



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

August 14, 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/35811?startStreamAt=0&stopStreamAt=5921

4:00-5:00 p.m. Solid Waste Update

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

Summary

Staff led Council through a discussion of the Solid Waste Update.

5:00-6:00 p.m. Warehouse Study and Code Amendments

Chad Eiken, Community Development Director, 360-487-7882

Summary

Staff led Council through a discussion of the Warehouse Study and Code Amendments.

Councilmembers Perez and Paulsen were absent from the workshops.

Councilmember Fox attended the workshops remotely.

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/35813?startStreamAt=0&stopStreamAt=3627 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 McEnemy-Ogle. This meeting was conducted as a hybrid meeting, including both in person and remotely over video conference.

Present: Councilmembers Harless, Fox, Stober, Hansen and Mayor McEnemy-Ogle

Absent: Councilmembers Perez and Paulsen

Motion by Councilmember Stober, seconded by Councilmember Hansen, and carried unanimously to excuse Councilmembers Paulsen and Perez.

Councilmember Fox participated remotely.

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
- Josh Harmon, Vancouver

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

Consent Agenda (Items 1-6)

Council requested item 4 be pulled for discussion.

Motion by Councilmember Stober, seconded by Councilmember Hansen, and carried unanimously to approve items 1, 2, 3, 5 and 6 on the Consent Agenda.

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

1. Interagency Agreement with Washington Department of Ecology for Pollution Prevention Assistance

Staff Report: 152-23

Washington Department of Ecology recently awarded \$140,430.18 to the City of Vancouver to participate in the Pollution Prevention Assistance Partnership overseen by the Washington Department of Ecology Hazardous Waste and Toxics Reduction Program.

In January 2023, The City of Vancouver Public Works Department expanded its business inspection program to comply with new state requirements and now includes businesses and facilities that use or store potentially harmful materials. These inspections help businesses comply with updated pollution prevention policies that were incorporated into the City's Phase II municipal stormwater permit and VMC 14.26.

These grant funds will be utilized to provide training and resources to City inspectors and help focus efforts on small generators who do not have in-house expertise by offering technical assistance, outreach & education,

spill prevention planning, spill kits, and secondary containment.

The funds will also be used to conduct webinars and provide targeted outreach to automotive repair shops, coordinate with neighboring jurisdictions on pollution prevention issues, develop marketing materials for pollution prevention tips, and work with the Clark County Green Business program to design and start a green business incentive program.

Request: Authorize the City Manager or designee to execute an Interagency Agreement with the State of Washington, Department of Ecology to disburse grant funds to conduct pollution prevention activities per the Agreement.

*Kris Olinger, Engineering Program Manager 360-487-7188;
Brett Raunig, Environmental Scientist 360-487-7195*

Motion approved the request.

2. Dog Kennel Standards Update

Staff Report: 153-23

AN ORDINANCE relating to Vancouver Municipal Code (VMC) Title 8 and Title 20 concerning the regulation of dog kennels and related provisions; amending VMC 8.24, VMC 20.160, and VMC 20.895; providing for severability; and establishing an effective date.

- *Kennels/Shelters are currently defined by Title 20 to exclude dog day care and are allowed in most commercial and industrial zoning districts with no limit on facility size in terms of number of dogs allowed.*
- *Title 8 currently requires annual licensing and fees subject to review and approval by Clark County Animal Control. Kennel/shelter facilities must be structurally sound and maintained, designed to prevent injury, and provide adequate standing, resting, and turning space. Bedding, refrigeration, washrooms, waste removal, sickness, feeding and exercise provisions required. Indoor facilities require adequate heat, ventilation, light, drainage, and overall cleanliness. Outdoor facilities require weather protection, space for exercise, and drainage.*
- *Proposed Title 20 changes were unanimously recommended for approval by the Planning Commission at a June 13 public hearing at which no public testimony was offered. No vote was taken on Title 8 changes which are outside of Commission review authority.*

Request: On August 14, 2023, approve the attached ordinance, setting date of second reading and public hearing for August 21, 2023.

Bryan Snodgrass, Principal Planner, 360-487-7946

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

Motion approved the request.

3. Downtown Building Footprint Zoning Code Change

Staff Report: 154-23

AN ORDINANCE concerning Vancouver Municipal Code (VMC) Title 20 and limitations on the size of downtown building footprints in certain situations; amending VMC 20.630; providing for severability; and establishing an effective date.

- *VMC 20.630.050 regulates building footprints and heights. In most areas where maximum heights are expressed in a range, footprints of any upper building floors located at more than 50% above the lower end of the height range are restricted to 12,000 square feet.*
- *In one multi-block area alongside lower Main Street, footprints of all floors on buildings taller than 100 feet are also limited to 12,000 square feet, with a stated intent of facilitating adequate space and light downtown.*
- *Potential removal of the footprint limitations was unanimously recommended by the Planning Commission at a May 23, 2023, public hearing with no public testimony offered, and discussed without objection at an April 19 Vancouver Downtown Association meeting.*

Request: On August 14, 2023, approve the attached ordinance, setting date of second reading and public hearing for August 21, 2023.

