



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 16, 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/35969?startStreamAt=0&stopStreamAt=6115

4:00-5:00 p.m. 2024 State Legislative Planning

Brian Enslow, Principal - Arbutus Consulting; Aaron Lande, Program and Policy Development Manager, 360-487-8612

Summary

Staff led Council through a discussion of the 2024 State Legislative Planning.

5:00-6:00 p.m. Complete Streets Quarterly Update

Kate Drennan, Principal Transportation Planner, 360-487-7959; Emily Benoit, Senior Transportation Planner, 360-487-7944

Summary

Staff led Council through a discussion of the Complete Streets Quarterly Update.

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/36053?startStreamAt=0&stopStreamAt=1670 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, Fox, Paulsen, Stober, Hansen and Mayor McEnerny-Ogle

Absent: None

Proclamations: Great Washington ShakeOut

Mayor McEnerny-Ogle read and presented a proclamation to Gene Juve, Emergency Preparedness Manager, proclaiming October 19, 2023, as the Great Washington ShakeOut.

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:

- Christine Lamb-White, Vancouver
- Kimberlee Goheen Elbon, La Center, WA
- Israel Lopez, Vancouver
- Zack Gatton, Vancouver

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

Consent Agenda (Items 1-3)

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

Council requested that Item 2 be remanded back to staff.

1. Continued use of C-101343: Piggyback Sourcewell Contract #011723 for the purchase of heavy construction equipment and their related parts, accessories, attachments, and supplies

Staff Report: 186-23

Over the next four years, three pieces of existing John Deere equipment are due for replacement. Since these purchases will exceed the current contract's \$300,000 spending threshold, we are proactively asking that this contract be amended for purchases to be made according to the departments' current authorized budget in place of setting a new spending threshold. This contract also includes all replacement parts needed for maintenance and repairs. In keeping with Fleet Service's effort to streamline the City's fleet, staff is requesting the ability to purchase from this contract and take advantage of the contract pricing.

Request: Authorize the City Manager or his designee to approve purchases under Sourcewell Contract 011723 for the life of the contract with The Pape Group up to the current authorized budget.

Dan Zenger, Fleet Services Manager, 360-487-8205

Motion approved the request.

2. 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*
 - o *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.*
 - o *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*
 - o *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.*
 - o *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*
 - o *Minimum Height: Ground floor commercial spaces must be 12-15 feet in height.*
 - o *Windows: Minimum 60% of the ground floor elevation must be windows or other glazed openings.*
 - o *Weather Protection: A minimum of 25-50% of the width of street-facing facade must include weather protection (awnings, canopies, etc.)*
- *Ground Floor Residential*
 - o *Entrances to residential units must be setback 5-10 feet from street.*
 - o *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.*
 - o *Must provide either a transparent low wall or fence (18-24") or landscape screening.*
- *Facade Articulation*
 - o *Applicability: Buildings more than 20 feet high. The standard would only apply to larger buildings, not single-story commercial buildings.*
 - o *Standard: Buildings must incorporate vertical and horizontal elements that articulate the facade.*
 - o *These elements help to divide the mass of the building into a base, middle, and top with distinct physical transitions.*
 - o *This standard does not dictate architectural style.*
 - o *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*
 - o *No High Fences/Walls on Street: Fences, walls, or hedges*

higher than 3 feet shall be prohibited between the street and the building.

- o Ground Mounted Utilities/Equipment/Waste Receptacles. New electric meters, gas meters, HVAC equipment, and waste receptacles must be screened from view from the street.*
- o 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	<i>50-feet throughout, typically 4 stories</i>	<i>3-5 stories, varying by parcel</i>	<i>50ft along Evergreen and west Grand (4 stories) 60ft on east side of Grand and crossroads of Grand and Mill Plain Blvd (5 stories)</i>
Building Bulk and Massing	<i>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.</i>	<i>No standard directly proposed to address the development form beyond active edge requirements, maximum front setback of 0-5 feet at the ground floor</i>	<i>Maximum height step down only on rear face within 25 feet of a residentially zoned site Maximum building width, with breaks within the building</i>
	Current Development Code	2022 Strategy Document	Proposed Development Code
Required Ground Floor Commercial	<i>At least half of frontage along arterial/collector streets must be commercial or office</i>	<i>More flexibility along Evergreen, keep existing requirement on Grand</i>	<i>Allow for either ground floor commercial or residential along Evergreen. Require ground floor commercial along Grand</i>
Required Minimum Off-Street Parking Spaces	<i>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</i>	<i>1 per unit for residential 1/1000sf for commercial uses Zero for ground floor retail</i>	<i>0.5 per multi-family unit 1/1000sf commercial Zero for ground floor retail</i>

