



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 8, 2022

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/34839?startStreamAt=0&stopStreamAt=7466

4:00 - 5:00 pm Multifamily Tax Exemption Analysis and Recommendations

Patrick Quinton, Economic Development Director, 360-487-7845

Summary

Staff led Council through a discussion of the Multifamily Tax Exemption Analysis and Recommendations.

5:00 - 6:00 pm Climate Strategies Review

Rebecca Small, Senior Policy Analyst, 360-487-8601; Aaron Lande, Program and Policy Development Manager, 360-487-8612

Summary

Staff led Council through a discussion of the Climate Strategy Review.

COUNCIL DINNER/ADMINISTRATIVE UPDATES

REGULAR COUNCIL 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 Public Hearings were also facilitated 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/34841?startStreamAt=0&stopStreamAt=3316 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, Mayor McEnerny-Ogle

Absent: None

Approval of Minutes

Minutes - May 9, 2022

Motion by Councilmember Fox, seconded by Councilmember Stober, and carried unanimously to approve the corrected meeting minutes of May 9, 2022.

Community Communications

Mayor McEnerny-Ogle opened Community Communication to receive testimony from community members regarding Consent Agenda Items 1-8:

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

Consent Agenda (Items 1-8)

Motion by Councilmember Stober, seconded by Councilmember Harless, and carried unanimously to approve the Consent Agenda.

1. Removing the spending limit on existing contract C-100268 (RFP #34-19) with Cascade Fire Equipment

Staff Report: 095-22

In February of 2022, the voters approved Proposition No. 2 which adds one aerial ladder truck to the fleet. The current contract's remaining balance is not enough to support this purchase. Cost for the new ladder truck is approximately \$2.2 million and this is pending any price increases from the manufacturer. This contract also provides discounts toward all the parts needed for maintenance and repairs. We are requesting increased purchasing capacity and that purchases are made according to the department's current authorized budget over the life of the contract.

Request: Authorize the City Manager or their designee to approve purchases under contract C-100268 for the life of the contract with Cascade Fire Equipment up to the current authorized budget.

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

Motion approved the request.

2. Continued use of C-100928: Piggyback Sourcewell Contract #032119 for the purchase of heavy construction equipment and their related parts, accessories, attachments, and supplies

Staff Report: 096-22

Over the next two years, three pieces of existing Caterpillar 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 department's 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 their designee to approve purchases under Sourcwell Contract 032119 for the life of the contract with Peterson Machinery up to the current authorized budget.

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

Motion approved the request.

3. Bid Award for Ellsworth Water Plant Roof Replacement

Staff Report: 097-22

The Ellsworth Water Station is a 40-acre site that includes three wells, two booster pump stations and a treatment plant. The water treatment plant is a 6,000 square foot concrete masonry building with a metal roof that was built in 1995. The Ellsworth wells are in a deep, protected aquifer that contains elevated concentrations of naturally occurring iron and manganese. The treatment system has successfully removed iron and manganese from the water since the treatment facility began operations in 1995.

Due to a complicated roof geometry, the roof has leaked periodically since installation. City personnel have attempted multiple, surface roof repairs. These repairs were marginally successful for brief periods and leaks have continued to increase in prevalence over time. Some leaks have impacted the operation of the facility and created safety hazards for operations personnel. A consultant was hired to evaluate the roof and plan upgrades to repair or replace the roof. Metal roofs of this type typically last approximately 25-30 years. Due to the age and the potential for difficult and ineffective spot repairs, their recommendation was to completely remove the outer layers and reinstall a modern metal roofing system. This project will replace the original water treatment plant building's roof with a roof that is anticipated to last approximately 25-30 years. In addition, roof openings and flow control devices will be revised, moved or upgraded to prevent the leaks from reoccurring.

On July 19, 2022, the City received three (3) responsive bids and one (1) non-responsive for the subject project. The bids are as follows:

SUMMARY OF RESPONSIVE BIDS	

BIDDER	AMOUNT
<i>Roof Toppers, Inc. Vancouver, WA</i>	<i>\$480,663.68</i>
<i>Interstate Sheet Metal, Inc., Battle Ground, WA</i>	<i>\$683,344.39</i>
<i>American Guaranteed Roofing & Construction, Inc., Gig Harbor, WA</i>	<i>\$747,565.00</i>
<i>Construction Services Group, Vancouver, WA</i>	<i>Non-Responsive</i>
<i>Engineer's Estimate with Tax</i>	<i>\$570,000.00</i>

Roof Toppers, Inc. has completed projects of similar size and scope in the past and has met the requested supplemental responsible bidder criteria.

Roof Toppers, Inc. acknowledges the City's desire for Apprenticeship Utilization on this project and is anticipating exceeding the 3% goal by using approximately 65 hours of apprentice time of the estimated 1680 total labor hours in this project.

Request: On August 8, 2022, award a construction contract for the Ellsworth Water Plant Roof Replacement project to the lowest responsive and responsible bidder, Roof Toppers, Inc. of Vancouver, WA at their bid price of \$480,663.68, which includes Washington State sales tax; and authorize the City Manager or designee to execute a contract with Roof Toppers, Inc. for the same.

