



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

July 18, 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/34789?startStreamAt=0&stopStreamAt=7461

4:00 - 6:00 pm Transportation System Plan

Rebecca Kennedy, Deputy Community Development Director, 360-487-7896

Summary

Staff led Council through a discussion of the Transportation System Plan Update, including the final goals, policies, projects and programs.

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/34791?startStreamAt=0&stopStreamAt=4901 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 Pro Tem Stober. This meeting was conducted as a hybrid meeting, including both in person and remotely over video conference.

Present: Councilmembers Harless, Perez, Fox, Paulsen, Stober, and Hansen

Absent: Mayor McEnerny-Ogle

Councilmember Harless attended the meeting remotely.

Councilmember Paulsen motioned to excuse Mayor McEnerny-Ogle from the Council meeting, seconded by Councilmember Hansen, and carried unanimously to approve the absence.

Approval of Minutes

Minutes - April 25, 2022

Motion by Councilmember Hansen, seconded by Councilmember Paulsen, and carried unanimously to approve the meeting minutes of April 25, 2022.

Community Communications

Mayor Pro Tem Stober opened Community Communication and received testimony from the following community members regarding Consent Agenda Items 1-2:

- Kimberlee Elbon, La Center, WA

There being no further testimony, Mayor Pro Tem Stober closed Community Communication.

Consent Agenda (Items 1-2)

Motion by Councilmember Paulsen, seconded by Councilmember Fox, and carried unanimously to approve the Consent Agenda.

1. Member Removal and Appointments to Parks and Recreation Advisory Commission

The Parks and Recreation Advisory Commission is a 10-member volunteer group made up of City residents, two school district representatives and a liaison from the Parks Foundation of Clark County.

The commission advises Vancouver City Council and city staff on needs, plans and programs necessary to provide an adequate system of parks, open space, playgrounds, facilities and recreation services to the residents of Vancouver.

Mayor McEnemy-Ogle recently interviewed six candidates, including one incumbent, to fill three seats. Due to a non-responsive commission member, with the Council's approval, the mayor also recommends appointment to a fourth seat.

Request: Remove Anne Marie Barber from the Parks and Recreation Advisory Commission and approve the reappointment of Devan Rostorfer with a term expiring July 31, 2025; the appointment of Micheil MacCutcheon with a term beginning July 31, 2022 and expiring July 31, 2025; the appointment of Juli Link and Jeremy Robbins with terms beginning immediately and expiring July 31, 2023.

Mayor

Motion approved the request.

2. Approval of Claim Vouchers

Request: Approve claim vouchers for July 18, 2022.

Motion approved claim vouchers in the amount of \$8,245,073.31.

Public Hearings (Item 3-4)

3. **Amendments to VMC 8.22 - Camping**

Staff Report: 090-22

AN ORDINANCE of the City of Vancouver, Washington renaming Chapter 8.22 of the Vancouver Municipal Code, protecting certain areas that are particularly vulnerable to a dangerous wildfire event by prohibiting camping and outside habitation in those areas; amending VMC 8.22.010 "Findings", VMC 8.22.020 "Purpose", VMC 8.22.030 "Definitions", VMC 8.22.040 "Unlawful Camping", VMC 8.22.050 "Unlawful Storage of Personal Property in Public Places", VMC 8.22.070 "Permit"; providing for severability; and providing for an immediate effective date.

In September 2021, Council approved amendments to VMC 8.22 to support the establishment of the Safe Stay Communities by further specifying times during which it is unlawful to camp or occupy camping facilities in publicly owned places. At the time Council was told that their action preserved the broadest range of policy options for the Council's future consideration relative to public camping. At this time, staff are suggesting additional amendments to Chapter 8.22 to further address the broader impacts of homelessness.