Bryan Snodgrass, Principal Planner, 360-487-7946

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

Motion approved the request.

4. Appointment to the Aviation Advisory Committee

The Aviation Advisory Committee (AAC) provides advice and recommendations to the Airport Manager, City Manager, and City Council, as well as other city departments, regarding the management and operations of the Airport and other aviation related issues affecting Pearson Field Airport and the City of Vancouver. In May 2023, Council appointed eight of nine seats to sit on the relaunched Aviation Advisory Committee.

Council Committee 2 recently interviewed candidates to fill the final seat on

the AAC, and recommends the appointment of Laura Krueger for a term beginning immediately and expiring May 15, 2024. (This is a one-year, full-term appointment due to the staggering of the terms for the original committee members.)

If there are no objections, they would like to make this appointment at the Monday, August 14, 2023, Council meeting.

Request: Appoint Laura Krueger to the Aviation Advisory Committee with a term beginning immediately and expiring May 15, 2024.

Council Committee 2 (Stober, Fox, Harless)

Motion approved the request.

5. Appointment to the Parking Advisory Committee

The Parking Advisory Committee advises City Council on policy issues related to all city-owned on-street and off-street parking facilities and makes recommendations on facilities and parking regulations.

Council Committee 2 recently interviewed candidates for this committee and recommends the mid-term appointment of Jocelyn Cross to a position that would begin immediately and expire July 1, 2024, and appointment of Jason Cromer to a position that would begin immediately, and expire July 1, 2027.

If there are no objections, we would like to make this reappointment at the Monday, August 14, 2023, Council meeting.

Request: Appoint to the Parking Advisory Committee Jocelyn Cross to a mid-term position beginning immediately and expiring July 1, 2024, and Jason Cromer to a position beginning immediately and expiring July 1, 2027.

Council Committee 2 (Stober, Fox, Harless)

Motion approved the request.

6. Approval of Claim Vouchers

Request: Approve claim vouchers for August 14, 2023.

Motion approved claim vouchers in the amount of \$4,327,080.38.

Public Hearings (Item 7)

7. Adoption of updates to Procurement Ordinance, Vancouver

Municipal Code 3.05

Staff Report: 151-23

AN ORDINANCE of the City of Vancouver relating to the amendment of city procurement requirements set forth in Vancouver Municipal Code (VMC) Chapter 3.05; adopting legislative findings; adding VMC Section 3.05.015 to clarify the applicability of federal procurement standards; amending certain sections of VMC Chapter 3.05 to simplify and clarify code language, incorporate best practices, adjust procurement thresholds, and reflect recent changes in state law; providing for severability; and setting an effective date.

The City updated its Procurement Ordinance in 2010, and again in 2012 and 2016. Staff has reviewed the current ordinance and proposes several changes to create consistency, transparency, and efficiencies throughout the procurement process. Changes proposed in this ordinance update include:

- *Section 3.05.015 Federal Funding and Grants – New section to be added to address the use of federal funds.*
- *Section 3.05.030 Emergency Procurement – Authorization – Update language to be consistent with the applicable RCW.*
- *Section 3.05.040 Special Market Conditions – Removal of several items from the list of special market conditions to be consistent with best practices and other agencies of similar size.*
- *Section 3.05.055 Contract Amendments – Update the section to make consistent with current policy/practice for Construction projects.*
- *Section 3.05.100 Competitive Processes – Purchase of supplies, materials or equipment or services other than professional services – When Required – Update this section to remove the references to services throughout to create efficiencies and provide consistency. Update thresholds.*
- *Section 3.05.200 Professional Services – Defined – Update the name of this section to Services to create efficiencies and provide consistency.*
- *Section 3.05.210 Competitive Solicitation and Approval of Professional Service Contracts – Update the name of this section to Services to create efficiencies and provide consistency. Updates in this section also include removing the expedited informal procurement process to be consistent with current practice and remove the language that allows for not advertising projects to help increase participation and transparency.*
- *Section 3.05.240 When Bids are Required for Public Works and Improvements – Update the language to be consistent with 2019 legislative updates.*

Staff is also recommending updating thresholds throughout the ordinance to be consistent with federal thresholds and other agencies of similar size.

In addition to these changes there are several changes for general clean-up and consistency with current practices.

Staff recommends approving the updated version of the City Procurement Ordinance, Vancouver Municipal Code (VMC) Chapter 3.05.

Request: On Monday, August 14, 2023, subject to second reading and a public hearing, approve the updated version of the City Procurement Ordinance, Vancouver Municipal Code (VMC) Chapter 3.05.

Anna Vogel, Procurement Manager, 360-487-8429

Anna Vogel, Procurement Manager, provided an overview of the Adoption of the Updates to the Procurement Ordinance.