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

Motion approved the request.

4. Professional Service Agreement for the Water Station 3 Master Plan (RFQ 7-22)

Staff Report: 098-22

Water Station 3 is on a 2.3-acre parcel and has been a municipal water facility serving our community with safe, clean drinking water since 1944. The site contains a 1.25 million gallon, partially buried concrete reservoir and a 250,000-gallon steel water tower, three groundwater wells, a booster pump station, and water treatment facilities. A Water Station 3 site map is attached for reference.

The need for major improvements to the Water Station 3 site are recognized in Vancouver's approved 2015 Comprehensive Water System Plan and the 2022–2027 Capital Improvement Plan for Vancouver's Utilities. Aging facilities and components on the Water Station 3 site are to be replaced with seismically resilient structures and the water storage is to be increased to meet a state regulatory requirement mandating more available water storage for fire suppression. New facilities will provide for system reliability

and redundancy to allow the water utility to continue to meet the community's expectation of uninterrupted water service. New components must maximize efficiency, increase safety, increase site security, utilize existing water rights, protect water resources, enhance the environment, and meet all regulatory requirements.

Major design elements for the Water Station 3 project are: replacing the concrete ground level reservoir and steel water tower; replacing two of the three wells; relocation and replacement of the 45th Street Booster Pump Station with a new booster pump station on the Water Station 3 site; replacing the existing chlorine gas treatment system with a safe reliable onsite sodium hypochlorite generation system; upgrading the site electrical network; upgrading instrumentation and control systems with modern state of the art technology; providing support facilities for operations and maintenance; and improving street frontages, site security, and site access. The design shall incorporate the potential for adding PFAS removal to comply with future regulatory requirements that are anticipated. The site master plan will also be developed to ensure the project is consistent with Vancouver's proposed Climate Action Plan and design consideration shall be given for incorporating elements that will reduce greenhouse gas emissions, enhance the environment, and improve the site to be a good neighbor within the community.

A Request for Qualifications (RFQ 7-22) for the Water Station 3 Master Plan and Final Design was issued on January 20, 2022. The scope of work for the professional service's identified in the Request for Qualifications contained two parts; Part A to develop the site master plan and Part B to develop the final design. The attached contract is for the scope of work identified as, 'Part A: Water Station 3 Master Plan'. This portion of the work is expected to take ten months to complete. The completed site master plan will then be used as the basis for the final design. 'Part B: Water Station Final Design' work will follow under a separate contract.

In response to the Request for Qualifications, four engineering firms submitted proposals with statements of qualifications to provide architectural and engineering services in the design of the Water Station 3 project. Jacobs Engineering Group, Inc. was selected through the City's evaluation process and will act as the design lead while working closely with City staff in the development of the site master plan.

Jacobs has proposed an approach that provides for a collaborative effort between City staff and their experienced team. They have proven qualifications with the completion of similar municipal water projects of this size and complexity.

Request: Authorize the City Manager or their designee to execute a professional services agreement between the City of Vancouver and Jacobs Engineering Group, Inc. for an

estimated amount not to exceed \$513,254.00; authorize the City Manager to take any legal action necessary to enforce the terms of the same.

Michelle Henry, Senior Civil Engineer, 360-487-7155

Motion approved the request.

5. Professional services agreement with MacKay Sposito for design, environmental permitting, and public outreach related to the Main Street (5th Street to 15th Street) transportation improvement project

Staff Report: 099-22

On March 2, 2022, the City received four qualification statements for the Main Street project (RFQ10-22). The qualification statements were evaluated based on experience, project understanding and approach, and public process.

MacKay Sposito of Vancouver, Washington was selected to provide professional services for the Main Street (5th Street to 15th Street) project, including final engineering designs; environmental evaluation and permitting; and public outreach.

The contract scope includes streetscape design work, coordination with engineering, and design communication to the City to enhance the look and feel of Main Street. Additionally, the streetscape design work will include consideration of changing from angled parking to parallel parking on the west side of Main Street. The scope also includes outreach work; Vancouver's Downtown Association (VDA) is represented on the project team and VDA, City staff and the consultant will create a business retention plan for the duration of the project.

The amount of the contract shall not exceed \$2,512,543 and will be billed on a time and material basis in accordance with the attached scope and fee schedule.

Request: Authorize the City Manager or their designee to execute a professional services agreement with MacKay Sposito for substantially the services referenced above in a contract with a not-to-exceed amount of \$2,512,543.

Ivar Christensen, Senior Civil Engineer, 360-487-7765

Motion approved the request.

6. Amendment to a contract with Mackay Sposito, Inc. On-Call Engineering Services Contract (Contract # C-90209) to complete the design, update environmental permitting, and provide

construction support related to the SE 1st Street, Phase 2, SE 177th Ave to SE 192nd Ave transportation improvement project (Project # PRJ072617)

Staff Report: 100-22

In 2018, Mackay Sposito, Inc. was awarded the contract for On-Call Transportation Engineering Services. The contract was for not to exceed \$550,000. This contract has been used for project tasks to help with a variety of transportation projects. The contract currently does not have enough dollars to complete the design for SE 1st street, phase 2.