One issue of great concern to both individuals experiencing homelessness and the greater Vancouver community is the danger posed by fire. The Vancouver Fire Department has observed a substantial increase in the amount of outside fire ignitions over the last several years, an increase of almost 600% since 2016. The Burnt Bridge Creek drainage is particularly vulnerable to a dangerous wildfire event. The area would fit the parameters of what is commonly understood as the wildland urban interface. Heavy vegetation, limited access, and limited water supply with residences in proximity, all contributes to a potentially serious wildfire condition that could endanger life and property. The steep slopes coupled with the usual afternoon onshore winds, has the potential to allow an uncontrolled wildfire to not only threaten the lives of anyone recreating or residing in the canyon, but could also damage or destroy homes adjacent to the Burnt Bridge Creek trail system. Figures 8.22-1 and 8.22-2 of the Ordinance are maps showing the proposed additional Camping and Outside Habitation Impact Areas.

These new additions would have the same limitations that already exist in the established Camping and Outside Habitation Impact Areas.

Request: On July 18, 2022, subject to second reading and public hearing, approve the ordinance.

Aaron Lande, Program and Policy Development Manager,
360-487-8612

Mayor Pro Tem Stober read the title of the ordinance into the record.

Aaron Lande, Program and Policy Development Manager, provided an overview of the Amendments to the Vancouver Municipal Code section 8.22 - Camping. Council discussed the item with staff at length.

Mayor Pro Tem Stober opened the public hearing and received testimony from the following community members:

- Kimberlee Elbon, La Center, WA
- Greg Duvic, Vancouver
- Joanita Munoz, Vancouver

There being no further testimony, Mayor Pro Tem Stober closed the public hearing.

Motion by Councilmember Paulsen, seconded by Councilmember Hansen, and carried unanimously to approve Ordinance M-4379.

4. **A Resolution expressing the City Council's support for a Clark County Sales Tax Proposition, which would increase sales taxes throughout Clark County, including in the City of Vancouver, by one-tenth of 1% and would provide funding for public safety and criminal justice programs: Clark County Proposition 11**

Staff Report: 091-22

A RESOLUTION expressing the City Council's support for a Clark County Sales Tax Proposition 11, which, if approved by voters, would authorize a one-tenth of 1% sales and use tax throughout Clark County to be used for public safety and criminal justice purposes pursuant to RCW 82.14.450.

*Clark County Proposition 11
Ballot Title:*

Proposition 11

Sales and Use Tax of 0.1% for Public Safety and Criminal Justice Purposes

The Clark County Council adopted Resolution 2022-05-03 proposing a sales and use tax pursuant to RCW 82.14.450. If approved, a one-tenth of 1% sales and use tax will be implemented. The revenue will be split between Clark County (60%) and the cities within Clark County (40%) and used for public safety and criminal justice purposes pursuant to RCW

82.14.450. Clark County will use its revenue share for public safety and criminal justice purposes, including but not limited to, funding a body worn camera program, increased staffing for the Sheriff's Office, and other expenses.

Should this proposition be approved?

The sales tax that the Clark County Council has placed on the August ballot (Proposition 11) is authorized by RCW 82.14.450: Sales and use tax for counties and cities. State law allows this tax to be imposed – subject to a vote of the electorate - by either cities or counties at a rate of up to 0.3%. Depending on who imposes the tax first, there are revenue sharing requirements under state statute. Under the approach chosen by the County, 60% of the revenues are retained by the County and 40% are distributed to cities within the county on a per capita basis.

The statute that authorizes this tax does not allow for cities to “opt out”, nor does it preclude the City from seeking voter approval of its own tax under the same statute PROVIDED the combined tax rate of City and County does not exceed 0.3%. If the City chose to pursue a future voter approved measure to implement this tax under the same statute, it would be subject to revenue sharing provisions that require 15% of proceeds to be shared with the County, and 85% retained by the City.

If passed by voters, this would raise the total sales tax rate in the City of Vancouver to 8.6%, with a distribution breakdown as follows:

Jurisdiction	Rate %
State of Washington	6.5
City of Vancouver – General	1.0
City of Vancouver – Affordable Housing	0.1
CTran	0.7
Clark County (includes the newly proposed 0.1%)	0.3
TOTAL	8.6

Note: A total of 15% of the City's sales tax revenue is shared with Clark County for administrative purposes.

