



CITY COUNCIL MEETING MINUTES

Vancouver City Hall | Council Chambers | 415 W. 6th St.
PO Box 1995 | Vancouver, WA 98668-1995
www.cityofvancouver.us

Anne McEnerney-Ogle, Mayor

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

April 17, 2023

WORKSHOPS

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

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

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

https://www.cvtv.org/vid_link/35531?startStreamAt=0&stopStreamAt=5960

4:00-5:00 p.m. Renaissance Boardwalk Master Plan Update

Keith Jones, Senior Planner, 360-487-7887

Summary

Staff led Council through a discussion of the Renaissance Boardwalk Master Plan Update.

5:00-6:00 p.m. Tiered Water Rates Update

Chris Malone, Public Works Finance & Asset Manager, 360-487-7711

Summary

Staff led Council through a discussion of the Tiered Water Rates Update.

Councilmembers Harless and Perez attended the meeting remotely.

COUNCIL DINNER/ADMINISTRATIVE UPDATES

COUNCIL REGULAR MEETING

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

Vancouver City Council meeting minutes are a record of the action taken by Council. To view the CVTV video recording, including presentations, testimony and discussion, for this meeting please visit: https://www.cvtv.org/vid_link/35533?startStreamAt=0&stopStreamAt=6089 Electronic audio recording of City Council meetings are kept on file in the office of the City Clerk for a period of six years.

Pledge of Allegiance

Call to Order and Roll Call

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

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

Absent: None

Councilmembers Harless and Perez attended the meeting remotely.

Approval of Minutes

Minutes - March 20, 2023

Motion by Councilmember Hansen, seconded by Councilmember Stober, and carried unanimously to approve the meeting minutes of March 20, 2023.

Proclamations: National Volunteer Week; National Poetry Month

Mayor McEnery-Ogle read and presented a proclamation to Sherry Braga, Volunteer Coordinator for Fort Vancouver Regional Libraries, proclaiming April 16 - 22, 2023 as National Volunteer Week.

Mayor McEnery-Ogle read and presented a proclamation to Deborah Nagano, Chair of the Clark County Arts Commission, LaRae Zawodny, Chair Pro Tem of Artstra and Director of Artstra's Poetry Moves Program, proclaiming April 2023 as National Poetry Month.

Community Communications

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

- Kimberlee Goheen Elbon, La Center, WA

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

Consent Agenda (Items 1-6)

Council requested Items 3 and 5 be pulled for discussion.

Motion by Councilmember Hansen, seconded by Councilmember Paulsen, and carried unanimously to approve items 1, 2, 4, and 6 on the Consent Agenda.

Motion by Councilmember Fox, seconded by Councilmember Stober, and carried unanimously to approve items 3 and 5 on the Consent Agenda.

1. 2022 Resurfacing Project - construction acceptance and release of retainage

Staff Report: 057-23

This project rehabilitated streets in the Lincoln, Rose Village, Fourth Plain Village, Oakbrook and Marrion Neighborhoods. It also included paving

sections of SE Ellsworth Ave, Evergreen Hwy and part of SE 172nd Ave. The work involved approximately 15.4 lane miles of asphalt concrete pavement and 18,300 tons of asphalt concrete mix.

Lakeside Industries, Inc., of Vancouver, Washington, has satisfactorily completed the subject improvements in accordance with the plans and specifications. The original contract bid amount was \$3,388,883.00. The final construction cost was \$3,178,368.70, a decrease of approximately 6% from original bid amount. This decrease can be attributed to minor variations in bid item quantities as well as the deletion of additive C. The contract was awarded with a base bid and additives A, B and C. Only additives A and B were completed due to budget limitations.

There was an apprenticeship requirement of 5% for this project. To fulfill the apprenticeship requirements the contractor needed a minimum of 531.2 hours. The contractor successfully met the apprenticeship goal by delivering a total of 1176.5 apprenticeship hours for the project, yielding an actual apprenticeship utilization rate of 11%.

Request: On April 17, 2023, accept the 2022 Resurfacing Project as constructed by Lakeside Industries, Inc., of Vancouver, Washington, and authorize release of the retainage bond on file subject to receipt of all documentation required by law.

Bailey Smithline, Associate Civil Engineer, 360-487-7791

Motion approved the request.

2. Construction Acceptance for Fruit Valley Road Stormwater Overflow

Staff Report: 058-23

There was recurring local roadway flooding within the 4800 block of NW Fruit Valley Road that occurred during severe or prolonged storm events. This created a driving hazard when high water backed up within the roadway and flooding of adjacent properties.

The work was completed satisfactorily in accordance with the plans and specifications. Contract costs are summarized below:

TOTAL CONTRACT COSTS	
Labor, Equipment and Material	\$693,641.06
Sales Tax	\$0.00
Total	\$693,641.06
Retainage	\$34,682.05

The original bid amount was \$599,995.00. Variation from the estimated

quantities including additional road repair and replacement of unsuitable soils resulted in an additional cost of \$68,723.43. There were seven change orders including replacement of an existing stub pipe that was in poor condition and construction of a temporary gravel road for farmer access to the adjacent berry fields for a total additional cost of \$24,922.63. The final payment total was \$693,641.06.

Apprenticeship Utilization goal of 3% was not met with only 2% of qualified working hours delivered by apprentice employees. Tapani delivered 50.5 hours of the required 87.7 hours. The penalty for not fully meeting the apprenticeship goal was waived by City staff. Tapani requested the waiver due to project circumstances that were outside of their control. Tapani hired a total of nine subcontractors on the project. The subcontractors hired had difficulty obtaining apprentices due to the following reasons: four subcontractors had a limited amount of hours on the project, two of the subcontractors had limited amount of hours and were using specialty equipment, two of the subcontractors were truck drivers and the other subcontractor was an owner/operator. Tapani had an apprentice working on the project and had intended to meet the goal, but unanticipated work was added that required additional subcontractor labor that could not utilize apprentices.

Request: On 4/17/2023, accept the Fruit Valley Road Stormwater Overflow as constructed by Tapani, Inc., Battle Ground, WA, USA, and authorize release of retainage in the amount of \$34,682.05, subject to receipt of all documentation required by law.

Mike Swanson, Civil Engineer, 360-487-7182

Motion approved the request.

3. Ninth Amendment to Contract for Ambulance Services

Staff Report: 059-23

On November 10, 2014, the City Council authorized the City Manager to enter into a five-year Agreement with an additional five-year possible extension. The Contract became effective on January 1, 2015. On December 17, 2018, the City Council authorized the City Manager to enter into a five-year extension to the Agreement.

Except as temporarily provided in amendment 7 to the contract, which applied during the COVID-19 pandemic, the Contract requires an Advanced Life Support ("ALS") response to every 9-1-1 response. Allowing BLS response to non-emergency priority 5 and 6 calls may be an effective way to provide successful EMS response and increase resource availability, as to improve response times. The City of Vancouver and AMR believe a 6-month pilot program allowing the use of BLS units to respond to priority 5 and 6 calls will provide valuable data that can build future

response options. After consultation with the Medical Program Director, City staff and AMR entered an agreement concerning a 6-month pilot program, which will allow BLS ambulance response to non-emergency priority 5 and 6 calls.

The agreement for the pilot program is contingent on Council amending the rates for BLS response to 9-1-1 calls. The proposed amendment seeks to add a BLS emergency rate to appendix 2 in order to facilitate the BLS pilot program. The modifications are set forth in the attached Ninth Amendment to the Agreement. A Sixth Amendment to the Agreement requires that all subsequent amendments be presented to Council for approval.

Request: Authorize the City Manager to execute the attached Ninth Amendment to the Professional Services Agreement No. 80989 (Now 88635) with AMR for Ambulance Services.

Brennan Blue, Vancouver Fire Chief, 360-487-7201

Motion approved the request.

4. Interagency Agreement Between the City of Vancouver and the Evergreen School District

Staff Report: 060-23

The Vancouver Police Department no longer contracts with the Evergreen School District for School Resource Officers. The District has requested the City of Vancouver enter this interlocal agreement to request on-site law enforcement services for District events such as graduations, athletic events, dances, theater productions and other similar events.

Request: Authorize the City Manager or designee to execute an interlocal agreement with Evergreen School District for police officers at district sponsored extracurricular events.

Jeff Mori, Vancouver Police Chief, 360-487-7472

Motion approved the request.

5. Adoption of 2022 Clark Regional Natural Hazard Mitigation Plan

Staff Report: 061-23

A RESOLUTION of the City of Vancouver authorizing the adoption of the Clark Regional Natural Hazard Mitigation Plan.

Planning Process

In mid-2022 the NHMP planning coalition reconvened to update the regional plan. The continuing impact of the COVID Pandemic limited planning team availability and in-person coordination. As a result, most of

the planning process was conducted using email and a collaborative virtual work environment called Mural. Meetings were kept to a minimum to enable partners to pursue their NHMP planning efforts while still working on pandemic response and recovery.

During the update, city staff determined that 17 of the 34 Action Items listed in the Vancouver 2016 Annex were completed. Major accomplishments included completion and adoption of a Regional Disaster Debris Management Plan; replacement of Fire Stations 1 and 2; and Emergency Transportation Route updates. The remaining 17 actions have been carried over in the 2022 plan along with five additional Action Items.

Of the 22 Action Items in the proposed Vancouver Annex, many are already being implemented (water system resiliency improvements; seismic upgrade or replacement of aging fire stations; and consolidation of police headquarters to a facility with stronger structural integrity). New 2022 NHMP Action Items include update of our Continuity of Operations Plan; pre-and post-earthquake functional assessment of critical facilities; continued fire station improvements; and integration of actions to mitigate climate change. For a complete listing of Action Items, see Section 7.9 Table 7-10 of the Vancouver Jurisdictional Annex in the proposed Volume 2 of the attached NHMP.

Public Engagement

The planning update process included a 30-day Public Comment Period (Nov 7 - Dec 9) with notice posted on the city social media network, the Clark Regional Emergency Services Agency website, and in The Columbian. There were no public comments received.

Plan Implementation

Following adoption, the 2022 Regional NHMP will be used as an updated reference for mitigation actions to reduce or eliminate natural hazard impact. The plan will be reviewed annually to monitor progress and to incorporate additional mitigation initiatives.

Request: Adopt a resolution adopting the 2022 Clark Regional Natural Hazard Mitigation Plan, Volumes 1 and 2.

Geraldene Moyle, General Services Director, 360-487-8633;
Gene Juve, Emergency Manager, 360-931-9525

Motion adopted Resolution M-4217 to approve the request.

6. Approval of Claim Vouchers

Request: Approve claim vouchers for April 17, 2023.

Motion approved claim vouchers in the amount of \$3,861,375.34.

Public Hearings (Item 7)

7. Modera Apartments MFTE

Staff Report: 062-23

A RESOLUTION of the City Council of the City of Vancouver approving a development agreement with Columbia Waterfront, LLC for an 8 year property tax exemption for market rate housing with a public benefit contribution for the property located at 600 Boise Place, Vancouver, WA 98660 (Exhibit A).

The project is located on the Vancouver waterfront at 600 Boise Place. The applicant is requesting an 8-year multi-family housing limited property tax exemption for a market rate housing. The project is a sixteen-story, 299-unit apartment building with 287 associated parking spaces. The proposed development will include studio, one-bedroom, and two-bedroom units. The total estimated development cost is \$134 million.

Over the 20-year period following construction, the project (with the exemption) will generate over \$18 million in taxes benefiting all taxing districts (ports, schools, county, city, etc.). A total of \$3.25 million in taxes will directly benefit the City of Vancouver. Total estimated foregone tax revenue for all districts during the exemption is \$4.43 million. The forgone taxes specific to the City of Vancouver during the exemption would be \$1.59 million. Land value property taxes and per unit utility taxes will still be collected during the exemption. It is also anticipated that new residents will support downtown businesses during and after the exemption period.

As a market rate project, a public benefit contribution with a value equal to \$1,109,250 (25% of the estimated foregone tax amount) is required. The applicant noted that Vancouver Waterfront is already well served with a completed park, public art, and infrastructure. Therefore, the applicant is proposing to satisfy the public benefit contribution by providing funding towards future affordable housing investments. The proposed public benefit contribution for future affordable housing projects can be used for land banking or construction of permanent affordable units where funding can leverage more and larger unit types and at deeper levels of affordability. The public benefit contribution payment amount will be required prior to issuing the final tax certificate. The advantage of this funding is also likely to last longer than the duration of the 8-year tax exemption.

The project requires a development agreement and therefore also falls under the City interim green building policy. Per the applicant's consultant the building is being constructed to exceed the minimum LEED gold score. The City green policy staff have reviewed the applicant's LEED summary indicating that the project satisfies the City's green building policy.

Request: On April 17, 2023, following a public hearing, adopt a resolution authorizing the City Manager or designee to execute a multi-family housing limited property tax exemption certificate and take any and all action necessary to enforce the terms thereof.

Bryan Monroe, Associate Planner, 360-487-7958

Bryan Monroe, Associate Planner, provided an overview of the Modera Apartments MFTE.

Council discussed the item with staff.

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

- Kimberlee Goheen, La Center, WA

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

Motion by Councilmember Paulsen, seconded by Councilmember Hansen, and carried 6-1 to approve Resolution M-4218. Councilmember Fox voted No.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

Interstate Bridge Replacement Program

Katherine Kelly, Senior Transportation Policy Advisor, discussed the Interstate Bridge Replacement Program.

Vancouver Police Department Update

Jeff Mori, Police Chief, discussed the Vancouver Police Department Update.

County Population Forecast Presentation

Bryan Snodgrass, Principal Planner, discussed the County Population Forecast.

Adjournment

8:10 p.m.

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

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

From: [REDACTED]
To: [City Council](#)
Subject: Public Comment #7
Date: Monday, April 17, 2023 12:13:05 PM

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

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

I'm requesting that city council hold off on approval. We need public feedback. This request isn't affordable the working people. The 1600 for a 500 Sq. studio isn't affordable if someone is making minimum wage. Sorry for the delay in get the comment submitted.

Thank you,
Leah Perkel

Sent from my iPhone

From: [Delapena, Amanda](#)
To: [Dollar, Sarah](#)
Subject: FW: Submission: City Council Contact Form
Date: Wednesday, April 12, 2023 11:01:12 AM
Attachments: [letter to planning commission.docx](#)

Sarah,

Written comment for Council regarding short-term rentals.

Amanda Delapena

From: Scott <webresponse@cityofvancouver.us>
Sent: Tuesday, April 11, 2023 11:55 AM
To: City Council <council@cityofvancouver.us>
Subject: Submission: City Council Contact Form

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City of Vancouver, Washington



City Council Contact Form

Submitted date: Tuesday, April 11, 2023 - 11:54am

Contact Information

First name:

Scott

Last name:

Dickinson

Email address:

[REDACTED]

Street address:

[REDACTED]

ZIP code:

98663

Inquiry Information

Subject:

Recipient:

All of Council

Message:

Please see my letter concerning Short Term Rentals in Vancouver.

Upload a file:

[letter_to_planning_commission.docx](#)

4-11-2023

Dear Planning Commission Members,

Thank you for your time and your efforts on the Short Term Rental topic. This issue is very important to my wife and me. We own 2 STR's in Vancouver, one of which's sole purpose is to help pay for my mother-in-law's Alzheimer's care.

I want to contain my talking points to two areas in this letter. The benefits of Short Term Rentals to the community and how STR's are no treat to traditional lodging choices.

Point number one is that STR's improve the visual image of neighborhoods. Short Term owners pay attention to how the house looks to attract guests. It's all about the curb appeal. Our guests are generally more discriminative. They have chosen a certain house online to stay, based on many factors. One of which is how the home looks. STR homes look better than traditional rentals.

Also, STR's help employ other members of our community. Every time a guest checks out, a cleaner is employed to get that home ready for the next guest. Landscapers, maintenance personnel and contractors are hired to keep the home attractive. Improvements made to Short Term Rentals make neighborhoods better.

Point number two is the false premise that short term rentals take away from other lodging businesses. That is not true. STR's are an alternative, not a replacement. STR guests like the communal setting with loved ones or friends. They like the peace and quiet and privacy of a neighborhood vs. the more industrial and public setting of a hotel. Many of these guests need somewhere to stay while looking for a new home. Staying in a traditional lodging choice for a month or two is not financially affordable and there are really no long-term rental options for less than a year.

We do not restrict competition in other industries. For instance, in the restaurant world if you want pizza, Thai food or burgers, no one will disagree that customers should have a choice. It should be the same with lodging. So, if some customers prefer a Short Term Rental, that should be the visitors' choice. Please don't take that choice away.

And to be clear, owner occupancy requirements will be a death sentence to 90% of STR's in Vancouver. And will simply move the STR stays outside of Vancouver, and losing the lodging taxes that go along with them. And the ancillary benefits to other businesses such as restaurants, retail, service providers, etc. But rest assured, the Genie is out of the bottle.... Short Term Rentals are a preferred place of stay for many guests and pushing them out of Vancouver is pushing away visitors and tourists. And Taxes. Vancouver should embrace this paradigm shift in lodging choices, not live in the past.

Thank you for your time and thank you again for your work on this issue.

From: [Wynn Grich](#)
To: [Harris, Rep. Paul](#); [Dollar, Sarah](#); [Reform Clark County - Rob Anderson](#); [Rebecca Messinger](#)
Subject: Fwd: REMINDER: TSCA Lawsuit Hearing This Tuesday
Date: Monday, April 10, 2023 2:09:20 PM

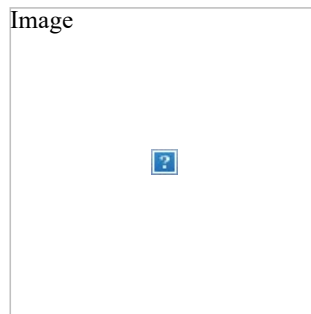
CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Everyone else watch the hearings. Stewart Connett in SF is seeing the EPA to stop adding poison to our water. The government has brain damage studies, reproduction malfunction studies, and cancer studies. Support Fluoride Action Network. Org. Help the whistle blowers save lives.

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

From: **Fluoride Action Network** <mail@networkforgood.com>
Date: Mon, Apr 10, 2023, 1:41 PM
Subject: REMINDER: TSCA Lawsuit Hearing This Tuesday
To: <1955wecg@gmail.com>



TSCA Lawsuit Hearing This Tuesday

Dear Friends:

IMPORTANT REMINDER: The next status hearing for our [federal lawsuit](#) against the US Environmental Protection Agency (EPA) over the neurotoxicity of fluoridation chemicals will be held on **Tuesday, April 11th at 2:30PM (US Pacific) / 5:30PM (US Eastern)**.

Watch the trial live on Zoom:

<https://cand-uscourts.zoomgov.com/j/1619911861?pwd=TjVMa1lnMlJlNHR3ZE9QMkFjNkFndz09>

Webinar ID: 161 991 1861

Password: 912881

You can also join by phone, [click here for the telephone number based on your location](#).

Our legal team has asked the Court to increase the number of allowable participants from 100 to 500 to accommodate a larger audience, as the Court has done in the past. However, if you are unable to watch or listen to the hearing for any reason, FAN will provide an overview of the proceedings in a follow-up bulletin as well as on social media. If a recording of the hearing is made available by the Court at some point in the future we'll also share that with you as soon as it's posted.

We expect the focus of the hearing to be on the timeline for the remainder of the trial. This will include setting the dates for the second phase of testimony and cross examination of expert witnesses centered around the National Toxicology Program's systemic review on fluoride neurotoxicity. Other topics and procedural matters may also be discussed at Tuesday's status hearing.

You can [read the synopsis](#) of the last status hearing in January, where the Court denied the EPA's motion to delay the case

indefinitely, and ultimately agreed with FAN's argument to [compel the NTP to release their final report](#) to the public. You can read the NTP report and see FAN's analysis below:

- [*Suppressed Government Report Finding Fluoride Can Reduce Children's IQ Made Public Under EPA Lawsuit*](#)
- [*Government Report Finds No Safe Level Of Fluoride In Water: Fluoridation Policy Threatened*](#)

Thank you,

Stuart Cooper
Executive Director
Fluoride Action Network

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



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From: [Wynn Grcich](#)
To: [Dollar, Sarah](#); [Rebecca Messinger](#); [Harris, Rep. Paul](#)
Subject: Watch "What's in the Pfizer Documents? | Naomi Wolf" on YouTube
Date: Saturday, April 15, 2023 6:27:33 PM

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https://youtu.be/T9Y_W_30hsM.

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

From: [Wynn Grcich](#)
To: [Dollar, Sarah](#); [Rebecca Messinger](#)
Subject: Drug the councils should talk about.
Date: Saturday, April 15, 2023 6:40:37 PM

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

https://thenewamerican.com/zombie-drug-contributing-to-rise-in-overdose-deaths-in-american-cities/?mc_cid=80dec56b1b&mc_eid=d27f993d23. Send to council members and MELNECK. Put on public record and confirm that you did. Thanks from Wynn

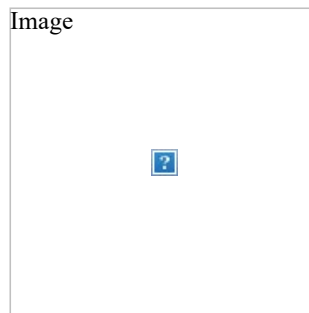
From: [Wynn Grcich](#)
To: [Dollar, Sarah](#); [Rebecca Messinger](#); [Harris, Rep. Paul](#)
Subject: Fwd: Dates Set For Second Phase Of Federal Fluoride Trial
Date: Friday, April 14, 2023 12:39:30 PM

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

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

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

From: **Fluoride Action Network** <mail@networkforgood.com>
Date: Fri, Apr 14, 2023, 11:17 AM
Subject: Dates Set For Second Phase Of Federal Fluoride Trial
To: <[REDACTED]>



Dates Set For Second Phase Of Federal Fluoride Trial

Dear Friends:

After nearly three years of delay by the National Toxicology Program (NTP) and the U.S. Environmental Protection Agency (EPA)--and only due to numerous legal victories by our attorneys to move the case forward--the moment we've been waiting for has arrived!

Mark your calendars, the start date for the final phase of our [federal lawsuit](#) against the EPA over the neurotoxicity of fluoridation chemicals has been scheduled for **January 29th, 2024**. The Court has set aside two weeks to hear testimony and cross-examination of expert witnesses focused on new evidence and science published since the last trial dates in 2020, including the [NTP's 6-year systematic review](#) of fluoride's neurotoxicity.

The start date was agreed upon by both parties, and was the earliest practical date based on the calendars for the Court and attorneys, as well as the procedural guidelines and timetables laid out by the Court at the start of the trial. This schedule also ensures that our expert witnesses will have ample time to review and assess the evidence.