The City of Vancouver requested a fee proposal from Mackay Sposito, Inc. for additional services to advance the design to final bidding and construction documents, update environmental permitting, and to provide as-needed support during construction.

Mackay Sposito, Inc. provided a proposal and fee schedule for additional professional services dated July 15, 2022 (attached). The additional fee is \$288,023.87, and with the addition of this amendment the total contract price will be \$838,023.87.

Request: Authorizes the City Manager or their designee to execute a new amendment to the contract with Mackay Sposito, Inc. for a revised total contract amount of \$838,023.87 for additional design, update environmental permitting and construction support for the improvement of SE 1st Street, Phase 2, SE 177th Ave to SE 192nd Ave project. Council authorizes the City Manager to amend the contract as needed and to amend the value up to 10% of the not-to-exceed value stated herein.

*Leslie Degenhart, Senior Civil Engineer, 360-487-7710;
Ryan Lopossa, Transportation and Streets Manager, 360-487-7706*

Motion approved the request.

7. Renew subscription with Workday, Inc. for Payroll, Financial, and Human Resources software and services

Staff Report: 101-22

The City currently used Workday's cloud-hosted software platform for Payroll, Financial, Human Resources, Learning, and Budgeting services. The current Workday 5-year contract expires in August 2022.

The City is requesting authorization to renew the 5-year software and services subscription agreement with Workday which covers the period from 8/25/2022 through 8/24/2027.

Request: Authorize the City Manager or their designee to sign the Workday Order Form for the Workday, Inc. Master

Subscription Agreement and the related forms for \$3,851,625 including tax, for the purchase of Financial, Payroll and Human Resources software and services.

Patrick Gilbride, Information Technology Director, 360-487-7650

Motion approved the request.

8. Approval of Claim Vouchers

Request: Approve claim vouchers for August 8, 2022.

Motion approved claim vouchers in the amount of \$13,130,508.19.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

Waterfront Gateway Redevelopment Project Update

Patrick Quinton, Economic Development Director, provided an update on the Waterfront Gateway Redevelopment Project Update.

Executive Session Re: Labor Strategy, Pending Litigation, Real Estate and Potential Litigation (1 hour)

Mayor McEnerny-Ogle announced the Council would be entering executive session from 7:24-8:54 p.m. for the purpose of discussing pending litigation, real estate and potential litigation.

Adjournment

8:54 p.m.

DocuSigned by:

Anne McEnerny-Ogle

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Anne McEnerny-Ogle, Mayor

Attest:

DocuSigned by:

Natasha Ramras

BCF6734E40E94AE...

Natasha Ramras, City Clerk

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: Comments for August 8 Council Workshop
Date: Thursday, August 4, 2022 2:39:41 PM

Hi Sarah,

Please see the comment below for the 8/8 council meeting.

Thank you,

Stephanie

City Manager's Office

CITY OF VANCOUVER

P.O. Box 1995 • Vancouver, WA 98668-1995

P: 360.487.8600 | **F:** 360.487.8625

www.cityofvancouver.us

From: Caleb Cook [REDACTED]
Sent: Thursday, August 4, 2022 2:23 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>; City Council <council@cityofvancouver.us>
Subject: Comments for August 8 Council Workshop

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

Hello!

I am writing today to express my deep concern for the city of Vancouver moving forward with a plan to completely eliminate the use of natural gas and electrify everything. I drive a Tesla and am very much in favor of doing all we can to combat climate change. I'm also the owner of a small business in the tech related field of telecommunications. I grew up in California and have lived here in Vancouver since 1999.

I think we are heading down a very dangerous path if we eliminate the use of natural gas and rely solely on electricity, particularly in a state where we don't get enough sunlight and are contemplating the removal of dams. It is like we are setting ourselves up for failure. Additionally, having had my business affected by a cyber attack on the country's telecom backbone systems last year in the 3rd quarter it worries me greatly that we would rely on a single energy source. A diversified source would provide much better security, adaptability and affordability for all.

Moving towards an all electric system is in my mind a huge mistake and will lead only to larger and more severe issues. Please do not move forward with this plan.

--

Caleb Cook
Sr. Sales Engineer

|

Portland Office

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: Comments for August 8 Council Workshop
Date: Wednesday, August 3, 2022 8:15:41 AM

Hi Sarah,

Please see the comments below for the August 8th council meeting.

Thanks!

