “E”) using the 60% direct petition method pursuant to RCW 35.13.130; establishing the geographic extent, determining the Comprehensive Plan and land use designations, and determining whether the property owners will assume all or any portion of existing City indebtedness for the proposed annexation area.

City staff has received a notice of intent to annex from a singular property owner. The subject site is located at the northern city limits at 14503 NE 70th Street, also abutting Fourth Plain Boulevard. The site is .85 acres in size and contains only an accessory shop building. Surrounding uses include single family residential to the north and west, and commercial uses to the east and south. The applicant intends to develop the property in the future for commercial use.

The proposed annexation will use the “direct petition” annexation method under RCW 35.13.125. This annexation process requires several public meetings with City Council and the Planning Commission. There is an initial meeting at which council votes on a Resolution to allow the annexation process to proceed. The applicant would then need to go through the Comprehensive Plan and zone change process through the Planning Commission and City Council. If the plan and zone designation change process is successful, then there would be a final City Council ordinance hearing for the annexation. The initial annexation resolution meeting is required for Council to determine:

- 1. The physical boundary of the annexation area.*
- 2. The proposed Comprehensive Plan and zoning designations for the annexed area.*
- 3. Whether to require the applicant to assume any City indebtedness.*

Annexation Boundary

The boundary of the annexation area is shown graphically on Exhibit B and specifically delineated in the legal description, Exhibit A, attached to the Notice of Intent to Annex. The City will annex any right of way of Fourth Plain Boulevard south of the subject site. (The County GIS mapping shows a small gap of right of way area between the mapped northern City limits and south line of the subject annexation parcel).

The current service providers for the annexation boundary area include:

- Fire District 5 (currently serviced by Vancouver Fire Department)*
- Vancouver water district (will remain)*
- Vancouver Sewer district (will remain)*

- *Clark County Park District 5 (will change to City Park District C)*
- *Clark County Sheriff's Office (will change to Vancouver Police Department)*
- *Development review/ permits (will change to City of Vancouver)*

Comprehensive Plan and zoning designations

The applicant is seeking to change the existing Comprehensive Plan designation of the site from Clark County Urban Low (UL) to City of Vancouver Commercial (COM) and changing the existing zoning designation of the site from Clark County single family R1-7.5 to City of Vancouver Community Commercial (CC) as depicted in exhibits "C" and "D".

Assumption of indebtedness

The annexation statutes authorize city councils to require property in an area being annexed to assume a pro rata share of the city's outstanding indebtedness that had been approved by the voters, incurred prior to the date of annexation. In this case the City Finance Director confirmed that there is not any City indebtedness to pass on to the annexation applicant.

Request: Following a public meeting on October 23, 2023, vote to adopt the resolution to proceed with the requested annexation process.

Bryan Monroe, Associate Housing Project Coordinator, 360-487-7958

Bryan Monroe, Associate Housing Project Coordinator, provided an overview of the Annexation for the Cojocar Property.

Council discussed the item briefly with staff.

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

- Kimberlee Goheen, La Center, WA
- Charles Harvey, Vancouver

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

Motion by Councilmember Hansen, seconded by Councilmember Paulsen, and carried unanimously to approve Resolution M-4253.

10. Annexation- 94th Avenue Vancouver Operations Center

Staff Report: 195-23

AN ORDINANCE relating to approval of an annexation pursuant to RCW 35.13.180; establishing the geographic extent, defining the Comprehensive Plan and land use designations, and determining the assumption of all or any portion of existing City indebtedness; accepting the certified petition supporting annexation; and providing for an effective date for the Vancouver Operations Center annexation.

The City of Vancouver Public Works Department has requested annexation of this property, which has been chosen as the site of the future City Public Works and Emergency Operations Center. The proposed 31.94-acre annexation area is located at 8713 NE 94th Avenue.

The property is within the City of Vancouver's Urban Growth Area (UGA), which is established by Clark County. Under the State's Growth Management Act, all properties within the City's UGA are intended to be annexed into the City at some point.

The site is currently zoned Light Industrial in Clark County. Surrounding uses include single family residences to the south, east and west, with vacant industrial lands to the north.

The City typically uses the "Direct Petition" method for annexation areas that directly abut city limits. In this case, however, the proposed annexation area does not directly abut current city limits. The annexation area is approximately .75 miles east of the current City limits. Therefore, the "Municipal Purposes" method will be used. RCW 35.33.570 allows first class charter cities such as the City of Vancouver to exercise all powers that are available to second class cities. This includes the authority to use the Municipal Purposes method described in RCW 35.13.180 to facilitate an annexation of non-contiguous property into the City of Vancouver. The municipal purposes method requires that the annexed site be used only for municipal purposes. In this case the site will be the future City of Vancouver operations and maintenance facility. Another requirement of the municipal purposes method is that all property owners consent to the annexation. At the time of the preliminary annexation resolution meeting in December of 2021 it was discovered that a 35 x 100-foot area of land owned by Clark County was erroneously included in the purchase agreement and annexation legal description. A property boundary line adjustment around the existing Clark County flare station equipment has been completed and the City now owns 100% of the property within the annexation area. The annexation area maps and legal description have been adjusted accordingly. In this instance for maintenance and continuity purposes the abutting right-of-way for NE 94th Avenue will not be included in the proposed annexation area.

A public notice of the proposed annexation was published in the Columbian newspaper and posted in several locations near the subject property. In addition to the annexation hearing notice requirement an additional outreach campaign has already begun with the abutting neighborhood regarding the project site plan land use entitlement process.

The County comprehensive plan designation for this site is currently Industrial with a Light Industrial zoning designation. Upon annexation the comprehensive plan and zoning designations of the annexation area would remain the same. The regulations of the City land use and building code ordinances would be applied to future development. Following the annexation, the proposed building and site improvements will be processed under the City's development standards by the City of Vancouver. In addition to controlling review timelines, annexation will also allow the City of Vancouver to capture permitting fees and sales tax revenue generated from the construction of the facility.

Request: On Monday, November 6, 2023, adopt an ordinance to approve the annexation request.

Bryan Monroe, Associate Housing Project Coordinator, 360-487-7958

Bryan Monroe, Associate Housing Project Coordinator, provided an overview of the Annexation for 94th Avenue Vancouver Operations Center.

Council discussed the item briefly with staff.

Mayor McEnerny-Ogle opened the public hearing.

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

Motion by Councilmember Paulsen, seconded by Councilmember Harless, and carried unanimously to approve the first reading of the ordinance and set the final public hearing date for November 6, 2023.

Communications

- A. From the Council
- B. From the Mayor
- C. From the City Manager

Executive Session re: Potential Litigation and City Manager Performance Evaluation (1 hour)

Mayor McEnerny-Ogle announced the Council would be entering executive session from 7:30-9:01 p.m. for the purpose of discussing Potential Litigation and City Manager Performance Evaluation.