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:*
 - o *Foster a unique and attractive corridor identity*
 - o *Establish a business-friendly climate that supports a diversity of neighborhood-serving businesses*
- *Housing:*
 - o *Maintain economic diversity and housing affordability, especially for low- and moderate-income households*
- *Urban Design:*
 - o *Support a vibrant and active corridor*
 - o *Pursue opportunities for climate resilient design*
- *Mobility:*
 - o *Leverage ongoing corridor and neighborhood-wide infrastructure projects*
 - o *Support targeted interventions to improve mobility for all users and connectivity to transit*
 - o *Improve safety for all corridor users*
- *Parking:*
 - o *Evaluate and manage vehicular parking impacts to local residents*
 - o *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, October 16, 2023, approve ordinance on first reading,

setting date of second reading and public hearing for Monday, October 23, 2023.

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

Item remanded back to staff.

3. Approval of Claim Vouchers

Request: Approve claim vouchers for October 16, 2023.

Motion approved claim vouchers in the amount of \$6,749,914.57.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

Adjournment

6:56 p.m.

DocuSigned by:
Anne McEnerny-Ogle
6C89D9089EC3424...
Anne McEnerny-Ogle, Mayor

Attest:

DocuSigned by:
Natasha Ramras
BCF6734E40E34AE...
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](#); [Delapena, Amanda](#)
Subject: FW: Port of Vancouver - Warehouse Ordinance Amendments Comment Letter
Date: Friday, October 13, 2023 12:55:47 PM
Attachments: [image001.png](#)
[231004POVCommentsonCOVWarehouseMoratorium.pdf](#)

Hi,

We received this in the CMO inbox

-*Amelia*

From: Mike Bomar <[REDACTED]>
Sent: Friday, October 13, 2023 11:25 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>; McEnerny-Ogle, Anne <A.McEnerny-Ogle@cityofvancouver.us>
Cc: Holmes, Eric <Eric.Holmes@cityofvancouver.us>; Julianna Marler <JMarler@Portvanusa.com>; Eiken, Chad <Chad.Eiken@cityofvancouver.us>
Subject: Port of Vancouver - Warehouse Ordinance Amendments Comment Letter

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

Mayor McEnerny-Ogle and members of the City Council,

Please see attached comments from the Port of Vancouver regarding the proposed warehouse ordinance amendments proposed for the moratorium set to expire on December 6th. I'm available if you have any questions and will plan to attend the upcoming Planning Commission meeting and Council hearing as well.

Thank you for your consideration and for your service to this community.

Sincerely,

Mike Bomar
Director of Economic Development
3103 NW Lower River Road, Vancouver, WA 98660
(C) [REDACTED]; (Internal) 5300
mbomar@portvanusa.com | www.portvanusa.com | [available port properties](#)

Leadership | Stewardship | Partnership





Wednesday, October 11th, 2023

City of Vancouver
Attn: Mayor Anne McEnerny-Ogle and City Council
P.O. Box 1995
Vancouver, WA 98668-1995

Subject: Proposed Warehouse Code Amendments

Dear Mayor and City Council members:

Thank you for the opportunity to comment on the City's proposed warehouse code amendments in response to the original moratorium enacted on December 12th, 2022, and extended in June of 2023. The Port of Vancouver USA has appreciated the opportunity to talk with City staff to better understand the purpose of the moratorium and to provide input into workable solutions to address staff and Council's concerns. Regarding the staff's proposed recommendations listed in the September 12th, 2023, Planning Commission memorandum, the port has the following comments:

1. Allowance of warehouses larger than 250,000 square feet only in Heavy Industrial (IH) zoning as a limited use.

Recommendation: While most of the port's land is already zoned IH, the port requests to retain flexibility in its Light Industrial (IL) zoned properties that are not adjacent to residential zoned land and that are within one mile of a state or interstate highway. The port's marine / industrial area is focused on receiving, staging and transloading cargo from one mode to another. It is conceivable that future development could require a warehouse facility exceeding 250,000 square feet.

The port appreciates the recognition that a limited use process is more appropriate than a conditional use in IH zones for the type of project under consideration. There are, however, few parcels, such as the port's Parcel 7, which are appropriately zoned as IL and could accommodate a large warehouse without generating the negative impacts of concern in the moratorium. Without favoring the port specifically, the city may consider requiring large warehouses in the IL zones to be located within a certain distance to a state or interstate highway and to be a certain distance away from residential or other zones of concern.