Council discussed the item with staff.

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

- Kimberlee Goheen Elbon, La Center, WA

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

This item was presented for second reading and public hearing on August 14, 2023. However, review of the meeting minutes revealed that there was no motion or second calling for adoption of this ordinance. As a result, this matter has been noticed for an additional public hearing and final consideration on August 21, 2023, so as to provide an opportunity for final passage without procedural irregularities.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

Zoning Code Update Approach

Rebecca Kennedy, Deputy Community Development Director, discussed the Zoning Code Update Approach.

Criminal Prosecution Diversion Update

Jonathan Young, City Attorney, discussed the Criminal Prosecution Diversion

Update.

EXECUTIVE SESSION RE: REAL ESTATE DISPOSITION (1 HR)

Mayor McEnerny-Ogle announced the Council would be entering executive session from 7:29-8:09 p.m. for the purpose of discussing Real Estate Disposition.

Adjournment

8:09 p.m.

DocuSigned by:
Anne McEnerny-Ogle
6C69D9069EC3424...
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: warehouse workshop
Date: Monday, August 14, 2023 12:40:12 PM

We have also received this yesterday, not sure if you already received it or not

-Amelia

From: Peter L. Fels [REDACTED]
Sent: Sunday, August 13, 2023 9:28 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>; Eiken, Chad <Chad.Eiken@cityofvancouver.us>; Alliance For Community Engagement <alliance-for-community-engagement@googlegroups.com>; Perez, Diana <D.Perez@cityofvancouver.us>; Harless, Kim <K.Harless@cityofvancouver.us>; Stober, Ty <T.Stober@cityofvancouver.us>; Paulsen, Erik <E.Paulsen@cityofvancouver.us>; Fox, Sarah <S.Fox@cityofvancouver.us>; McEnerny-Ogle, Anne <A.McEnerny-Ogle@cityofvancouver.us>
Subject: warehouse workshop

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

Dear City Manager Holmes,

One thing jumped out at me when I read the Fehr-Peers report: at page 4, under the bullet labeled "Higher-skilled labor", the report suggests that "highly automated e-commerce facilities offer high-paying jobs such as automation engineers with average salaries over \$100,000 annually."

The implication is that there are many such jobs and that e-commerce warehouse employment will be a boon to our economy.

If one reads down to page 27, however, the report states that 97% of the employees currently in warehouse jobs in our metropolitan area earn an average of around \$40,000 annually.

Also according to the report at page 30, the average weekly wage for warehouse workers in our MSA is \$1315 (52 X \$1315 = \$68,380). (Obviously, the "average wage" is raised by the salaries of a few higher paid employees.)

For comparison, the "living wage" for a single adult with one child in Vancouver is close to \$82,000/year. (MIT Living Wage Calculator, <https://livingwage.mit.edu/counties/53011>)

I must say that the statement on Page 4 is misleading and makes the entire report suspect. I wonder what other statistics Fehr-Peers have bent to make their report more favorable for the warehouse industry. I hope staff will do some independent analysis.

Please distribute this comment to the Council members prior to the workshop. In general, I don't disagree with most of the staff's recommendations regarding possible climate action measures.

However, I hope Councilors will not proceed under the assumption that new e-commerce warehouse jobs will be high-paying, or even meet a living wage.

Thank you,

Peter Fels

A solid black rectangular box used to redact the signature of Peter Fels.

From: [Holmes, Eric](#)
To: [Dollar, Sarah](#)
Subject: FW: Port of Vancouver - Warehouse Moratorium Comment Letter
Date: Monday, August 14, 2023 12:31:39 PM
Attachments: [image001.png](#)
[230814Port Comments on Proposed Warehouse Ordinance Amendments FINAL.pdf](#)

For distribution to Council

From: Mike Bomar [REDACTED]
Sent: Friday, August 11, 2023 3:41 PM
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>; Eiken, Chad <Chad.Eiken@cityofvancouver.us>; Julianna Marler <JMarler@Portvanusa.com>; Mary Mattix <MMattix@Portvanusa.com>; Ryan Hart <RHart@Portvanusa.com>; Casey Bowman <cbowman@portvanusa.com>; Mike Schiller <MSchiller@Portvanusa.com>; Chrissy Lyons <CLyons@Portvanusa.com>; Angela Hanslovan <AHanslovan@Portvanusa.com>
Subject: Port of Vancouver - Warehouse Moratorium 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 upcoming August 14th workshop. I'm available if you have any questions and will plan to attend the workshop on Monday as well.