Attorneys for the EPA agreed to proceed without the published NTP report, acknowledging that while the NTP does appear to be making progress they may never officially publish their findings that low-levels of fluoride cause cognitive impairment during brain development in children. The judge also stated that he's willing to move forward without the published NTP report.

The NTP has announced that their [Board of Scientific Councilors](#) (BSC) will hold a public meeting on May 4th. The BSC is charged with evaluating "the adequacy of NTP responses to external peer review and federal agency comments received." A BSC working group will present [their findings](#) to the full council, then hear an hour of public testimony from stakeholder organizations. The BSC will then decide if the NTP report needs to be amended at all, which amendments to make, and make a final recommendation to the NTP Director, Rick Woychik, Ph.D. This all comes after the report went through an unprecedented multi-tiered peer review process that no other monograph in history has undergone, including being reviewed **twice** by the National Academies of Science, Engineering, and Medicine (NASEM), reviewed by a select group of

external subject matter experts, and reviewed by various pro-fluoridation agencies within HHS.

Once Dr. Woychik has the BSC recommendation in hand, he will then presumably decide if the report will ever be made public, though [evidence obtained by FAN through the Freedom of Information Act](#) indicates that the decision will likely be political rather than science-based, and made instead by Assistant Secretary of Health, Dr. Rachel Levine.

FAN's lead attorney, Michael Connett, asked the Court to allow additional depositions of the government officials involved in blocking the NTP report from the public. However, the judge chose to keep depositions limited for the time being, saying that he wanted to focus on the science rather than the politics. From my perspective, the judge appeared to be indicating that he would give the weight to the NTP report that it deserved, and not be swayed at all by political-based criticisms of the NTPs work or behind-the-scenes maneuvering to keep the report from being published.

At the end of the day, our two major goals of getting the judge to hold a second phase of the trial and getting a concrete date scheduled for its start were both achieved. The finish line appears to be in sight!

The Court will hold its next status hearing at 2:30PM (Pacific) / 5:30PM (Eastern) on Tuesday, July 11th.

I'd also recommend reading independent journalist Derrick Bronze's [great coverage of the status hearing](#).

Thank you,

Stuart Cooper
Executive Director
Fluoride Action Network

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



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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

April 24, 2023

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https://www.cvtv.org/vid_link/35545?startStreamAt=0&stopStreamAt=2047

4:00-5:00 p.m. Spring Supplemental Budget

Natasha Ramras, Chief Financial Officer, 360-487-8484

Summary

Staff led Council through a discussion of the Spring Supplemental Budget.

Councilmember Harless attended the workshops remotely.

COUNCIL DINNER / EXECUTIVE SESSION RE: REAL ESTATE

NEGOTIATIONS (1 HR)

Mayor McEnerny-Ogle announced the Council would be entering into executive session from 5:00-6:00 p.m. to discuss Real Estate Negotiations.

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Pledge of Allegiance

Call to Order and Roll Call

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

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

Absent: None

Councilmember Harless attended the meeting remotely.

Approval of Minutes

Minutes - April 3, 2023

Motion by Councilmember Hansen, seconded by Councilmember Paulsen, and carried unanimously to approve the meeting minutes of April 3, 2023.

Community Communications

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

- Kimberlee Goheen Elbon, La Center, WA
- Dmitri Stoyanoff, Vancouver

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

Consent Agenda (Items 1-8)

Council requested items 6 and 7 be pulled for discussion.

Motion by Councilmember Paulsen, seconded by Councilmember Fox, and carried unanimously to approve items 1-5 and 8 on the Consent Agenda.

Motion by Councilmember Fox, seconded by Councilmember Hansen, and carried unanimously to approve item 6 on the Consent Agenda.

Motion by Councilmember Hansen, seconded by Councilmember Fox, and carried unanimously to approve item 7 on the Consent Agenda.

1. **Partial Easement Vacation - 2902 Falk Rd**

Staff Report: 063-23

The existing sewer easement currently extends all the way to the Falk Road right of way. However, the existing sewer main ends approximately 190 feet west of the Falk Road centerline. The site is planned to be redeveloped and the developer (Ginn Group) has requested that the easterly portion of the easement (approximately 110 feet from the Falk Road centerline) be vacated. This partial vacation will unencumber two future building sites and allow for construction draws associated with financing for the development. Staff has determined that the portion of the easement being vacated is not needed for maintenance of existing or proposed public sewer facilities.

Note: The developer intends to grant new easements over both the existing sewer main and new sewer mains associated with the development. This will allow the remainder of the existing sewer easement to be vacated in the future.

Request: Authorize the City Manager or his designee to sign the attached easement release.

Sheryl Hale, Senior Civil Engineer, 360-487-7151

Motion approved the request.

2. Professional Services Agreement with MIG for Bagley Park

Staff Report: 064-23

On November 4, 2022, the city received 6 qualification statements for the Bagley Community Park Project (RFQ 46-22). The qualification statements were evaluated based on experience, project understanding, approach, and public process.

MIG of Seattle, Washington was selected to provide professional services for the Bagley Community Park project, including public outreach, needed pre-development studies and master planning.

The amount of the contract shall not exceed \$440,047.00 plus reimbursable expenses and will be billed on a time and material basis in accordance with the attached contract.

Request: Authorize the City Manager or their designee to execute a professional services agreement with MIG for substantially the services referenced above in a contract with a not-to-exceed amount of \$440,047 plus reimbursable expenses.

Terry Snyder, Senior Park Developer, 360-487-8317

Motion approved the request.

3. Professional Services Amendments for On-Call Parks Planning Services

Staff Report: 065-23

The City issued an RFQ to provide licensed engineering, landscape architecture, planning, and public outreach for on-call landscape architecture, engineering and other parks related professional services in October 2021 and received thirteen responses in December 2021. Consultants were asked to submit responses for work that may include, but is not limited to, providing parks, trails and cultural landscape, architecture design, engineering and public outreach including, but not limited to, geotechnical work, surveying, permit assistance, street frontage improvements, grading, stormwater, water and sewer design, playground design, landscape and irrigation design, presentation graphics for grants and public outreach, construction inspections and administration or other related services.

After a review of the responses, the evaluation committee selected 8 consultants for on-call professional service contracts.

Company	Current Contract Limit
AKS Engineering	\$300,000

<i>Environmental Science Associates</i>	<i>\$300,000</i>
<i>Greenworks</i>	<i>\$300,000</i>
<i>Harper Houf Peterson Righellis</i>	<i>\$300,000</i>
<i>MacKay & Sposito</i>	<i>\$300,000</i>
<i>Mayer Reed</i>	<i>\$300,000</i>
<i>Otak</i>	<i>\$300,000</i>
<i>Walker Macy</i>	<i>\$300,000</i>

The following on-call consultants are currently working on park projects:

- *AKS: Esther Short Park Playground and Restroom Replacement*
- *Environmental Science Associates: Columbia Lancaster Playground Replacement*
- *Greenworks: Oakbrook Playground and park improvements*
- *Harper Houf Peterson Righellis: Van Fleet Playground Replacement*
- *MacKay & Sposito: Marine Park Boat Launch Dredging Design and Permitting*
- *Walker Macy: Heights Project*

Following the current workload listed above, we also need to begin work on plans for the replacement of playgrounds at Marine Community Park and Homestead Neighborhood Park. Additionally, next year, with the Business License Surcharge funding, we will start working on Jaggy Road, Countryside and Quamberg Neighborhood Parks. At this point, it is clear that all 8 firms will soon reach the \$300,000 limit. To keep restoring out-of-date playgrounds annually and handle other repair issues that occur in parks, based on anticipated staffing resources, it is critical to increase the monetary caps for the firms selected. The higher proposed limit will allow us to continue to move more swiftly to address not only the outdated playgrounds, but other park projects needed on an annual basis to keep parks in good repair. Increasing the contract limit to \$1,000,000 should allow each firm to participate in 2-3 playground replacement projects, as well as miscellaneous park repairs as they occur.

Request: Authorize the City Manager or designee to execute amendments to the Professional Service Agreements with all 8 of our current on-call design contracts for landscape architecture and engineering services on an as-needed basis for the original contract period of five years with an updated not-to-exceed amount of \$1,000,000 per agreement.

Terry Snyder, Senior Park Developer, 360-487-8317

Motion approved the request.

4. Amendment No. 3 for the C-90912 RFP 24-18 Vancouver Waterfront Park & Grant Street Pier Maintenance

Staff Report: 066-23

In September 2018, City Council awarded a Contract to BrightView for landscaping and maintenance services. The BrightView contract has been extended for a fifth and final year, extending until September 2023. As of April 2023, there has been \$1,164,668.60 utilized under this Contract and it is expected to spend an additional \$180,000 until the end of the Contract in September 2023. The annual costs are \$180,000 for the base work in the proposal. The current contract amount includes funding for special events support/preparation/clean-up, which will be paid by the special event organizers. The additional costs are due to yearly cost increase allowable in the Contract and needs to occur to maintain the park with regular mowing, trimming, tree maintenance, weed removal, etc.

Request: Increase the Contract not to exceed amount for the Waterfront Park maintenance for one year to BrightView Landscaping LLC, to the amount of \$1,364,620.86.

Julie Hannon, Park Development Services Manager, 360-487-8309

Motion approved the request.

**5. Fourth Plain Commons Purchase and Sale Agreement
Amendment Approval**

Staff Report: 067-23

In 2015, the City of Vancouver worked with the community to develop the Fourth Plain Forward Action Plan, a framework for equitable development on the Fourth Plain corridor as new investment came into the community, including a significant bus rapid transit (BRT) investment called the Vine that is now complete. Broadly, the Action Plan focuses on supporting small businesses, building community capacity, addressing pedestrian safety issues, and increasing access to economic opportunity and affordable housing near transit.

In alignment with multiple goals of the City's 2015 Fourth Plain Forward Action Plan, the City of Vancouver and Vancouver Housing Authority partnered to make a catalytic investment in the Fourth Plain community that will provide family-sized affordable housing, up-stream services for both businesses and residents, and much needed community spaces, all near schools and other community services and on a high-capacity transit line (The Vine BRT).

The Vancouver Housing Authority will own and operate 106 affordable housing units, and the City of Vancouver will own the ground floor commercial space that will include the following components:

- A commercial kitchen incubator to launch and support emerging food-based businesses*

- *A shared office space to co-locate upstream services to make it easier for residents and businesses to access resources on the corridor*
- *A community event space that can be rented for festivals, birthdays, trainings, and other events*
- *A public plaza with infrastructure to support a community market and other community-serving events*
- *A play area and activity lawn to provide outdoor recreation opportunities for the Commons and surrounding community*

On November 9, 2021, the City of Vancouver and Vancouver Housing Authority entered into a Purchase and Sale Agreement that provided the terms and conditions by which the City will acquire a commercial condominium unit containing approximately 19,006 square feet including interior space for a community center, a public plaza, and playground as part of an affordable housing project on vacant land located at 2200 Norris Road, Vancouver, Washington.

The purchase price for the commercial unit is a not to exceed price of \$5,500,000 based on the total development cost of the Commons Community Center and the commercial unit's proportionate share of costs of shared improvements for the project. Payment of the purchase price and closing of the PSA transaction will occur once the Project is deemed complete upon issuance of certification of substantial completion, in conformance with the PSA plans, by Norris 2200's architect pursuant to the industry standard AIA G704 Certificate of Substantial Completion Form.

Although typical for a transaction of this scale, because the project is a cooperative endeavor between the City and the Vancouver Housing Authority, no earnest money deposit was required in the PSA. The purchase price will be funded in part by Community Development Block Grant (CDBG) funds in the amount of \$1,200,000. If CDBG funds are not spent down by May 1, 2023, the City will not meet our annual HUD timely spending test. Currently, substantial completion on the main building is not expected until June 2023. To prevent not meeting our timely spending test on CDBG funds, the City and VHA would like to amend the original PSA to include an earnest money deposit requirement. Under the proposed amendment, the City will submit \$1,200,000 to the title company as earnest money, to be held in escrow and applied to the purchase price at closing.

Request: Approve the First Amendment to the Fourth Plain Commons Condominium Unit Purchase and Sale Agreement and authorize the City Manager or designee to execute the PSA Amendment.

Shannon Williams, Senior Planner, 360-487-7898

Motion approved the request.

6. **Collective bargaining agreement between the City of Vancouver and the Vancouver Command Guild (VCG)**

Staff Report: 068-23

The labor agreement between the City of Vancouver and the Vancouver Command Guild (VCG) bargaining unit expires on December 31, 2022. The parties were able to work through a collaborative process and consensual decision making on many of the provisions for a new three-year agreement. The new labor agreement was recently ratified by the VCG members and is now being brought to Council for approval.

Request: Authorize the City Manager or designee to ratify the January 1, 2023, to December 31, 2025, Collective Bargaining Agreement with the Vancouver Command Guild (VCG), by executing the same.

Lisa Takach, Human Resources Director, 360-487-8611

Motion approved the request.

7. **Affordable Housing Fund Award Amendment - Lifeline Connections Recovery Home for Women**

Staff Report: 069-23

A RESOLUTION relating to low-income housing; providing for adoption of an updated funding award for the Lifeline Connections Recovery Home for Women project through the Affordable Housing Fund and authorizing the City Manager to execute agreements and other related documents on behalf of the City of Vancouver consistent with this Council approved funding award; providing for Severability and an Effective Date.

On April 5, City Council approved an award of \$125,000 from the Affordable Housing Fund (AHF) to support the Lifeline Connections Recovery Home for Women project. This project consists of the acquisition of housing to support 9 women experiencing homelessness and substance abuse disorders with their children.

In early 2022, Lifeline Connections requested an additional \$75,000 to support the purchase due to increased housing costs. Council approved this award increase on March 28, 2022 for a total AHF award of \$200,000.

While an acquisition of a single-family home was initially under consideration at the time of the award, Lifeline Connections has identified a triplex for acquisition that would provide 3 three-bedroom units of affordable housing. These units would serve 9 women who are experiencing substance abuse and homelessness with their children through providing stable, affordable housing and services. The triplex will operate as a single recovery home for women.

Lifeline has entered into a purchase and sale agreement for this property located at 10810 NE 48th Circle Vancouver, WA 98682. In March 2023, Lifeline requested an additional \$25,000 to support this purchase for a total AHF award of \$225,000. This award amount is consistent with the standard AHF award of \$75,000 per unit of affordable housing. All AHF funds will be used for acquisition, and the three units will have an affordability covenant. This project is also supported by funding from Clark County.

City staff has reviewed this request and recommends approval of this award amendment in order to move forward with an AHF contract for this project.

Request: Approve the revised Lifeline Connections award for AHF funding and authorize the City Manager or designee to execute any corresponding contract documents.

Samantha Whitley, Housing Programs Manager, 360-487-7952

Motion adopted Resolution M-4219 to approve the request.

8. Approval of Claim Vouchers

Request: Approve claim vouchers for April 24, 2023.

Motion approved claim vouchers in the amount of \$11,405,404.55.

Public Hearings (Item 9)

9. Daniels Apartments Multifamily Tax Exemption

Staff Report: 070-23

A RESOLUTION of the City Council of the City of Vancouver approving a Multi-Family Housing Limited Property Tax Exemption with 904 Daniels LLC ("Applicant") and any successors in interest or assigns, and the CITY OF VANCOUVER, a Washington municipal corporation ("City") for a 10-year Multi-Family Housing Limited Property Tax Exemption for the property located at 904 Daniels Street, Vancouver, WA, 98660 (Tax Lots 46580000, 46590000) as specifically described in Exhibit A.

The project is located at 904 Daniels Street in downtown Vancouver. The applicant is requesting a Multi-Family Housing Limited Property Tax Exemption for a 3-story, 20-unit apartment building with 17 associated on-site parking spaces. The proposed development will include studio, one-bedroom, and two-bedroom units. The total estimated development cost is \$5.5 million.

The applicant is requesting a 10-year exemption where 4 units (20% of the

total units) will be reserved for households earning 80% of Area Median Family Income or less. The HUD 80% Area Median Family Income in the Portland/Vancouver MSA for a 2-person household is currently \$68,160. The maximum monthly rents for the income-based units would be \$1,492 for a studio, \$1,598 for a one-bedroom unit, and \$1,918 for a two-bedroom unit. Income-based units may float throughout the property, however income-based units must be comparable in terms of size, features, and number of bedrooms to the remaining units in the project. In addition, the property owner will include information about the availability of designated income-based units in any advertising or marketing for the property.

Over 20 years (with the exemption) the project is estimated to generate \$864,000 in taxes benefitting all taxing districts (ports, county, city, etc.) including \$279,000 specifically generated for the City of Vancouver. Potentially foregone revenue during the exemption is estimated at \$153,000 for all taxing districts and \$56,000 specifically for Vancouver. The development will still generate construction sales tax revenue and utility tax revenue during the exemption period.

Request: On April 24, 2023, following a public hearing, adopt a resolution authorizing the City Manager or designee to execute a multi-family housing limited property tax exemption certificate and take any and all action necessary to enforce the terms thereof.

Bryan Monroe, Associate Planner, 360-487-7958

Bryan Monroe, Associate Planner, provided an overview of the Daniels Apartments Multifamily Tax Exemption.

Council discussed the item briefly with staff.

Mayor McEnerny-Ogle opened the public hearing and did not receive testimony from community members.

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

Motion by Councilmember Hansen, seconded by Councilmember Paulsen, and carried unanimously to approve Resolution M-4220.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

Complete Streets - McLoughlin Blvd Safety and Mobility Project Evaluation

Emily Benoit, Senior Planner, discussed the Complete Streets - McLoughlin Blvd Safety and Mobility Project Evaluation.

Changes to SEPA Exemption Thresholds for Residential Development

Chad Eiken, Community Development Director, discussed the Changes to SEPA Exemption Thresholds for Residential Development.

Adjournment

7:28 p.m.

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

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

From: [Leah Perkel](#)
To: [City Council](#)
Subject: April 24th Agenda
Date: Monday, April 24, 2023 5:47:54 AM

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

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

Dear City Council members,

For agenda number 4 regarding landscape on the waterfront. I would like to know why you chose to use a Portland business instead of using a local company.

For agenda number 9 when are you going to revise the MFTE. Because developers are getting tax breaks by giving money for affordable housing. To me that is a give away and not helping with more housing being built. It hasn't been revised since 2011 from what I've been able to find on the website. I feel the community should know more about this program and be included in a discussion.

Thank you,

Leah Perkel

From: [Wynn Grcich](#)
To: [Dollar, Sarah](#); [Rebecca Messinger](#); [Harris, Rep. Paul](#)
Subject: Brighteon
Date: Tuesday, April 18, 2023 2:22:29 PM

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

<https://www.brighteon.com/158d3373-40be-46ce-9722-5b43c156bdf0>. Please send to council members and MELNECK. Put on public record and confirm you did. Thanks from Wynn

From: [Wynn Grcich](#)
To: [Dollar, Sarah](#); [Rebecca Messinger](#)
Subject: Fwd: Swiss vaccination stopped
Date: Wednesday, April 19, 2023 2:04:43 PM

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

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

From: **Wynn Grcich** [REDACTED]
Date: Wed, Apr 19, 2023 at 1:58 PM
Subject: Re: Swiss vaccination stopped
Send to city council members and Melneck. Put on public record and confirm that you did.
Thanks , from Wynn

Got it, thanks!

Swiss vaccination stopped

<https://www.youtube.com/watch?v=KtBWJ4mGjpM&t=110s>

Sent with [Proton Mail](#) secure email.



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

May 1, 2023

WORKSHOPS

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

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

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

https://www.cvtv.org/vid_link/35561?startStreamAt=0&stopStreamAt=5233

4:00-5:00pm Renaissance Boardwalk Master Plan Update

Keith Jones, Senior Planner, 360-487-7887

Summary

Staff led Council through a discussion of the Renaissance Boardwalk Master Plan Update.

5:00-6:00pm Moratorium on Warehouse and Distribution Centers

Chad Eiken, Community Development Director, 360-487-7882; Bryan Snodgrass, Principal Planner, 360-487-7946

Summary

Staff led Council through a discussion of the Moratorium on Warehouse and Distribution Centers.

COUNCIL DINNER/ADMINISTRATIVE UPDATES

COUNCIL REGULAR MEETING

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

Vancouver City Council meeting minutes are a record of the action taken by Council. To view the CVTV video recording, including presentations, testimony and discussion, for this meeting please visit: https://www.cvtv.org/vid_link/35563?startStreamAt=0&stopStreamAt=3985 Electronic audio recording of City Council meetings are kept on file in the office of the City Clerk for a period of six years.

Pledge of Allegiance

Call to Order and Roll Call

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

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

Absent: None

Approval of Minutes

Minutes - April 10, 2023

Motion by Councilmember Hansen, seconded by Councilmember Stober, and carried unanimously to approve the meeting minutes of April 10, 2023.

Proclamations: Asian American, Native Hawaiian, and Pacific Islander Heritage Month (Chuukese and Native Hawaiians); National Day of Awareness for Missing and Murdered Indigenous Women; National Small Business Week; Small Business Month

Mayor McEnerny-Ogle read and presented a proclamation to Dania Otto, Executive Director of Sakura 39rs Youth Association, and JM Otto, President of Sakura 39rs Youth Association, proclaiming May 2023 as Asian American, Native Hawaiian, and Pacific Islander Heritage Month with a spotlight on Chuukese Heritage.

Mayor McEnerny-Ogle read and presented a proclamation to the Ke Kukui Foundation Board, which included Canya Barnes, President, Michelle Buss, Vice President, Leilani Cassanova-Brunell, Secretary, Shay Kealoha, Board member, Jim Sequeira, Board member, Shanon Casey, Board member, proclaiming May 2023 as Asian American, Native Hawaiian, and Pacific Islander Heritage Month with a spotlight on Native Hawaiian Heritage.

Mayor McEnerny-Ogle read and presented a proclamation to Destany Reeves, Chinook Tribe, proclaiming May 5, 2023 as National Day of Awareness for Missing and Murdered Indigenous Women.

Mayor McEnerny-Ogle read and presented a proclamation to Martin Golden, SBA Portland District Director, proclaiming April 30 - May 6, 2023 as National Small Business Week.

Mayor McEnerny-Ogle read and presented a proclamation to the Hispanic Chamber of Commerce, which included Carmen Castro, Executive Director, Diana Moreno, Business Development and Projects Manager, and Kimberly Quiroz, Business Development Coordinator, proclaiming May 2023 as Small Business Month.

Community Communications

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

- Kimberlee Goheen Elbon, La Center, WA
- Dmitri Stoyanoff, Vancouver

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

Consent Agenda (Items 1-8)

Council requested items 1, 3, and 6 be pulled for discussion.

Motion by Councilmember Fox, seconded by Councilmember Hansen, and carried unanimously to approve items 2, 4, 5, and 7-8 on the Consent Agenda.