Adjournment

9:01 p.m.

DocuSigned by:
Anne McEnerny-Ogle
6C69D9069EC5424...
Anne McEnerny-Ogle, Mayor

Attest:

DocuSigned by:
Natasha Ramras
BCF6734E40E94AE...
Natasha Ramras, City Clerk

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

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: Climate Action Plan
Date: Monday, October 23, 2023 12:00:20 PM
Attachments: [Letter to Vancouver City Council re Human Solid Waste Pet Waste Composting.docx](#)

We received this in the CMO inbox

-Amelia

From: Tina Barrows [REDACTED]
Sent: Monday, October 23, 2023 11:57 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Climate Action Plan

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please find attached public comment for today's meeting.

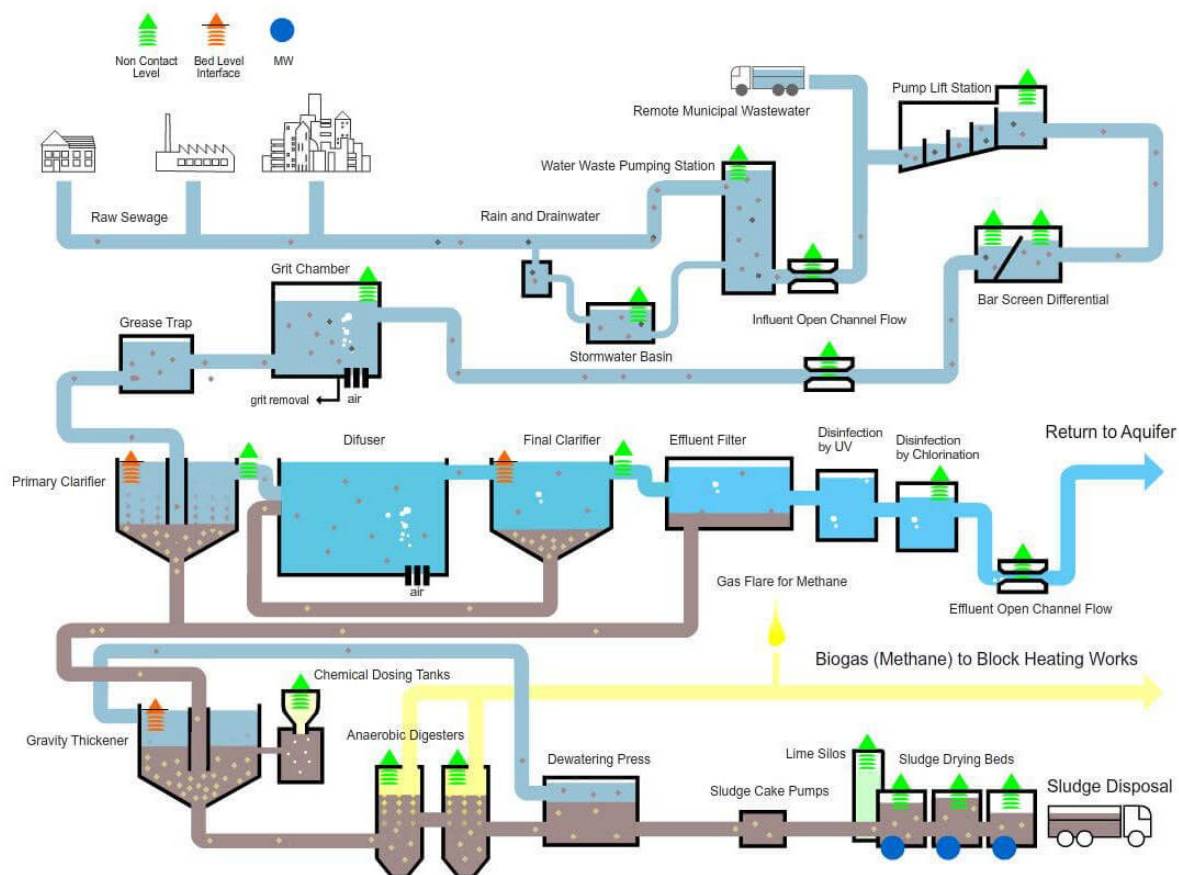
Regards, Tina Barrows

Dear City Council,

Included in the Climate Action Plan is the building of a new wastewater treatment plant, and the ability to better use waste solids as a resource/fertilizer.

I fear that only building a new wastewater plant will not be good enough going forward into the future because

- a) Conventional toilets use valuable drinking water to flush
(Just to flush feces, at 1 poop/person/day= 247,000-1,140,000 gal/day just for the City of Vancouver, depending on toilet efficiency. Taking a median toilet flush volume we use 693,500 gal/day=253,127,500gal/year) *please check my math!*
- b) Extra effort, energy and chemicals to extract and then sanitize said solid waste at the treatment plant



<https://compost-turner.net/composting-technologies/municipal-sludge-composting-treatment-method.html>

- c) Risk of contamination and widespread disease during natural disasters such as flooding or earthquakes (also, City's website of emergency preparedness does not mention any emergency toileting system, only TP and wipes, compared to Portland recommending

each household have a 2 bucket system for emergencies- 1 bucket with a toilet seat, one bucket with saw dust as cover material)

On a zoom call with a City staff person and the Alliance for Community Engagement I did ask if the City has any intention of exploring the direct composting of human waste (not human bodies, which is already legal in WA state, but poop).

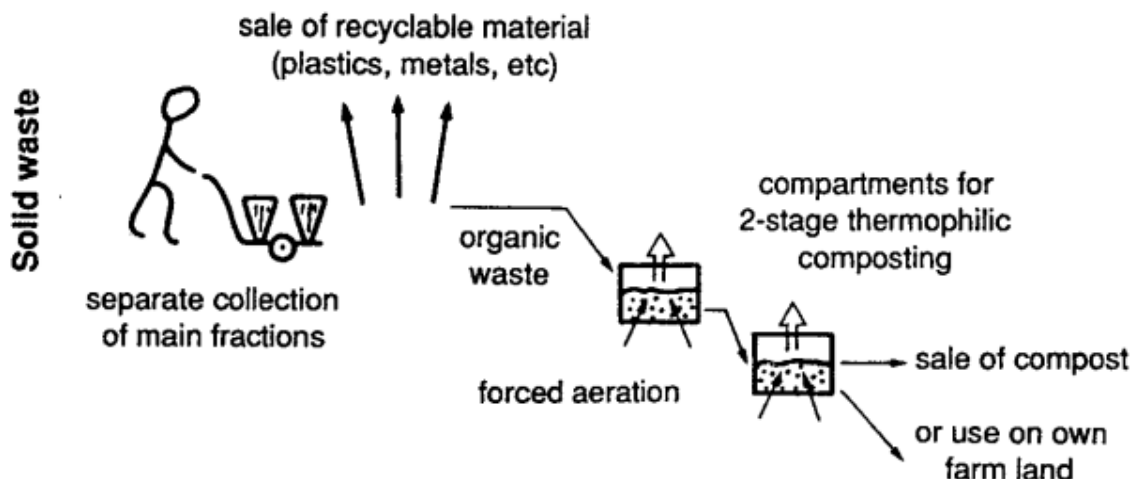
The answer was confusion, revulsion and a no.