2. Clarification on “warehouse” versus “Warehouse / Freight Movement”

Recommendation: The memo refers to both “warehouses” and “Warehouse / Freight movement.” This should be clarified by referring only to “Warehouse / Freight Movement” as outlined in the current VMC (Vancouver Municipal Code). There are different warehouses defined in the VMC, but the focus is on one warehouse class (“Warehouse / Freight Movement”).

VMC 20.160.D. Industrial Uses classifies “Warehouse/Freight Movement” as:

“5. Warehouse/Freight Movement. Uses involved in the storage and movement of large quantities of materials or products indoors and/or outdoors; associated with significant truck and/or rail traffic. Examples include freestanding warehouses associated with retail furniture or appliance outlets; household moving and general freight storage; food banks; cold storage plants/frozen food lockers; weapon and ammunition storage; major wholesale distribution centers; truck, marine and air freight terminals and dispatch centers; bus barns; grain terminals; and stockpiling of sand, gravel, bark dust or other aggregate and landscaping materials.”

Defining code changes only to the “Warehouse/Freight Movement” use defined above focuses the proposed code changes to developments that results in “significant truck” traffic. Additionally, ensuring that code changes are specific to “Warehouse / Freight Movement” would still allow “Manufacturing and Production Facilities” to be developed in both light and heavy zones areas.

VMC 20.160D defines “Manufacturing and Production” development separately from “Warehouse / Freight Movement”:

Manufacturing and Production. Includes production, processing, assembling, packaging or treatment of semifinished or finished products from raw materials or previously prepared materials or components. Manufacturing production is intended for the wholesale market rather than for direct sales.”

3. Limitation of truck traffic from Warehouse / Freight Movement to Designated Freight Corridors

Recommendation: Change the proposed wording in 20.895.120.B. Traffic (Page 5 of Memo) to the below:

Tractor trailers delivering goods to or from “Warehouse / Freight Movement” covered by this section shall only travel on designated freight corridors.

This recommendation removes the specific reference to named roads and allows the City the opportunity to designate freight corridor restrictions (which could include Fruit Valley Road) throughout the city as necessary, which may change over time.

4. Buffer depth and tree planting requirements

Recommendation: The City should change the buffer depth requirement (proposed 20.895.120 section C.2) from 25 feet to 15 feet, and clearly state that any tree requirement required in proposed 20.895.120 Section D can be planted in the landscaped buffer area. At developer's discretion, allow any tree requirement to be completed at an approved off-site location.

This requirement should also be reconsidered if the project's environmental assessment can mitigate wildlife, water retention and climate impacts in other ways if necessary. The port suggests removing the required area (20% of the building area) from the tree planting requirements.

Increasing the setback to 25 feet AND requiring an additional 20 percent of the building footprint area to be covered by trees significantly impacts the financial viability for a development project so burdened – especially since the proposed code would also restrict development to 75 percent of the project area or less. Without the recommended changes outlined above, the site reduction (100 to 75 percent), landscape buffer (currently 25 feet), and tree plantings (20 percent of building footprint) will make large scale warehouses – whether they are freight related or manufacturing related – extremely difficult to construct.

The Port does not have space in its marine operations area to limit required marine facilities to the proposed “maximum lot coverage of 75 percent” versus the current 100 percent allowed. Additionally, it would not be appropriate or effective to require the port to plant trees in its marine industrial areas.

Allowing the planting of trees offsite, when onsite tree planting is deemed impractical, will also allow developers to use any tree credits they may have or to buy tree credits if needed.

Additionally, reducing the landscape buffer to 15 feet would improve traffic safety – especially as site lines would be obscured as the plantings mature.

5. Trip generation for Warehouse / Freight Movement facilities exceeding 250,000 square feet

Recommendation: Add a traffic metric (such as 100 tractor trailer trips per 24-hour period) in addition to the use and size criteria for “Warehouse / Freight Movement”

facilities exceeding 250,000 square feet to invoke the additional miscellaneous special use standards of proposed in VMC 20.895.120.

Adding a traffic count to the “Warehouse / Freight Movement” use category for proposed warehouses of at least 250,000 square feet would provide a clear metric that both developer and city can understand when applying these code changes. This metric would come from a traffic consultant paid for by the developer.

6. EV outlets at loading docks

Recommendation: Restate 20.895.120 Section D. 6 as outlined below:

All loading docks will have conduit and other electrical infrastructure to allow for future installation of electrical systems to charge electric powered freight trucks servicing the facility.