Motion by Councilmember Hansen, seconded by Councilmember Paulsen, and carried 6-1 to approve item 1 on the Consent Agenda. Councilmember Stober voted No.

Motion by Councilmember Stober, seconded by Councilmember Paulsen, and carried unanimously to approve item 3 on the Consent Agenda.

Motion by Councilmember Hansen, seconded by Councilmember Perez, and carried unanimously to approve item 6 on the Consent Agenda.

1. **2023 West Curb Ramps**

Staff Report: 071-23

The City is issuing three separate curb ramp contracts this year as part of its 2023 pavement management program. These contracts include the “2023 West Curb Ramps”, the “2023 East Curb Ramps and the “2023 Fourth Plain Blvd Curb Ramps-Main St to Fort Vancouver Way”. The purpose of splitting the work into three contracts is to reduce each contract to a manageable size, which helps expedite ramp construction. From a construction sequencing standpoint, it is far more efficient to construct the new curb ramps in advance of the on-street pavement management resurfacing work.

This staff report and recommended action is to award the 2023 West Curb Ramps contract only. The 2023 Fourth Plain Blvd Curb Ramps - Main St to Fort Vancouver Way and the 2023 East Curb Ramps project have already been awarded.

On April 11, 2023, the City received three bids for the subject project. The bids ranged between \$1,418,000.00 to \$1,579,525.00. The low bidder was responsive. The bids are as follows:

SUMMARY OF BIDS

BIDDER	AMOUNT
Advanced Excavating Specialists, LLC, Kelso, WA	\$1,418,000.00
Western United Civil Group, LLC, Yacolt, WA	\$1,488,112.00
Colf Construction, Vancouver, WA	\$1,579,525.00

There is a minimum apprenticeship goal of 4% of the utilized labor hours for this project. Advanced Excavating Specialists, LLC of Kelso, Washington has submitted an Apprenticeship Utilization Plan to meet or exceed this goal by using approximately 300 hours of apprentice time of the estimating a total of 6533 applicable labor hours for the project.

Request: On May 1, 2023, award a construction contract for the 2023 West Curb Ramps Project to the lowest responsive and responsible bidder, and authorize the City Manager or designee to sign a contract with Advanced Excavating Specialists, LLC of Kelso, WA, at their bid price of \$1,418,000.00, which includes Washington State sales tax.

Chris Sneider, Senior Civil Engineer, 360-487-8239

Motion approved the request.

2. **Bid Award - NE Ross Street LID Retrofits**

Staff Report: 072-23

Currently untreated stormwater runoff from NE Ross St. flows directly into Burnt Bridge Creek. This project uses Washington Department of Ecology grant funds coupled with a 25% Surface Water Utility fund local match to install 2 bioretention facilities and infiltration facilities in the public right-of-way to collect, treat, and infiltrate stormwater runoff. This will ultimately improve water quality in Burnt Bridge Creek.

On April 4, 2023, the City received 5 bids for the subject project. The bids ranged between \$942,156 and \$1,379,000. The low bidder was responsive. The bids are as follows:

SUMMARY OF BIDS	
BIDDER	AMOUNT
Western United Civil Group, LLC, Yacolt, WA	\$942,156.00
Advanced Excavating Specialists, LLC, Kelso, WA	\$1,023,630.00
Odyssey Contracting, LLC, Yacolt, WA	\$1,236,693.40
Colf Construction, LLC, Vancouver, WA	\$1,368,118.00
Tapani, Inc., Battle Ground, WA	\$1,379,000.00
Engineers' Estimate	\$1,089,000.00

The contractor is planning to meet the City's Apprenticeship Utilization goal of 3% by using 80 apprenticeship hours of the total expected 2600 project labor hours.

Request: On 5/01/2023, award a construction contract for the NE Ross Street LID Retrofits project to the lowest responsive and responsible bidder, Western United Civil Group, LLC. of

Yacolt, WA, USA at their bid price of \$942,156, inclusive of Washington State sales tax, and authorize the City Manager or designee to execute the same.

Mark Hazuka, Civil Engineer, 360-487-7183

Motion approved the request.

3. **Amendment to the Interagency Agreement Between the City of Vancouver and the City of Washougal Relating to Law Enforcement Services**

Staff Report: 073-23

In November 2022, the City of Vancouver and City of Washougal entered into an ILA to provide immediate, part-time assistance to VPD's Office of the Chief. The current ILA expires on April 30, 2023. VPD has successfully recruited and made conditional job offers to highly qualified Assistant Chief candidates who are expected to begin working for the City of Vancouver in late June/early July 2023. We are requesting the current ILA be amended to reflect the extended date.

Request: Authorize the City Manager or designee to execute the Interagency Agreement Between the City of Vancouver and the City of Washougal Relating to Law Enforcement Services.

Jeff Mori, Vancouver Police Chief, 360-487-7472

Motion approved the request.

4. **Right-of-Way Franchise Ordinance for Lightspeed Networks, Inc.**

Staff Report: 074-23

AN ORDINANCE relating to management of the public rights-of-way, granting to LightSpeed Networks, Inc. dba LS Networks (hereinafter referred to as the "Franchisee"), an Oregon corporation, a non-exclusive and revocable franchise to install, operate and maintain a telecommunications system in, on, over, upon, along, and across public rights-of-way of the City of Vancouver, Washington (hereinafter referred to as the "City"), prescribing certain rights, duties, terms and conditions with respect to such franchise; providing for setting an effective date and conditions.

Lightspeed Networks, Inc. dba "LS Networks" wishes to occupy and utilize portions of the public rights of-way in the City. Cities may require a permit or franchise for the use of its right-of-way for telecommunication facilities (RCW 35.99.030); however, the City may not charge a franchise fee for the franchise (RCW 35.21.860). The proposed ordinance establishes the terms and conditions of the right to construct and maintain telecommunications

facilities within the City's right-of-way.

This project involves the deployment of "small cell" wireless network technology to provide high speed telecommunications services to provider clients in Vancouver, WA. By way of background, developments in wireless network technology and increasing demand for high-speed wireless services have quickly outpaced the capabilities of traditional, macro-cell wireless communications facilities. To address this demand, providers have expressed a desire to deploy new wireless communications facilities located in the public rights-of-way. These "small cell" facilities consist of antenna and equipment typically placed on infrastructure located within the public rights-of-way. Small cell facilities are usually deployed in areas that cannot be effectively served by a traditional macro cell, or areas that may have coverage, but not enough capacity.

City staff has worked with LS Networks to negotiate a franchise ordinance, which manages the deployments of small cell facilities in a way that balances local aesthetics, character, and public health and safety, while also deriving the benefits of these new technologies for the City's residents to the greatest extent practicable.

Request: On Monday, May 1, 2023, approve ordinance on first reading, setting date of second reading and public hearing for Monday, June 5, 2023.

*Aaron Lande, Policy and Program Manager, 360-487-8612;
Taylor Hallvik, Assistant City Attorney, 360-487-8500*

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

Motion approved the request.

5. Extension of the cable television franchise now held by Comcast of Washington V, LLC ("Comcast") for a period not to exceed 12 months to July 1, 2024

Staff Report: 075-23

AN ORDINANCE relating to cable television; approving an extension of the cable television franchise awarded to Comcast of Washington V, LLC ("Comcast") a limited liability corporation; and providing for conditions and an effective date.

The current cable franchise agreement between the City (and Clark County) and Comcast will expire July 1, 2023. Comcast, staff, and legal counsel mutually recognize that while good progress has been made more time is needed to negotiate a renewed franchise agreement that will adequately meet the needs of the community now and in the future. In addition, City

Charter requirements mandate a 30-day publication requirement for franchise agreements between first and second reading. This requirement makes it procedurally difficult if not impossible to have a new franchise in place by July 1, 2023.

Request: On Monday, May 1, 2023, approve ordinance on first reading, setting date of second reading and public hearing for Monday, June 5, 2023.

Jim Demmon, Video Services Manager, 360-487-8706

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

Motion approved the request.

6. Spring Supplemental Budget

Staff Report: 076-23

AN ORDINANCE relating to the 2023-24 Biennial Budget and making various appropriations in various funds; declaring an emergency.

The first supplemental of 2023 includes mostly administrative items, carrying forward appropriation from the last biennium for projects that were approved and funded, but not completed in 2022, expenditures associated with new external revenues, as well as requests based on newly identified needs.

The recommended expenditure appropriation increases for the City's Operating and Capital funds included in the 2023 First Supplemental Budget totals \$140.2 million. An increase of \$36.1 million relates to recommended changes in the Operating budget, with the remaining appropriation increase of \$104.1 million representing changes in capital projects and supporting funding transfers. The Supplemental will result in utilizing \$55.2 million in city resources; of that amount, the General Fund's share is \$10.1 million.

Appropriation increase to the General, Street and Fire funds total \$13.6 million over the biennium. Major items are summarized below:

- Miscellaneous grants including National Highway Service Grant Funding for Payment Management, Fruit Valley Park Playground Renovation, Safe Routes to School for Bike Clark County Active Empowerment Programming, Interstate Bridge Replacement Program, as well as carrying forward a couple Fire grants*
- Carry-forward items that were appropriated in 2022, but not fully expended due to timing delays or constraints, including eProsecutor (Case Management Software), Comprehensive Plan Update, Transportation System Plan Update, Sidewalk and Pavement*

Management funding, as well as funding for the Heights Acquisition and Design.

- *New items identified include: Upper Main Street Corridor planning, Self-Contained Breathing Apparatus (SCBA) upgrade, EMS Tablet purchase, Wellness and Mental Health Services for Police and Fire, Safe Stay Sites 1 and 3 Service Provider Increase, and Fire Vehicle Replacements.*

The remaining appropriation increase relates to changes in other operating city funds. Major changes are summarized below:

- *Administrative clean-up of funding to consolidate Park Impact Fee (PIF) Funds and alignment of budget between Grounds Maintenance and Grounds Facilities Funds.*
- *Carry-forward items that were appropriated in 2022, but not fully expended due to timing delays or constraints, including Fourth Plain Corridor and Community Supported Investment Strategy and Main Street (5th to 15th) Projects with American Rescue Plan Act (APRA) funding, the Vancouver Center Maintenance Contract, City Website Redesign, SharePoint Migration to the Cloud and Fleet Vehicle Replacements.*
- *New items identified include: Citywide Long Range Facilities Plan, professional services in the Solid Waste program, replacement of vehicles, funding for an electrical engineering consultant and facilities conditions assessment, as well appropriation for awarded 2023 Public, Educational, and Governmental Access Support Fee (PEG) Grants.*

The total net Capital Budget appropriation of \$104.1 million (including internal transfers and carryforward items) is included in the First Supplemental of 2023. Expenditures by project are outlined in Attachment C to the ordinance. Highlights of Attachment C are listed below:

- *General Capital/Asset Management projects totaling \$24.6 million for:*
 - *New requests:*
 - *Multiple property acquisitions for economic development*
 - *Upgrade and move City Hall generator*
 - *Fourth Plain Commons cost increase utilizing ARPA funding*
 - *Fire Station 5 HVAC/boiler replacement*
 - *Pearson Airfield solar panel systems utilizing grant funding*
- *Parks Capital projects totaling \$4.7 million for:*
 - *New requests:*
 - *Fruit Valley Park restroom upgrades utilizing donation funding*
 - *Marshall Pak restroom upgrades*
 - *Bagley Community Park development utilizing ARPA funding*
 - *Carry-forward from 2021-22 Budget:*

- Raymond Shaffer Park development
- *Streets/Transportation Capital projects total \$15.8 million for:*
 - *New requests:*
 - SE 34th Street Complete Street Project utilizing grant and Transportation Benefit District funding
 - NE 192nd Avenue - NE 18th Street to SE 1st Street utilizing grant and Transportation Benefit District funding
 - Fourth Plain Safety and Mobility Project: F St to Fort Vancouver Way utilizing grant funding
 - *Carry-forward from 2021-22 Budget:*
 - NW 32nd - Lower River Rd to NW 61st St
 - NE 184th Avenue - SE 1st Street to NE 4th Street
 - 137th Ave Corridor - 49th to Fourth Plain
- *Water and Wastewater Capital projects totaling \$20.2 million for:*
 - *New requests:*
 - 9th St to 18th St, 112th Ave to 129th Ave (T-36)
 - Water Station 14 Polyfluoroalkyl Substances Treatment System utilizing grant funding
 - *Carry-forward from 2021-22 Budget:*
 - Water Station 5 Reservoir, Pump, E-Power
 - Water Station 1 Reservoirs and Standpipe
 - Southside Interceptor Rehab Phase 2, 3, 4, & 5
 - G2 Sewer Basin/Trunk Interceptor Realignment
 - Maplecrest Pump Station Reconstruct
- *Capital funding transfers supporting the City's capital projects budget totaling \$37.0 million*

The recommended 2023 Supplemental Capital budget has been mapped and can be explored through the link below. Please note the mapping defaults to the 2023-24 adopted biennium budget. To view the 2023 Supplemental Budget, the 2023 Supplemental 1 box will need to be selected. 2023-24 Budget BI Tool

Attachment B of the ordinance outlines changes to FTEs, with an overall net new increase of 7.6 FTEs recommended in the 2023 First Supplemental. Many positions that are reclassified are due to the market study and only update the position title. Major changes from the Attachment B are listed below:

- *Administrative capacity due to reorganization by the following:*
 - *Information Technology reclassified multiple positions to align with their new organizational structure, which includes reclassifying a Police Officer to Public Safety Technology Manager to support Police related technological programs*
 - *Move 2.0 FTEs from Public Works Communications to Central Communications in the City Manager's Office*
 - *Create a Deputy Police Chief position to provide additional public safety administration support by reclassifying an existing*

police position

- *Positions to support grant and revenue-funded work:*
 - *Add 1.0 FTEs (Associate Planner) in Community Development working on Complete Street priorities and funded through the City's Street Funding Strategy*
 - *Add 1.0 FTE (Senior Civil Engineer) to support Street/Transportation projects and funded through the City's Street Funding Strategy*
 - *Add 1.0 Limited-Term FTE (Senior Planner) supported through the Interstate Bridge Replacement program*
- *Other FTE changes to support the organization*
 - *Add 2.0 FTE (Fire Battalion Chiefs) in Fire Department*
 - *Add 1.0 Limited-Term FTE (Senior Civil Engineer) for Operations Campus Construction*
 - *Add 1.0 Limited-Term FTE (Senior Construction Inspector) for Operations Campus Construction*
 - *Reclassify a .50 FTE Recreation Specialist to Recreation Coordinator and add .50 FTE to create a 1.0 FTE Recreation Coordinator*
 - *Add 0.10 FTE (Senior Support Specialist) to increase .50 FTE to .60 FTE*

Request: On Monday, May 1, 2023, approve ordinance on first reading, setting date of second reading and public hearing for Monday, May 8, 2023.

Natasha Ramras, Chief Financial Officer, 360-487-8484

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

Motion approved the request.

7. Appointments to the Aviation Advisory Committee

The Aviation Advisory Committee (AAC) provides advice and recommendations to the Airport Manager, City Manager, and City Council, as well as other city departments, regarding the management and operations of the Airport and other aviation related issues affecting Pearson Field Airport and the City of Vancouver.

A recruitment took place for the relaunch of the AAC to fill the entire committee of nine (9) seats.

Three separate council committees conducted interviews of AAC applicants to nominate candidates for appointments. Each of those council committees were responsible for appointing three (3) seats; 1 three-year term, 1 two-year term and 1 one-year term. Of their three seats, they were also selecting up to 1 airport tenant each.

The Mayor interviewed five (5) candidates and nominates Kristin Reef for a 1-year term, Barend Levie for a 2-year term and Kevin Lux for appointment to a 3-year term. These appointments would begin May 15, 2023.

Councilmember Hansen's committee interviewed five (5) candidates and nominates Jose Lopez for a 1-year term, Michael Kelly for a 2-year term and Brittany Sulitzer for appointment to a 3-year term. These appointments would begin May 15, 2023.

Councilmember Stober's committee interviewed four (4) candidates and nominates William Weaver for a 2-year term and Peggy Keith for appointment to a 3-year term. These appointments would begin May 15, 2023.

Councilmember Stober's committee will be appointing the final candidate at a future date.

Request: Appoint Kristin Reef and Jose Lopez to the Aviation Advisory Committee, terms beginning May 15, 2023, and expiring May 15, 2024; appoint Barend Levie, Michael Kelly and William Weaver to the Aviation Advisory Committee, terms beginning May 15, 2023, and expiring May 15, 2025; appoint Kevin Lux, Brittany Sulitzer and Peggy Keith to the Aviation Advisory Committee, terms beginning May 15, 2023, and expiring May 15, 2026.

Council Committee 1, 2 and Mayor

Motion approved the request.

8. Approval of Claim Vouchers

Request: Approve claim vouchers for May 1, 2023.

Motion approved claim vouchers in the amount of \$3,411,720.66.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

**EXECUTIVE SESSION RE: REAL ESTATE NEGOTIATIONS
PURSUANT TO RCW 42.30.110(1)(b) AND RCW 42.30.110(1)(c)(1 HR)**

Mayor McEnerny-Ogle announced the Council would be entering executive session from 7:34-8:20 p.m. for the purpose of discussing Real Estate Negotiations.

Adjournment

8:20 p.m.

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

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

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: Requesting the Moratorium Expire
Date: Monday, May 1, 2023 11:41:44 AM
Attachments: [Ltr Request Moratorium Expire.pdf](#)

Hello,

We received this message in the CMO inbox.

Thank you!

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: David Toyer [REDACTED]
Sent: Monday, May 1, 2023 11:19 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Requesting the Moratorium Expire

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

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

Dear Mayor & Council,

Attached please find a letter respectfully requesting the moratorium on warehousing be allowed to expire.

Please let us know if you have any questions or if we can be of any assistance.

Sincerely,

DAVID K. TOYER, PRESIDENT
[TOYER STRATEGIC ADVISORS, INC.](#)

[REDACTED]
LAKE STEVENS, WA 98258

[REDACTED]
toyerstrategic.com

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May 1, 2023

Mayor Anne McEnery-Ogle
Honorable City Councilors
City of Vancouver
P.O. Box 1995
Vancouver, WA 98668-1995

PLEASE ALLOW THE MORATORIUM ON WAREHOUSING TO EXPIRE

Dear Mayor & Councilors:

I am writing on behalf of Toyer Strategic Advisors, Inc., a land use and economic development consultancy that in full disclosure has clients (developers, businesses and landowners) directly impacted by the city's moratorium (Ordinance M-4396).

We respectfully request that Council allow the moratorium to expire based on the following:

The Negative Effect on Economic Development

The moratorium applies to very few prospective development opportunities in the City of Vancouver. According to the staff's report the moratorium applies to only two areas of the city. And most of the properties in one of the areas, Section 30, have development agreements which allow for "warehouse" development anyhow. It is our understanding that there are only ± 3 parcels in the city where staff believe a warehouse larger than 250,000 square feet could be located. By contrast the State of Oregon is looking for opportunities to expand its industrial areas, including creating more industrial areas to target specific industries and their supply chains. Piecemeal regulation by moratorium isn't a great policy, but it is bad publicity that negative impacts hurts City's economic development efforts.

Climate/Energy Concerns Already Addressed

Although the staff has done a lot of research, there are no specific, substantive environmental concerns that have been addressed which aren't already being looked at broadly. For example, the Washington State Building Code Council has already updated the state's Energy Code for commercial projects, which goes into effect July 1, 2023, and has changes that address many, if not all, of the city's generalized concerns. The city has adopted a local climate mitigation strategy, but duplicative local legislation is not necessary (nor urgent), and it would not make sense for the city to adopt more rigid standards than the State as that would directly reduce the city's competitiveness for new commercial and industrial projects.

Moratorium Subject is Not a Priority Planning Project

It is not clear that this is the City's most pressing planning issue, yet staff and outside consultant resources are being expended. Housing, especially given the state Legislature's enactments this session, along with the required major update to the city's comprehensive plan appear to necessitate more urgency, require greater resources and investment in public outreach, and they should be the primary focus of the city. Unlike the moratorium in question, the need to address housing and complete the comprehensive plan update will impact every neighborhood and every resident.

The Moratorium Doesn't Just Impact "Warehouses"

As we mentioned in our February letter (attached), almost all new industrial development in the Vancouver metro is speculative in nature and the buildings as "industrial warehouses" which are flexible industrial spaces which

can attract the broadest spectrum of likely industrial and commercial tenants, including manufacturing, warehousing, wholesale suppliers, contractors, wineries/breweries/distillers, gymnastics facilities, offices, etc. The moratorium doesn't just impact warehousing and distribution facilities because speculative projects are less likely to move forward (especially in the current economic environment) without the ability to attract broadest spectrum of likely industrial users.

What's the City Willing to Give UP?

By keeping the moratorium in place, the city will locally add to the economic uncertainty created by inflation, higher interest rates, and recessionary risk. Thus, the longer the city keeps the moratorium in place, the longer it will ultimately take for the city to bounce back and see one-time and on-going revenues from the following:

- Sales taxes from construction, equipment purchases (racking, automation, etc.)
- Real estate excise taxes generated from the sale of the property
- Permit revenues generated from application, review and inspection fees
- Property taxes on the increased valuation created
- Water and sewer connection charges
- Traffic impact fees
- Utility taxes

And beyond revenue, moratoriums impact local construction jobs and the creation of new permanent jobs in future industries. The city should discuss what additional impact (e.g., higher unemployment, low sales tax receipts, etc.) this moratorium could have on the city should we fall into a recession before the end of the year.

We appreciate your time and consideration of our request to allow the moratorium to expire.

Very Sincerely,

A handwritten signature in blue ink, appearing to read "David K. Toyer".

David K. Toyer
President



February 4, 2023

Mayor Anne McEnery-Ogle
Honorable City Councilors
City of Vancouver
P.O. Box 1995
Vancouver, WA 98668-1995

OPPOSED TO ORDINANCE M-4396 PLACING A MORATORIUM ON WAREHOUSE & DISTRIBUTION PROJECTS

Mayor & Councilors:

I am writing on behalf of Toyer Strategic Advisors, Inc., a land use and economic development consultancy that in full disclosure has clients (developers, businesses and landowners) directly impacted by the city's approval of Ordinance M-4396.

For the reasons cited in the analysis that follows, we strongly encourage the city council to repeal the moratorium and alternatively form a task force with business leaders, tenants, property owners and industry stakeholders – a task force that would be directed to evaluate the city's concerns and identify short- and long-term actions that the city can take to sustain the city's economic development momentum and further the city's sustainability goals.