Estimated Revenues

The County estimates a total annual revenue of \$12 million in 2023, of which 40% - or \$4.8 million, would be distributed to cities on a per capita basis. The County estimates the portion of revenues that would be distributed to Vancouver in 2023 would be approximately \$3.38 million. A spreadsheet of these estimates prepared by Clark County is linked for Council's reference. If Vancouver were to impose a 0.1% sales tax on its own, it would yield approximately \$5.8 million annually, or more than the city's per capita share of this proposal. A spreadsheet reflecting this comparison for all communities in Clark County is attached for council's reference.

Limits on Use

One-third of all revenues generated by this sales tax must be used solely for criminal justice purposes, fire protection purposes, or both. All other revenues may be used for any other lawful government purpose. Under this statute, "criminal justice purposes" has the same meaning as provided in RCW 82.14.340, which reads:

Criminal justice purposes are defined as activities that substantially assist the criminal justice system, which may include circumstances where ancillary benefit to the civil justice system occurs, and which includes domestic violence services such as those provided by domestic violence programs, community advocates, and legal advocates, as defined in RCW 70.123.020. After May 13, 2021, through December 31, 2023, criminal justice purposes includes local government programs which have a reasonable relationship to reducing the numbers of people interacting with the criminal justice system including, but not limited to, reducing homelessness or improving behavioral health.

PROPOSITION 11

Sales and Use Tax of 0.1% for Public Safety and Criminal Justice Purposes

The Clark County Council adopted Resolution 2022-05-03 proposing a sales and use tax pursuant to RCW 82.14.450. If approved, a one-tenth of 1% sales and use tax will be implemented. The revenue will be split between Clark County (60%) and the cities within Clark County (40%) and used for public safety and criminal justice purposes pursuant to RCW 82.14.450. Clark County will use its revenue share for public safety and criminal justice purposes, including but not limited to, funding a body worn camera program, increased staffing for the Sheriff's Office, and other expenses.

Should this proposition be approved?

Request: On July 18, 2022, following a public hearing, adopt a resolution approving the proposed resolution supporting Proposition 11.

Eric Holmes, City Manager, 360-487-8640; Jonathan Young, City Attorney, 360-487-8500

Eric Holmes, City Manager, and Jonathan Young, City Attorney, provided an overview of the Resolution for a Clark County Sales Tax Proposition. Council discussed the item with staff at length. Council proposed minor changes to the resolution in the second Whereas statement and the sixth Whereas statement.

Mayor Pro Tem Stober opened the public hearing and received testimony from the following community members:

- Kimberlee Elbon, La Center, WA
- Greg Duvic, Vancouver

There being no further testimony, Mayor Pro Tem Stober closed the public hearing.

Motion by Councilmember Hansen, seconded by Councilmember Fox, and carried 4-2 to approve Resolution M-4177, as amended. Councilmembers Perez and Paulsen voted No.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

Executive Session: Re Labor Strategy (1 hour)

Mayor Pro Tem Stober announced the Council would be entering executive session from 7:51-9:06 p.m. for the purpose of discussing labor strategy.

Anne McEnerny-Ogle

Anne McEnerny-Ogle, Mayor

Attest:

DocuSigned by:

Natasha Ramras

BCF6734E40E94AE...

Natasha Ramras, City Clerk

Adjournment

9:06 p.m.

DATE: July 18, 2022

TO: Vancouver City Council

FROM: Joanita Munoz, Northcrest Neighborhood

Thank you for your concern about the fire risk along Burnt Bridge Creek. This is a reminder about the fire on April 17, 2021.

On this night the reported peak wind speed was only 8 mph. But earlier on April 12, it was 21 mph. With flames reaching an estimated 25-30 feet, it could have been more serious on the 12th. The campers on the hillside would be at risk as well as the private properties along the ridge. I have not studied fire science, but just by watching the news I believe the possibility of the fire racing uphill puts many homes in danger.

It is necessary to note that the fire on the 17th, was not for the purpose of heat or cooking. Apparently, it was arson. The man who set up that campsite was not at the site at the time of the fire.