City Manager's Office
CITY OF VANCOUVER
P.O. Box 1995 • Vancouver, WA 98668-1995
P: 360.487.8600 | F: 360.487.8625
www.cityofvancouver.us

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

From: D Bunnell [REDACTED]
Sent: Tuesday, August 2, 2022 6:57 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>; City Council <council@cityofvancouver.us>
Subject: Comments for August 8 Council Workshop

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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 Nelson,

I apologize for my delayed response to your request for comments. I confused your reply deadline date of July 29th with the day that our voting ballots were due (August 2nd). Hopefully, the following comments can still be useful for your meeting with the Vancouver City Council on August 8th...

~~~~~

Dear Vancouver City Counsel,

I am a 66 year old resident of Vancouver. For most of my adult life (and even as a kid growing up), I have been a Natural Gas user, and are currently very dependent on natural gas as a vital energy source for my home and family. Natural Gas is a versatile energy source for us. Our forced air furnace, stove/oven, hot water heater, clothes dryer, two fireplaces and outdoor spigot (for bbq and tri-fuel generator); are all fueled by natural gas.

The advantages of natural gas for us as a family are...

- Extremely reliable. It's there for us when electrical power is not.
- Clean burning and produces less overall pollution.
- Abundant and a major source of essential energy.

- Cost effective.

We look forward to being able to continue utilizing natural gas as an essential energy source for now and well into the future.

Thank you for letting me share my thoughts and insights with you.

Sincerely,

Dennis Bunnell  
Vancouver, WA



**From:** [Caleb Cook](#)  
**To:** [City of Vancouver - Office of the City Manager](#); [City Council](#)  
**Subject:** Comments for August 8 Council Workshop  
**Date:** Monday, July 25, 2022 12:41:35 PM

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**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 of Vancouver.

If we want to convert to an all electric infrastructure, I'm OK with that IF we are using renewable resources. Wind, Solar, Hydro etc. I'm even pro Nuclear. However, since we are getting 1/3 of our power in Clark County from the Natural Gas Fired River Road Generating Plant (RRGP) where are we going to get this power from if we remove Natural Gas?

As we move to a more electric car fleet around the state, we will need more power, not less.  
What are we doing to prepare for this?

Currently during a power outage, we can still stay warm with our gas powered fireplace.  
If we remove Natural Gas what is our protection from Freezing during winter storms?

ps. I really prefer to cook with Gas vs Electric.

My \$0.02

--

Caleb Cook  
Sr. Sales Engineer



Portland Office [REDACTED]

Vancouver Offi [REDACTED]

FAX [REDACTED]

[REDACTED]

**From:** [Elizabeth Eckels](#)  
**To:** [City of Vancouver - Office of the City Manager](#); [City Council](#); [Lars Larson](#)  
**Subject:** Comments for August 8 Council Workshop  
**Date:** Monday, July 25, 2022 1:24:31 PM

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

Hello City Council,

Please consider my opinion about natural gas during your discussion about outlawing it in new or current homes.

People heating their homes and cooking only contribute 15% of the CO2 emissions.

CO2 is controversial anyway. It is basically plant food. Please read books and information about it, especially by Dr. Patrick Moore, scientist. It is not the deadly material that some think.

Some leaders in Washington would like to go to all electric energy, but much electricity is still produced by burning fossil fuel. Natural gas is very clean burning and economical.

If you mandate all wind and solar power, we will have outages.

Please DO NOT dismantle a working system before you have a more reliable and CHEAPER system IN PLACE. I would rather not live with either expensive heat and hot water, or outages.

Heck, I will just move if this state gets crazier.

Sincerely,  
Elizabeth Eckels  
Vancouver

--

[REDACTED]

**From:** [City of Vancouver - Office of the City Manager](#)  
**To:** [Dollar, Sarah](#)  
**Subject:** FW: Climate Action Plan work at the city  
**Date:** Monday, August 8, 2022 9:31:05 AM  
**Attachments:** [image001.png](#)

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Hi Sarah,

Please see the comment below for the 8/8 council meeting.

Thank you,

Stephanie Obotette | Support Specialist II  
Pronouns: She/Her



P.O. Box 1995 • Vancouver, WA 98668-1995

P: 360.487.8621 | F: 360.487.8625

[www.cityofvancouver.us](http://www.cityofvancouver.us) | [www.cityofvancouver.us/socialmedia](http://www.cityofvancouver.us/socialmedia)



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**From:** [REDACTED]  
**Sent:** Saturday, August 6, 2022 2:30 PM  
**To:** City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>  
**Subject:** Climate Action Plan work at the city

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CAP Yes! Thank you!

My fave slide in the overview is the cost per entity of the CAP:

**\*\*\*Less than \$13/month per household --- compared to --- \$13 million if we don't make changes.\*\*\***

### **Transportation.**

I agree. It's key. We can't achieve our CAP goals without changes to transportation. That means our folks at the city need to include moving people in transportation plans, not just moving cars.

We should explicitly include e-bikes in EV's. Their growth is phenomenal according to