We believe without a change in approach, the moratorium will result in the accrual of unintended and long-term consequences to the city's economic conditions (i.e., city finances, local employment, business retention and expansion, etc.) without a commensurate nor substantive environmental benefit. This is because industrial projects of all types seeking to locate in the Vancouver/Portland metro area are likely to either locate elsewhere within the metro or at a site much further away – an outcome that will only increase congestion on a broader scale and reinforce a dependency and reliance upon single occupant vehicles (commutes to work or to shopping) and inefficient less-than-load (LTL) truck traffic.

However, by using a task force approach, the city can more quickly, cooperatively, and effectively work with key community and business stakeholders to identify short, medium, and long-term strategies that address climate change; identify and prioritize investments in transportation infrastructure; ensure a sustainable supply of industrial lands for development and redevelopment; and promote business retention, expansion, and attraction.

GENERAL MORATORIUM COMMENTS

How does the city's moratorium differentiate itself between placing a moratorium on warehousing and distribution as a use and industrial warehouses as a type of building design – the latter being what has been proposed in recent land use applications?

The moratorium is being applied to the expansion or development of facilities falling under the warehouse/freight movement use classification when the cumulative building square feet for the entire project exceeds 100,000 square feet. Thus, because new industrial facilities are designed as "industrial warehousing" (i.e. having dock doors, etc.), the moratorium essentially extends to all new industrial buildings unless the specific tenant is known to not be a warehouse/freight movement use.

Almost all new industrial development in the Vancouver metro is speculative in nature and designed as "industrial warehouses" to attract the broadest spectrum of likely industrial and commercial tenants which include manufacturing, warehousing, wholesale suppliers, contractors, wineries, gymnastics facilities, offices, etc. To the

extent the design of an industrial building resemble a warehouse, the moratorium doesn't just target warehousing and distribution facilities.

THE RIPPLE EFFECT OF A MORATORIUM

A one-year moratorium on development applications means that even once the city begins to accept applications again, it will at least 18 to 24 months for future projects to obtain permitting entitlements and finish construction. This means the city is effectively shutting down economic development opportunities for the next 3 years.

Can the city afford to be on the sidelines of economic development for the next 3 years, while those projects go elsewhere (and they will go elsewhere)?

DANGER OF GENERALIZING SIZE AND BUILDING TYPOLOGY

Below and on the next page are two examples of "industrial warehouses" the city has referenced when talking about the large warehouse projects that are the impetus for the moratorium even though these projects are designed to accommodate multiple industrial building tenants, much like strip commercial buildings accommodate multiple small businesses. The examples below are site plan images taken from project marketing materials available on-line.

The industrial warehouse design and site planning, like in these examples, clusters industrial uses on industrial sites in the same fashion that residential development is encouraged to cluster single family homes and/or apartment buildings.

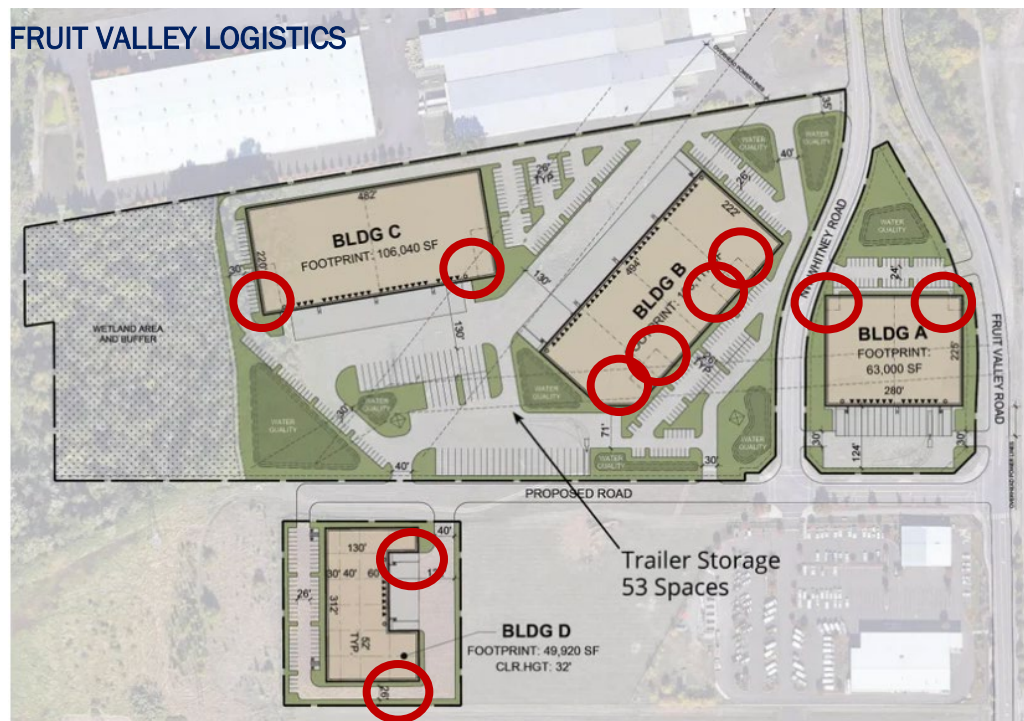
Example #1 – Fruit Valley Logistics

Moratorium's Perspective:

It's a 325,000 square feet warehouse distribution project.

What's Actually Shown:

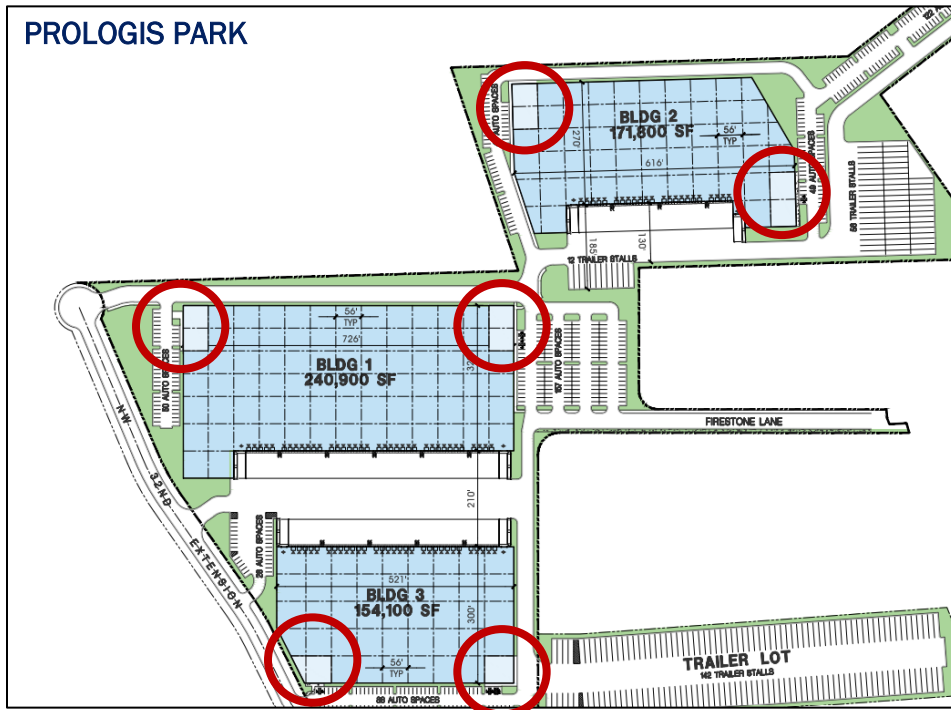
Overall building sizes that range from $\pm 49,000$ square feet to $\pm 108,000$ square feet, which the buildings have been designed to be demised into smaller spaces that could accommodate tenants seeking spaces as small as $\pm 24,960$ square feet. The red circles show proposed office nodes and reflect that site planning on this project anticipates as many as 10 tenants which could accommodate new or existing businesses in the Vancouver market.



Example #2 – Prologis Park

Moratorium Perspective: 566,800 square feet warehouse project.

What's Actually Shown: Three buildings that range from 154,100 square feet to 240,900 square feet with leasable areas as small as 50,000 square feet available. Given the office nodes on the buildings shown, this project could accommodate up to 6 businesses of varying use.



DOWNSTREAM IMPACT TO BUSINESS RETENTION, EXPANSION AND ATTRACTION

New large buildings aren't just for large new tenants, they facilitate business retention and expansion as well as attraction. In metro areas like Vancouver/Portland, logistics companies often lease space in multiple buildings throughout the area because larger spaces aren't available. However, if larger industrial warehouses become available, they can consolidate. The result is the vacancy of smaller spaces that can fulfill the needs of smaller industrial users, including small to medium sized manufacturers.

IMPACT TO THE CONSTRUCTION & TRADES INDUSTRIES

Every new building constructed directly supports a substantial number of contractors, subcontractors, material suppliers, and other local businesses that employ local workers. Slowing down new construction will have a direct impact on these businesses, their employees, and their families.

CITY REVENUE IMPLICATIONS

These industrial warehouse buildings are tax revenue juggernauts. Thus, a moratorium will reduce the revenues the city receives from many types of taxes during the moratorium and the restart period thereafter. Revenue impacts include:

- Sales taxes from construction, equipment purchases (racking, automation, etc.)
- Real estate excise taxes generated from the sale of the property
- Permit revenues generated from application, review and inspection fees
- Property taxes on the increased valuation created
- Water and sewer connection charges

- Traffic impact fees
- Utility taxes

SALES TAX IMPACT (EXAMPLE)

Estimated Sales Tax from Construction		
Building SF (Approx)		170,000
Construction Cost per SF		\$92
Total Construction Cost		\$15,640,000
State	6.50%	\$1,016,600.00
Vancouver, City	0.85%	\$132,940.00
C-Tran	0.70%	\$109,480.00
Clark County	0.15%	\$23,460.00
E911	0.10%	\$15,640.00
Mental Health	0.10%	\$15,640.00
Criminal Justice	0.10%	\$15,640.00
Affordable Housing	0.10%	\$15,640.00
	8.60%	\$1,345,040.00

- Assuming a construction cost of \$92 per square foot for a 170,000 square foot industrial warehouse building, the moratorium would impact city sales tax revenues by \$132,940:
- Of note, the Washington Employment Security Department County Data Tables report that in 2020 the "Construction of Buildings" accounted for \$998 million in annual taxable sales while the Transportation and Warehousing industry added another \$47 million in annual taxable sales.
- Sales taxes aren't the only tax revenues impacted by the moratorium. A delay in construction of new buildings also delays the additional of new taxable valuation to the property tax rolls.

PROPERTY TAX IMPACT (EXAMPLE)

		Estimated Taxable Valuation
Property Taxes Levy for a 170,000 SF "Industrial Warehouse"		\$ 20,369,020
County General	0.92759	\$ 18,894
County General ADREF	0.00166	\$ 34
Dev Disability	0.01087	\$ 221
Mental Health	0.01087	\$ 221
Veterans Assistance	0.00979	\$ 199
Conservations Futures ADREF	0.00007	\$ 1
Conservations Futures	0.03615	\$ 736
Ft. Vancouver Reg. Library	0.34275	\$ 6,981
Metropolitan Park District	0.17147	\$ 3,493
Metropolitan Park District ADREF	0.00041	\$ 8
Port of Vancouver Bonds	0.11449	\$ 2,332
Port of Vancouver General	0.15073	\$ 3,070
SD114 Evergreen Debt Svc	1.76351	\$ 35,921
SD114 Evergreen Enrichment	1.71968	\$ 35,028
SD114 Evergreen Technology Levy	0.42022	\$ 8,559
State Schools - Part 1	1.91284	\$ 38,963
State Schools - Part 2	1.03016	\$ 20,983
City of Vancouver Affordable Housing	0.22586	\$ 4,601
City of Vancouver General	1.97136	\$ 40,155
City of Vancouver ADREF	0.00595	\$ 121
Total All	10.82643	\$ 220,524

- The delay in adding the taxable valuation of the example 170,000 square foot building to the property tax rolls delays the city receiving approximately \$40,000 in property taxes annually.
- The impact is also felt by the Regional Library System, Mental Health Programs, and the local school district.
- For this example, based on current levy rates, the Evergreen School District would be delayed in receiving ±\$79,000 annually, impacting their ability to continue to upgrade technology in the classroom among other things.
- The delay in adding new industrial property valuation to the tax rolls ultimately impacts other classes of property as they have to absorb a greater share of the area's tax burden.

EMPLOYMENT & WAGES COMPARISON

The following graphic depicts the hourly wage data of full-time equivalent employees in manufacturing and transportation and warehouse. This data indicates that wages in both industries are very similar. For example, the percentage of workers in manufacturing making \$38/hour or greater accounts for 22% of its total workforce, while the same wage threshold for transportation and warehousing accounts for 23% of its total workforce. That said, manufacturing has a higher percentage of workers making less than \$19/hour than transportation and warehousing.

NAICS	Industry	Hourly Wages								
		<\$14.00	\$14.00 - \$19.99	\$20.00 - \$25.99	\$26.00 - \$31.99	\$32.00 - \$37.99	\$38.00 - \$43.99	\$44.00 - \$49.99	\$50.00 - \$55.99	>\$56.00+
31-33	Manufacturing	3.1%	23.9%	23.1%	17.5%	10.4%	6.4%	3.9%	2.8%	8.8%
48-49	Transportation & Warehousing	3.6%	20.9%	24.1%	19.7%	8.8%	6.4%	5.2%	3.3%	7.8%

Source: Washington Employment Security Department County Data Tables for Clark County, WA

Further, according to data from Washington Employment Security Department, the 2021 average annual wage for Transportation & Warehousing workers was \$65,221 (\$31.35/hour) compared to \$69,170 (\$33.25/hour) for manufacturing. Wholesale Trade, an industry that also uses industrial warehouse buildings, is shown to have an average annual wage of over \$96,000. When looked at wholistically, of the nineteen industries below, transportation and warehousing, manufacturing and wholesale trade are all within the top 10 of industries for average annual wages and each of these industries are tenants of industrial warehouse buildings.

All Sectors	Annual Average Wage
Accommodation & food services	\$ 25,755
Arts, entertainment, & recreation	\$ 28,000
Educational services	\$ 34,346
Retail trade	\$ 39,979
Ag., forestry, fishing & hunting	\$ 46,753
Other services, ex. public admin.	\$ 47,882
Administrative & waste services	\$ 51,315
Real estate & rental & leasing	\$ 55,165
Health care & social assistance	\$ 61,093
All Industries	\$ 65,032
Transportation & warehousing	\$ 65,221
Construction	\$ 68,945
Manufacturing	\$ 69,170
Government	\$ 70,890
Wholesale trade	\$ 96,060
Professional & technical services	\$ 99,131
Information	\$ 102,111
Mgmt.of companies & enterprises	\$ 112,029
Finance & insurance	\$ 122,988

THE MANUFACTURING SUPPLY CHAIN – WAREHOUSES NEEDED

Supply chain disruptions are projected to continue leading companies to onshore or nearshore, bringing manufacturing and distribution alike into the US in order to promote supply-chain resiliency and inventory availability. This will help reduce shortages for consumers, promote employment and mitigate negative economic impacts experienced during the pandemic.

- According to James Breeze, senior director and global head of industrial & logistics research at CBRE,

“Growth in manufacturing is also increasing demand for warehouse space in these regions, as companies want to locate warehouses as close to production as possible to either store raw materials or distribute finished products. Placing distribution centers near the point of manufacturing also saves money on transportation costs.”

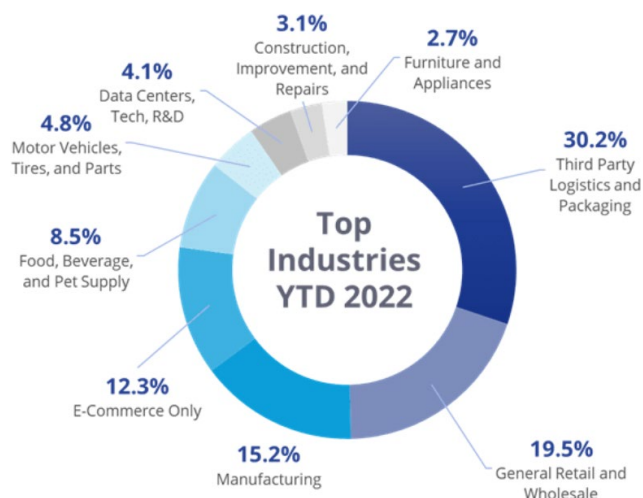
- According to an article by Wealth Management.com¹, over 1,800 companies re-shored production in 2021. The cite James Breeze, senior director and global head of industrial & logistics research at CBRE:

“. . . re-shoring activity is generating competition for industrial properties between manufacturers and logistics users, as those types of buildings can serve either purpose. Growth in manufacturing is also increasing demand for warehouse space in these regions, as companies want to locate warehouses as close to production as possible to either store raw materials or distribute finished products. Placing distribution centers near the point of manufacturing also saves money on transportation costs, Breeze notes.”

DEMAND FOR E-COMMERCE CONTINUES

E-commerce facilities are not the only users of large industrial warehouse buildings, but demand for e-commerce is increasing:

- E-commerce as a percentage of total retail sales has gone from ±14% in 2020 to ±17% currently. Forecasts suggest E-commerce as a percentage could be up to 22% by 2026.
- According to research by Colliers International, 1% of additional E-commerce growth equates to \$54.7 billion of retail sales, requiring ±37 million square feet of additional warehouse space.
- A November 2022 report by Colliers shows third party logistics and packaging, *which is needed by every other industrial user*, has the largest market share (±30%) of industrial building space nationwide compared to manufacturing and e-commerce at ±15% and ±12%:



E-COMMERCE HAS POSITIVE IMPACT ON SUSTAINABILITY

According to a study by the MIT Real Estateⁱⁱ Innovation Lab, online shopping demonstrates clear sustainability advantages over in-store shopping, even after factoring in higher returns and packaging.

- Carbon emissions from online shopping are 36% lower, on average, than those produced by in-store trips.
- Built-out logistics networks, which include urban fulfillment centers, can reduce transportation-related emissions by 50%.

EMPLOYMENT DENSITIES & BUILDABLE LANDS NOT AT RISK

Chris Reeves, a graduate student at Portland State University, released an Industrial Market Analysisⁱⁱⁱ in 2021 addressing employment density in e-commerce versus manufacturing. The study points out that e-commerce warehousing often has a higher employment density than manufacturing facilities:

“NAIOP cites that the average employment density for an e-commerce facility is 700 feet per worker (NAIOP). Most new Amazon facilities have one employee per 600 to 650 square feet, often employing a massive 2,000 to 3,000 workers per establishment. For some context, this contrasts the Cascades Tissue converting manufacturing facility in Scappoose, Oregon (Cascades) which has 1 employee per 4,000 square feet, or Wilsonart Wood Finishing Manufacturing plant in Klamath Falls (Wilsonart) which has 1,900 square feet per employee.”

According to NAIOP, the average E-commerce facility has three times the number of employees per square foot compared to traditional contract warehousing.

The 2021 Buildable Lands Report for Clark County assumes employment densities of 9 employees per acre for industrial and 20 employees per acre for commercial. And based on 2021 Buildable Lands Report for Clark County, the city's land supply does not require emergency actions. The report indicates the land supply the largest share of total net buildable employment land is the 2,423 net acres (62%) of industrial land within the City of Vancouver and its unincorporated UGA.

CONCLUSION

We are concerned that the city's moratorium was enacted without full evaluation and consideration of the information we've presented herein. Thus, we respectfully request that the city reconsider the enactment of the moratorium and encourage the city to repeal the moratorium and alternatively appoint a task force that can more rapidly address the city's concerns without risking the city's economic development future.

Very Sincerely,



David K. Toyer
President

ENDNOTES:

ⁱ [Surge in Re-Shoring Activity Creates More Demand for Industrial Space | Wealth Management](#)

ⁱⁱ MIT Study: [FINAL_Retail-carbon-footprints-report_011221.pdf \(mit.edu\)](#)

ⁱⁱⁱ https://www.pdx.edu/realestate/sites/g/files/znlchr3251/files/2021-06/Q1%20Industrial_Chris_Reeves_v2%20-%20Meagan%20An.pdf

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: New Code Provisions needed Now to Implement CAF and keep from digging deeper climate hole
Date: Monday, May 1, 2023 8:25:53 AM
Attachments: [Mark Person interview NWNA newsletter.pdf](#)
[image001.png](#)

FYI, for council but it looks like he already sent it to them but, just in case I am sending it to you as well.

Until next time,
Kerry

Kerry Peck | Administrative Assistant (she/her)



CITY OF VANCOUVER, WASHINGTON
City Manager's Office/Administrative Assistant
P: (360) 487-8616

www.cityofvancouver.us | www.cityofvancouver.us/socialmedia



From: Peter L. Fels [REDACTED]
Sent: Saturday, April 29, 2023 9:57 AM
To: City Council <council@cityofvancouver.us>
Cc: Alliance For Community Engagement <alliance-for-community-engagement@googlegroups.com>; Eiken, Chad <Chad.Eiken@cityofvancouver.us>; Small, Rebecca <Rebecca.Small@cityofvancouver.us>; Lande, Aaron <aaron.lande@cityofvancouver.us>; City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: New Code Provisions needed Now to Implement CAF and keep from digging deeper climate hole

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.

Peter Fels

[REDACTED], Vancouver WA 98663

telephone: [REDACTED]

April 29, 2023

RE: **Warehouse Moratorium is symptom of larger issues**

Mayor and Councilors:

The presentation at your workshop on May 1 lists Code Development and Code Amendment as future work in this process. Staff correctly identified warehouse development as raising issues to be considered under current City codes. The many questions and issues raised by the potential for development of warehouses also point to questions and concerns that apply to other potential developments.

The Climate Action Framework passed last fall established ambitious goals for GHG reduction and improvement in our overall environment and equity. However, no code changes have yet been proposed to implement those goals.

The recent proposed Prologis Park facility in Fruit Valley raised many red flags. Significantly, staff approved the original permit application with a Determination of Nonsignificance (DNS) of environmental concerns. When questioned about that determination by the Northwest Neighborhood Association, staff member Mark Person responded in part as follows:

“Is there a plan to mitigate pollution from any increase of truck traffic?”

“The climate action framework addresses emissions and greenhouse gas reduction targets. Implementation measures associated with these goals have not been codified into our land use standards at this time.

“How would social justice issues be addressed if this project contributes more pollution to a neighborhood already overburdened with air quality issues?”

“Our policy makers and leadership team are working on these issues and we expect that standards and regulations related to emissions and overburdened communities will be part of our comprehensive plan update which has recently begun and is scheduled to be adopted in 2025.

“What criteria led the planning department to determine there would be no significant environmental impact from the development?”

“A mitigated determination of nonsignificance was issued for the development, and the proposed warehouse is an allowed use in the light industrial district. A preliminary mitigated determination of nonsignificance was issued as the potential impacts can be addressed with compliance with the development code.” (A copy of the full interview is attached.)