From: [Garry](#)
To: [City Council](#)
Subject: Submission: City Council Contact Form
Date: Thursday, July 14, 2022 3:38:46 PM

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City Council Contact Form

Submitted date: Thursday, July 14, 2022 - 3:38pm

Contact Information

First name:

Garry

Last name:

Beneke

Email address:

[REDACTED]

Street address:

[REDACTED]

ZIP code:

98661

Inquiry Information

Subject:

Share an opinion about a City project or initiative

Recipient:

All of Council

Message:

Your constituents have voted NO 3 times that I know of to NOT bring light rail from Portland to Vancouver. Just like with that homeless center on Grand you ignore the will of the people that put you in office. Personally, I have had enough. We don't need a new bridge, we need a third crossing. In my opinion all Vancouver officials that voted for light rail should be re-called and replaced with people willing to work for the voting taxpayers instead of against them. None of will ever get my familys vote should any of you run for election again for any office.

Garry Beneke

Upload a file:

From: [REDACTED]
To: [City Council](#)
Subject: Saving the Park-Harper's Playground
Date: Thursday, July 14, 2022 7:33:56 AM

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

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

Good morning,

We are very concerned about Harper's Playground and we are expressing our hope that the city of Vancouver and the Fire Chief will work with the citizens in the community to save this playground. It was with much love and effort by the family and so many others to make it all possible.

The city of Vancouver has failed to keep their promise in the contract to maintain the park over the past 5 years. They were allotted \$15,000. A year to do so. It would be mostly a cosmetic fix to bring it back to a good standard and much needed. The "bones" of the structure are still sound.

Thank you for hearing our concerns.
Kristine Hoff

Sent from my iPhone

From: [Lawrence](#)
To: [City Council](#)
Subject: Submission: City Council Contact Form
Date: Wednesday, July 13, 2022 4:13:33 PM

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City Council Contact Form

Submitted date: Wednesday, July 13, 2022 - 4:13pm

Contact Information

First name:

Lawrence

Last name:

Kee

Email address:

[REDACTED]

Street address:

[REDACTED]

ZIP code:

98683

Inquiry Information

Subject:

Recipient:

All of Council

Message:

Do something about the homeless on the streets!
I don't care what you do or where you move them!
Get them off the streets!

Upload a file:

From: [Ginny Lensing](#)
To: [City Council](#)
Subject: Chelsea Anderson Memorial Playground
Date: Tuesday, July 12, 2022 3:14:54 PM

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

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To Whom It May Concern:

I have recently heard about the planned removal of the structure of the Chelsea Anderson playground.

This deeply saddens me. I remember clearly the day the playground was dedicated. It was so wonderful to see all the effort put in by firemen and all the donations put to such a wonderful project in memory of the tragedy of little Chelsea.

I don't know how much effort was put into trying to save this wonderful playground but it seems that the construction of the Harper's playground has just taken over. Instead of wiping out the entire Chelsea playground it seems that some kind of compromise could be worked out so that both playgrounds could be used side by side. I think the Harper's playground is also a wonderful project, but not to the demise of the Chelsea structure.

At the very least, it seems the name, Chelsea Anderson Memorial playground, should remain.

To tear out the structure and rename the entire playground seems disrespectful to all the people involved in the hard work in getting the Chelsea playground there in the first place.

Respectfully,
Ginny Lensing

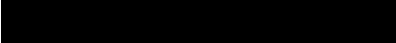
From: [Glynda Hamilton](#)
To: [City Council](#)
Subject: Chelsea park
Date: Tuesday, July 12, 2022 2:47:24 PM

You don't often get email from glyndahaha@gmail.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.

I am writing to encourage you to save Chelsea park. Because the city neglected to maintain it there is every reason the city should do everything it can to re[air what needs repairing and save its original parts. Adding to it is a good idea of course, but tearing it down is a ridiculous waste of money.

Glynda Hamilton



From: [Mark](#)
To: [City Council](#)
Subject: Submission: City Council Contact Form
Date: Tuesday, July 12, 2022 2:42:44 PM

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City Council Contact Form

Submitted date: Tuesday, July 12, 2022 - 2:42pm

Contact Information

First name:

Mark

Last name:

Muenster



Street address:



ZIP code:

98663

Inquiry Information

Subject:

Share an opinion about a City project or initiative

Recipient:

All of Council

Message:

July 12, 2022

Vancouver City Council

Dear Councilors:

Earlier this year, I sent a letter to the council regarding a proposal for a subsidy program for solar

power collectors for homeowners. As a satisfied owner of a small solar array, I can vouch for the fact that it does significantly reduce my power bill, especially in the summer. Small scale solar electric generation would also be a great way for the City to attempt to meet its ambitious goals for carbon-footprint reduction in the short term.