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

Sincerely,

Mike Bomar
Director of Economic Development
[REDACTED], Vancouver, WA 98660
(C) 360.839.3577; (Internal) 5300
mbomar@portvanusa.com | www.portvanusa.com | [available port properties](#)

Leadership | Stewardship | Partnership





Friday, August 11, 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 possible solutions to address staff and Council's concerns. Regarding the staff's proposed amendments listed in the August 14th memorandum, the Port has the following comments:

- 1. Make warehouses greater than 250,000 sqft conditional uses** – The Conditional Use process adds significant time and cost to a project and should be reserved for those projects that are relatively unique or provide uncertain public impacts. Warehouse impacts are typically well-understood and do not warrant this level of review and additional process. As proposed, this would drive possible investment with good wages out of the City. Concerns could be handled better possibly through a limited use and/or through updated development standards to address new or emerging concerns.
- 2. Make warehouses LESS than 250,000 sqft limited uses with specific standards** – This recommendation falls outside of the scope of the existing moratorium. Most warehouses are in 10,000 to 75,000 sqft size. This will place an onerous burden on small manufacturers by restricting their supply chain flexibility. We recommend dropping the proposal to make small warehouses a limited use and keep these as outright permitted uses in IH and IL zones.
- 3. Require access from a primary arterial (or via an industrial street); larger warehouses to be within 1.0 mile of a state or interstate highway to reduce truck traffic through neighborhoods** – This is not a specific concern for the Port but it could negatively impact some small projects if this is not limited to warehouses 250,000 sqft or larger.

4. **Base traffic generation on ITE Manual Land Use Category 155 (high cube transload storage) unless specific type of warehouse is identified early on; use SEPA/CUP to address specific off-site impacts** – The Port would like to better understand how this change is different from current practice.
5. **Prohibit large trucks from utilizing non-truck routes, and use conditional use permit process to attach additional restrictions on traffic (such as through areas of high equity concern)** – This requirement would need to be accompanied by a clear definition of “large truck” and easily visible signage to highlight well-established truck routes. Consistent enforcement may also be a challenge.
6. **Decrease parking and loading minimums so surface lots are not oversized** – The Port doesn’t see an issue with parking and loading minimums in terms of direct impact to our projects, but we see potential conflicts if, as expected, these types of projects bring in a significant number of jobs and there is insufficient parking to handle the workforce anticipated.
7. **Prohibit loading bays facing residentially-zoned property** – The Port does not have concerns if this means directly adjacent to residential properties. This may have overall impact on infill sites with limited configuration options.
8. **Reduce maximum allowed lot coverage to increase vegetative buffers** – The Port recommends sticking with current codes and has not observed a need to increase vegetative buffers; there’s little evidence that such a requirement would produce additional benefit to surrounding properties.
9. **Require building elevations longer than 300’ to be medium to dark shade (e.g. no white or light-colored building)** – The Port does not have major concerns with this requirement. However, we would like to better understand the tradeoffs between aesthetic benefits from darker colors, and energy efficiency with lighter buildings as well as impacts to wildlife (birds). This requirement may need to be more refined to achieve both environmental and aesthetic goals.
10. **Treed buffer (25-30’ deep) adjacent to public street or residentially-zoned property** – The Port believes the current buffer plan has worked well. We request that the City demonstrates how increased depth of buffer creates meaningful benefit. We have concerns about increased maintenance costs and outcomes as well.
11. **Require 75% onsite energy to be from renewable sources, to be audited prior to occupancy permit.** – The Port appreciates encouraging an aggressive push toward clean and renewable sources. We would like to better understand what this looks like in practice to ensure that it is practical and achievable.
12. **EV charging ports at all loading docks** – The Port recommends requiring facilities to be designed to easily add EV ports as demand increases. We suggest limiting mandatory dock EV ports up front.

13. **EV charging stations at 20% of parking spaces** – The Port would like to better understand why 20 percent was chosen. Like previous comments, requirements should provide for stations to be easily added as demand increases and be structured in a way to encourage EV usage without creating wasted cost or unnecessary maintenance demands.
14. **Rooftop skylights for natural light; use of LEDs** – The Port has no concerns about this request. This is our current practice.
15. **Light-colored roofing material to reduce heat absorption.** – – The Port has no concerns about this request. This is our current practice.
16. **Warehouse specific waste reduction measures being developed by staff (may be VMC Title 6)** – We need to better understand what this entails. This may be better addressed in future code updates related to the climate action plan.

Thank you for your time and service to this community.