everything from WSJ to BikePortland.org. Cargo bikes!  
Getting people on e-bikes is *possibly* easier than getting them into buses or on manual bikes. We can't afford to overlook them in the solution.  
Locking, charging, whatever they need.

Then we need education. Drivers who get out of their cars have no idea where to ride and immediately think: TRAILS! That's great for recreation, but not best for transportation because trails don't lead to the bank, the library, the grocery. So, newbies ride on regular streets, are scared to death, and quit. I meet them all the time in our club's beginner ride series. Classes are best. Instruction about online routing programs would work for some.

We need more buffered bike lanes as we have on Columbia to increase rider safety and comfort. I heard the suggestion that we include other rolling modes in bike lanes. That means we'd expect a 5-foot-wide bike lane to accommodate multi-use-path (12-foot minimum) traffic. Not safe. Not comfy for people who aren't on bikes. Not legal? I'm sure you've looked at how PBoT moves peds and cyclists efficiently. Divided, clearly marked lanes for each mode.

We need our safe-to-ride streets connected with safe intersections.

1. Example: Blandford is the *single* shady option to get up to the Heights. In the heat, I use it a lot.
2. It connects nicely to 5th St. I ride Blandford SB to 5th and ride 5th WB, which gets me to the fort/almost downtown and is very low traffic and somewhat shady. 5th has Sharrows - rarely appropriate, but they work there!
3. The problem: Have you tried to cross Grand at 5th? That's tough on foot, on a bike, or even in a car. Awful!
4. If there were a safe crossing there, the rider could continue WB on 5th, to the fort and either ride through the south portion over the land bridge or through the north portion to Evergreen. New riders would like the low-traffic feel. E-riders would have no trouble climbing Blandford to get home. Others would likely walk it

The bus. Right now, the majority of my co-riders on the bus are people who likely don't own cars. Bus stops need to be easy to reach. I'm concerned that the Vine on Mill Plain might require people to walk or ride too far for some customers.

### **Neighborhoods within walking/riding distance of services.**

I'm so glad you include it. This is how we get our drivers to walk/ride/bus.  
Hurry up with the Heights! I want to live in that development!

### **Green space.**

I see it mentioned, too. Key to get people to their destinations enjoyably and without frying!

Thanks for your commitment to people and the planet.

Jan Verrinder

Vancouver Bicycle Club/Bike Clark County

**From:** [Tom Toussaint](#)  
**To:** [City of Vancouver - Office of the City Manager](#)  
**Subject:** Pass the Climate Action Plan and strong Fossil Fuel Ordinance  
**Date:** Monday, August 8, 2022 9:14:22 AM

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**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 Vancouver City Council,

Thank you for your commitment to tackling climate change and protecting community health and safety from new and expanded fossil fuel facilities. I urge you to take the next steps to finalize and passing a strong Climate Action Plan and adopting a clear and effective permanent fossil fuel ordinance.

The draft Climate Action Plan includes critical pollution reduction measures that will make Vancouver a leader in equitable climate action. Vehicle electrification, building electrification, reductions in transportation impacts and emissions, access to transportation options, and a renewed focus on expanding and sustaining green spaces will help Vancouver meet its ambitious goals while averting and reducing some of the worst impacts of fossil fuel use and climate change.

As you approach the workshop on the final Climate Action Plan, I urge you to prioritize energy efficiency and electrification of buildings rather than supporting gas and the gas industry's programs as a solution for buildings moving forward. The City has an important opportunity to direct resources that prioritize public health as part of building climate resiliency and protection, including the health and safety of where people live and work and electrification provides an affordable, and cleaner path to meeting these goals. I also urge you to ensure that the Plan is both well documented and integrated across the City's departments so that the public can track progress.

Finally, I appreciate the persistent work of Vancouver staff and leaders to develop a permanent, defensible fossil fuel ordinance for Vancouver. New and expanded toxic bulk fossil fuel facilities endanger our community, which has already experienced decades of disproportionate health and safety impacts from our existing facilities.

The draft code changes developed by staff and currently under consideration by the Planning Commission represent an important step forward for Vancouver in protecting community health and safety from fossil fuel facilities. Specifically, we support the prohibition of new bulk fossil fuel storage and handling facilities, and application of conditional use permit and strong special use requirements including seismic upgrades, spill prevention and fire response plans, and financial assurance. The requirements to establish capacity baselines and report annually on storage and transport, as well as the clear prohibition on conversion back to fossil fuel uses, are also strong and necessary accountability measures in the code. I urge you to continue to champion this work and ultimately pass a strong fossil fuel ordinance which centers community health, safety, and environmental justice.