The main barrier for homeowners who would like to install solar is the significant up-front costs of a system. While Federal tax credits and the state power rebate are some help in meeting these costs, they are definitely not enough by themselves, and also come well after the fact of installation.

Seattle City Light had a program in the 1980s to assist homeowners with some of the up-front costs of solar hot water systems, which was the predominant home solar model at the time. I know it was certainly a motivating factor in my decision to install solar hot water back then. The same would be true if the City would create a subsidy program to the installation of solar electricity generating panels. A side benefit would be increased business for Washington based panel manufacturers and local solar contractors.

I would be happy to talk with any of you further about this topic.

Sincerely yours,

Mark W. Muenster
Attorney at Law

Upload a file:

From: [Mark](#)
To: [City Council](#)
Subject: Submission: City Council Contact Form
Date: Tuesday, July 12, 2022 2:40:31 PM

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City Council Contact Form

Submitted date: Tuesday, July 12, 2022 - 2:40pm

Contact Information

First name:

Mark

Last name:

Muenster

Email address:

[REDACTED]

Street address:

[REDACTED]

ZIP code:

98663

Inquiry Information

Subject:

Share an opinion about a City project or initiative

Recipient:

All of Council

Message:

July 12, 2022

Vancouver City Council

Dear Councilors:

Like many people in the City, especially dog owners, I was happy when the City passed its fireworks

ban a few years ago. Unfortunately, it does not seem to have had much of an impact in stopping the barrage of noise. This year was no exception.

The Columbian reported that the Fire Marshall was not issuing any citations for violations, opting for what was termed a “pro-active” approach.

People who want to discharge fireworks illegally in defiance of the ban are not going to be dissuaded by this approach. In preparation for next year’s 4th of July holiday season, the City should allocate sufficient funds for a vigorous program of enforcement, including whatever overtime would be necessary to have personnel on the ground to investigate complaints and enforce the ordinance.

Sincerely yours,

Mark W. Muenster
Attorney at Law

Upload a file:

From: [Sharon Sherlock](#)
To: [City Council](#)
Subject: Chelsea Anderson Memorial Park
Date: Tuesday, July 12, 2022 2:27:14 PM

You don't often get email from shortsherlock53@gmail.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.

To whom it may concern;

Please do a thorough investigation to the public's concern over losing the Chelsea Anderson memorial park. It sounds like there are unanswered questions and some things that may not have been done right. Thank you for giving this message consideration.

Sharon Sherlock

From: [Marilynne Kinner](#)
To: [City Council](#)
Cc: [Sue Replogle](#)
Subject: Saving the Park - Harper's Playground
Date: Tuesday, July 12, 2022 2:13:02 PM

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

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Hello!

I watched the segment regarding the Harper's Playground on Katu News last night. I would like to say that I hope the city of Vancouver will be willing to work with the community to save this little playground. It has meant so much to the family to see the community enjoy using the playground.

Folks in the community say that the park has been completely neglected for at least the last 5 years. The City of Vancouver has failed to abide by the contract to maintain the park. They have had \$15,000 a year allotted to do so. Most of the work needed to fix it is cosmetic, and it desperately needs it, after years of neglect, but the strength of the structure is still very sound.

Thank you for caring.

Marilynne Kinner - A Concerned Friend of Vancouver Parks

From: [REDACTED]
To: [City Council](#)
Subject: Chelsea's memorial Park
Date: Tuesday, July 12, 2022 1:50:20 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.

Good afternoon,

I am writing to you ask that you reconsider tearing Chelsea's park down. It has been a wonderful source of fun and family time for many years.

Many citizens view it as a landmark.

Couldn't a possible resolution be to make the necessary repairs and modifications?

This park is dear to my heart as Chelsea and her family are like family to us and have been for many years.

Thank you for your time,

John and Cindi Schroeder

[Sent from the all new AOL app for iOS](#)

From: [Paula Elliott](#)
To: [City Council](#)
Subject: Chelsea Park
Date: Tuesday, July 12, 2022 1:29:18 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.