Sincerely,



Mike Bomar
Director of Economic Development

cc: Chad Eiken, City Community and Economic Development Director

From: [City of Vancouver - Office of the City Manager](#)
To: [Nielsen, Kristin](#); [Dollar, Sarah](#)
Subject: FW: I support a vastly improved Main Street Promise--let's go car free!
Date: Thursday, August 10, 2023 12:30:02 PM

We got this in the CMO inbox

-Amelia

From: Heidi Cody <[REDACTED]>
Sent: Thursday, August 10, 2023 11:14 AM
To: Hansen, Bart <B.Hansen@cityofvancouver.us>; Stober, Ty <T.Stober@cityofvancouver.us>; Paulsen, Erik <E.Paulsen@cityofvancouver.us>; Fox, Sarah <S.Fox@cityofvancouver.us>; Perez, Diana <D.Perez@cityofvancouver.us>; Harless, Kim <K.Harless@cityofvancouver.us>; City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>; McEnerny-Ogle, Anne <A.McEnerny-Ogle@cityofvancouver.us>; Transportation and Mobility Commission Agenda Calendar <TransMobilityCommissionAgendaCal@cityofvancouver.us>; Brum, Teresa <Teresa.Brum@cityofvancouver.us>; Arenz, Julie <Julie.Arenz@cityofvancouver.us>; Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>; jirving@mackaysposito.com; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Michael Walker <director@vdausa.org>; admin@vdausa.org; Cooley, William <William.Cooley@cityofvancouver.us>; City Small Business Assistance Program <smallbusiness@cityofvancouver.us>
Cc: Jason Cromer <[REDACTED]>; Peter Fels <[REDACTED]>
Subject: I support a vastly improved Main Street Promise--let's go car free!

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.

August 10, 2023
Heidi Cody
[REDACTED]
Vancouver WA 98664

Dear Mayor, City Council, City Staff and other interested parties,

I agree with many others who are voicing concerns about the current Main Street Promise design that is lacking in vision and ambition. This redesign is such an incredible opportunity to transform the experience of downtown Vancouver. It's hard to see this type of urban planning proceed without asking for something far safer and forward-thinking.

We would love to see a car-free plan, which would create a pedestrian-friendly downtown that will dramatically increase its street appeal. Cities that have adopted this car-free approach experience thriving businesses, restaurants, and people enjoying urban space without having to worry about vehicle traffic or its noise and pollution. This would be a much friendlier version of downtown Vancouver and make

it a place worth visiting...a destination!

At the very least, this plan needs to be revised so that it can easily be transformed to car-free in the (hopefully near) future. Automatic bollards and elevated speed tables are far more effective measures than sharrows. I love the ideas of a tram and more tree canopy. We need a vision for Main Street that reflects the ambitious reductions in air pollution and greenhouse gas emissions that are goals in our Climate Action Framework.

This is a chance to make Downtown Vancouver a truly special place. Updating Main Street is a huge investment of taxpayer money. I understand that the planning process is well underway, but continuing with the current plan is simply throwing good money after bad. Please ask to revise this plan and make it something we can all be excited about.

Thank you,

Heidi Cody

From: [Linda Reid](#)
To: [Dollar, Sarah](#); [Delapena, Amanda](#)
Subject: Main Street Promise
Date: Tuesday, August 8, 2023 10:20:02 AM
Attachments: [Main Street Promise.pdf](#)

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.

Hi Sarah & Amanda,

I hope this message finds you well. Would you please forward the attached letter of support for the Main Street Promise project's current design with a few suggestions to the city manager, mayor, and city council. You'll find the letter attached to this email.

Thank you so much for your assistance.

Linda Reid
SVP, Relationship Banking Officer
NMLS#1644859
Vancouver Office
[REDACTED]
Vancouver, WA 98660
Office: (360) 597-0517
Direct: (360-910-9947)
Linda.Reid@HeritageBankNW.com



Heritage
BANK



CONFIDENTIAL AND PROPRIETARY: This e-mail message is intended only for the use of the individual or entity to which it is addressed and may contain information that is confidential. If the reader is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone, return this message to the address above and delete or destroy all copies.



Heritage
BANK

City Council
415 W 6th St
Vancouver, WA 98660
RE: Main Street Promise Project—Ensuring Balance

City Council Members,

Striking a harmonious balance between accommodating vehicular access and creating an inviting pedestrian space is of paramount importance for the success of the Main Street Promise Project. While the pedestrian focus of the project is truly commendable, I would like to propose an additional feature that could enhance the project's impact even further. I strongly encourage the incorporation of bike wayfinding infrastructure on adjacent roadways, such as Columbia Blvd. By creating clear and convenient bike routes that connect to Main Street, we can encourage a more diverse range of individuals to embrace cycling as a viable means of transportation, contributing to the reduction of traffic congestion, improving air quality, and enhancing quality of life.

I would like to suggest the integration of dedicated bike lanes on streets like Mill Plain, Washington, and E Evergreen, which run parallel to Main Street. These bike lanes would not only serve as essential connections to the Main Street corridor but also promote a safer and more cohesive biking network throughout the city. As we continue to foster an environment that supports healthy and sustainable transportation options, these additions would undoubtedly contribute to a more connected and livable Vancouver.

I am not in favor of implementing bike lanes directly on Main Street itself. I firmly believe that Main Street should strike a balance between accommodating vehicular access and creating an inviting pedestrian space. Maintaining this harmonious coexistence between pedestrians, cyclists, and vehicles will be crucial to the success of this project.