Benefits of directly composting solid waste (human and pet)

- a) Much simpler and efficient process (already being done locally by Nature's Commode Porta Potties, some pilot projects for dog waste composting in Lafayette CO and New York State)

<https://www.lafayetteco.gov/2388/Great-Bark-Dog-Park-Compost-Program>

<https://bpca.ny.gov/community/bpc-did-you-know-dog-waste-compost-application/>



[https://iris.who.int/bitstream/handle/10665/51328/WHF_1990_11\(1\)_p46-59.pdf?isAllowed=y&sequence=1](https://iris.who.int/bitstream/handle/10665/51328/WHF_1990_11(1)_p46-59.pdf?isAllowed=y&sequence=1)

- b) End product not contaminated with heavy metals/chemicals from with industrial waste
- c) Disaster preparedness (familiarity with 2 bucket toileting system)
- d) No drinking water wasted
- e) Pet waste does not go to landfill/decreased methane emissions

Yes this is a big change. Made more difficult by our society's germophobia/poop-phobia (this video illustrates it nicely, as well as talking about dog poop composting

<https://youtu.be/iSUEYHAYnJg?si=5Sm7Pe1VpQZGr1De>) But unless we START NOW to

make provisions and create opportunities for change, no change will ever happen. As the climate crisis is upon us already we cannot delay forming new strategies and looking for new

solutions. We already have a system in place that collects organic wastes such as yard debris and food waste.

Commercial composting facilities can easily and safely reach the high compost temperatures required to kill off any potential pathogens in human and pet waste, rendering it more safe than sewage sludge, with a comparably minimal amount of effort and resources.

I'm asking you to consider at least a pilot project for those interested where the city might collect, or accept at a drop off site, securely closed 5 gal buckets filled with human solid waste and sawdust/wood chips, and at the same time provides in exchange a clean bucket, and suitable organic cover materials.

The only in depth literature with references on humanure composting I could find is below, all chapters are available for free on this website

<https://www.humanurehandbook.com/contents.html>

Please forgive my lack of finesse in letter writing and reference citing etc, but this is an issue close to my heart, and I feel it needs to get a lot more public and government attention, to move past societal fears and towards a truly sustainable future for our city.

Regards, Tina Barrows

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: 192nd and 15th St Rezone Proposal
Date: Monday, October 23, 2023 8:53:23 AM
Attachments: [image003.png](#)

Hi Sarah,

We received this in the CMO inbox.

Thank you!

-Amelia

From: Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>
Sent: Saturday, October 21, 2023 3:21 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: FW: 192nd and 15th St Rezone Proposal

CMO team-

I believe the intent was to have the below email distributed to Council. We're also distributing to the Planning Commission. Thanks,

Rebecca Kennedy | Deputy Director
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
M: (360) 624-6070 | **O:** (360) 487-7896
rebecca.kennedy@cityofvancouver.us
www.cityofvancouver.us



OUR VANCOUVER
OUR FUTURE 2045

Learn more about [Our Vancouver](#): an effort to update our City's plan for growth and development over the next 20 years.

From: Kevin Barron [REDACTED]
Sent: Saturday, October 21, 2023 12:01 PM
To: Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Anne.McEnerny-Ogle@cityofvancouver.us; City of Vancouver Washington General Info <CityInfo@cityofvancouver.us>
Cc: [REDACTED]

Subject: 192nd and 15th St Rezone Proposal

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

We, the neighbors of Bennington and Fishers Landing East, hereby petition the Mayor, City Council, and City Planning Commission, to reject the proposal (PIR 83420) of rezoning the property on the Northwest corner of 192nd Avenue and SE 15th Street, from Urban Low Density to Urban High Density. The proposed zoning change does not meet the Zoning Changes Approval Criteria (VMC 20.285.050) of compatibility and violates the housing goal/policy of the preservation of neighborhood character outlined in the Washington State Legislature Housing Element (WAC 365-396-410).

There are already several high density residential housing options near the proposed development site, five of which are within a one mile radius, and many others that are in the plans of several future projects in the area. It is worth noting that all of the existing and future planned apartment complexes are either directly adjacent to commercially zoned areas or within mixed use zoned areas. The proposed apartment development is surrounded in all four directions by Urban Low Density zoned areas which is not suitable or consistent with precedent for this type of construction.

Additionally, there are several other potential concerns for our community, such as the impact on schools, traffic, noise, and crime, that need to be addressed and accounted for.

We have attached a zip file, containing the signatures of approximately 600 concerned members of our neighborhood.

We respectfully request that you reject any proposal that includes Urban High Density Zoning.

Sincerely,

Kevin D. Barron and the neighbors of Bennington and Fishers Landing East

 [Petitions.zip](#) 

From: [City of Vancouver - Office of the City Manager](#)
To: [Delapena, Amanda](#); [Dollar, Sarah](#)
Subject: FW: Main Street Promise
Date: Monday, October 23, 2023 11:57:16 AM

We received this in the CMO inbox

-Amelia

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

From: Peter L. Fels [REDACTED]
Sent: Monday, October 23, 2023 11:00 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Cc: [REDACTED]
Subject: Main Street Promise

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mayor and Councilors,

Many citizens testified against the current proposal for the reconstruction of Main Street. It does little to alleviate congestion, increase bike and pedestrian access or meet our CAF goals for reducing GHGs.

On the other hand, cities around the world are benefiting from closing their city centers to vehicle traffic and converting to pedestrians and cycle only access.

The proposal before you has a nod to these comments by asking for a review in 3 years. But of course any new actions will take more years to implement.

As you should be aware by now, we have a climate crisis. We cannot afford to continue putting off solutions for more studies and reviews.

I urge you to reject this proposal and direct staff to go back to the drawing board to create a truly climate friendly and creative redevelopment of downtown.

s/

Peter Fels
Vancouver

Sent from my iPad

From: [City Council](#)
To: [Dollar, Sarah](#)
Subject: FW: Submission: Contact City Council
Date: Friday, October 20, 2023 3:54:34 PM
Attachments: [Rezone-letter-.docx](#)

Written Comments for Council.