While Prologis is a proposed distribution warehouse, the same questions and concerns apply to any other development in Vancouver. As staff has noted, several warehouse plans have already vested. The problem is that all developments will continue to be considered under outdated code provisions until new code provisions are put into place.

Recognizing that we should not dig a deeper climate damaging hole while working on new codes, you rightfully approved an Early Action Plan last year. However, that EAP still does not require consideration of GHG impacts, burdens on overburdened communities, or other environmental, equity, health and safety concerns before projects may be approved. As a result, staff is left with no standards under which to consider these impacts when asked to permit new projects.

There are legitimate questions raised about warehouse projects. Will they improve or harm the local economy? Is it better to distribute consumer goods from a local center or have them trucked in from a distance? What kind of jobs will be created in the long term? Ideally, you will extend the moratorium so staff may continue to study these questions and provide you with better answers than we have now.

However, I hope you will recognize that many of the same questions can be asked about other types of development and that under current code, the CAF is just a framework, with no implementing code provisions.

I have proposed that for the time-being, you adopt a measure stating as follows:

All development plans submitted for approval pursuant to the Vancouver Municipal Code shall be reviewed for compliance with the goals of the CAF. Any plan which may be inconsistent with the CAF shall be required to provide evidence the project will not add to overall City GHG emissions or negatively impact overburdened communities.

Staff need a standard now under which they can fully consider the impact of all proposed developments. Until that happens, projects will continue to be submitted, approved and vested, as happened with the warehouses, resulting in a much larger climate damaging hole for us to dig out of.

Please extend the warehouse moratorium so staff can work on the issues noted. But also please ask them to move forward quickly on developing a mechanism to incorporate the CAF goals as soon as possible. Thank you for your consideration.

s/

Peter Fels

Prologis Park Warehouse

by Ben McCarty, Vice President, NWNA

In January, Vancouver residents learned of a proposed warehouse development in Fruit Valley that has the potential to add significant truck traffic to the surrounding area.

Prologis Park would sit on a nearly 32-acre parcel off Fruit Valley Road, between La Frambois Road and just north of 39th Street. If constructed it would be made up of three warehouse buildings totaling approximately 560,000 square feet.

The project was submitted to the city before a moratorium on large warehouse projects was passed by the City Council, meaning that it was grandfathered in under previous guidelines as it undergoes the city review process. Currently, initial plans are being revised by the applicant. Once submitted, the city planning department will draft a staff report on the project. If approved, the project would have a 14-day appeal window of appeal for the decision.

According to the environmental assessment conducted for the project application, the site for the project does not contain any natural wetlands.

However, it does contain 30 small artificially created wetlands none of which meet protected criteria

and do not appear to drain off site or into critical areas. There are buffer plans proposed to mitigate runoff.

For traffic impact, the project would require an extension off La Frambois for driveway access, a direct access off La Frambois and a driveway off Fruit Valley. It would add an estimated 1,900 daily trips from the Industrial Park-the bulk of which will be funneling onto Mill Plain and 4th Plain corridors to I-5.

To date, no tenants have been identified for the site.

During its January meeting, the Northwest Neighborhood Association gathered questions from neighbors and area residents and then sent them to City Planner Mark Person to find out more information about the project, and potential next steps.

If the project moves forward, the Northwest Neighborhood Association hopes to hear more from the city and Prologis about benefits and impacts at a future meeting.

See the Q and A with Mark Person on the next page.



Prologis Park Warehouse Part 2

by Ben McCarty, Vice President, NWNA

Questions and Answers with Mark Person

The discussion has been edited for grammar and clarity.

Where is the project currently in the 90-day streamline review process?

The application is currently on hold as the applicant makes some changes to the site plan based on feedback from Vancouver transportation staff.

Has there been a traffic impact study done for this project? If so, what did it determine? If not, why not?

Yes, a traffic impact study was completed for the site.

Is there a plan to mitigate pollution from any increase of truck traffic?

The climate action framework addresses emissions and greenhouse gas reduction targets. Implementation measures associated with these goals have not been codified into our land use standards at this time.

How would social justice issues be addressed if this project contributes more pollution to a neighborhood already overburdened with air quality issues?

Our policy makers and leadership team are working on these issues and we expect that standards and regulations related to emissions and overburdened communities will be a part of our comprehensive plan update which has recently begun and is scheduled to be adopted in 2025.

What criteria led the planning department to determine there would be no significant environmental impact from the development?

A mitigated determination of nonsignificance was issued for the development, and the proposed warehouse is an allowed use in the light industrial district. A preliminary mitigated determination of nonsignificance was issued as the potential impacts can be addressed with compliance with the development code.

Some residents feel there was minimal notice for this project. What sort of public notice was provided?

Per our development code, neighbors within 500 feet of the site were provided notice as well as publication in the newspaper and any recognized (active) neighborhood association. (Continue on next page.)

Questions and Answers with Mark Person Continued

How can residents be more aware of projects impacting their local community in the future?

Through their neighborhood association, neighborhood network and active involvement with City Council.

This project is situated near the base of 39th Street. With 39th being the shortest through route to I-5 would the existing truck restrictions on 39th Street remain in place?

Yes, it is my understanding that existing truck restrictions on 39th Street will remain in place.

How was a determination made of no significant environmental impact when it is unknown what the warehouse will be used for?

A mitigated determination of nonsignificance was issued for the development, and the proposed warehouse is an allowed use in the light industrial district. A preliminary mitigated determination of nonsignificance was issued as the potential impacts can be addressed with compliance with the development code.

Was there any study done on wildlife impact from the development? Is there any protected/endangered wildlife in the area to be developed.

A wetland delineation and critical areas report were included as part of the site plan application.

Does this project keep in the letter or spirit of the City of Vancouver's climate action plan? If so, how?

This project was submitted and vested to our land use standard prior to Council's adoption of the Climate Action Framework.

What efforts are being taken, or will be taken to mitigate environmental, noise and traffic impacts on the area?

Our existing development code provides for height limits, setbacks, buffers, noise limits and transportation review as part of approval.

What are ways for people to find out more information on this project?

The application materials include the contact information for the applicant and consultant working on the project. In addition, I can keep you informed on the process as it moves through land use review.

From: [Wynn Grcich](#)
To: [Dollar, Sarah](#); [Rebecca Messinger](#)
Subject: Clotting shots
Date: Monday, April 24, 2023 2:51:30 PM

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

<https://www.msn.com/en-us/health/medical/big-data-study-debunks-one-of-the-most-common-fears-surrounding-covid-19-vaccinations/ar-AA1aeZKT?ocid=msedgntp&cvid=49bb5e3d79f544de891fd820c9afc239&ei=16>.

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

Comments to City Council - 4/24/2023

Hello, my name is Dmitri Stoyanoff. I live in Vancouver WA.

Item 6 is a proposed 3 year employment contract for the leadership of Vancouver Police Dept. It has been collectively bargained in private for MONTHS and includes the Commanders and Lieutenants that lead the Police Dept...The Vancouver Command Guild.

I'm not aware of any effort our HR Dept has made to ask input from the people most effected by the Vancouver Command Guild employees, and their Policing of our neighborhoods. Aside from a link to the new proposed contract that was posted 5 days ago, the public hasn't been included in these negotiations.

It's clear, neither the City's HR Dept or the employees of the Vancouver Command Guild have decided to create an open process and INVOLVE, much less EMPOWER the public in these negotiations.

Given this lack of TRANSPARENCY and public input, I request the council delay this vote for 2 weeks and do the following:

FIRST, Schedule a time at the May 1st Council Meeting for all affected parties to comment: Vancouver Residents, HR's Negotiators, Union President Blaise Geddry and the Vancouver Command Guild Employees.

NEXT, Make a Press Release encouraging the Public to send in their questions. You could ask the Police and HR on May 1st.

And FINALLY, Put the Contract on the May 8th Consent Agenda, so we have at least a week to review all comments, gather information and give council final thoughts.

I have a few clarifying questions For our City Attorney, Jonathan Young: Can the HR Dept and Police hold their negotiations in public if they chose to?

Are they restricted from disclosing their negotiations to the public?
Could the negotiations be made public after the contract is signed?

And for our HR Manager Lisa Takach:

What are the names of the people you selected to negotiate for us?

What criteria did you use to select them?

What ways did you ENGAGE the public about this contract?

Did you ask Internal Affairs for a summary of complaints against the Vancouver Police? Did you ask them for a list of deaths and injuries that Vancouver Police have cause to our neighbors during the last contract cycle?...

In order to inform your negotiations.

The City of Vancouver's Strategic Plan Goal 2 talks about "Effective..., police., services."

An EFFECTIVE Police Dept would give voice and power to the people of Vancouver most effected by their policing.

Families and poor folks, houseless and working class people, our neighbors who are Black and ALL people of color, and also our neighbors with Mental Health Issues.

We want the city to be a PARTNER with us, not SHUT US OUT.

VPD receives about a third of the city's money. These city employees are highly paid, funded, equipped and tasked to lead armed city employees with union contract protections and legal authority that no other people in our neighborhoods have.

We should hold these employees and their contract to our Highest Standards and also give them the most Scrutiny.

Complete Streets Program Quarterly Update

Rebecca Kennedy, *Deputy Director, Community Development (CDD)*

Kate Drennan, *Principal Transportation Planner, CDD*

Emily Benoit, *Senior Transportation Planner, CDD*

May 22, 2023



Workshop Agenda



**Complete Streets
Program Cadence**



**Snapshot of
Current Complete
Streets Projects**

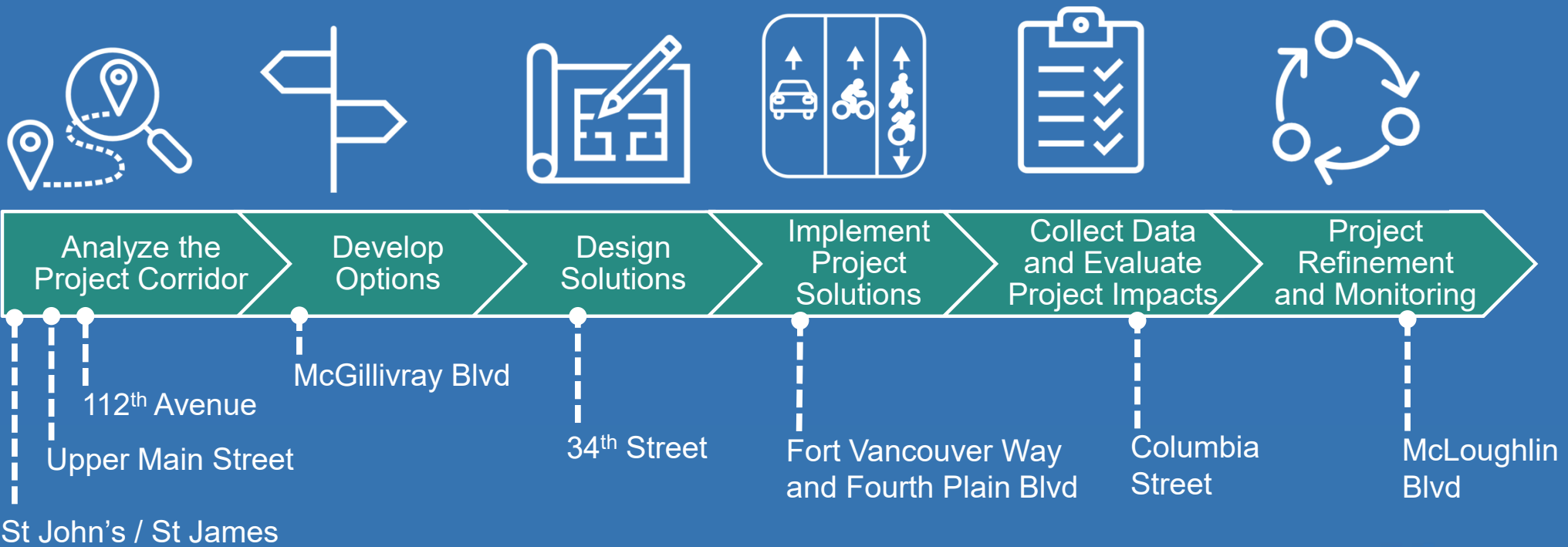


**Shallow dive:
McGillivray Blvd &
112th Avenue**

Complete Streets Program

- In 2016, City Council adopted the [City's 2016-2021 Strategic Plan](#). Action 1.1.1 of the Strategic Plan directs the City to adopt and implement a Complete Streets program.
- In 2017, City Council adopted a [Complete Streets ordinance](#) that set the following vision:
 - a safe, accessible street system that benefits all users, ages, and abilities;
 - a convenient and interconnected transportation network that improves accessibility to adjacent land uses and fits the dynamics and character of each neighborhood throughout the City;
 - and leveraging local funding for complete streets projects with regional, state, and federal grant funding programs.
- In the following years, the Complete Streets Team has reported on individual Complete Streets projects to City Council and the Transportation and Mobility Commission.
- This is the first of a recurring Quarterly Complete Streets Program Update to City Council by the Complete Streets Team.

Complete Streets Program Cadence





McLoughlin Boulevard

- Project began in 2018
- Project implemented in 2019
- Evaluation process ended in 2023
- Current Stage: Project Refinement and Monitoring

Columbia Street

- Project began in 2018
- Project implemented in 2021-2022
- Evaluation process: currently underway for Fall 2022 - Fall 2023
- Current Stage: Evaluate Project Impacts
- Next Step: Bring project refinement recommendations to TMC & Council



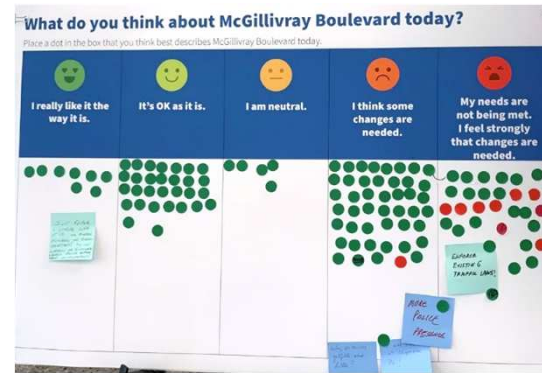
Fort Vancouver Way & Fourth Plain Blvd

- Project began in 2022
- Project Implementation: 2023 (Phase 1) – 2024 (Phase 2)
- Project Evaluation: Expected to start 2024 for Phase 1, 2025 for Phase 2
- Current Stage: Implement Project Solutions
- Next Step: Construction in coordination with paving program



McGillivray Boulevard

- Project began in 2022
- Project implementation in 2024
- Current Stage: Develop Options
- Next Step: Design Solutions



McGillivray Boulevard



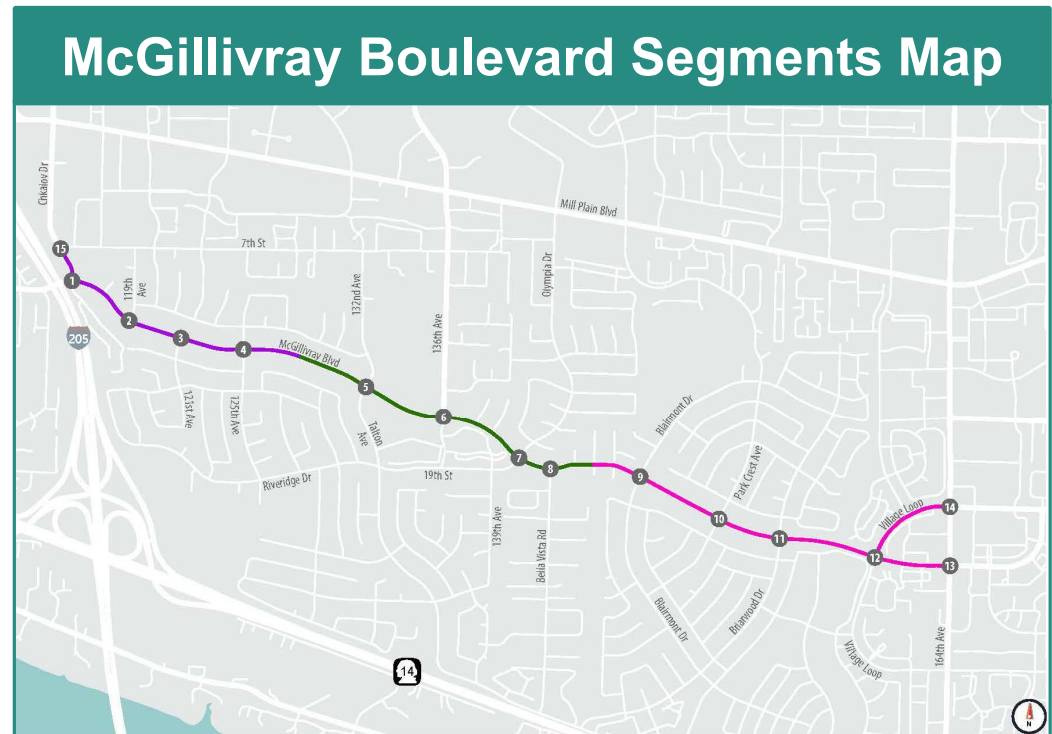
- Project Goals shaped with community and Transportation and Mobility Commission feedback.
 1. Lower vehicle travel speeds on the corridor to improve safety for all users regardless of how they travel and to reduce cut-through traffic to support the local road context.
 2. Make the corridor safe and comfortable for people of all ages and abilities to walk, bike, roll, use small mobility devices, and access transit.
 3. Improve safety and comfort at intersections and crossings on the corridor.
- Community Engagement Plan developed from feedback during Phase 1 to inform engagement strategies for Phase 2 (Develop Options) and Phase 3 (Design Improvements).
- Engagement will focus on small group community conversations, outreach to businesses, and vulnerable users (e.g. students).

McGillivray Boulevard



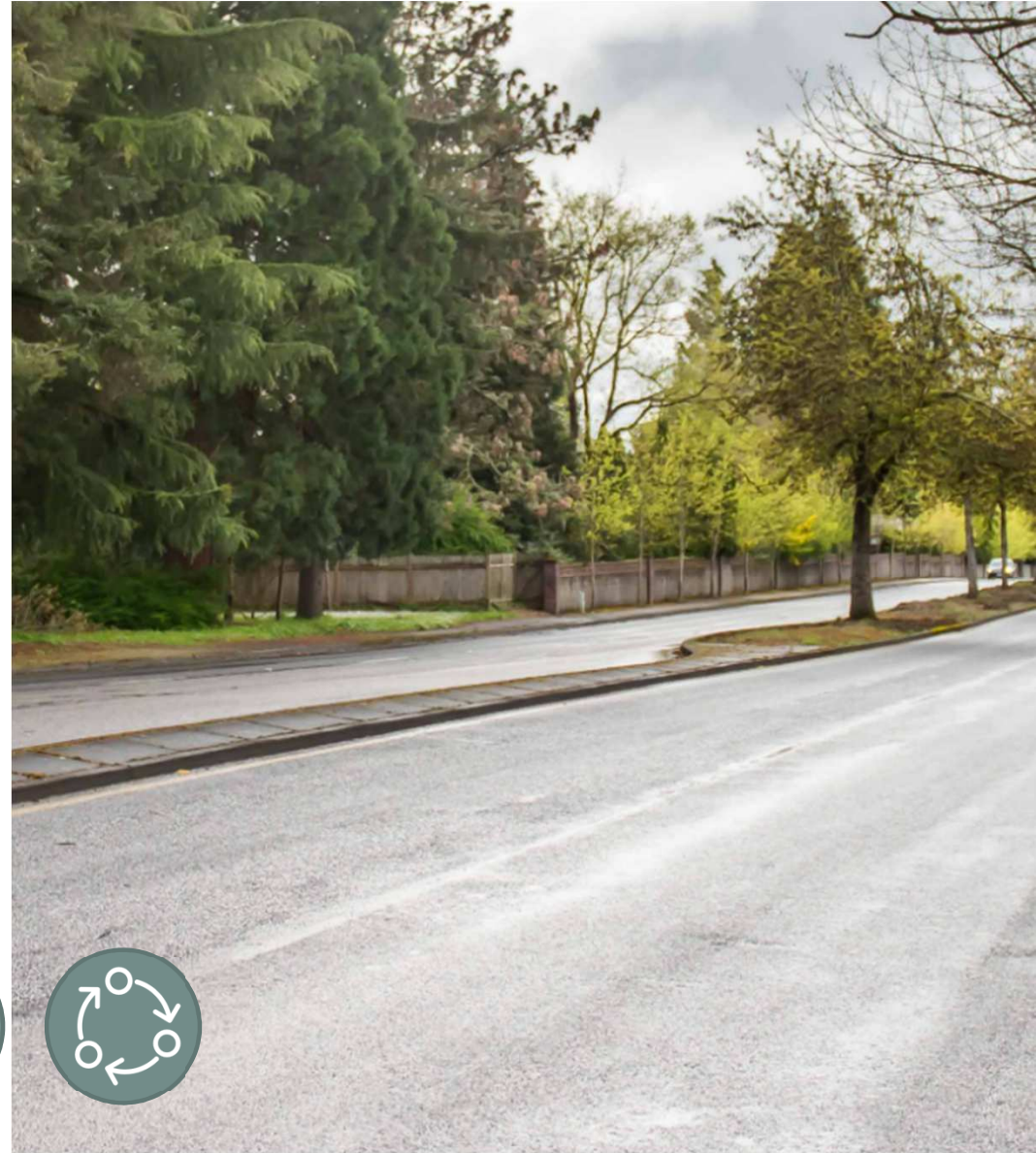
Existing Conditions Report

- Analyzing in three segments as the roadway and land uses vary and change.
 1. I-205/SE 7th Street to 12800 McGillivray Blvd
 2. 12800 McGillivray Blvd to SE 145th Court
 3. SE 145th Court to SE 164th Avenue
- Gathering data for all modes of travel and aspects of safety.
 - Bicycle and pedestrian infrastructure, transit routes and service, collisions, vehicle operations, parking occupancy, bicycle and pedestrian level of traffic stress, illumination, intersection controls



SE 34th Street

- Project began in 2022
- Project implementation in 2024
- Current Stage: Design Solutions
- Context: Project in coordination with proposed updates to VIC Master Plan



112th Avenue

- Project began in 2023
- Project Implementation 2025 / 2026
- Current Stage: Analyze the Project Corridor