I am in favor of the festival street concept, which allows for periodic closure of Main Street to vehicular traffic for special events and community gatherings. This approach would provide the best of both worlds – a vibrant, pedestrian-friendly space while preserving essential access for vehicles.

The Main Street Promise Project holds immense potential to shape the future of Vancouver for the better, and I am excited to be a part of it.

Sincerely,

Linda Reid
Heritage Bank



From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: Main Street Design Enhancements
Date: Monday, August 7, 2023 2:56:28 PM

FYI

-Kristin

From: Jason Cromer [REDACTED]
Sent: Monday, August 7, 2023 2:33 PM
To: Hansen, Bart <B.Hansen@cityofvancouver.us>; Stober, Ty <T.Stober@cityofvancouver.us>; Paulsen, Erik <E.Paulsen@cityofvancouver.us>; Fox, Sarah <S.Fox@cityofvancouver.us>; Perez, Diana <D.Perez@cityofvancouver.us>; Harless, Kim <K.Harless@cityofvancouver.us>; City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>; McEnerny-Ogle, Anne <A.McEnerny-Ogle@cityofvancouver.us>; Transportation and Mobility Commission Agenda Calendar <TransMobilityCommissionAgendaCal@cityofvancouver.us>; Brum, Teresa <Teresa.Brum@cityofvancouver.us>; Arenz, Julie <Julie.Arenz@cityofvancouver.us>; Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>; Jason Irving <jirving@mackaysposito.com>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Michael Walker <director@vdausa.org>; admin@vdausa.org; Cooley, William <William.Cooley@cityofvancouver.us>
Subject: Main Street Design Enhancements

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

Hi City Council members, Mayor Anne, and City Staff,

I wanted to raise a discussion on three aspects that are missing from the current design. These were raised by the Transportation and Mobility Commission, and are valid concerns that I believe should be addressed, regardless of the design that is used.

1. Mobility lanes - Design principles outlined in our TSP and national standards call for equitable share of the road for all users. The current design doesn't have any mobility lanes whatsoever. Sharrows on higher speed roads (Main Street) are not considered safe or appropriate for those bicycling or rolling in all age groups, especially given the 3% grade going north on Main Street. I personally wouldn't take my children, or even adult family members who are less experienced with bicycling, on a sharrow. The 7' sidewalks are too narrow for foot traffic, especially if you include those in wheelchairs. Furthermore, the current design will encourage bicyclists to use the sidewalk, which is not ideal given the small amount of width for pedestrians in the current design. I don't believe we should be pushing for a design where pedestrians, disabled folks, and bicyclists all share a small 7' sidewalk.
2. Physical Traffic Calming - The current design only utilizes passive traffic calming (narrower lanes, limited center stripe, different pavement materials), but there are zero proactive traffic calming tools in place. These usually include speed tables, chicanes, medians, and pinch-points. As seen with the installed speed tables on the new Waterfront, we know that this type of traffic calming is needed given the speed at which people drive. These treatments are

much more expensive to add later, and much easier to add while we are repaving the street. Why wait until someone is severely injured or killed before adding speed tables? Let's be proactive and prevent injuries and deaths from happening from the get-go.

3. Automated Bollards - This is another feature that is much cheaper to install while the repavement is done, instead of as a later addition. This will allow safe street closures, and a smooth transition into an eventual car-free Main Street, as advertised by the Main Street Project team. The addition of these would simplify festival street closures, and remove the extra resourcing (staff and physical barriers) it would take for manual bollard implementations.

Main Street could be so much more, and offer an incredible experience for people visiting. I really hope the project team and the city staff take these design enhancements into consideration, as they would greatly improve street equity and safety for everyone traveling down Main Street. Thank you.

Best,
Jason

From: [Marianne Wilson Stein](#)
To: [Dollar, Sarah](#)
Subject: Re: Support for Main Street Promise current design
Date: Monday, August 7, 2023 1:25:38 PM
Attachments: [Support for MSP current design.pdf](#)

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

Hi Sarah,

Yes, I can. I did not realize that the city cannot open google links. Here it is.

Thanks,

Marianne Wilson Stein (she/her)
Owner and Creator of Luscious Beauty



Dandelion Teahouse and Apothecary
109 W. 7th Street
Vancouver, WA 98660

360-521-5455

On Mon, Aug 7, 2023 at 12:47 PM Dollar, Sarah <Sarah.Dollar@cityofvancouver.us> wrote:

Hello Marianne,

I did not find your letter attached to the email. Could you review and resend?

Thank you,

Sarah Dollar | Assistant to the City Council

CITY OF VANCOUVER, WASHINGTON

City Manager's Office

Pronouns: She/Her/Hers

www.cityofvancouver.us

From: Marianne Wilson Stein <marianne@dandelionteahouse.com>
Sent: Monday, August 7, 2023 12:38 PM
To: Dollar, Sarah <Sarah.Dollar@cityofvancouver.us>
Subject: Support for Main Street Promise current design

You don't often get email from marianne@dandelionteahouse.com. [Learn why this is important](#)

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

Hi Sarah,

Would you be so kind as to send my letter of support of the Main Street Promise project's current design to the city manager, Mayor Anne, and the city council.