From: City of Vancouver, WA <noreply@cityofvancouver.us>
Sent: Friday, October 20, 2023 3:17 PM
To: City Council <council@cityofvancouver.us>
Subject: Submission: Contact City Council

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Contact the City Council

Name
Mary Tsang
Email
[REDACTED]
Phone
[REDACTED]
Address
[REDACTED] Vancouver 98683 United States Map It
Subject
Share an Opinion of a City project or Initiative
Choose Recipient
All the Council
Message
Please see attached regarding the proposed rezone of 192nd and 15th. Thank you.
File
Rezone-letter-.docx

10/20/2023

City Case File Number PIR-83420

Dear City Council Members,

Firstly, I want to thank you for dedicating your time to our city and the residents who live here. It is a thankless job and I really appreciate the work you continue to do.

I am writing to you today because there is a proposed rezoning project for the land on the corner of SE 192nd Ave and SE 15th St in East Vancouver. This will change the original low-density zone R6 to a whopping high-density R-22. The developer plans to build apartment complexes with approximately 223 units and estimates about 500 cars from this complex alone. The proposed zoning changes **does not** meet the zoning changes approval criteria (VMC 20.285.050) of compatibility and the housing goal/policy of the preservation of neighborhood character in the Washington State Legislature Housing Element (WAC 365-196-410). Currently all the neighborhoods are predominately single-family homes zoned R-6 and R-9. There is no precedent for having a R-22 high density zoning in our community.

I currently live in the Fisher's Grove North neighborhood across the street from the proposed rezoning location. I am most concerned about the high volume of traffic the projected 223-unit apartment complexes will undoubtedly bring. I have lived in heavily populated cities for most of my life, so I am no stranger to high density living but moved to the East Vancouver neighborhood a couple of years ago to escape the overly crowded streets for a quieter lifestyle.

The traffic impact analysis provided by Vance Development shows an increase of more than 3X the weekday daily traffic going through the proposed rezone area. SE 15th St is not built for this increased traffic. It is a non-expandable, narrow 2-lane street with bike lanes on either side. Pedestrians, bicyclist, school buses and fire trucks (as this is where Fire Station 9 is located) uses this street regularly. I, like many of the residents in this community use SE 15th daily as it connects to main arteries and then to the freeways. It is only one of the 2 ways that many of the residents can get in and out of their neighborhoods. According to the preliminary plans for the apartment complex it will have 2 driveways, one on SE 192nd and the other on SE 15th St. Currently SE 192nd is highly used in East Vancouver. Traffic is only expected to grow with some nearby developments coming to completion and some soon to begin. The dense volume of cars and concrete median separating the lanes will make this a less desirable driveway funneling most of the apartment residents onto SE 15th St. The traffic impact analysis confirmed a heavier burden on SE 15th St, as it states that the Eastbound left turn lane from SE 15th St to SE 192nd Ave may need to be extended up to 175ft based on its projections. This congestion not only negatively effects the quality of life of the surrounding neighborhoods but poses safety concerns. The increase in traffic can potentially block the entrances and exits for many of the communities not only trapping in residents but also delays emergency vehicles from entering.

Another safety concern may be an increase of cars cutting through neighborhoods trying to avoid SE 15th St during peak hours. These neighborhoods often have children walking to school bus stops, riding their bikes, and playing in the middle of intersections. They were never meant to have high volumes of cars speeding through. Allowing the rezone from a R-6 to R-22 will cause an increase in traffic unsuitable for SE 15th St and the communities that surround it.

I sympathize with the current need for housing. My hopes are that the city and the residents can come to a compromise. One solution is to use this land for middle housing. This way the city can increase the density of the area but still maintain the character and integrity of the neighborhood. This will also help alleviate the traffic from SE 15th St. There is a lack of townhomes, duplexes, triplexes, and row homes in East Vancouver. Middle housing can help East Vancouver bridge the gap from high density apartment buildings that do mesh well with single family homes by providing a more diverse housing option.

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

Sincerely yours,

Mary Tsang

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#); [Delapena, Amanda](#)
Subject: FW: J Roth | Comment | Evergreen & Grand Proposal
Date: Monday, October 16, 2023 6:18:48 PM
Attachments: [DevelopmentPlanComment1X_101523.pdf](#)

We have received this in the CMO inbox

-Amelia

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

From: J R <[REDACTED]>
Sent: Monday, October 16, 2023 5:23 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: J Roth | Comment | Evergreen & Grand Proposal

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

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For City Manager's Office

RE: Goals and Intentions of the Evergreen & Grand Strategy document.

I understand that the City Council will be discussing the document on October 23, 2023.
I am offering a copy of a written comment for your consideration.
A copy is sent by mail to Mayor McEnerny-Ogle and an email to the Principal Long Range Planner.

Thank you.

John Roth
[REDACTED]
Vancouver WA 09661

RE: Evergreen and Grand – Commercial Corridors Strategy – Recent Unnecessary Blight

Just within the past several months, a significant example of civic disregard and visual blight has been happening along East Evergreen Boulevard -- between East Reserve Street and Grand Boulevard. This would seem to be completely in contradiction to the goals and intentions represented by the Strategy Plan Document.

Generally, the Evergreen and Grand Area Proposal is thoughtful, well-considered and admirable. As further development continues, consideration and action in keeping with the betterment of the neighborhood must be of concern.

The new CenturyLink Fiber cables look to be largely outsized in circumference, and several cables are being strung closely together at low levels. These make for a very distracting and a very disturbing dark scarring along the streets – often damaging otherwise attractive sections of view. These seem to be hanging in a particularly haphazard way, without care or respect for the quality and appeal of the local vicinity. (Earlier electrical and service wires would be thinner and placed higher in the air – becoming less visible and intrusive.)

This annoying type of eyesore should not be allowed. As new improvement occurs in the area, the very horrid and ugly cables should be removed, somehow relocated, re-routed underground – completely along Evergreen Boulevard from East Reserve Street to Grand Boulevard.

About myself, I just arrived in Vancouver and purchased a property here within the past few years. I had earned a Master of Architecture degree from the University of Oregon some time ago, and later a graduate MBA degree from a prominent business program in Chicago. I have lived and worked in many different cities across the United States – so I have experienced many, varied community environments.

New technologies and alternatives are continually emerging for delivery of Internet and media services. Any economic argument or justification for these fiber cable could be challenged. Broadcast Internet options are available and reasonably priced. There are more and more streaming services for news and entertainment programming. Low-cost direct antennae technologies are also possible here. Any particular benefit is not fully apparent, and the spoiling of the streetscape could be understood as a type of indirect, unwanted charge against residential property values as well.

Of course, similar civic disfiguration can also be seen along sections of Fourth Plain Boulevard, as well as other locations within Vancouver. I am not aware of what policies or regulations would be applied or enforced locally.