Thank you for your work to protect our community and make our City a leader in climate

action,

Tom Toussaint



Vancouver, WA 98683

**From:** [Laurie Rubin](#)  
**To:** [City of Vancouver - Office of the City Manager](#)  
**Subject:** Pass the Climate Action Plan and strong Fossil Fuel Ordinance  
**Date:** Monday, August 8, 2022 9:12:57 AM

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**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 Vancouver City Council,

I am writing to urge you to pass a Climate Action Plan and a permanent fossil fuel ordinance that eliminates all fossil fuel burning.

Please support electrification of buildings and vehicles and don't get swindled by the gas industry's pitch for expanded gas use.

It's exciting to live in a city with a strong climate plan.

Thank you for your work to protect our community and make our City a leader in climate action,

Laurie Rubin

[REDACTED]  
Vancouver, WA 98664



August 8, 2022

Mr. Aaron Lande  
City of Vancouver  
PO Box 1995  
Vancouver, WA 98668-1995

Dear Mr. Lande:

We the undersigned wish to provide initial perspective to the City of Vancouver's intentions to adopt an aggressive climate action policy and plan over the next few months.

As business and community leaders and residents, we support practical policies and plans that move us toward a cleaner, greener society. We appreciate the City of Vancouver's diligence to protect our climate, including outlining more than 90 strategies in pursuit of its newly established goals. We also appreciate that the City of Vancouver seeks to lead by example by setting goals for municipal operations first followed by the broader community. Your efforts are an excellent complement to those by others who are actively adapting to a more climate-wise future in response to natural market forces, as evidenced by significant greenhouse gas reductions over the past 15 years without structured plans.

Although we are supportive of the City's goal and direction, we are not yet ready to support a potentially far-reaching action plan, primarily because the current iteration resembles an early strategic framework rather than an action plan.

Operationalization requires digging deeply into prioritized action plans, budgets, timelines, implications, mitigation and interdependencies. As an example, the plan calls for solar incentives, but doesn't describe the amount of the incentive, how it works, who pays, how it will be implemented, estimated costs, probable results and estimated contribution to the reduction of greenhouse gases. That one project alone could require tens of millions in investment by the City, partners, taxpayers or property owners and managers. Operationalization is best achieved by mobilizing stakeholders in shared pursuit of effective solutions. A rollup of such action plans will facilitate prioritization and investment of available resources.

It is understandable why we are not yet to the point of action plans. City staff shared that climate-specific planning didn't begin until two years ago, and today staffing equates to less than a single full-time staff member with most high-level modeling work handled by an outside consulting firm. Nevertheless, with an audacious goal before us, the plan equates to running a marathon at world record speed when we've barely laced up our new training sneakers.

Moving from goals and strategies to action plans is no easy task. We recommend embracing this next phase as partners. There, we will gain a greater shared appreciation of the opportunities and challenges associated with the initial goals of 80 percent reductions in just three and eight years, respectively. At first blush, the goals are aggressive and arguably impractical. Capital replacement cycles for rolling stock alone are typically longer than eight years, even if climate-neutral technologies were widely available and practical today, and they are not. Additionally, it is wasteful and harmful to the environment to encourage early adoption of new technologies when existing energy- and fuel-efficient equipment has

not fully realized its useful life. Building upgrades and retrofits are capitalized and embedded in long-term agreements, some measured in decades. There are significant supply chain, installation, infrastructure and support realities to be considered. However, we may find other approaches or action steps where we can make fast progress, such as improving tree canopy across the urban area, creating permitting expressways for climate-improving development projects, and creating meaningful incentives to influence billions of consumer and business investments in our region.

In our pursuit of cleaner, greener solutions, we must exercise prudence to protect energy resiliency and reliability by supporting a variety of energy sources and technologies. Leading-edge adoption is fraught with inefficient experiences, such as relying solely upon electric-powered transportation during extreme weather or the dearth of charging infrastructure for a range of vehicles. Other impacts that merit study include the lack of storage capacity and unintended supply chain issues that could create more global environmental problems than the proposed local solutions. We need multiple energy solutions to foster community resilience and security. Creating reliable alternative energy capacity for the electrical grid through wind, solar, and perhaps nuclear sources, and other renewable or hydrogen options, is a decades-long proposition.