Thank you,

Marianne Wilson Stein (she/her)

Owner and Creator of Luscious Beauty



Dandelion Teahouse and Apothecary



Vancouver, WA 98660



[Support for MSP current design.docx](#)

Subject: Support for the Main Street Promise Project's Current Design - Prioritizing Pedestrian Experience

Vancouver City Council,

I have been involved as a member of the Project Advisory Group for the Main Street Promise project since the beginning of the year. I am writing to express my enthusiastic endorsement of the Main Street Promise Project's current design, with a particular emphasis on the pedestrian-centric approach and the sensible parking arrangement. As the proud owner of Dandelion Teahouse & Apothecary, an integral part of this vibrant community, I am confident that the present design holds immense potential for the future of Main Street.

The Main Street Promise Project's unwavering commitment to creating a pedestrian-first corridor seamlessly aligns with the core values we uphold at Dandelion Teahouse & Apothecary. The current design's prioritization of pedestrian accessibility and comfort promises to elevate the experience of patrons who visit our establishment, encouraging them to explore Main Street at a leisurely pace and engage meaningfully with our community.

Additionally, I wholeheartedly endorse the decision to retain the existing parking arrangement along Main Street. Parking accessibility remains a critical consideration for local businesses, including Dandelion Teahouse & Apothecary. Many of our customers rely on the availability of parking spaces to conveniently visit our establishment. The current design thoughtfully strikes a balance between emphasizing pedestrians while adequately addressing the needs of those who choose to travel by car.

I do wish to emphasize that, while bicycles certainly have their place in our community, they should not overshadow the primary focus on creating a people-centric space along Main Street. Prioritizing pedestrians aligns more closely with the character and values of our community, ensuring that individuals can enjoy a tranquil, engaging, and safe environment that encourages social interactions and community bonding.

I am also a little amazed that at the 11th hour a small group of people, that have not expressed their opinions thus far in the process, are able to jump in and cause havoc on the design process. There have been multiple opportunities to get involved with the design process and waiting until the end is not fair to the people who have been dedicating their time and effort to this project. We have created a space for a wonderful pedestrian experience. Main Street is not the place for a bicycle focused corridor.

I strongly urge the Vancouver City Council to wholeheartedly endorse and advance the current design of the Main Street Promise Project. By centering our efforts on enhancing the pedestrian experience and maintaining a sensible parking configuration, we can cultivate a thriving and harmonious corridor that genuinely reflects the essence of our community.

Thank you for your time and dedication to the betterment of our city. I eagerly anticipate the positive transformation that the Main Street Promise Project will undoubtedly bring to our beloved Main Street.

Warm regards,

Marianne Wilson Stein
Owner, Dandelion Teahouse & Apothecary

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: the trail of Anthony Fauci
Date: Monday, August 7, 2023 3:38:57 PM

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

<https://youtu.be/GuAKOqNJ2BQ>

Please send this to the 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: URGENT: Italian researchers find Covid vaccine myocarditis relapses in teenage boys following apparently complete ...
Date: Tuesday, August 8, 2023 4:03:28 PM

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

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

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

From: Alex Berenson from Unreported Truths <alexberenson@substack.com>
Date: Tue, Aug 8, 2023, 1:54 PM
Subject: URGENT: Italian researchers find Covid vaccine myocarditis relapses in teenage boys following apparently complete ...
To: <1955wgc@gmail.com>

[Open in app](#) or [online](#)

URGENT: Italian researchers find Covid vaccine myocarditis relapses in teenage boys following apparently complete initial recovery

The mRNA shots are the gift that keeps on giving. At best, we may be monitoring a lot of teens and young adults for heart damage for a long, long time.

ALEX BERENSON
AUG 8



SHARE

Two teenage boys who suffered heart inflammation following Pfizer's Covid jabs and then seemed to recover had relapses months later, Italian researchers have reported.

Both teenagers showed evidence of new heart damage from the recurrences,

including high levels of proteins from injured cardiac muscle. Scans showed one boy had new lesions in his heart wall, and he needed nearly two weeks of hospitalization.

The researchers could not determine why the boys suffered the relapses, which came 8 to 12 months after the initial myocarditis episodes. They called for tighter monitoring of anyone diagnosed with mRNA-caused myocarditis - and more research to determine if young people who suffered it might face severe future complications.

Published in late May in the journal Vaccine: X, the paper appears to be the first case report showing mRNA jabs can cause recurring myocarditis, or inflammation of the heart. But public health authorities and the media, which since 2021 have played down cardiac side effects from mRNA shots, have ignored it.