Thank you,

John Roth

[REDACTED]

Vancouver WA 98661

October 16, 2023







From: [Wynn Grich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Fwd: COVID-19 vaccines immediate onset Autoimmune Disease adverse events in VAERS
Date: Tuesday, October 17, 2023 2:22:41 PM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Send to council members and MELNECK. Put on public record and confirm that you did.
Thanks from Wynn

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

From: Robert W Malone MD from "Who is Robert Malone"

[REDACTED] >

Date: Tue, Oct 17, 2023, 5:28 AM

Subject: COVID-19 vaccines immediate onset Autoimmune Disease adverse events in VAERS

To: <[REDACTED]>

 [Who is Robert Malone](#) cross-posted a post from [Darrell's Biological Insights](#)

 Robert W Malone MD, MS
Oct 17 · Who is Robert Malone

Many front line physicians are raising the alarm about the rising incidence of COVID vaccine-associated autoimmune disease.

I suggest that you may wish to consider this analysis of VAERS data relating to this issue, which has been published by Dr. Darrell O. Ricke, M.S., Ph.D.

Among other things, Darrell is a friend and colleague, as well as being a highly accomplished Molecular Biologist, Computational Biologist, Data Scientist, Bioinformatics, & Computer Scientist.

COVID-19 vaccines immediate onset Autoimmune Disease adverse events in VAERS

Non-random patterns and enrichment patterns

DARRELL O. RICKE, M.S., PH.D.



READ IN APP



My article on immediate onset autoimmune disease adverse events with immediate onset following vaccination is published online [here](#): Ricke, GTM (2023)

<https://doi.org/10.36922/gtm.1455>

This post focuses on 30+ autoimmune disease adverse events enriched following COVID-19 vaccinations. The VAERS data has the following limitations: (1) only a subset of actual adverse events are captured (estimated at 1 in 241 in the above article) and (2) reported adverse events include background frequency adverse events. If the adverse events are all background and the number of dose 2 shots is slightly less than the number of dose 1 shots for COVID-19 mRNAs, then the ratio of [dose 2/dose 1] should be less than 1.0 for autoimmune disease adverse events other than random fluctuations. So observing excess autoimmune disease adverse events following dose 2 shots greater than dose 1 shots is not likely to occur by chance very often.

Figure 3 (from article). COVID-19 vaccines dose 2 versus dose 1 autoimmune diseases adverse events ratios – autoimmune diseases label: postural orthostatic tachycardia syndrome (POTS).



The Moderna Elasomeran mRNA vaccine has 100 micrograms of mRNA with 4 weeks between doses while the Pfizer Tozinameran vaccine has 30 micrograms of mRNA with 3 weeks between doses. A total of 30 of 32 autoimmune adverse events for dose 2 for Pfizer Tozinameran have ratios greater than 1.0 with 29 greater than 1.1. In comparison, the Moderna Elasomeran vaccine shows 7 with ratios greater than 1.0 and 3 greater than 1.1. This is evidence of a non-random enrichment frequency

for the majority of these autoimmune disease adverse events and the null-hypothesis of these being background associations should be rejected for Tozinameran.

Figure 4 (above article). The age of COVID-19 vaccinees experiencing various autoimmune disease adverse events.



From Figure 4, it is possible to infer that there is not a specific age associated pattern. Polymyalgia rheumatica is known to affect older adults. The association of autoimmune disease adverse events with COVID-19 vaccines appear to be generally, a non-specific association. The pattern could be these adverse events are being triggered in individuals with existing risk conditions.

For the individual COVID-19 vaccines, does the distribution of autoimmune diseases reflect the ratios of the vaccines administered? Additional non-random patterns are observed in Table 1.

Table 1 (from article). Autoimmune adverse events by doses of COVID-19 vaccines.



In Table 1, Guillain-Barré syndrome represents 16.2% of the adverse events for Ad26.Co2.S but the vaccine only represents 3.1% - a 5.2-fold higher than expected by distribution of doses between vaccines. Excess immune thrombocytopenia is a known rare adverse event for adenoviral COVID-19 vaccines that can be life threatening.

In the article, I calculate the under-reporting factor (URF) for COVID-19 vaccines to possibly be as high as 1 in 241 based on the number of common adverse events reported (headache, fever, etc.). The following enrichment frequencies are all higher than background without applying a URF correction factor. For purposes of illustration, a common used URF of 45 is illustrated in the following table. Note that these estimates are for reported onsets within 24 hours of vaccination!



In summary, COVID-19 vaccines have non-random enrichment patterns of association for many autoimmune diseases. Surprisingly, many of these autoimmune disease adverse events are occurring within 24 hours of vaccination (day 0). In general, these pattern appears to be non-specific (e.g., not likely just cross-reacting epitope antigens, etc.). My initial hypothesis is that many of these patterns may result from the very high reactogenicity level of these COVID-19 mRNA and adenoviral vaccines creating very strong immune responses pushing some at risk individuals over disease onset thresholds for these autoimmune diseases. If correct, then all mRNA and adenoviral vaccines and therapeutics may also exhibit similar patterns of enrichments for autoimmune disease adverse events.

Note: [Geoff Pain, PhD](#) points out endotoxins and possible process 2 for at least one of these vaccines to consider, see [Process 2](#) post.

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Darrell's Biological Insights

Darrell O. Ricke, M.S., Ph.D.

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From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#); [Harris, Rep. Paul](#); electmichellebelkot@gmail.com
Subject: Dr. David Martin
Date: Thursday, October 19, 2023 12:58:46 PM

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https://twitter.com/Restitutor_/status/1701994591728066983/mediaViewer?currentTweet=1701994591728066983¤tTweetUser=Restitutor_. Please send to council members and MELNECK. Put on public record and confirm that you did. At the next health board meeting this should be on the agenda to play it for the public. Please send this also to Franklin Johnson the elder board leasion to the county health board. The elder board should be sent a copy too. Thanks from Wynn

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Watch "Parliamentary speech on excess deaths" on YouTube
Date: Friday, October 20, 2023 4:31:40 PM

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<https://youtu.be/97qRUqYLNu0?si=hB25IQo0vwhuMfg2> .please send to council members and MELNECK. Put on public record and confirm that you did. Thanks from Wynn.