First...thanks for your willingness to hear and hopefully understand why I feel so very strongly about the plan to tear down Chelsea's Memorial Park.

I have so many questions and would've loved to have had the opportunity to sit together around a table and share my concerns and hear from those who are making the decision to tear the Memorial down.

I don't believe anyone in either camp is against the new "inclusion park" concept. But my opposition comes with tearing down and completely rebuilding rather than making a few changes and adding elements that would make the existing park to meet the needs of a more diverse groups of children.

It seems unbelievable to me that this park that was in fact built by public servants (Fire Departments from all over Clark County) and paid for with private monies and was built to be a "lasting memory" of Chelsea.

Is the City considering how heart wrenching this is for all of Chelsea's family and friends. To simply plow it under!

It's my understanding that there had been \$15,000 set aside for improvements and updates needed for Chelsea's Park. If in-fact that is the case why wasn't that money used to meet those needs? Where are those funds?

As I listened to the reasoning that was given for not keeping the existing park on the KATU news ... it sounded as though there aren't any companies that could repair or replace any equipment. That begs the question how multiple schools, in many school districts continue to use equipment that is certainly older than that in Chelsea's Park.

I would like the City of Vanc Parks to relook at the current plan and sit down with those who have a vested interest in this park before things move forward.

Thank you for allowing me to share the reasons for my opposition in this matter.

Sincerely,
Paula Elliott

Sent from my iPhone

From: [Gary](#)
To: [City Council](#)
Subject: Submission: City Council Contact Form
Date: Tuesday, July 12, 2022 10:54:22 AM

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City Council Contact Form

Submitted date: Tuesday, July 12, 2022 - 10:54am

Contact Information

First name:

Gary

Last name:

Fetters

Email address:

[REDACTED]

Street address:

[REDACTED]

ZIP code:

98662

Inquiry Information

Subject:

Share an opinion about a City project or initiative

Recipient:

All of Council

Message:

I wish to thank everyone behind the scenes that have revitalized the city. My wife and i have lived in East Vancouver since 1991 and in the past liked the sleepy downtown but always went to Portland to dine and play. Not any more, Portland is not safe and Vancouver is alive once more. We are in our mid 60s and love the water front from the Marina South of I5 to down town. We are big fans of the outdoor concerts and have attended and will continue to attend the Water Front concerts on Fridays and the Tech Center concerts on Sundays. Both are well organized, the parking is easy, the atmosphere is one of community fun. Thanks for all the hard work to make Vancouver fun, interesting, exciting and safe.

Sincerely Gary and Elizabeth Fetters

Upload a file:

From: [Lex](#)
To: [City Council](#)
Subject: Submission: City Council Contact Form
Date: Tuesday, July 12, 2022 1:22:37 AM

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City Council Contact Form

Submitted date: Tuesday, July 12, 2022 - 1:22am

Contact Information

First name:

Lex

Last name:

Loeb

Email address:

[REDACTED]

Street address:

[REDACTED]

ZIP code:

97201

Inquiry Information

Subject:

Share an opinion about a City project or initiative

Recipient:

All of Council

Message:

It is getting to be time to reconsider the present direction of the I-5 Columbia River Crossing is taking. We have a major bottleneck on the newer i205 bridge and that won't just come to an end when the old i5 bridge gets replaced. It won't mater if it has 10 lanes 12 lanes it is going to be a bottleneck almost immediately. You want to fix it? think three bridges. Yes the old I-5 bridge can last another 100 years if painted and cared for but it would be better to leave it for local traffic and if you really want light rail running run it over that old bridge. To build the new bridge think Siphon Lock. You don't have to elevate the bridge all the way across to reach the 200 ft span if you have a siphon lock. What a siphon lock does is let the ships and barges pass under the bridge by lowering the water, draining

it to a lower part of the river, Some locks take ships up but this one takes them down and that channel gets dug on dry land on the shore and not in the river basin itself. The bridge can still use the counterweights to rise for slower local traffic. The new bridge never has to rise. If you wanted to you can convert the use of the counterweights to displacing water in the siphon lock. I don't think I invented a siphon lock and think there are other examples elsewhere. Having three bridges is going to be much better if we ever have a major earthquake as all three might not fail at once. 1 out of three is better odds to have at least one survive. And a 4th emergency bridge should also be considered and that is a number of barges with road bed on top of them that can give access across the river anywhere when needed. The siphon lock could save a lot of money by building a long structure closer to the river mean high tide level. It is no small engineering project either. You can also install turbines to generate a bit of electricity when you siphon out the water.