The port supports and is pursuing electrification within our adopted Climate Action Plan. As currently proposed, however, the port has concerns that underutilized, charging infrastructure would be prone to costly vandalism and theft. Developers would rather have the conduit in place to meet future demands and standardization with the technology in place at that time. Requiring developers to install full charging infrastructure will result in capital wasted as newer and more secure electrical technologies emerge.

7. EV charging stations for parking area

Recommendation: Restate 20.895.120 Section D.7 as outlined below:

For any warehouse over 250,000 feet at least 10 electric vehicle (EV) charging stations will be provided at initial occupancy. Conduit to support EV charging will be constructed to serve all parking spaces at initial occupancy.

Designating a specific number of parking stalls to have EV charging stations (10) meets the City’s goal to have adequate EV charging installed during initial construction. Requiring conduit to be placed for the remainder of the parking stalls allows for future upgrades to occur efficiently as EV’s capture more of the market and anti-vandalism solutions can be developed.

8. Calculation of Total Square Footage

Recommendation: The ordinance should clearly state that the threshold of 250,000 square feet applies to any single structure on a given site, and not the total square footage of multiple separate structures or facilities.

Thank you for your consideration of the Port of Vancouver USA's feedback and recommendations. We look forward to continuing to work with Council and staff throughout this process to ensure an outcome that addresses the City's concerns and continues to responsibly advance trade and economic development within the City of Vancouver and throughout the region.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mike Bomar', written in a cursive style.

Mike Bomar

Port of Vancouver USA, Director of Economic Development

From: [Christine White](#)
To: [Dollar, Sarah](#)
Subject: Testimony for council meeting on Oct. 16th
Date: Sunday, October 15, 2023 11:59:07 PM

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Sarah, could you email me to let me know you received this? Thanks, Christine

TESTIMONY

To: Mayor and City Council
From: Christine Lamb White; [REDACTED]
RE: WORKSHOP; Complete Streets Quarterly Update; Transportation & Council Meeting

I would like to address bike lane accessibility, transportation, safety, and new rebates on E-bikes to lower greenhouse gas emissions.

Facts that a car runs the average family about \$12K a year, with gas costs rising, insurance booming, AND then there's maintenance.

Happy to hear "Governor Jay Inslee just 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." Refer to THE SEATTLE TIMES ARTICLE, AUGUST 31, 2023 ON EBIKE REBATES (I will bring copies for the Council)

The initiative that lawmakers enacted to cut Washington's greenhouse gas emissions, and to shift people away from cars burning fossil fuels onto cleaner modes of transportation like electric bikes/trikes/which carry battery-powered motors to help riders when they pedal (or not), 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. E-bikes are an effective way to reduce congestion on streets and reduce greenhouse emissions at the same time.

Since the State is going to implement this incentive, will the City of Vancouver's commitment to bikes also be an incentive?

Bike lane accessibility: My electric trike is my form of transportation, even on the newest lanes on Columbia Street, I find IN THE DESIGNATED BIKE LANE, trash cans, street sweepers debris, and everything from yard cuttings to fallen branches, even bottles and cans to dodge. Much of the time, I end up riding in the street anyway, which is not the safest for a Senior. Perhaps a mandate a bike lane Supervisor or sweeper?

Example: Going from 45th & Main up the hills to Hazel Dell Avenue finding sidewalks covered with overgrown brambles, weeds, and mud, meaning walkers have to be in the bike lane. Then, the bike lane has it's own problems, and after reaching the top of the hill, its spotty (and unsafe) at best, where I map my route block by block transferring from bike lane to sidewalk to street. Its precarious. Because hwy. 99 in not accessible (or safe), this

is the choice to go North. I have had to snake my way around the city to find options to safely shop, eat out, go to Doctor appointments, and yes, even cross the I-5 bridge. (Not that I'd highly recommend it, or Jantzen Beach with literally no crosswalks or lanes.)

Safety Issues: The City Police advised me not to leave my bike unattended, even with my expensive titanium lock. Electric bikes/trikes are spendy and highly desirable (In 2021, mine was 2K) If stolen, my \$500 homeowners deductible shows the issue of replacement. Most large stores have electric scooters for the disabled, and allow mobility devices of their customers for use in their stores, and for the most part, I have found no issue with shopping or riding my trike in stores. Even Corporate Starbucks agreed to allow me to bring my trike inside their store. Mine is not only a form of transportation for me, but a Doctor prescribed mobility device for a disability.