We also recognize the critical importance of creating job opportunities closer to where people wish to live in order to reduce vehicle miles traveled. Ideally, our leadership in climate improvement can attract thousands more who want to land here for work, to start businesses, raise and educate their families and live a healthy life here. We encourage including strategies that help stimulate jobs, economic activity and workforce development close to home while improving our climate.

Although everyone feels a sense of urgency about making climate progress quickly, we wish to acknowledge that our city and region enjoys better air quality than other aggressive goal-setters like San Jose and Denver, where air quality ranks among the worst in the country. We also have a far greener energy supply than most communities because of our green hydroelectric power system. This doesn't suggest a lack of need but instead a greater effort to build a compelling value proposition to citizens and businesses who ultimately are expected to foot the bill.

We stand ready to work as partners transforming the climate action policy and strategies into an action plan. Ideally, through this process, we can set a new tone for public and private sector collaboration in finding successful pathways that generate a healthy economy and community. Indeed, it will take everyone working together to achieve climate goals.

Sincerely,



**Aaron Helmes**

President, BIA Clark Co.



**Connie Bovee**

President, CCAR



**Tamara Fuller**

Chair, GVC



**Steve Kenny**

Chair, ICC



**Cyndi Holloway**

President, SWCA



**Noelle Lovern**

GA Dir., BIA Clark Co.



**Jo Ann Johnston**

CEO, CCAR



**John McDonagh**

President/CEO, GVC



**Ron Arp**

President, ICC



**Sherrie Jones**

Exec. Dir., SWCA

**Cc:** Mayor Anne McEnery-Ogle, Vancouver City Council, Vancouver City Manager Eric Holmes  
[A full list of endorsing businesses and individuals is attached at the end of this document]

**Enclosed:** Business Community Questions re: Proposed City of Vancouver Climate Action Plan

## Business Community Questions re: Proposed City of Vancouver Climate Action Plan

The City of Vancouver's proposed climate goals and 90+ step action plan resembles an early strategic direction with items not yet specifically modeled for cost, benefit and implications. As the plan materializes, it is imperative that a more complete understanding of the action steps, individually and in aggregate, are more thoroughly evaluated and actively discussed with the community that bears both the benefits and the obligations embedded in the plan.

Here are some questions worth reflecting upon as the policies and strategies move into an action plan:

What, specifically, is included in the GHG measurement calculations?

- What is the source of the GHG data?
- Are the component assumptions available for review?
- Are there any exclusions, such as marine, rail or industry?
- How are thru-trips handled, such as trucks, commuters, air, etc.?
- How is the urban growth boundary treated in the data?
- What are the annexation assumptions and how does that change the targets?
- Are there any measures other than GHG calculations, such as air quality monitoring?
- Do the calculations factor in population growth through 2040?

A thorough analysis of how we've made progress since 2007.

- What were the driving forces toward significant reductions since 2007?
- What worked and what didn't?
- What is repeatable or capable of ramping quickly?

An analysis of the impact from the gray portion of the chart.

- What are the policies and assumptions that achieve two-thirds of the improvement?
- Are we clear on the downstream effects of these policies?
- How will such policies affect overburdened communities?

All action steps need to have direct cost, timing, impact and mitigation, and co-dependencies.

- What are the assumptions for each action step?
- How does each component roll up into achieving the proposed GHG goal?
- Example: BE.1.C – What are the solar incentives? Who receives? Who pays? What installation exists now, and what is modeled? What is the impact on GHG?

The roll-up action plan needs to be studied for energy reliance/resilience.

- How much can the electricity grid withstand?
- What are the modeled assumptions for each energy source?
- Are those assumptions understood and generally accepted by energy providers?
- Can the electricity grid get us through 2040 without brownouts or blackouts?
- Does the plan factor in waste management, such as spent batteries, rods, panels or turbines?
- What backups and redundancies are envisioned?

Development of building standards.

- Will easy or fast-track permitting be included in building standards?
- Will standards be developed in partnership with businesses, developers and those affected?

- How does one reconcile there are no NG bans but reduction and phase-out language included?
- How will multi-family housing conversions be paid? Who is responsible?
- Is it possible to set up a Development Engineering Advisory Board to advise on code changes?
- How can the city incentivize? Express permitting? Express resolution?

Prioritization of action steps.

- How will priorities be selected and pursued?
- Who makes decisions on priorities and how?
- What is impact to city budget, taxpayers, residents, businesses?

Partner conversations.

- Are projects listing partners already scoped to understand cost, impact, and implications?
- What related party assumptions are baked into the plan?
- Is there any active conversation with other cities, the county, and the greater Portland-Vancouver area about collaboration?