Upload a file:

From: [Patty](#)
To: [City Council](#)
Subject: Submission: City Council Contact Form
Date: Sunday, July 17, 2022 11:25:11 AM

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City Council Contact Form

Submitted date: Sunday, July 17, 2022 - 11:25am

Contact Information

First name:

Patty

Last name:

Brucker

Email address:

[REDACTED]

Street address:

[REDACTED]

ZIP code:

[REDACTED]

Inquiry Information

Subject:

Share an opinion about a City project or initiative

Recipient:

All of Council

Message:

Are Fireworks Legal in Vancouver, Washington?

No, fireworks are NOT legal in the City of Vancouver

In 2015, the Vancouver City Council approved a fireworks ordinance (M-4137) that went into effect in October 2016. This ordinance made the sale and use of consumer fireworks inside the city limits of Vancouver a crime. This is a complete ban that includes all types of fireworks.

Civil fines start at \$500 for violating this law.

Leading up to July 4th 2022 and for literally a week after, fireworks exploded with impunity within the City of Vancouver.

Ordinance M-4137 has existed for 6 years, yet the Fire Marshal refuses to enforce the law, instead opting for educating the public. There comes a time when the City needs to admit that this "education" is not working.

In February voters passed the Fire Department's levy, adding additional burden for property owners, increasing the amount of property taxes we now have to pay along with skyrocketing prices due to inflation. Perhaps we might have been spared at least a portion of this amount if the City and the Fire Department had chosen instead to enforce this law.

With civil fines starting at \$500.00, the 750+ complaints received this year would have added a minimum \$375,000.00 to the City coffers. Ignoring this fact is simply bad business, and places additional financial burden on homeowners.

When the City Council creates laws, they are expected to be followed, and if not followed they are expected to be enforced. In this country we have The Rule of Law. Either no one is above the law, or everyone is above the law. Which is it in Vancouver?

Upload a file:

From: [Jean M. Avery](#)
To: [City Council](#)
Cc: [Small, Rebecca](#); [Ray, Charles](#)
Subject: Public comment on Climate Action Plan
Date: Saturday, July 16, 2022 6:46:30 AM

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

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To Madam Mayor and City Council

From: Jean M. Avery, Vancouver resident and volunteer with the City, Watershed Alliance, Vancouver Audubon, Sierra Club, Columbia Land Trust (past)

Congratulations on undertaking the ambitious Climate Action Plan for our City. I have a few comments to share:

Re: Transportation. While it is laudable to promote walking and biking, there are parts of the City that are not biker-friendly or walker-accessible. For example:

- I gave away my bike, because there are very few dedicated bike paths, and I don't like to bike on a street with cars.
- Waterfront walking paths are lovely, but they are not accessible to all. For example, there is no public transit to get to the new waterfront or to the area by Beaches restaurant. Older residents, people with disabilities, and families without cars would have difficulty getting to these beautiful walkways.
- Limited public transportation is also an equity issue -- for folks who don't own a car or can't afford parking fees.

Re: Tree Canopy: While I applaud the City's goal to increase tree canopy, I observe the opposite: trees are being cut down by developers, while the city seemingly allows mature trees to be destroyed. For example:

- The Vancouver Innovation Center (VIC) development in Fishers Landing includes "34 acres of natural and urban open spaces," with a forest of mature Douglas Fir trees assessed to be 50 years old and healthy. In spite of the developer's promise to place a covenant on the forested acreage, the approved Development Agreement (Section 6.11) states otherwise: "Approximately 21 acres of the forested grove will be removed to accommodate development of a new public street; residential, office, and commercial buildings; and parking." [The attached photo shows the forested area of the proposed VIC development.]

-- Ironically, one of the city's major "hot spots" is just north of this Fishers Landing location. Removing mature trees would exacerbate the heat problem.