Existing
Conditions
Feb –
June '23

Design
Alternatives
Aug '23 –
Mar '24

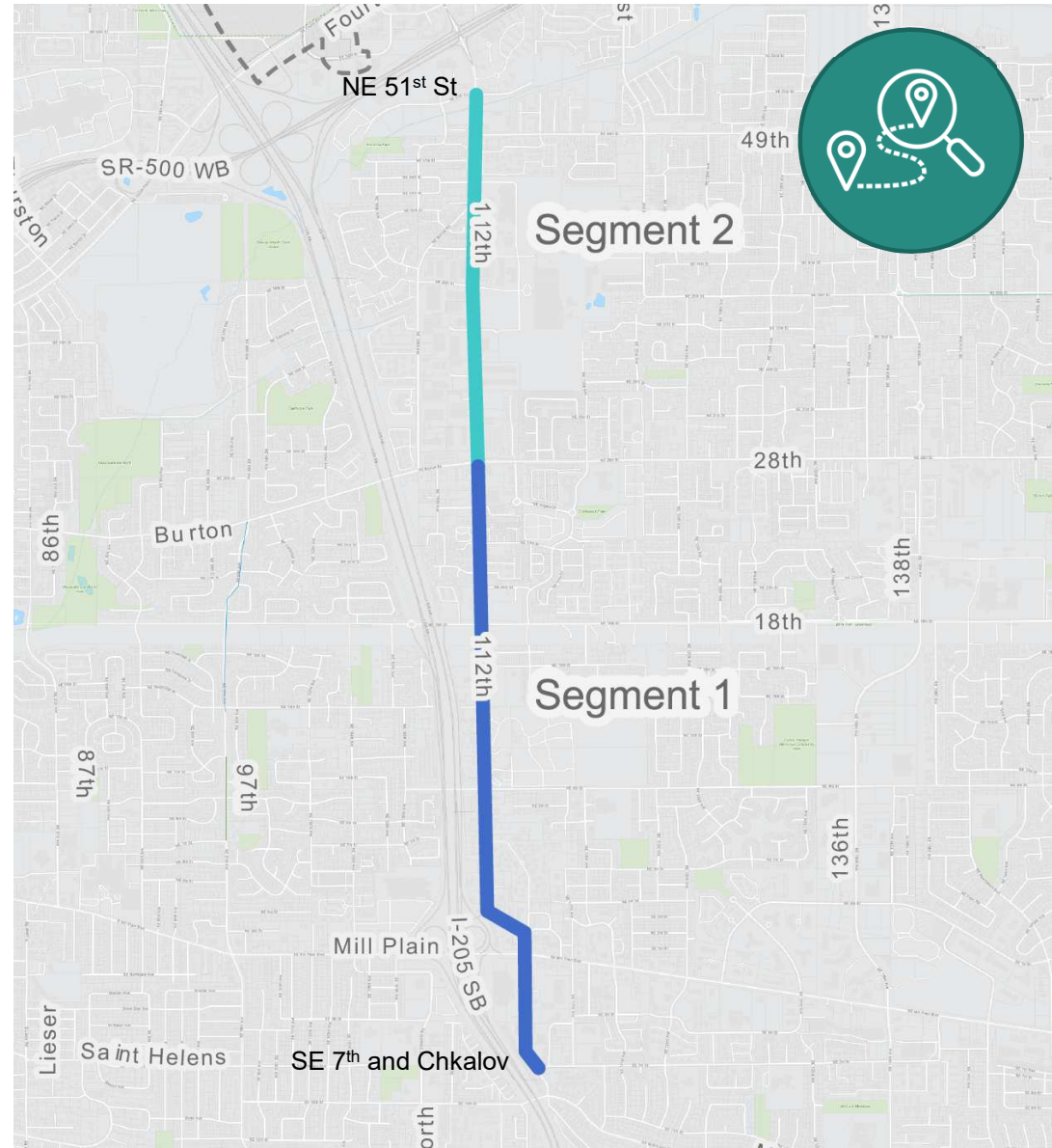
Striping &
Projects Plan
Apr '24 –
Jul '24

Stakeholder Outreach and
Community Engagement
June '23 – Mar '24



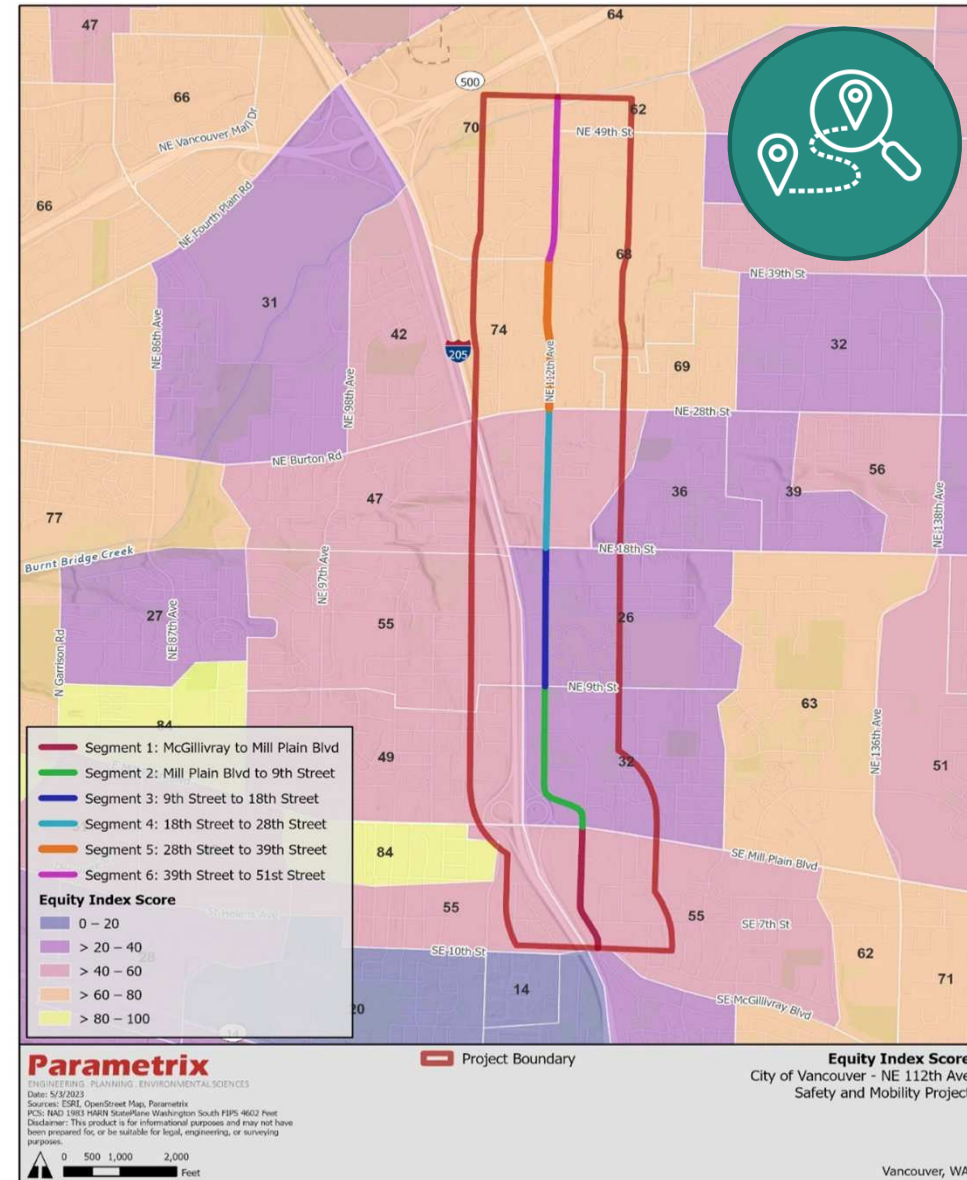
112th Avenue

- Corridor Characteristics:
 - Long corridor with variety of adjacent uses / development types
 - High crash corridor with history of fatalities and serious injuries
 - Long distances between marked crossings
 - Disconnected pedestrian facilities and difficult to navigate in a mobility device
 - North – South route with higher traffic volumes and speeds



112th Avenue

- Corridor Demographics:
 - 51-73% of housing units in project area are renter-occupied (opposed to 49% citywide)
 - Higher % of households that are low income (34% versus 28% citywide)
 - Higher % of household who speak languages other than English – predominantly Spanish and Russian/Slavic languages
- Engagement Methods/ Opportunities
 - Digital: BeHeard website, e-newsletters, social media, surveys
 - Print: Mailers, Door-hangers, Fact Sheets, surveys
 - Activities: Community events, Apartment complex BBQ's, Small group briefings with business groups, NA's, CBO's, Phone/ In-Person Canvassing



112th Avenue

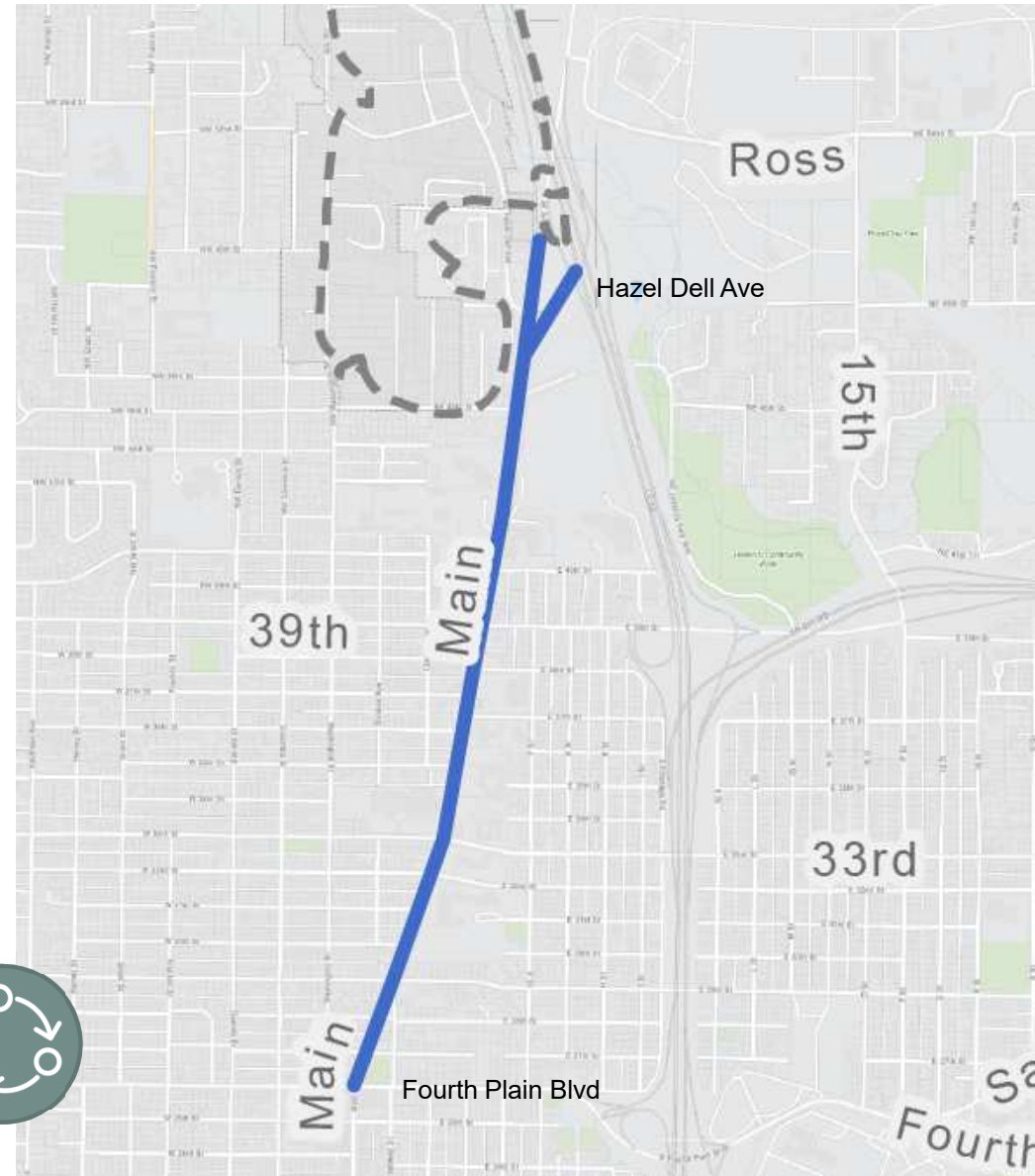
- Project Opportunities:
 - Existing ROW/ easements outside roadway
 - C-TRAN coordination on potential investments
 - Improve pedestrian environment/ ADA accessibility
 - Engaging broad range of stakeholders
 - Traffic calming? Utilize parallel streets?
- Project Challenges:
 - Concurrency standards may limit design option
 - Variety of conditions
 - Schedule / budget



Upper Main Street

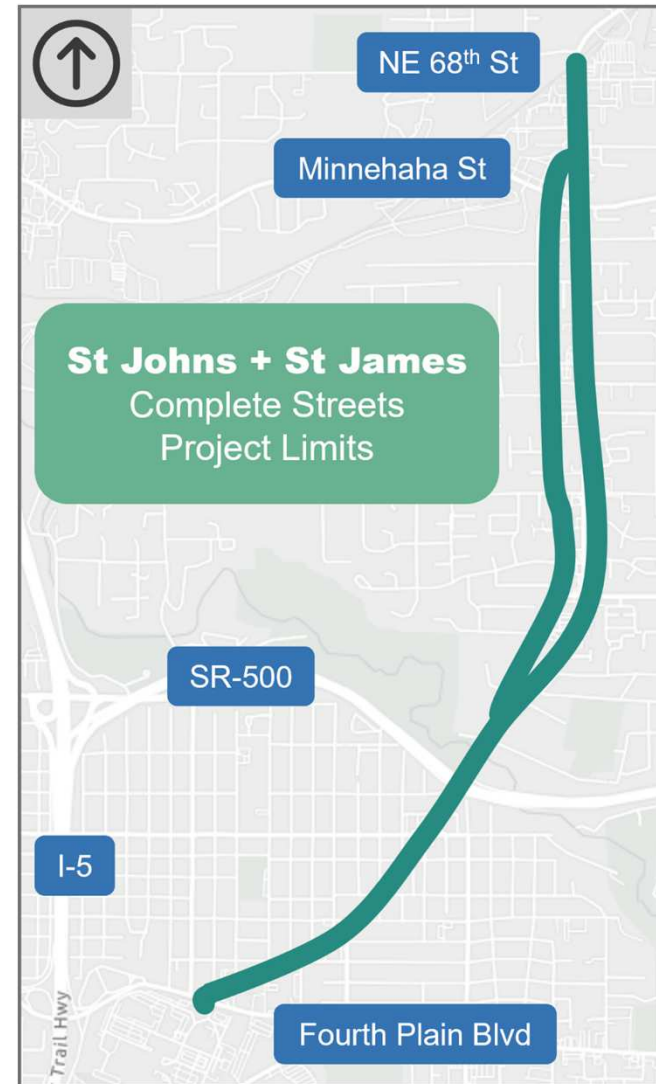
Upper Main Street

- Project begins 2023
- Project Implementation 2025
- 1 year project evaluation 2025-2026
- Current Stage: Analyze the Project Corridor
- Coordinated with HWY 99 BRT - CTRAN



St Johns/St James

- Project begins in 2023
- Project implemented in 2024-2025
- Evaluation process anticipated for 2025
- Current Stage: Analyze the Project Corridor



Performance Monitoring



Complete Streets Corridor Monitoring Evaluation (One-Year)

- Changes in vehicles speeds and volumes
- Changes in volumes of small mobility users
- Changes in crash volumes
- Changes to level of traffic stress for pedestrians/ small mobility users
- Attitudes and perceptions of corridor users, service providers and adjacent residents and businesses

Transportation System Plan

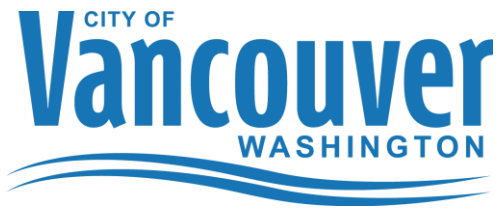
Reporting (Citywide Metrics - Ongoing)

- Number & severity of crashes; crashes involving vulnerable users
- Investment in Equity Index areas; Projects advancing accessibility
- Changes in vehicle miles traveled; GHG emissions from transportation sector
- Modal shifts - percent change in walking, small mobility trips; miles of small mobility infrastructure; miles of sidewalk infill
- Transit ridership; transit-supportive infrastructure investment
- Lane miles in good condition; sidewalk miles rehabbed

Thank You

Questions?





MEMORANDUM

DATE: May 22, 2023

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

CC: Rebecca Kennedy, Deputy Director; Kate Drennan, Principal Transportation Planner, Emily Benoit; Senior Transportation Planner, Community Development Department

RE: **Complete Streets Program – Inaugural Quarterly Update**

Background

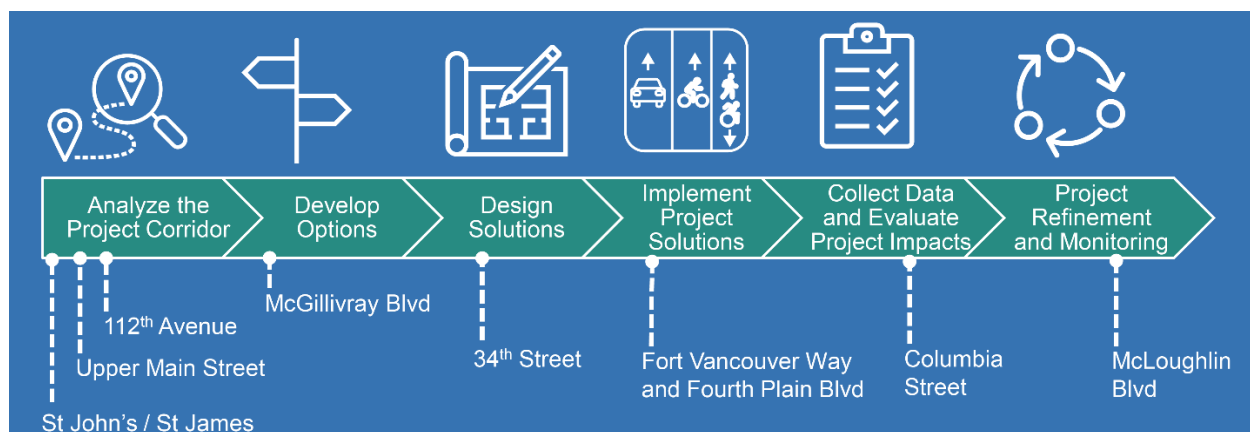
City Council adopted a Complete Streets ordinance in 2017 in accordance with Action 1.1.1 of the Strategic Plan. The ordinance sets a vision for a “safe, accessible street system that benefits all users, ages, and abilities”, and for a “convenient and interconnected transportation network that improves accessibility to adjacent land uses and fits the dynamics and character of each neighborhood throughout the City”. Since that time, Council has approved funding for a number of Complete Streets Safety and Mobility Projects to advance this vision. As the program grows, the City Manager has proposed updating Council on a quarterly basis to provide quick status updates on all the projects, coupled with more detailed updates on projects reaching project milestones.

Complete Streets Program Overview and Timelines

Roadways that undergo a Complete Streets project work through a six-phase process. Currently the City has a corridor project in every phase of the process.

- 1. Analyze the Project Corridor.** At the beginning of a project, the Project team identifies project schedule, budget, and process, gathers data and engages stakeholders to determine what issues and deficiencies the Project is trying to address. The team looks at corridor characteristics, such as traffic volumes and speeds, existing pedestrian and small mobility facilities, crash history, adjacent land uses and neighborhood characteristics. We engage with the community and the Transportation and Mobility Commission to learn their concerns and develop goals for the corridor.
- 2. Develop Options.** During this phase, the Project team incorporates findings from existing conditions work and early engagement to develop alternatives for roadway configurations and safety improvements. The project team works with the Transportation and Mobility Commission to review design options and collects feedback from corridor residents and users, businesses, community-based organizations, equity priority communities, community service providers like schools and healthcare facilities, C-TRAN and other agency partners, and other broad community outreach.

3. **Design Solutions.** Upon selection of the preferred roadway design option and corridor safety improvements, the project team advances striping plans to a 30% design. After this step, the project transitions from a Planning-led project to a Public Works-led project, who advance striping design in coordination with upcoming pavement work, design mobility elements, and add other project elements to the Transportation Improvement Program for future implementation.
4. **Implement Project Solutions.** To date, all Complete Streets projects have been selected to coincide with upcoming paving work, leveraging resources to efficiently advance maintenance and mobility goals in tandem. With new funding resources adopted by Council as part of the 2023-2024 biennial budget, the program team will be able to advance additional future projects outside of the paving program, although we will continue to look at all opportunities to maximize the impact of existing resources. Project implementation occurs in several steps, and is dependent on the final design solution, but generally include some combination of the following elements: updated striping, updated curb ramps if existing ramps do not meet ADA standards, traffic calming, sidewalk improvements, small mobility infrastructure like green paint and bike boxes, the additional of buffers and vertical delineation, and tree planting.
5. **Collect Data & Evaluate Project Impacts.** Following the installation of the project solutions, the City begins a year-long process of collecting data on the corridor to evaluate the project impacts. This includes collection of the following data: vehicle, pedestrian, and small-mobility user counts across seasons; data on vehicle speeds and crashes and changes to the comfort and safety of the facilities for pedestrians and small-mobility users using a level of traffic stress assessment; and feedback from corridor users and adjacent residents and businesses via intercept, mailed, and online surveys to assess the experience of users on the corridor and perceived impacts from corridor changes. Surveys are sent at the 1- and 12-month interval to capture evolving experiences as new travel patterns set in.
6. **Project Refinement and Monitoring.** After collecting the data for a full year, the Project team assesses whether roadway changes are advancing the Project goals. The team then recommends any further refinements or changes based on the data and collected feedback from users, neighbors, and service providers operating on the corridor. After this phase, the corridor will continue to be monitored using the same performance metrics used to monitor the citywide transportation system on an ongoing basis. This includes monitoring for safety issues via our crash portal, tracking modal shifts of Vancouverites traveling through the area, as well as other metrics as reported through the upcoming Transportation System Plan and Strategic Plan data dashboards.



Status of Current Complete Streets Projects

The City currently has Complete Streets projects in all phases of the program. Below is a brief snapshot of their status as of May 2023.