Check out LIBERTY TRIKE'S FACEBOOK PAGE bringing solutions to worldwide Seniors who were homebound and lonely, but were offered a way to help themselves by getting out and connecting! Imagine what this could do for soaring healthcare costs alone?

In recap, my electric trike is better for the air we breathe, I get 20 miles to the charge and fully recharge in 3 hours, and with an extra battery I can travel 40 miles if I wish. The trike cost \$1599, minus a \$1200 rebate, with a sale going on to save another \$300, bringing down the cost to a whopping ONE HUNDRED DOLLARS, and I've made a contribution to the wellbeing of my community, to my health, and to my pocketbook. And yes, my trike is just as popular as having a dog, based on the excitement folks have when seeing me ride, stopping me to ask about it, then we get to know each other, bringing more opportunity for community connections.

My goal is to help promote safe and accessible bike lanes and start saving ourselves from ourselves!

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Contaminated covid jabs
Date: Monday, October 9, 2023 12:56:08 PM

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From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Watch "VAERS data with Dr Jessica Rose" on YouTube
Date: Monday, October 9, 2023 2:12:25 PM

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To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Watch "Professor Dalglish" on YouTube
Date: Monday, October 9, 2023 2:14:09 PM

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From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Fwd: Follow the Money to Understand US COVID Mortality
Date: Tuesday, October 10, 2023 11:42:42 AM

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From: Robert W Malone MD from "Who is Robert Malone"
<[REDACTED]>
Date: Tue, Oct 10, 2023, 10:24 AM
Subject: Follow the Money to Understand US COVID Mortality
To: <[REDACTED]>

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Follow the Money to Understand US COVID Mortality

US HHS Bureaucracies try to have their cake and eat it too!

ROBERT W MALONE MD, MS
OCT 10



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One of the key lessons of the COVIDcrisis is that the US Federal Health and Human Services (HHS) arm of the administrative state is, at a minimum, grossly incompetent. As I repeatedly observe, it is really hard to tell the difference between incompetence and malice unless you have the receipts (or can read minds), and the

US HHS response to the COVIDcrisis provides multiple textbook case studies to illustrate the point.

From Deborah Birx and Anthony Fauci and their flip/flops and repeated lies, to Rochelle Walinski (hiding the myocarditis adverse events and so much more while lying to press and public), David Marks (FDA Vaccines oversight), Janet Woodcock (Operation Warp Speed), the list goes on and on down the permanent Senior Executive Service ranks all the way to the Government Service 12 rank employees who have been enablers rather than whistleblowers.

These “servants” of the citizen/taxpayers of the United States are sworn to uphold and defend the US Constitution, but they see themselves as the permanent government, as opposed to the “temporary employee” elected officials who theoretically supervise and manage them. And again and again we have all seen that these “permanent employees” are almost never held accountable for their actions, and cannot be removed from their posts (even by POTUS) without years of legal battles. Which is why Trump tried (and almost succeeded) in reclassifying them as “Schedule F” employees.

The self-image which these HHS “leaders” and staffers repeatedly use to overcome their guilt so that they (and their families) can live with themselves, and which is so actively projected/propagandized to all of us outside the beltway is one of benign, objective competence.

However, the inconvenient truths and facts of the COVIDcrisis are beginning to slip through the bulwarks of propaganda, censorship and PsyWar psychological manipulation technologies which the administrative state and their many allies, paid shills and stooges have deployed on all of us. Tiny cracks in the defensive fortifications are developing consequent to reporting by alternative media “minute man” journalists, FOIA actions, and a wide range of lawsuits and court cases that are gradually, gradually pushing back against what is clearly a fraudulent, Government-approved narrative. And through those cracks the truth is starting to stream like an unstoppable tide.

Long ago and far, far away I had a recorded conversation with Mr. Joe Rogan (#1757) which briefly “broke the internet” and caused Google, aging rockers like

Neil Young, and the entire censorship/governmental/industrial complex to loose bladder control and wet themselves. And one of the things that Joe and I discussed were the perverse incentives provided to hospitals by the USG to inflate the COVID death count. Now of course, just like my description of Mattias Desmet's "Mass Formation" hypothesis (for which I used the terminology of his earliest podcasts "Mass Formation Psychosis"), my reporting that this was going on was "factchecked" as false.