-- Why not convert the VIC forest to a lovely walk-through grove, like the Village

Woods Open Space? [See attached photo.]

- At the June 6 meeting, City Council voted down specific references to tree canopy in the CAP Early Action Plan. Why? As I stated to Urban Forestry at their June 15 meeting, it would "add some teeth" to the city's tree canopy plans if Urban Forestry included specific recommendations from the Climate Action Plan.
- I have been attending Urban Forestry meetings and events, and appreciate their work. I understand that Urban Forestry is also responsible for updating codes that would preserve existing trees. Why are these codes not protecting trees when developers are allowed to remove them?

Re: Greenspaces: While it makes sense to build taller buildings to increase housing density, there must be green spaces near these areas for recreation, cleaner air, and shade. I notice that Clark County may be moving in the direction of decreasing allowable green spaces; I hope Vancouver will prioritize green spaces in all residential areas.

Thank you for taking my comments.





From: [Jana](#)
To: [City Council](#)
Subject: Submission: City Council Contact Form
Date: Thursday, July 14, 2022 6:33:41 PM

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City Council Contact Form

Submitted date: Thursday, July 14, 2022 - 6:33pm

Contact Information

First name:

Jana

Last name:

Erdman

Email address:

[REDACTED]

Street address:

[REDACTED]

ZIP code:

97217

Inquiry Information

Subject:

Share an opinion about a City project or initiative

Recipient:

All of Council

Message:

The I5 bridge need replacing, like 10 years ago. I know it's no one's fault and also no one can decide how to pay for it apparently but it's getting SO bad. No other city of this size would allow a bottleneck of such proportions to exist. All portland and Vancouver people would benefit greatly. I think many people would be okay with construction setbacks just knowing it was going to get so much better! Thank you all!

Upload a file:

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 13, 2022 5:01:06 PM

Hey Sarah,

This just came in through the CMO inbox. It was likely meant for public comment on 7/11. Not sure if you include these in the future... especially since it's addressed to Eric and not Council. So, forwarding on in case you need to include this somewhere.

Thanks!

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 | www.cityofvancouver.us/socialmedia

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

From: [REDACTED]
Sent: Monday, July 11, 2022 3:50 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative

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

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

Dear City Manager Eric Holmes,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,

Ted Sarvata



Vancouver, WA 98682-6144

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: Decision on IBR Locally Preferred Alternative is backwards in EIS process
Date: Tuesday, July 12, 2022 9:14:59 AM

Forwarding on this comment from the cmo inbox.

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

From: Tim Gould [REDACTED]
Sent: Tuesday, July 12, 2022 8:18 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Decision on IBR Locally Preferred Alternative is backwards in EIS process

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Mayor and City Council members:

Your decision to move ahead with approval of the modified locally preferred alternative (LPA) for the Interstate Bridge Replacement (IBR) project is unfortunate and deserves to be rescinded at the next available opportunity. By approving the LPA without an alternative bridge design to be carried forward in an Environmental Impact Statement (EIS), you have endorsed a backwards approach that assumes a high-span bridge is the best option. The EIS is not a “box checking” exercise, but is meant to inform the design decision and should evaluate at least two alternatives. A lift bridge alternative, for example, and slimmer footprint without full crossing auxiliary lanes, should be studied in environmental review to produce better outcomes.

Some issues of concern with the modified LPA include:

1. The LPA presents mobility equity issues. Steepness of the high bridge will discourage and complicate use by pedestrians and cyclists.
2. Construction of the modified LPA does not lend itself to phasing. We need a project that can be split into phases that can be individually completed with available funding, and be considered relative to other pressing regional needs.

3. No complete, current financial plan is available for the IBR project. An investment grade financial analysis is needed to provide more realistic information, and help decision makers understand the tradeoffs in LPA decisions.

4. The impacts on climate, air quality and regional development patterns of a project of this scale warrant environmental review of more than one alternative.

I urge the Council to rescind its approval of the modified LPA, and require the EIS to also consider a phased approach with a lift bridge or tunnel option in addition to the high bridge design.

Sincerely,
Tim Gould
Transportation & Land Use Chair
Sierra Club Washington