From: [Wynn Greich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Covid 19 and sepsis
Date: Friday, October 20, 2023 10:47:31 PM

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https://www.theepochtimes.com/health/covid-19-increases-sepsis-risk-potential-therapeutic-benefits-of-vitamin-d-5511531?utm_source=Goodevening&src_src=Goodevening&utm_campaign=gv-2023-10-20&src_cmp=gv-2023-10-20&utm_medium=email&cta&utm_source=Goodevening&est=dvalv4o9fgZZDbj1jd9M3DV2KCwb4nBVofY176Fs8cgi5v2%2FvFQxRLOxkJoE
. Please send to council members and MELNECK. Put on public record and confirm that you did. Thanks from Wynn

From: Wynn Grcich
To: Dollar, Sarah; Rebecca Messinger
Subject: Fwd: New Study: Fluoridated Water Weaken's Children's Bones
Date: Sunday, October 22, 2023 2:04:24 PM

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Please send to council members and MELNECK. Put on public record and confirm that you did. Please have Dr. MELNECK talk about this at the health board meeting. Thanks from Wynn

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

From: **Fluoride Action Network** <mail@networkforgood.com>
Date: Sun, Oct 22, 2023, 1:54 PM
Subject: New Study: Fluoridated Water Weaken's Children's Bones
To: <[REDACTED]>

Image



New Study: Fluoridated Water Weakens Children's Bones

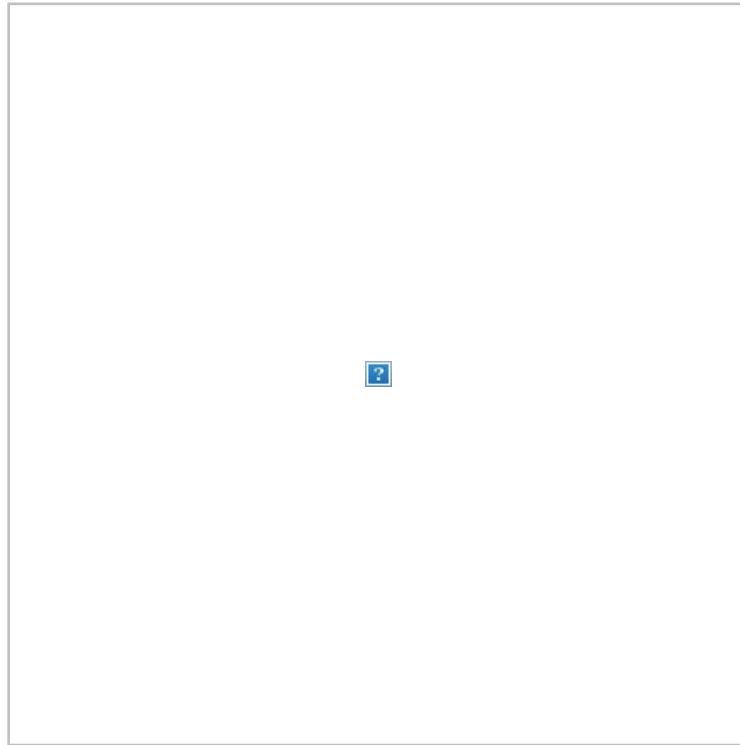
Broken Arms *Doubled* in States With Widespread Fluoridation

Dear Wynn:

For over fifty years, there have been concerns that fluoridated water and fluoride from other sources may weaken bones and increase the risk of bone fractures. To date, scientific studies have focused on [bone fractures in the elderly](#), especially hip fractures in older women, which are a leading cause of [disability and death](#). This week, the first scientific study of artificial water fluoridation and broken bones in children was published. The article's title is "[Community Water Fluoridation and Rate of Pediatric Fractures](#)" (Lindsay et al 2023).

Researchers from Oregon Health & Science University found that US states with a high proportion of their population receiving fluoridated water averaged twice the rate of common types of childhood bone fracture as states with relatively little fluoridation. They also looked at the level of fluoride in the water and found that in the group of states with an average concentration of around 0.7 mg/L – the level used in artificial fluoridation – rates of child forearm fractures were 2.5 times greater than in the group of states with the lowest average concentration, which was about 0.4 mg/L.

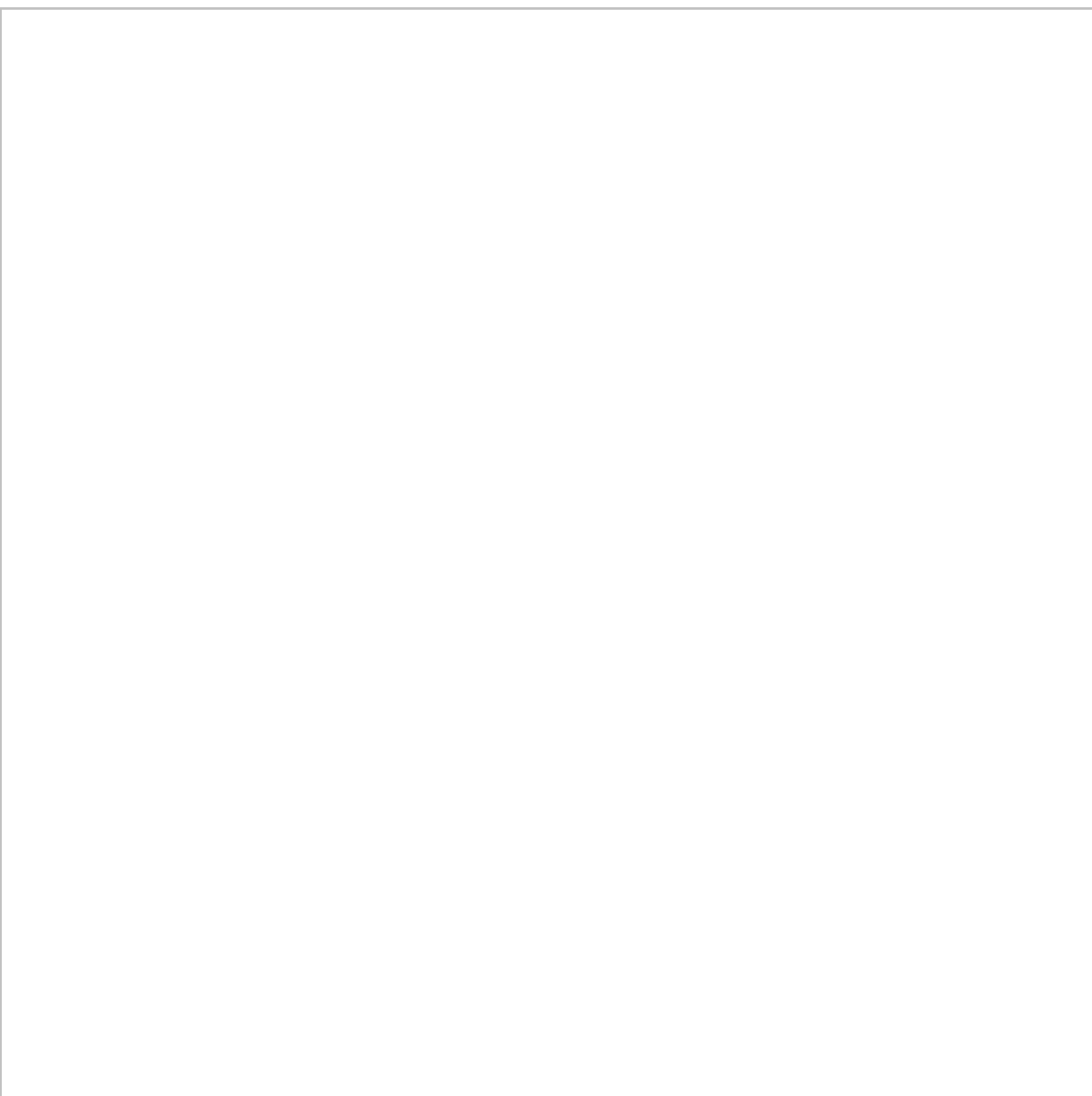
The study used nationwide bone fracture data from over 100,000 children aged 4 to 10 years old, at the state level, obtained from insurance records. Water fluoridation information came from CDC public data. The authors concluded, “community water fluoridation proportion by both state and fluoridation levels are associated with the increased rate of fracture in children”.