Phase 1: Analyze the Project Corridor	
St. Johns/ St. James	This project is currently in the requisition stage, with an open Request for Qualifications to select a consultant team. Project kickoff is anticipated mid-Summer 2023.
Upper Main Street	This project was broken into two phases. Traffic analysis work is underway in coordination with the Hwy 99 C-TRAN BRT project. The Complete Street contract was awarded in April and the project kick-off is scheduled for May/June 2023.
112th Avenue	This Project kicked off late winter of 2023. The Project team is currently analyzing corridor conditions, conducting traffic analysis, and designing the public engagement plan.
Phase 2: Develop Options	
McGillivray Blvd	This project is developing design options that incorporate safety elements to address concerns heard from the community and findings from the traffic analysis conducted in Phase 1.
Phase 3: Design Solutions	
34th Street	This project is coordinating with the VIC Master Plan to ensure and confirm the design option will support the expected future development along this corridor.
Phase 4: Implement Project Solutions	
Fort Vancouver Way	This project is in final design/ bid and will be constructed over the course of Summer and Fall 2023 in three phases: rebuilding curbs and ramps, pavement preservation and restriping of the roadway, and constructing mobility elements.
Fourth Plain Boulevard	Phase 1 of Fourth Plain Boulevard (from F Street to Ft. Vancouver Way) will be constructed in coordination with Ft. Vancouver Way over the course of Summer and Fall 2023 in three phases: rebuilding curbs and ramps, pavement preservation and restriping of the roadway, and constructing mobility elements. Phase 2 of Fourth Plain (between Ft. Vancouver Way and Andresen Road) is in 60-90% design phase with plans to implement the roadway restriping and mobility improvements in Summer/Fall 2024.
Phase 5: Collect Data and Implement Project Impacts	
Columbia Street	This project is currently undergoing the year-long data collection and evaluation phase. The project team has collected volume and speed counts at the one and six month marks, and surveyed corridor users and adjacent residents, and businesses. The team will collect counts and speed data, and will issue an additional survey at the twelve month mark before completing

	an evaluation of the project impacts and reporting out on findings.
Phase 6: Project Refinement and Monitoring	
McLoughlin Boulevard	This project has completed the year-long evaluation and the Project Team has presented their evaluation report and project refinement recommendations to Council (April 2023). Project refinements will be considered during the next corridor paving project, and the corridor will be monitored as part of the City-wide performance monitoring.

DATE: May 22, 2023

TO: Mayor and City Council

CC: Eric Holmes, City Manager

FROM: Kate Drennan, Transportation Planning, Community Development Department
Stephanie Wright, Nelson\Nygaard Consulting

RE: **VANCOUVER TSP Implementation Elements: Performance Measures, Pedestrian Crossing Guidelines; Funding**

Introduction

The Vancouver Transportation System Plan (TSP) is the guiding document for the City's transportation vision over the next twenty years. The Plan's vision and goals have been endorsed previously by Council, as have a series of policies, programs, and capital projects to achieve them. Progress toward the TSP goals will be measured with quantitative and qualitative data. This workshop will share the draft performance measure framework for Council review and feedback.

As part of the TSP contract, the Project Team will undertake critical early implementation tasks, including updates to processes or policy documents that must be modified to achieve adopted goals. This workshop shares out two pieces of the early implementation work: a preview of resource needs and updated project prioritization, and an update to the Pedestrian Crossing Policy for the Council's consideration.

Performance Measures

An important piece of implementation is creating the evaluation framework and performance measures to monitor progress towards achieving the goals outlined in the TSP, both through new policies and programs, as well as refinements and updates to existing mechanisms and processes.

At the outset of the planning process, the Project Team worked with internal and external stakeholders, along with the wider public to draft goals for the TSP. A goal represents a broad, long-term aim that defines accomplishment of the mission. A performance measure is a specific, measurable indicator of how well the goals are being met, and the metric is the indicator



being used. For each of the six listed TSP goals, the Project Team has drafted performance measures to assess progress toward desired outcomes. Each measure includes one or two related metrics that represent the piece of data that will be used to assess progress toward meeting the performance measure, and the larger related goal. For example, the first TSP goal is safety. One of the performance measures is to “reduce the number and severity of all crashes”. The metrics used to see whether we are meeting this measure is: 1) the number of all fatal and serious crashes per year, and 2) the percent change in all fatal and serious crashes across the reporting period. The full set of performance measures will be used to assess progress toward meeting the goals in the TSP and the outcomes identified through the policies and programs.

While most of the performance measures rely on citywide metrics assessing change across all of Vancouver’s roadways, some are corridor-specific to measure the degree to which the corridor investments support City-wide priorities. For example, one performance measure tied to the Safety goal is to “Complete projects with known safety benefits on high-crash corridors and intersections”. The associated metric is the percent of safety projects on high-crash corridors – which see a disproportionate number of crashes. By tracking our investment in safety projects on the high-crash network of roads, we can study whether we also disproportionately reduce the number and severity of crashes in the city. Performance measures and their metrics are selected to be measurable, clear and specific, with available data that can be collected and analyzed for evaluation purposes over a 20-year time horizon.

Implementation Element: Funding & Prioritization

The TSP will contain a funding chapter that outlines existing and forecasted transportation revenue. These revenues will be compared to the recommended project list contained in the TSP, as well as the lists of funded, partially funded, and unfunded projects included in the most recent 6-year Transportation Improvement Program (TIP), to identify funding gaps and needs. This funding assessment will help identify what can reasonably be included in a near-term prioritized project list.

Typically, a City includes all capital projects associated with growth (across transportation, utilities, and so on) on a 20-year Capital Facilities Plan, while also maintaining and annually updating a 6-year prioritized list of transportation projects on the Transportation Improvement Program (TIP). At the City of Vancouver, the TIP has acted as a repository of most identified transportation projects, including both funded and unfunded projects. Approximately 20% of project budgets on the TIP today are funded, 8% are partially unfunded, and 72% are unfunded. Some of the existing unfunded projects are related to arterial improvements that require large capital investments and need to be on the TIP to be eligible for multi-phase grant funding opportunities, but the TSP will identify many new pedestrian and small mobility projects to align with the identified modal networks. As the Project Team uses the new prioritization method that considers criteria like safety, equity, and climate, the current and new unfunded projects will be re-prioritized across the Capital Facilities Plan and the Transportation Improvement Program. The TIP will transition to acting as a true 6-year, near-term prioritized project list and the Capital Facilities Plan will act as the repository of all identified transportation (and other) capital projects, and will be updated regularly as part of the City’s Annual Review Program.

The transportation funding outlook is positive with the Street Funding Strategy and revenue generated through the Transportation Benefit District. However, new projects and programs will require more capacity and staffing to deliver. This workshop will cover some early findings from conversations between the Project Team and City staff on how the City can meet its transportation goals leveraging existing revenue streams, the new prioritization process, and new potential funding sources at the State and Federal levels.

Implementation Element: Pedestrian Crossing Policy & Guidelines

The City’s Pedestrian Crossing Policy was identified as a high priority implementation element early in the TSP scoping process. This policy, dating from 2010, currently guides the City’s approach to pedestrian crossings at uncontrolled locations. An uncontrolled location is where a crossing does not have a signal, stop sign, or other traffic control to stop vehicles for those who are crossing the street. Updating this policy is included in the full list of policies, programs and projects included in the TSP and previously endorsed by Council, and is a critical early

implementation item needed to achieve the project goals and advance the Council's overall policy priorities of climate, equity and safety. The workshop presentation will provide an overview of proposed updates to the pedestrian crossing policy, including an overarching vision for pedestrian crossing density throughout the City.

Pedestrian Crossing Updates

The pedestrian crossing policy is meant to address many elements of the City's approach to pedestrian crossings. It sets a vision for creating robust pedestrian-oriented infrastructure over time, serves as a tool to guide where to prioritize pedestrian infrastructure, and outlines considerations for where to place infrastructure and what to install. The crossing policy does not replace engineering judgement specific to each location and project but does provide a transparent process for how the City approaches crossings in a variety of roadway contexts.

The primary changes in the crossing update include:

- Adding guidance for signalized and stop-controlled intersections
- Addressing school zone contexts
- Updated treatments and improvement types
- Setting crossing-spacing goals based on pedestrian network and adjacent land-uses
- Broadening the City's approach to evaluating pedestrian demand

Attachments

Draft Pedestrian Crossing Policy and Guidance Document (May 2023)

Draft Performance Measures Matrix (May 2023)



Transportation System Plan Update

Vancouver City Council
May 22, 2023



Kate Drennan, Principal Transportation Planner, Community Development
Department

Stephanie Wright, Principal, Nelson\Nygaard Consulting

Agenda

Presentation purpose: gather feedback on the following Transportation System Plan elements:

- Performance measures
- Funding & Resources- key takeaways
- Pedestrian crossing policy



Prior Council Review

Aug 24, 2020

- Intro to TSP Update

Jun 14, 2021

- Existing conditions
- City council values and the TSP
- Public outreach

Dec 20, 2021

- Project Chartering Process

Apr 25, 2022

- TSP goals

July 18, 2022

- Big Ideas
- Draft Policies, Projects and Programs (PPP)

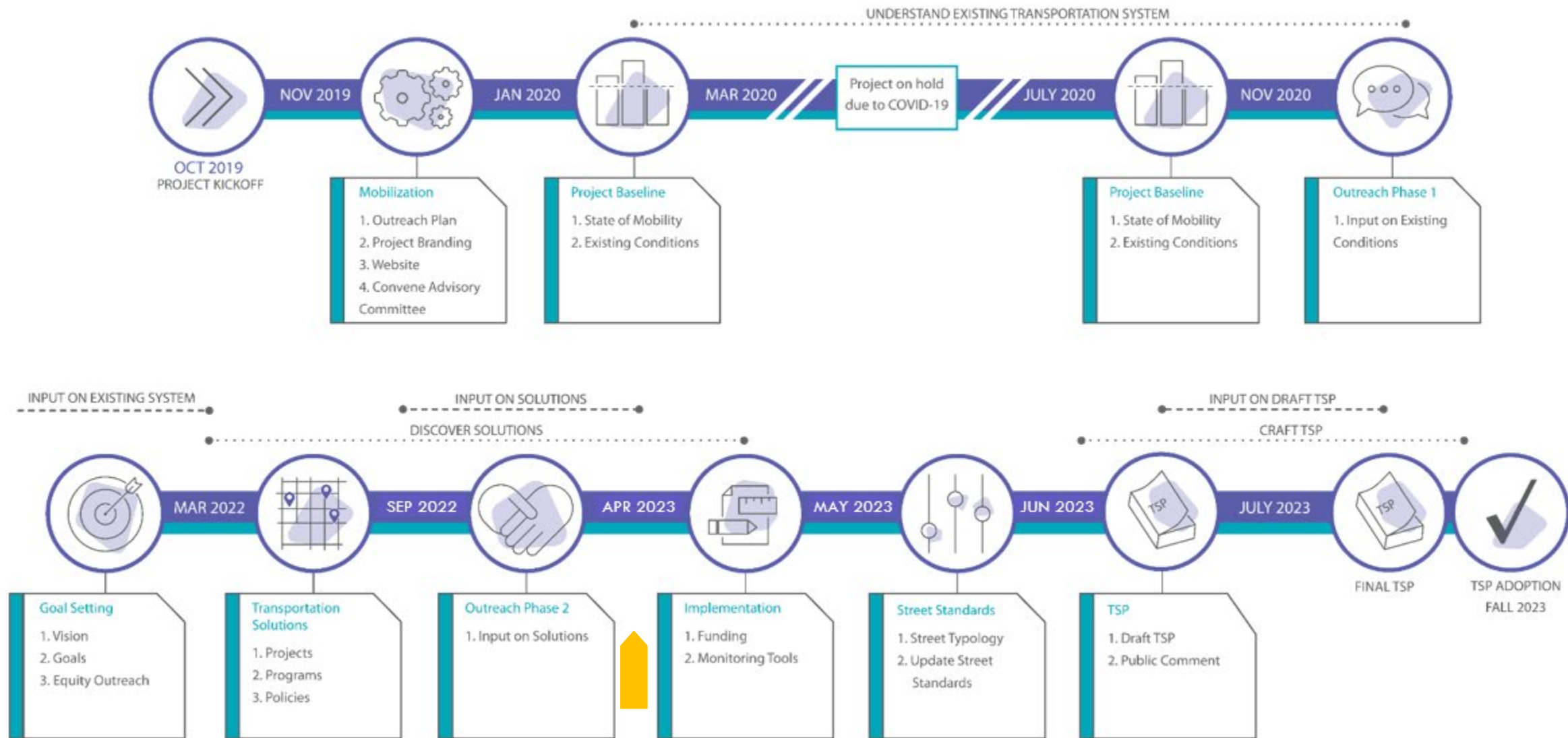
September 12, 2022

- Big Ideas
- Modal Networks
- Prioritization

January 9, 2023

- Modal Networks Update
- Big Ideas, Policies and Programs
- Community Engagement

TSP Schedule



TSP Chartering Process

Project Phase	Elements	Council and TMC Action	Completed Dates/Tentative Dates
Project Baseline	- State of mobility - Existing conditions - Vulnerability analysis - Community input	TMC review	Jan 5, 2021; Mar 2, 2021; Jun 1, 2021; Jul 6, 2021
		Council workshop	Jun 14, 2021
Values and Goals	- Enhanced Transit Corridor analysis - Community input on project values and associated project opportunities	TMC review	Sep 7, 2021; Jan 4, 2022
		Council workshop	Apr 25, 2022
Final Goals and Priorities	- TSP Goals - Project prioritization process	TMC review	Mar 1, 2022; Jul 5, 2022; Sep 6, 2022
		Council workshop	Jul 18, 2022; Sep 12, 2022
		Council resolution	September 26, 2022
Solutions	- Polices and programs - Modal networks	TMC review	Jul 5, 2022; Sep 6, 2022; Dec 6, 2022
		Council workshop	Jul 18, 2022; Sep 12, 2022; Jan 9, 2023
		Council resolution	January 2023
Implementation Guidance	- Street typology and standards update - Pedestrian crossing policy - Performance measures - Funding recommendations	TMC review	March 7, 2023; May 2, 2023; June 6, 2023
		Council workshop	May 22, 2023
		Council resolution	May/June 2023
Plan Adoption	- Review of draft plan - Community input on draft plan - Plan adoption	TMC action item	September 5, 2023; November 7, 2023
		Council workshop	July 10, 2023; September 11, 2023; November 6, 2023; December 4, 2023
		Council resolution	December 18, 2023

Alignment with Universal Policy Priorities



Climate

Our transportation system helps to reduce our impact on the climate and our natural environment.



Equity

Transportation in Vancouver supports the needs of all and investment counteracts historic and current inequities.



Safety

Our transportation system keeps people safe when they walk, roll, bicycle or use other small mobility devices, take transit, or drive.



Performance Measures



**What Makes a
Good Performance
Measure**



**Measures per TSP
Goal**

Performance Measures Basics

What is a goal?

Broad, long-term aim that defines accomplishment of the mission



What is a performance measure?

A specific, measurable indicator of how well the goals are being met



What is a performance metric?

The indicator used in the measure, typically a piece of quantitative or qualitative data

What makes a good performance measure?

- *Measurable* – data can be used to track progress
- *Telling* – the measure speaks to the outcomes we want
- *Can be monitored over time* – the data is available and can be reliably and consistently collected

TSP Goals

SAFETY



Our transportation system keeps people safe when they walk, roll, bicycle, take transit, or drive.

1

TRANSPORTATION CHOICE



People in Vancouver have multiple comfortable, convenient options to get where they need to go.

4

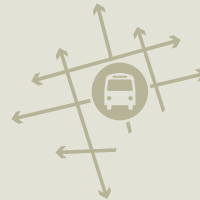
EQUITY



Transportation in Vancouver supports the needs of all and counteracts historic and current inequities.

2

REGIONAL CONNECTIVITY



People and goods flow seamlessly through the region, advancing our shared prosperity.

5

CLIMATE



Our transportation system helps to reduce our impact on the climate and natural environment.

3

MAINTAINING OUR ASSETS

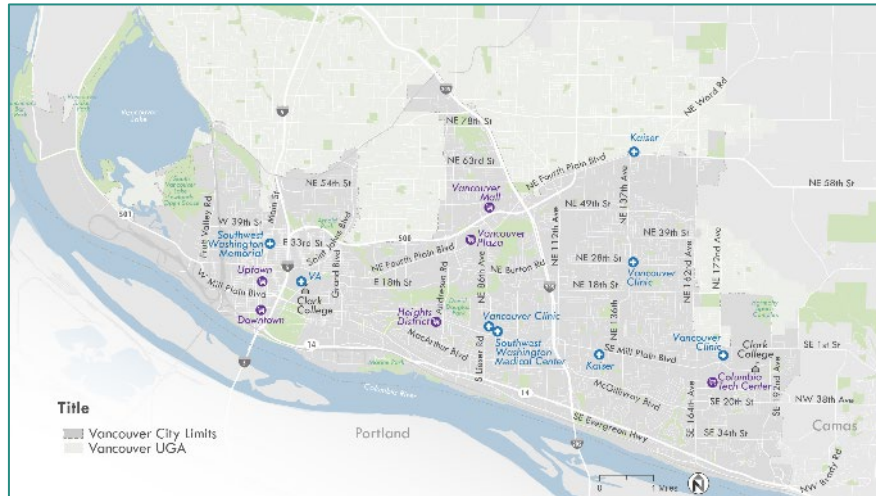


We take good care of our transportation infrastructure and invest strategically in new tools that help us operate the system better.

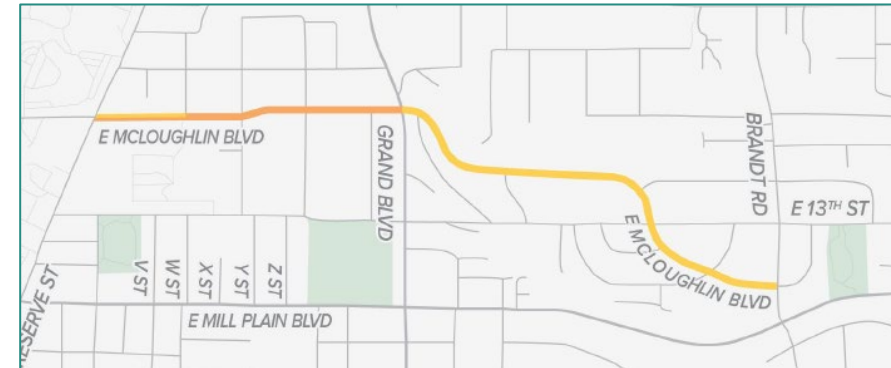
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Citywide and Corridor Performance Measures

Citywide



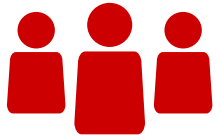
Corridor





1. Safety

Measures	Metrics	Target Direction
Reduce the number and severity of all crashes	Number of all fatal and serious crashes per year	▼
	Percent change in all fatal and serious crashes	▼
Reduce the number and severity of ped/bike crashes	Number of ped/bike fatal and serious crashes per year	▼
	Percent change in ped/bike fatal and serious crashes	▼
Complete projects with known safety benefits on high-crash corridors and intersections	Percent of safety projects on high-crash corridors	▲



2. Equity

Measures	Metrics	Target Direction
Invest transportation dollars in high Equity Index areas	Percent of annual complete streets and safety program funding invested in high Equity Index areas	▲
Make walking/rolling more accessible	Number of ADA-compliant curb ramps added or retrofitted	▲
	Number of accessible pedestrian signals added or retrofitted (APS)	▲



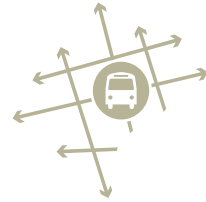
3. Climate

Measures	Metrics	Target Direction
Reduce emissions	Per capital single occupant motor vehicle miles traveled	▼
	GHG emissions from motor vehicles	▼



4. Transportation Choice

Measures	Metrics	Target Direction
Increase the number of people using active transportation	Percent change in walking trips	▲
	Percent change in biking/small mobility trips	▲
Provide low-stress small mobility facilities	Miles of new small mobility lanes/facilities	▲
	Miles of improved small mobility lanes/facilities with buffers/protection	▲
Increase the coverage of pedestrian facilities	Miles of sidewalk infill	▲



5. Regional Connectivity

Measures	Metrics	Target Direction
Increase transit use	Transit ridership	▲
Expand the walking and rolling network to connect Pedestrian Corridors and Pedestrian Centers	Number of newly marked or enhanced crossings meeting City's pedestrian crossing policy guidelines along Pedestrian Corridors and in Pedestrian Centers	▲
Ensure efficient freight movement	Freight corridor travel times on designated freight corridors	—
Make transit faster and more reliable	Miles of bus lanes or queue jumps	▲
	Number of signals with transit priority	▲



6. Maintaining our Assets

Measure	Metrics	Target Direction
Keep pavement in good condition	Miles of rehabbed pavement	▲
	Percent of lane miles in good condition	▲
Continue to upgrade existing sidewalks	Miles of sidewalk upgraded from deficient to good	▲

TMC Feedback 5/2/23

- General
 - Tie target direction to benchmarks where possible
- Goal-specific: Safety ✓
 - Change scope to percentage, rather than number of projects
- Goal-specific: Climate ✓
 - Add GHG emission metric to emissions measure
- Goal-specific: Regional Connectivity ✓
 - Add transit priority elements measure and miles of bus lanes or queue jumps and number of signals with transit priority metric
- Goal-specific: Maintaining Our Assets ✓
 - Add continuation of existing sidewalk upgrades measure and the number of sidewalks upgraded from deficient to good as metric