But the chickens are coming home to roost on that, and it once again looks like the "factchecker"/approved narrative defenders were wrong once again, and did not actually know what they were talking about. As has been the case with so many other seemingly controversial (ergo unapproved) reports and statements I have made over the past three years. I guess that someone with over thirty years of experience and training in the biotech/vaccines/biodefense business actually knows more about such matters than an undergraduate literature major typing away in his basement for spare cash to buy beer, or an aging has-been 60s "rocker" that sold his song portfolio to the highest bidder. Ahh, the love of mammon, what it will do to your soul. But I digress.

When asked to opine on what motivated this or that government or non-governmental organization "leader" to do this or that, I always repeat the mantra that (unlike so many of my detractors who constantly speculate about my motives) I cannot read minds. So unless I have the receipts, I just don't go there.

However, I think that we have abundant data and receipts demonstrating the broad range of nefarious actions taken to support the false narrative that SARS-CoV-2 is a highly lethal virus (3.4% case fatality rate thanks to the modeling geniuses <sarcasm> of the Neil Ferguson group at Imperial College, London). There are also plenty of data to negate claims that the gene therapy-based mRNA vaccines were "safe and effective", masks and lockdowns impact on the spread of a tiny, highly infectious respiratory virus, that early treatment with a variety of repurposed pharmaceuticals was not effective in preventing hospitalization and death, and that "nobody is safe until everyone is safe." This was all clear propaganda which was used to justify universal vaccination requirements under the (false) assumption that "herd immunity" could be achieved using leaky "vaccine" products.



But what about those huge tallies of American dead that were so endlessly pushed by both government shills and corporate media (most notably CNN)? Did the benign and competent administrative state manipulate those data to support the approved narrative of a highly lethal respiratory virus as I accused them of doing on the infamous Rogan podcast (which in reality had a case fatality rate of a fraction of a percent as Dr. Jay Battacharia demonstrated so early on)? And if so, how was this accomplished? Which US Government HHS agency was responsible for this?

Lets begin with a look at the data. The report card, as it were. How did the renowned USA HHS and healthcare system, one of the most expensive in the world, do (relative to other countries) in handling COVID-19? Lets look at the “official” national death count data (as opposed to the insurance actuary all cause mortality data that Ed Dowd and others have been analyzing). And the answer is... The USA did not well at all relative to other western “five eyes alliance” nations - with the exception of the UK, which is right there with us. 3,330 cumulative “confirmed” COVID-19 deaths per million persons for USA since March 2020. 1.13 million US deaths.

I grade that report card with an “F”.



A horrible record for a country that has one of the highest healthcare cost profiles as a percent of Gross Domestic Product (GDP). Notice China, by the way (who knows, if that is real), comes in at 121,700 total deaths? US healthcare costs are projected to reach **almost 20% of the GDP by 2028**, but here in good old USA we have overall poorer health outcomes compared with almost all other wealthy countries, and one of the worst track records during the COVIDcrisis. And yet the USA HHS has consistently portrayed its COVIDcrisis (mis)management policies as the global standard.

As far as I am concerned, **we did not get what we paid for, and there needs to be both an accounting and a “lessons learned” exercise**, rather than more “war gaming” for future infectious and biodefense events by the same old players reading off of the same old playbook.

But are those cumulative confirmed deaths per million persons statistics actually real, or are they inflated due to perverse financial incentives provided by HHS to hospitals and medical care providers? And were those inflated statistics weaponized by both the US Government, their PsyWar/PsyOps units, their censors and propagandists, and corporate media to induce an unrealistic state of fear in the US population?

Did the chronic fearmongering/fearporn by USG, non-governmental organizations, WHO and others use these inflated mortality statistics to justify and obtain compliance with authoritarian practices such as counterproductive mask and lockdown mandates, compliance with NIH treatment protocols, suppression of effective early treatment protocols developed by actual front line physicians, Emergency Use Authorization of inadequately tested drugs and “vaccines”, and of course the notorious “vaccine” mandates.

And if so, which USG Federal program paid for those financial over-reporting incentives, where did the money come from, and who received them, and how much mammon (\$\$) you might ask?

The “who” that administered the program would be the US HHS Health Resources and Services Administration (HSRA).

The “where did the money come from” (well, aside from taxpayers, printing presses and those that finance the massive deficit spending of our current government) would be the congressionally-approved CARES act.

The “who” that got the financial goodies would be as follows:

For Phase 1 and 2 of the program, who got the goodies would be 46 Billion dollars that was-

“designed to distribute relief to providers who bill Medicare fee-for-service with a payment of 2 percent of the provider's gross patient revenue regardless of the

provider's payer mix. Payments were determined proportional to providers' share of annual patient revenue.”