X-ray [image](#) of Both Bone Forearm Fracture (BBFFx).

The largest increase was found in the most common type of childhood bone fracture called a Both Bone Forearm Fracture (BBFFx), an example of which is shown in the x-ray image.

For this type of broken arm, the study's findings are illustrated by two graphs, drawn from data reported in the paper:



The graphs show highly significant large-magnitude associations between child forearm fractures and the percent of people fluoridated (left graph) and the average state water fluoride concentration (right graph).

While the study was a relatively simple design, based on state-level rather than individual-level exposure data, it raises new red flags about fluoride's effect on skeletal development in young children.

FAN's Michael Connett predicted back in 2012, based on a study in Iowa, that fluoride may increase risk of bone fractures in children [[Connett 2012a](#), [Connett 2012b](#)]. The Iowa study found evidence of decreased Bone Mineral Density (BMD) in girls in fluoridated areas, especially cortical bone which is the outer layer that gives structural strength to long bones like those in the forearm. Connett said the finding was: "... particularly significant when considering that reductions in cortical bone density are a key mechanism by which fluoride can increase fracture rates."

Twenty-one years ago, long before recent higher-quality studies became available, FAN's Paul Connett made broader [predictions](#) of the effects of fluoridated water on bone:

"... the weight of evidence would suggest that it is highly plausible that exposure to water at 1 ppm ... over a whole lifetime will damage human bones and ligaments. It is also probable that this damage will at least lead to the sub-clinical symptoms of skeletal fluorosis, possibly arthritis as well as to hip fractures."

Those predictions from 10 and 20 years ago are being born out. Two years ago the evidence that long-term fluoride exposure increases risk of broken bones in older adults was [greatly advanced](#) by a high-quality [study from Sweden](#). Last week's first-ever study on childhood bone fractures now raises concern that just a few years of exposure to fluoridation,

during ages when children's bones are rapidly growing, may substantially increase rates of childhood bone fractures.

Chris Neurath
Research Director
Fluoride Action Network

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



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From: [Wynn Grich](#)
To: [Dollar, Sarah](#); [Rebecca Messinger](#); [Harris, Rep. Paul](#)
Subject: Fwd: REMINDER: Fluoride Lawsuit Status Hearing This Tuesday
Date: Monday, October 16, 2023 12:13:09 PM

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Send to council members and MELNECK. Put on public record and confirm that you did. That's from Wynn

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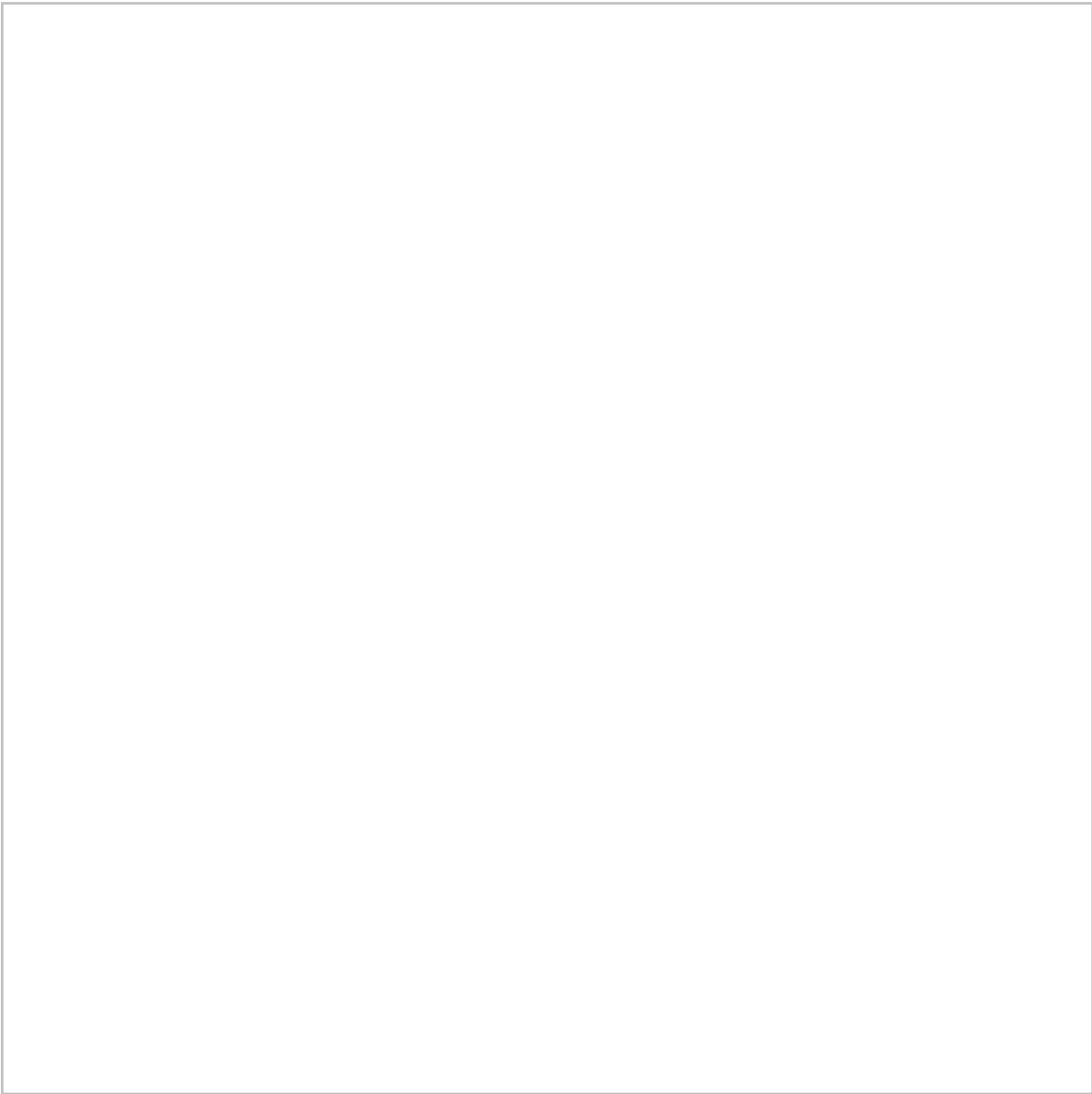
From: Wynn Grich [REDACTED]
Date: Mon, Oct 16, 2023, 12:11 PM
Subject: Fwd: REMINDER: Fluoride Lawsuit Status Hearing This Tuesday
To: Reform Clark County - Rob Anderson [REDACTED]