—

(FOR \$6 A MONTH, THE TRUTHS YOU WON'T GET ANYWHERE ELSE)

Upgrade to paid

—

Myocarditis has many causes, including viral infection and mRNA Covid vaccination.

It is often diagnosed when people go to emergency rooms with chest pain but can also occur without symptoms, causing people to have cardiac damage that is clear on heart scans or in blood tests but does not cause pain or fever.

Studies have shown myocarditis requiring hospitalization may occur in as many as 1 in 3,000 teenage boys or young adult men who receive a Covid jab, with the highest risk after the second dose. Many studies show Moderna's shot, which has more mRNA than Pfizer's, has a higher risk.

The underlying reason that the mRNAs cause myocarditis - and why it seems to affect young men more than anyone else - remains a mystery.

Researchers have proposed many different mechanisms, including direct damage

from the spike protein the mRNA shots cause the body to make, immune system antibodies that mistakenly attack heart tissue instead of the spikes, or a more generalized immune system overresponse. So far they have not settled on a definite answer.

—

(Relapsing myocarditis. That's not good, right?)



SOURCE

—

In 2021 and 2022, public health experts and schools and universities - particularly in the United States - pushed mRNA Covid shots on teenagers and young adults at essentially no risk from Covid.

As the connection between the mRNAs and myocarditis became more clear, they downplayed its risks, calling it mild and tranisent.

But studies from South Korea, Qatar, and the Tokyo medical examiner's office have proved that mRNA myocarditis can kill and has led to dozens of sudden deaths of young adults in those countries. The link to the deaths was generally discovered only after autopsies or medical record reviews of deaths within days or weeks of vaccinations.

The United States and most other mRNA vaccine countries have not conducted similar reviews, so the total post-jab myocarditis death toll remains a mystery.

—

(Everything was fine. Until it wasn't.)



—

Another mystery is the long-term prognosis of teenagers and young adults who have suffered either mild or more severe post-jab myocarditis.

Some studies have shown changes in heart function up to a year later, but cardiologists disagree about whether the scarring visible on scans is severe enough to have meaningful long-term impact.

But the heart cannot regrow muscle after injury.

Any damage it suffers is effectively permanent, which is why the possibility that the mRNAs might caused repeated episodes of inflammation or scarring is so worrisome.

—

You're currently a free subscriber to Unreported Truths. For the full experience, upgrade your subscription.

Upgrade to paid

—

 LIKE

 COMMENT

 RESTACK

—

© 2023 Alex Berenson
548 Market Street PMB 72296, San Francisco, CA 94104
Unsubscribe





From: [Wynn Grcich](#)
To: [Dollar, Sarah](#); [Rebecca Messinger](#)
Subject: Covid
Date: Monday, August 14, 2023 7:49:40 AM

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

<https://www.clarkcountytoday.com/news/u-s-senator-reignites-covid-scheme-pre-planned-for-our-loss-of-freedoe> com/ Give this to the councils and MELNECK. Put on public record and confirm that you did. Thanks from Wynn

Council Meeting Notes

Tonight the Council will consider whether to approve \$500,00 for background checks for the Police and Fire Department.

I question the effectiveness of the Vancouver Police Dept's background checks and therefore question spending half a million dollars on a service that is not performing at acceptable levels.

I understand the need to fill Police Dept Positions, however the Dept's own data from 2022 shows:

Of the 242 Investigations they conducted against officers, 82 were Found to have had Misconduct on behalf of at least one Vancouver Police Officer.

Vancouver Police Investigations found: about 1 in 3 Police Officers in 2022 committed misconduct while on duty.

Do we have a small number of Officers who are not performing to standards?

Do we have a third of the Dept being found guilty of misconduct every year?

These numbers are very concerning and raise many questions

I'd like to give you more detailed and accurate data about these investigations and findings of misconduct, but the City Manager has declined a request for more information.

We do have other recent examples of these background checks not performing at an acceptable levels.

This year we had Vancouver Police Officers ambush someone outside a grocery store, and then run through the shopping complex shooting and killing them. For one officer that was their Third Killing on Duty. Another it was their second killing on duty.

The current background check system gives us officers on the force who are rewarded despite creating dangerous situations and killing multiple people.

One officer, Killing 3 people in 10 years, is not acceptable. How will you change the background check system to improve these numbers?

We have officers being charged in court for pulling someones pants down and holding a weapon against there genitalia.

We have field leaders who are under multiple investigations just retire, and move on, without a word from our Police Dept about the communities concerns.

We have Cops putting houseless people in handcuffs, taking their belongs for evidence while they tell the public, "were are providing them services"... no, they are arresting people for being poor, while under the umbrella of the HART TEAM and Community Court.

If we don't change anything, if we don't look into these awful numbers,

and change our standards of performance,

and raise the bar for new applicants,

we will make a bad command and control system even worse,

and waste our communities resources on systems that are corrupt and abusive.

Take the time to consider this \$500,000 in spending, and give the community some transparency before you spend more money on broken systems.