For Phase 3, HHS announced \$24.5 billion in new funding available from existing PRF funds for Phase 3 General Distribution allocation in October 2020. Providers were funded for a baseline 2 percent annual patient care revenue plus an add-on that considers financial losses and changes in operating expenses caused by the coronavirus.

For Phase 4, HHS initially announced \$17 billion in new funding available for Phase 4 General Distribution payments in September 2021, and began making the first payments in December 2021. Providers received payments based on changes in revenues and expenses as well as the amount and type of services provided to Medicare, Medicaid, and/or Children’s Health Insurance Program (CHIP) patients.

Taking just a moment to sum up the borrowed/printed fiat currency, that would be $46B + 24.5B + 17B = 133.5$ Billion US Dollars. As they like to say up north inside the beltway, a Billion here, a Billion there, and pretty soon it adds up to real money.

Via what mechanism, you ask? Direct payments disbursed by HRSA to health care providers large and small is the answer.

A summary of distribution of the goodies by state and program phase [can be found here](#).

Could that be what actually happened? Who was correct, me or the “factcheckers”?

Could it be that the COVID deaths in USA reported and weaponized by CDC and corporate media were artificially inflated numbers, falsely labeled as dead due to COVID rather than recognizing that all who died from any cause and were associated with a single positive PCR test (testing associated with a notoriously high false positive rate) were not actually COVID-caused deaths?

Have hospitals and medical care providers been mixing up death DUE to COVID rather than death ASSOCIATED with COVID? Resulting is a falsely elevated death count that was then weaponized against the public to justify the horridly dysfunctional public health policies imposed on all of us? And did the US

Government HHS/HSRA actually provide financial incentives for such fraudulent medical coding?

Well, since I have been told by high ranking members of the “Feds for Medical Freedom” resistance group that most of these decisions were made by committees operating behind closed doors with no cell phones allowed and no notes taken, I doubt we will every get the “smoking gun” receipts concerning the reasons and persons responsible for these decisions. So, smoking guns are unlikely to suddenly appear. And we are forced to look for indirect evidence elsewhere to address this question.

The trail turns to recent astute reporting by an obscure Houston TX news outlet.



A **UC-Berkeley scholar** uses the CDC's own data to suggest a sharp decline in **COVID "deaths"** once federal reimbursements to hospitals ended.

After the \$178 billion in CARES Act money for the "Provider Relief Fund" dried up in January 2022, hospital coders were no longer required to list COVID as cause of death.

"They got paid individually for positive tests. If you got ventilated. If you died a COVID-related death, it was \$70,000 plus. It was really high numbers," says Jennifer Bridges, former nurse at Houston Methodist Hospital.

"The hospitals were actually trying to get them to switch the cause of death to COVID-related so they could get higher reimbursements. Some of them did, but the ones that I know lost their jobs because they refused to. They said no, that's unethical and we're not doing that."

Bridges is among those suing Houston Methodist after being fired for refusing the COVID vaccine.

"We still have 113 people strong, all the way from doctors to dietary, physical therapy, nurses. You name it, they're on our lawsuit," she says.

The lawsuit, says Bridges, has reached the federal court level.

Thanks to a recently posted analysis by a UC Berkley data scientist (Steven Hayward), we now have some strong supportive evidence for this theory of the case. What do the data plots look like, you ask?

<note, contrary to popular belief, not all California residents are batshit crazy about COVID>

THE DAILY CHART: FOLLOW THE COVID MONEY

Supposedly we're on the cusp of—or already in the middle of—another COVID variant outbreak, with calls for reviving mask and vaccine mandates. The Branch COVIDians will not be denied. Funny thing, though. Is it merely a coincidence that the sharp drop in COVOD diagnoses coincided with the end of special federal reimbursement for COVID cases?



Simple suggestion: if the Branch COVIDians want the COVID numbers to soar again, just get Washington to reinstitute laving reimbursement formulas. Problem solved!

Now yes, yes, of course I acknowledge that correlation does not prove causation. But that is some pretty strong correlation!

To my eyes, as one that has been following this whole COVIDcrisis clown show pretty closely since January 04, 2020, I have to conclude that once again the

“factcheckers” got it wrong, and the 1.13 million US deaths which corporate media routinely quotes as deaths FROM COVID is actually an artificially inflated number driven by what has functionally been a Federally funded incentive program which acted to drive the death count up. And that artificially inflated death count, much like the inflated 3.4% case fatality rate modeled estimate by the Neil Fergusen group at Imperial College, London , was then used to justify what should go down in the history of the 21st century as one of the most counterproductive administrative public health overreactions in modern history.