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

From: Fluoride Action Network <[REDACTED]>
Date: Mon, Oct 16, 2023, 10:20 AM
Subject: REMINDER: Fluoride Lawsuit Status Hearing This Tuesday
To: [REDACTED]

Image





Dear Friends:

Court Status Hearing This Tuesday

The next status hearing for our [federal lawsuit](#) against the U.S. Environmental Protection Agency (EPA) over the neurotoxicity of fluoridation chemicals will be held TOMORROW, on **Tuesday, October 17th, at 2:30 PM (Pacific) / 5:30 PM (Eastern)**. The Court will hear progress updates from attorneys representing FAN and the EPA and could potentially discuss other topics, including the status of the [NTP report](#), procedural matters, evidence, and expert witnesses.

The Court has been scheduling status hearings approximately every 90 days, and we're now only about three months away from the **January 29th, 2024**, start date of the final phase of the trial, so there's a chance this could be the last status hearing.

Watch the trial live on Zoom:

<https://cand-uscourts.zoomgov.com/j/1619911861?pwd=TjVma1lnMIJINHR3ZE9QMkFjNkFndz09>

ID: 161 991 1861

Password: 912881

Please note that our status hearing has been scheduled alongside hearings for several other cases. This means that when you login to view the proceedings, you may have to wait as other cases on the docket are dealt with first.

While the public can watch the hearing live, we want to remind everyone that it cannot be recorded per court rules. If you are unable to watch or listen to the hearing, FAN will provide an overview of the proceedings in a follow-up bulletin as well as on social media. If a recording of the hearing is made available by the court at some point in the future, we'll also share that with you as soon as it's posted.

For a comprehensive update on the trial, [watch this recent 60-minute interview](#) featuring our attorney, Michael Connett. For the most recent update on the NTP's systematic review of fluoride neurotoxicity, [click here](#).

Thank you,

Stuart Cooper
Executive Director
Fluoride Action Network

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



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10/23/2023

Christine Lamb-White

Environment
The Seattle Times

E-bike rebates, borrowing program on the horizon for WA riders

Aug. 31, 2023 at 6:00 am | Updated Aug. 31, 2023 at 6:00 am



A man rides a motorized bicycle in New York. In Seattle, e-bike sharing programs are popular, and the state plans to launch purchase rebates available to individuals. (Seth Wenig / AP)

By Conrad Swanson 

Seattle Times climate reporter

Washington will unlock millions of dollars for people looking to buy — or borrow — electric bikes through a statewide program set into the state's transportation budget.

Vouchers worth up to \$1,200 for e-bike buyers will be available next year, and a series of lending libraries across the state will follow, said Barb Chamberlain of the Washington Department of Transportation. A more specific timeline isn't yet available because state officials are still developing the programs.

The initiatives are part of a \$2 billion spending package lawmakers enacted in April to cut Washington's greenhouse gas emissions. While spending is increasing, so are revenues. In less than a year, the state's carbon-pricing program has collected nearly \$1 billion from major climate polluters.

The idea for the rebates and lending libraries is to shift people away from cars burning fossil fuels and onto cleaner modes of transportation like electric bikes, which carry battery-powered motors to help riders while they pedal, said Democratic state Sen. Sharon Shewmake.

Washington's transportation sector is the single largest source of greenhouse gas emissions in the state, accounting for 39% of emissions in 2019, the state's Department of Ecology reported last year.

Shewmake said she proposed the rebate and lending programs for Washington's transportation budget because e-bikes are an effective way to reduce congestion on the state's streets and reduce greenhouse gas emissions at the same time.

"They're not just expensive toys," Shewmake said.

Gov. Jay Inslee signed the state's 2023-2025 transportation budget into law in May. WSDOT officials began building the rebate program in July when the money became available.

In all, the budget set aside \$5 million for two years worth of rebates, said Chamberlain, director of WSDOT's Active Transportation Division. Sixty percent of those rebates, worth up to \$1,200, will be reserved for low-income households. Others could see up to \$300. The vouchers could be applied to most e-bikes (except electric mountain bikes) and equipment like helmets and locks. Used e-bikes won't qualify for the rebates, Shewmake said.

As many as 2,300 low-income vouchers and about 6,200 of the smaller vouchers could be available.

Chamberlain said her department is still developing its application process, finding ways to verify addresses and income levels. They're also speaking to other cities and states with similar programs to learn from them.

One of those cities is Denver, which has such a popular rebate program that city officials now release vouchers in smaller, monthly batches to try and stretch supply. Even so, Emily Gedeon, a spokeswoman for Denver's Office of Climate Action, Sustainability and Resiliency, said whatever vouchers become available are snapped up within five minutes.

Officials in Washington are working to ensure that vouchers here are handed out equitably, Chamberlain said.

"If you're working three jobs you should not miss out on your opportunity to get a voucher," she said.

E-bike sales are on the rise across the world, outpacing electric vehicle sales at times. Four other states are working on rebate programs similar to Washington's.

Seattle, which does not have its own rebate program, is seeing continued popularity with e-bikes through ride-sharing companies like Bird and Lime. So far this month, Seattle has seen an average of 5,266 daily e-bike rides through all the available ride-sharing companies, city data shows.

Not only is Denver's program popular, it's also successful, Gedeon said. In less than two years the city has handed out 6,596 vouchers. The average redeemer reports riding their e-bike instead of driving their car for about 3.4 trips each week, totaling 21.6 fewer miles driven per person.

⁴ That translates to a reduction of more than 142,000 vehicle miles in Denver each week, Gedeon said. To date, city officials estimate their e-bike rebate program has displaced more than 2,600 tons of greenhouse gas emissions.

Shewmake said she wants to recreate that type of success in Washington. But she also acknowledged that e-bikes can be expensive. REI lists some online for more than \$6,000. So, the lawmaker said a series of lending libraries should entice people to give them a try.

Money to begin establishing the libraries won't become available for her department until next summer, Chamberlain said, so those programs will lag behind the rebates.

State departments, local governments and tribal nations will be eligible to apply for e-bike loaning grants to help reduce commuting trips, Chamberlain said.

Tribes and other nonprofits serving low-income or overburdened communities will also be eligible for grants.

The funding package also set aside money to study the success of the rebate and lending libraries, Shewmake said. That documentation might create additional political will to earmark even more money for the programs moving forward.

Conrad Swanson: 206-464-3805 or cswanson@seattletimes.com; on Twitter: [@Conrad_Swanson](https://twitter.com/Conrad_Swanson). Conrad covers climate change and its intersection with environmental and political issues.



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