Economic development.

- Is there thought given to developing economic incubators and job training to help attract companies through the climate policy?
- Is there modeling underway to understand what businesses and industries are likely to start, stop, move in or move out as a result of the climate action plan?
- Is there thought given to generating quality jobs, sufficient that fewer commute trips are required?
- Will we include job to worker targets for the city?
- Are there any emerging federal agency departments that could be sited in Vancouver as a result of bold climate action?
- What can be done with Clark, WSU Vancouver, K-12, certificate programs and others to prepare our next generation workforce?
- How can we continue to attract capital for development?

City budget.

- What is the estimated rollup cost for the entire action plan across the 17-year period?
- Will climate-related budgets be tracked separately within and across departments?
- What mechanism exists for review of action steps and impact?
- How will the city intentionally stop, start or change programs over time as impact is known?
- How will climate actions be prioritized relative to other city functions, such as public safety, emergency services, homelessness, housing and the like?
- If new funding is required for implementation, what are the probable sources and timing?



**The undersigned businesses and individuals endorse the above letter, questions and approach:****COMPANIES**

1-800-GOT-JUNK Vancouver WA  
 A1 Top Notch Roofing  
 AC Hotel Vancouver Waterfront  
 Affordable Exterior Solutions  
 Alan Webb Autogroup  
 Alignment and Brake Specialties  
 Alliant Insurance Services, Inc.  
 Amplify Group, Inc.  
 Artza Investments, LLC  
 Avalanche Concrete  
 Barrett & Company, PLLC, CPA's  
 Biggs Insurance Services  
 Boulevard Homes, Inc.  
 Brabec Homes Inc.  
 Bridge City Contracting, LLC  
 Bridge City Safety & Supply, LLC  
 Building Industry Association of  
 Clark County  
 Camas Meadows Golf Course  
 Capacity Commercial  
 Catworks Construction  
 Clark County Association of  
 Realtors  
 Coalescence LLC  
 Coho Services  
 ControlTek  
 County Properties East  
 Development  
 Cruise the Couver  
 Distinctive Properties  
 Dwyer Creek RV & Boat Storage  
 EOTechnical Solutions LLC  
 Evergreen Homes NW  
 Fuller Group, CRE  
 Gaither & Sons Construction Co  
 Generation Homes Northwest  
 Ginn Group  
 Gleek LLC

Global Security &  
 Communication, Inc.  
 Greater Vancouver Chamber  
 HSP Properties  
 Hurley Development  
 Identity Clark County  
 iQ Credit Union  
 J.L. Storedahl & Sons, Inc.  
 Jubitz Corporation  
 KMac & Associates, LLC  
 Krippner Homes NW LLC  
 Kunz Tree Care  
 La Dulce Vida, LLC  
 La Quinta By Wyndham  
 Vancouver  
 Legacy Salmon Creek Medical  
 Center  
 Maddox Industrial Transformer  
 Main Distinction  
 Neil Jones Food Company  
 New Tradition Homes  
 Northwest Grocery Association  
 NW Natural  
 Olson Engineering Inc  
 Olson Environmental LLC  
 Pacific Lifestyle Homes  
 Peninsula Glass Company  
 PointNorth  
 Prestige Development  
 Quail Homes  
 Rail Pro  
 Robert Hakes Construction, LLC  
 Robertson & Olson Construction  
 Inc  
 Robertson Engineering, PC  
 Rotschy, Inc.  
 RS Holdings, LLC  
 RSV Building Solutions  
 Seven Peaks Homes

Silicon Forest Electronics  
 Sky Equity Partners, LLC  
 Southwest Washington  
 Contractors Association  
 Straight Line Siding  
 Talents Construction  
 Tapani Trucking  
 Tapani, Inc.  
 The Al Angelo Co.  
 The Holland, Inc.  
 Thompson Metal Fab, Inc  
 Trap Door Brewing  
 Utmost Property Management  
 Vancouver Ford  
 Vancouver USA Regional  
 Tourism Office  
 (Visit Vancouver WA)  
 Vesta Hospitality  
 Washington Trucking  
 Associations  
 Waste Connections  
 WFG National Title  
 Willamette Glass inc  
 Windermere Northwest Living  
 Wollam & Associates  
 WRK Engineers, Inc  
 You Move Me Clark County WA

**INDIVIDUALS**

Cory Allmaras  
 Curtis Ambrose  
 Albert Angelo  
 Ron Arp  
 Lance A Barrett  
 Matt Bisturis  
 Caleb Blanton  
 Noah Blanton  
 Connie Bovee  
 Scott Brabec

Brent Bradshaw  
Sharif Burdzik  
John Callegari  
Don Carr  
Mark Childs  
Jonathan Creedon  
Jocelyn Cross  
Amanda Dalton  
John Dombroski  
Bud Egbert  
Patricia Egbert  
Ed Faulk  
Jeremy Fick  
Brian Fleetwood  
Ron Frederiksen  
Tyson Fuehrer  
Tamara Fuller  
Ott Gaither  
David Gellatly  
Patrick Ginn  
Jon Girod  
Anthony Gomez  
Mark Gram  
Rand Hakes  
Daniel Hames  
Julie Hames  
Brent Harrison  
Marci Hart  
Daniel Helm  
Aaron Helmes  
Jarret Helmes  
Mark Hemmer  
Jonathan Hersen  
Cyndi Holloway  
Nelson Holmberg  
Susanne Holmberg  
Ben Hoskins  
Ryan Hunzeker  
Sheri Hunzeker  
Josie Hyde  
Joel Jacinto  
Jo Ann Johnston

Sherrie Jones  
Matthew Jubitz  
Elie Kassab  
Tom Kemp  
Steve Kenny  
Noelle Lovern  
Michael Lynch  
Jim Mains  
Pam Marini  
Angela Marker  
George Martin  
Amanda Martinez  
Nick Massie  
Mark Matthias  
Marty McDaniels  
John McDonagh  
Kathy McDonald  
Jennifer Mears  
Casey Moltrum  
Cliff Myers  
Denice Neddo  
Mike Nieto  
Josh Oliva  
Matt Olson  
Ernie Oster  
Sean Philbrook  
Dellan Redjou  
Madalyn Roman  
Brent Rotschy  
John B Rudi  
Daniel Sayles  
Dennis Schmid  
Peter Seeley  
Jamison Sessions  
Chad Sessions  
Jodie Sharp  
Rodney Shimogawa  
Stephanie Shores  
Bryan Shull  
Stacey Smith  
Camden Spiller  
Kurt Stonex

Bo Storedahl  
Anthony Stroud  
Ryan Styger  
Chris Sundstrom  
John Swartz  
Rick Takach  
Kevin Tapani  
Leigh Tapani  
Tom Teesdale  
Jeff Torgerson  
Wendy Watkins  
Kathryn Williams  
Terry Wollam  
Justin Wood