And now the US Administrative state, its minions, shills, Pharma partners and surrogates in corporate media are acting like irresponsible immature children crying “I didn’t do it!” to their parents, doing what they can to cover up their mismanagement, misdeeds, and flagrant lawless actions by imposing illegal draconian authoritarian censorship, propaganda, gaslighting, and PsyWar technologies on American citizens to stop any discussion of their activities.

We cannot allow them to have their cake (*the ongoing fear mongering about inflated COVID risk*) and eat it too (*claims that if they had not imposed these horrendous policies and medical products on all of us things would have been much worse*).

There must be accountability.

Once again quoting the immortal quote of Aleksandr Solzhenitsyn concerning those staffing the USSR Administrative State bureaucracy:

We know they are lying. They know they are lying. They know that we know they are lying. We know that they know we know they are lying. And still they continue to lie.

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From: [Wynn Grcich](#)
To: [Dollar, Sarah](#); [Rebecca Messinger](#)
Subject: Fwd: Theoretical Vaccine Effectiveness for Novavax Unacceptably Low
Date: Wednesday, October 11, 2023 3:49:28 PM

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Date: Wed, Oct 11, 2023, 2:25 AM
Subject: Theoretical Vaccine Effectiveness for Novavax Unacceptably Low
To: <[REDACTED]>

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Theoretical Vaccine Effectiveness for Novavax Unacceptably Low

Real World Study Disappointing for Non-Genetic Vaccine

PETER MCCULLOUGH, MD
OCT 11



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By Peter A. McCullough, MD, MPH

If it came to forced COVID-19 vaccination against human will, I have said Novavax would be the choice since it gives a limited 5 mcg dose of the potentially lethal Spike protein and has no genetic material. The growing number of fatal side effects with

mRNA vaccines and recent news of contamination with SV-40 cDNA has resulted in record low rates of booster uptake, currently at 1.3% of unwary Americans.

Mateo-Urdiales reported on 20,903 individuals who took the two shot primary series of Novavax. Theoretical vaccine effectiveness was shockingly low:

“Adjusted estimated vaccine effectiveness against notified SARS-CoV infections in those with partial vaccination (15 days after the first dose to 14 days after the second dose) was 23%(95%CI, 13%-33%), increasing after full vaccination to 31% (95%CI, 22%-39%). Estimated vaccine effectiveness was higher against symptomatic COVID-19, with an estimate of 31% (95%CI, 16%-44%) in those partially vaccinated and of 50% (95%CI, 40%-58%) in those fully vaccinated.”

If a vaccine cannot safely provide at least 50% protection for a year, it is not viable in my clinical practice. Sadly Novavax failed at both of these outcomes. With low-risk Omicron, and likely substantial natural immunity by Fall of 2022, only 26 infections led to hospitalization during the study period; 1 occurred during the reference period, 7 during partial vaccination, and 18 after full vaccination. No deaths were reported.



Mateo-Urdiales A, Sacco C, Petrone D, et al. Estimated Effectiveness of a Primary Cycle of Protein Recombinant Vaccine NVX-CoV2373 Against COVID-19. *JAMA Netw Open*. 2023;6(10):e2336854. doi:10.1001/jamanetworkopen.2023.36854

In summary, Novavax is probably the safest of all the COVID-19 vaccines because it does not use genetic technology. Sadly, it is useless against Omicron and cannot be recommended for any health benefit.

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Mateo-Urdiales A, Sacco C, Petrone D, et al. Estimated Effectiveness of a Primary Cycle of Protein Recombinant Vaccine NVX-CoV2373 Against COVID-19. JAMA Netw Open. 2023;6(10):e2336854. doi:10.1001/jamanetworkopen.2023.36854

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From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Watch "Common Ground documentary (2023) - Official Trailer" on YouTube
Date: Friday, October 13, 2023 12:27:51 AM

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From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Watch "Experts demand immediate halt to COVID-19 vaccine program" on YouTube
Date: Friday, October 13, 2023 5:22:08 PM

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From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Covid doctors censored
Date: Friday, October 13, 2023 10:34:29 PM

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<https://needtoknow.news/2023/10/newsom-repeals-california-law-that-censored-doctors-giving-covid-care/> . 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: Watch "Rand Paul: Unraveling Government Lies and Cover-ups During the COVID Pandemic | Ep. 19" on YouTube
Date: Saturday, October 14, 2023 1:14:11 PM

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