Performance Measures Questions and Discussion



TSP Implementation: Funding



**Transportation
Funding in
Vancouver**



TIP and CFP



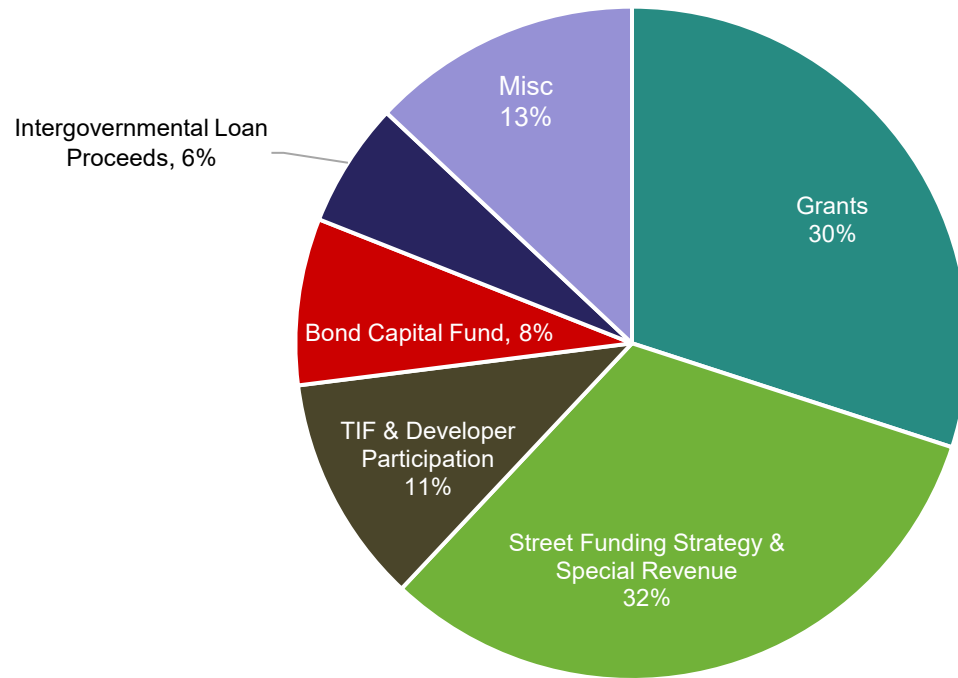
**Project
Prioritization**

Funding Takeaways

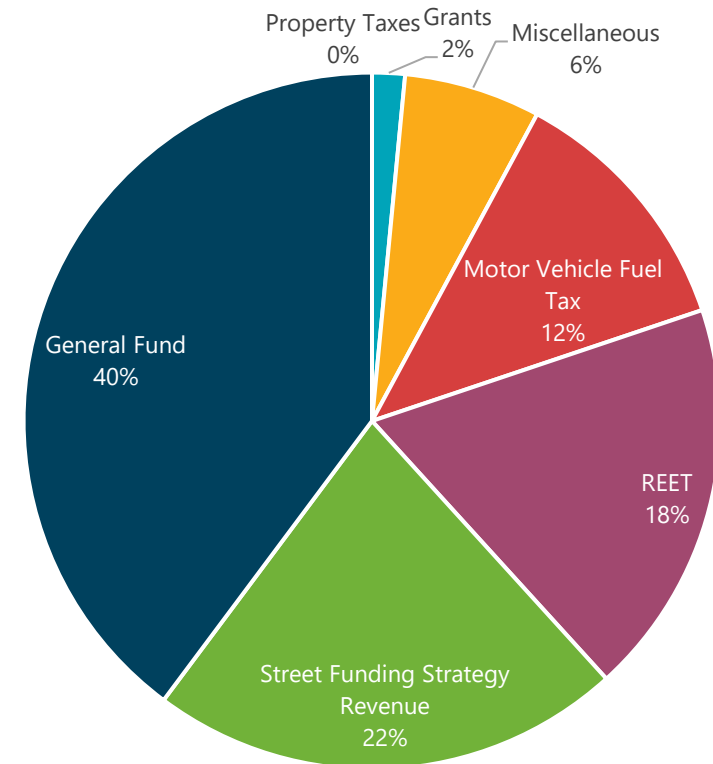
- Vancouver has a solid funding foundation with the Street Funding Strategy (SFS) which includes recent changes to the Business License Surcharge (BLS) and Transportation Benefit District (TBD)
- The TSP identifies new ped/small mobility projects that meet TSP goals
- Adopted project prioritization framework will reset the 6-Year Transportation Improvement Program (TIP) and 20-Year Capital Facilities Program (CFP) and Transportation Impact Fee (TIF) project lists
- While funding outlook is positive, additional capacity (FTE) is needed to deliver
- New grants and using developer fees to pay for multimodal projects and programs are being explored

Our transportation system is funded primarily through grants, the general fund, and the SFS

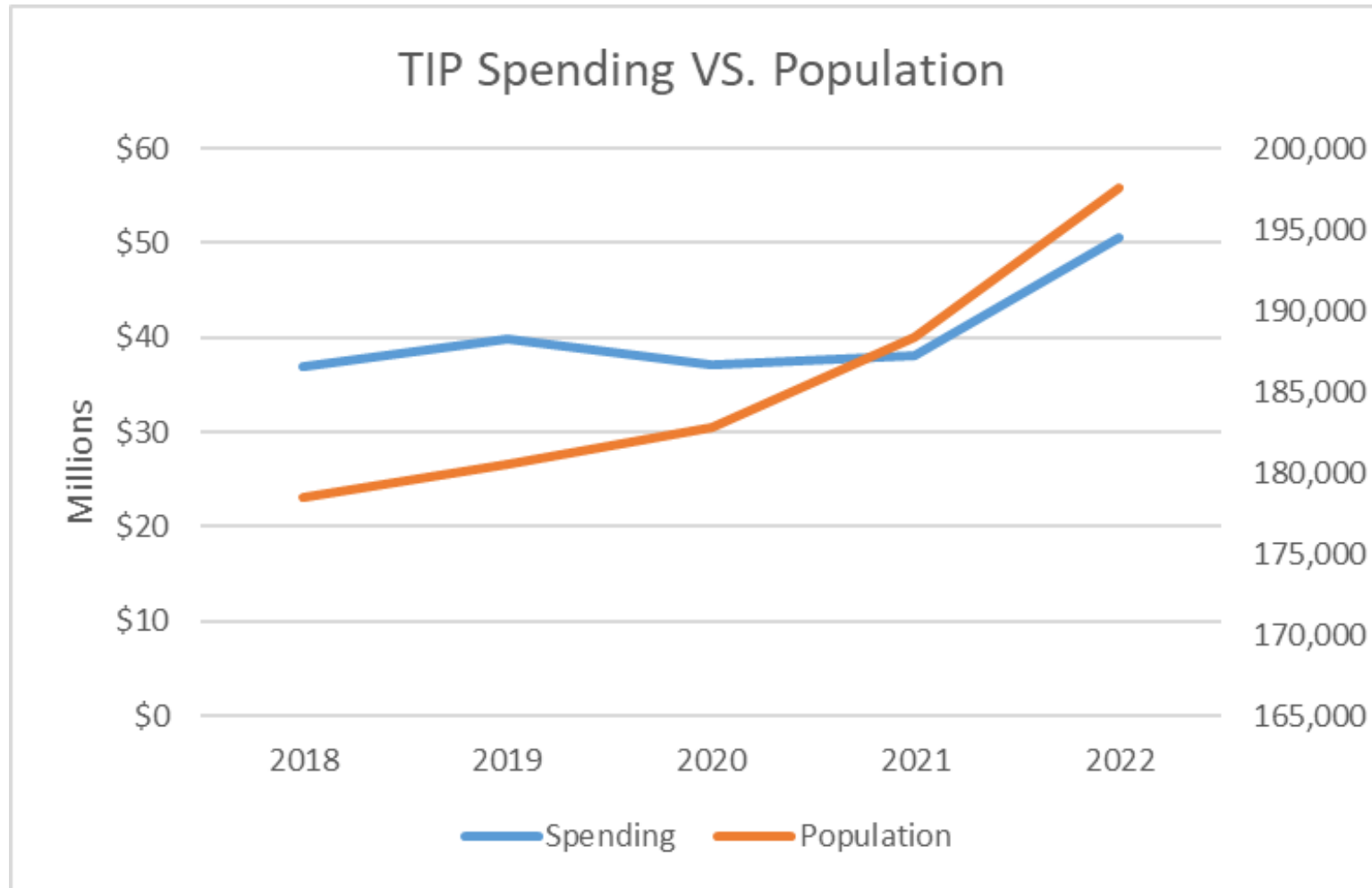
Capital Revenue Sources



Maintenance Revenue Sources



Transportation Spending vs Population Growth



Source

Spending: 2024-2029 DRAFT TIP

Population: 2018 – 2021 ACS 5-year, 2022 from Washington State Office of Financial Management

The TIP and the CFP

- 6-year capital project list; some programs
- Updated annually
- Intent is to include funded projects or those expected to be funded in the 6-year timeframe

TIP



Over time,
partially funded
and unfunded
projects were
added to the TIP

- All capital projects needed to keep up with growth (schools, utilities, transportation)
- Updated with Comprehensive Plan
- Unfunded projects

CFP



There is \$133.2M in funded projects and programs in the 2024-2029 TIP

But 72% of the project and program estimates in the TIP are unfunded...

Category	6 Year Planned Funding	% of \$ Total	# of Projects and Programs
Funded	\$133.2M	20%	26
Partially Funded	\$54.7M	8%	15
Unfunded*	\$486.8M	72%	67
Total	\$674.8M	100%	108

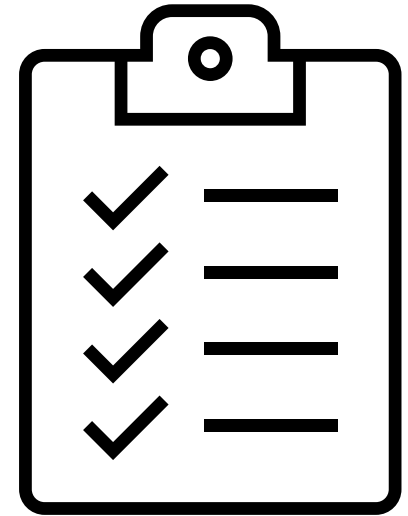
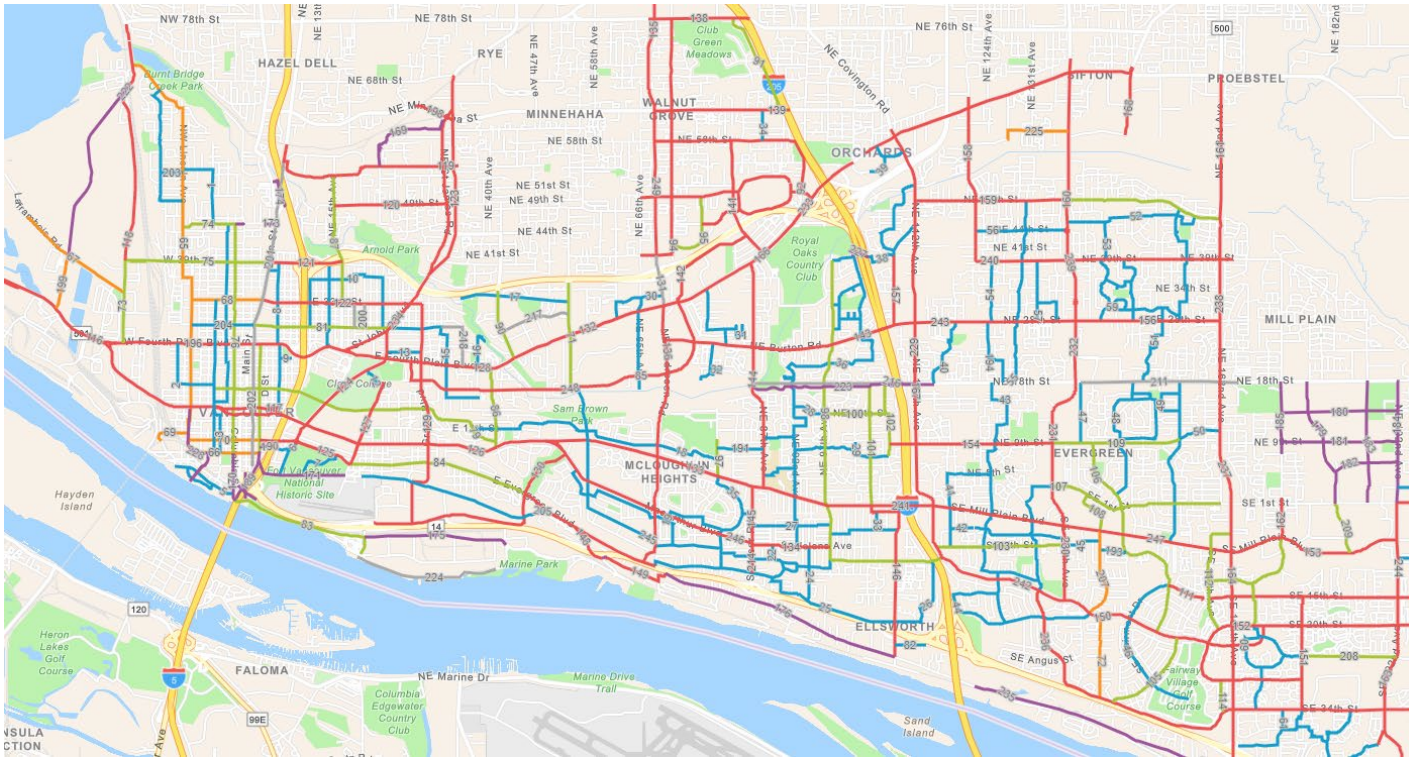
* Uses higher end of estimated project scope costs

Of the unfunded projects and programs...

Project Type	% of Unfunded	# of Projects
Active Transportation Improvements	12%	15
Arterial Improvement	84%	29
Signal & Lighting Improvements	4%	23

Core Components of the TSP

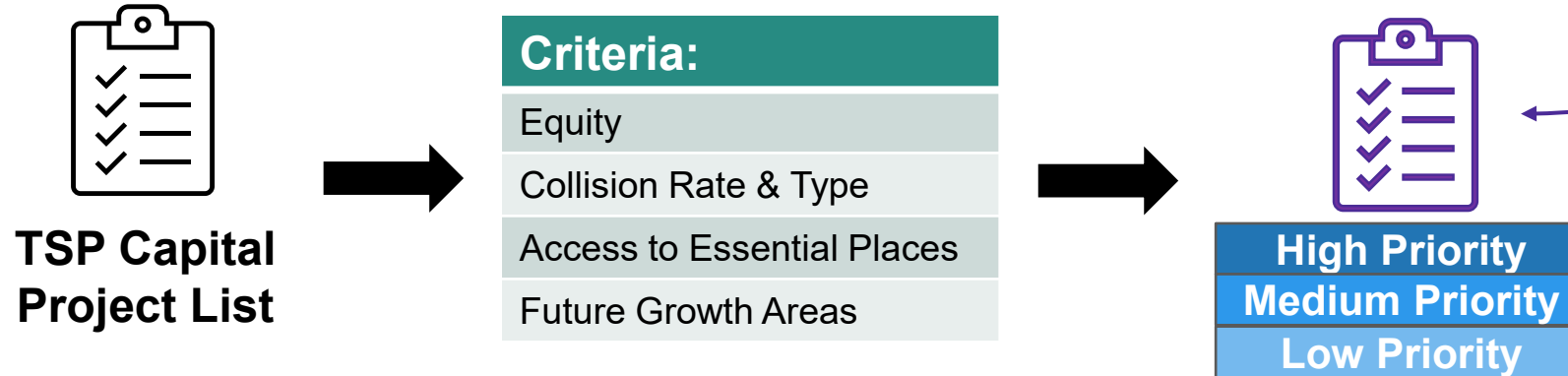
- Modal networks focused on pedestrian and small mobility
- List of new capital projects to implement TSP
- How to add these projects into TIP?



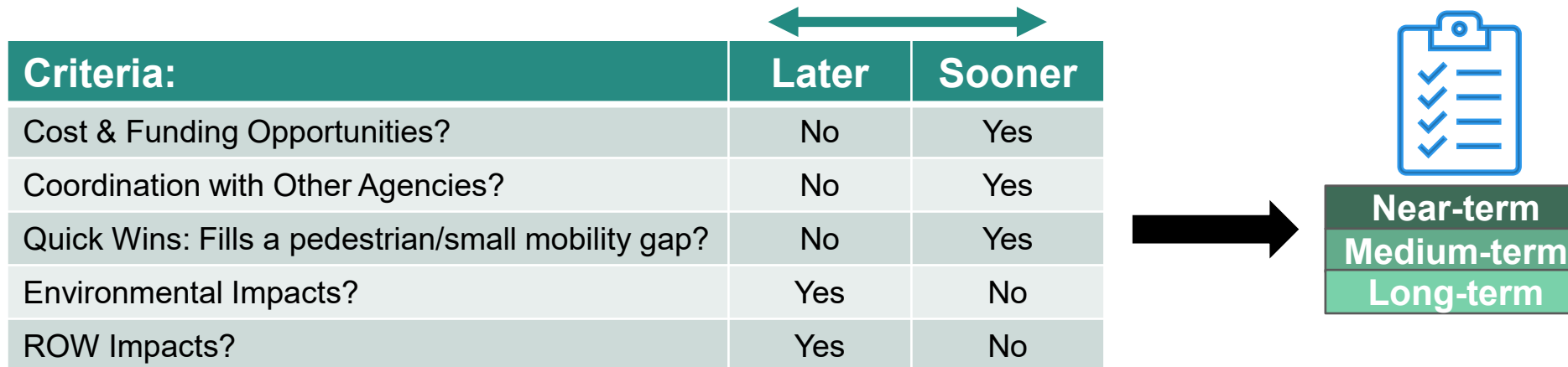
Updated Prioritization Framework



① **Where** should we invest? What should be our top priority?



② **When** should we invest?

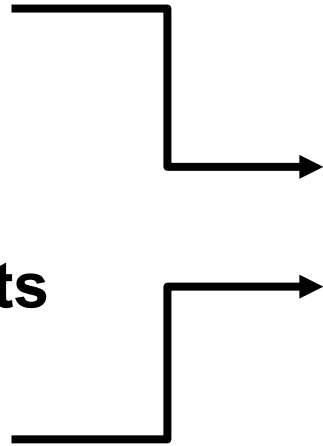
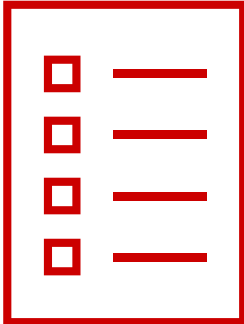


Re-Prioritization of Projects

TSP Projects



TIP Projects



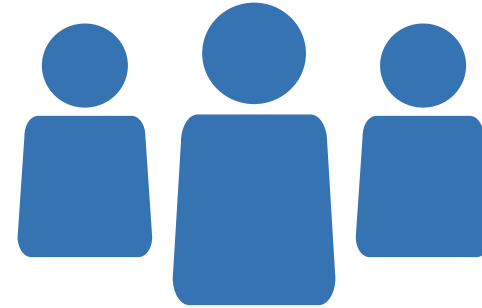
New TIP
2025-2030



CFP



**New multimodal
projects and programs
will require more
capacity (FTE) to
deliver**



We're exploring ways for developer contributions to support multimodal projects

There are 3 policies in the TSP that will help get us there...

Policy	Description
Traffic Impact Analysis	Update traffic impact procedures for capital and development projects to include urban trip generation rates, reduced auto demand along Enhanced Transit Corridors, 2nd highest peak hour, more realistic baseline traffic growth, and TDM mitigations.
Concurrency Standard	Update concurrency to include multimodal metrics beyond just vehicle travel speed. Update Title 11.
Transportation Impact Fees	Add ped/small mobility projects to the TIF list and update TIF rates. Update Title 20.

We're also exploring new grant opportunities to support new programs

- **Federal**
 - **Safe Streets for All (SS4A) Program**
 - Fund local initiatives to prevent deaths and serious injuries
 - **PROTECT Discretionary Grant Program**
 - Surface transportation projects addressing climate crisis
- **State**

Zero-emissions
Access
Program

Green
Transportation
Capital Grant
Program

Transit
Support
Grant

Transportation
Demand
Management
Grant

Public
Transit
Rideshare
Program

Funding & Prioritization Questions and Discussion



TSP Implementation: Pedestrian Crossing Policy



**Crossing Policy
Basics**



**Evaluating
Locations**



**Guide to Crossing
Treatments**

Crossing Policy Basics

What is a crossing policy?

Document providing guidance for City departments

- **Where** to install new or enhanced marked crosswalks
- **What type of improvements to make** at new or enhanced crosswalks

Vancouver's Crossing Policy

Why update?

- Last updated in 2010
- Covers uncontrolled locations only. Does not include guidance for:
 - Signalized or stop-controlled intersections
 - School zones
 - Newer types of improvements (e.g., Rectangular Rapid Flash Beacons)
- High-priority action of TSP



A mid-block uncontrolled crossing marked with continental crosswalk

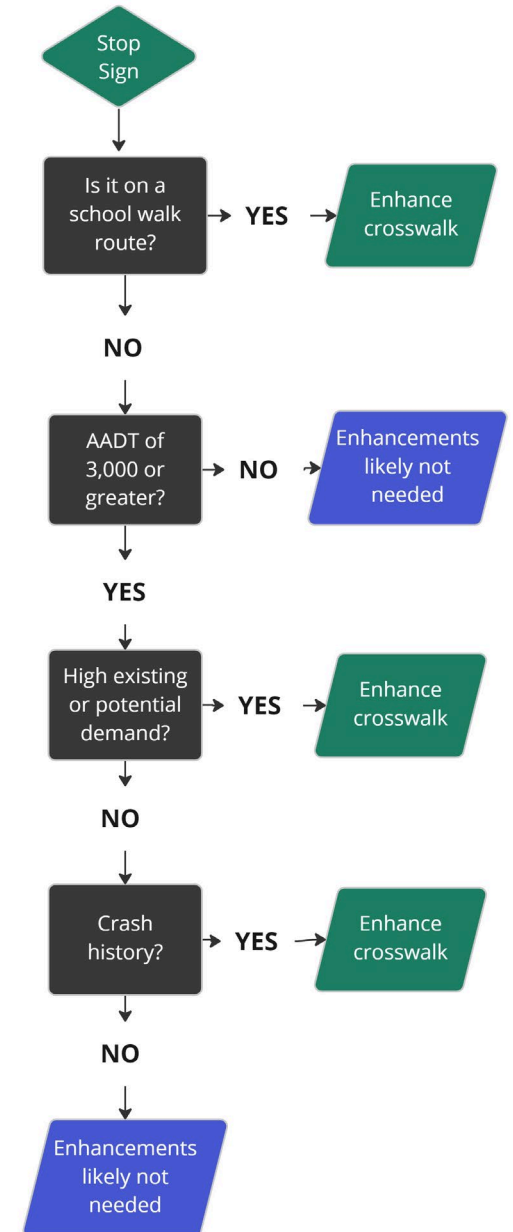


An uncontrolled intersection with a continental crosswalk design on the primary street

Goals of Updated Policy

- Provide a framework for crosswalks to be installed proactively
- Reduce pedestrian delay and encourage crossing at protected locations by reducing the distance between marked and enhanced crosswalks
- Broaden the way pedestrian demand is evaluated

Example of updated stop-controlled crossing evaluation



Examples of Places Implementing Similar Policies

[Clark County Pedestrian Crossing Treatment Policy](#) (2018)

- Includes guidance for signalized, stop-controlled, and school zone crossings

[Denver Uncontrolled Pedestrian Crossing Guidelines](#) (2022)

- Considers latent demand (destinations, transit stops)

[PedPDX: Portland's Pedestrian Plan](#) (2019)

- Establishes a desired crossing spacing for high-demand areas (pedestrian centers and corridors)

Evaluating Locations

Locations for new or improved crosswalks are considered proactively based on:

- The pedestrian network identified in the Transportation System Plan
- Desired crosswalk spacing on that network
- Evaluation of the conditions at potential crosswalk sites

Crossings and the Pedestrian Network

- The TSP identifies pedestrian Corridors and Centers that see a high level of pedestrian activity today or are likely to in the future.
 - Transit lines
 - Commercial, institutional, and multifamily land uses
- Additional marked and enhanced crossings in these areas support walkability by reducing the time and distance people walking must go out of their way to cross safely

** The pedestrian network will be updated after adoption of a new Comprehensive Plan to reflect new pedestrian centers and corridors identified through that planning process*

Low-Stress Pedestrian Network

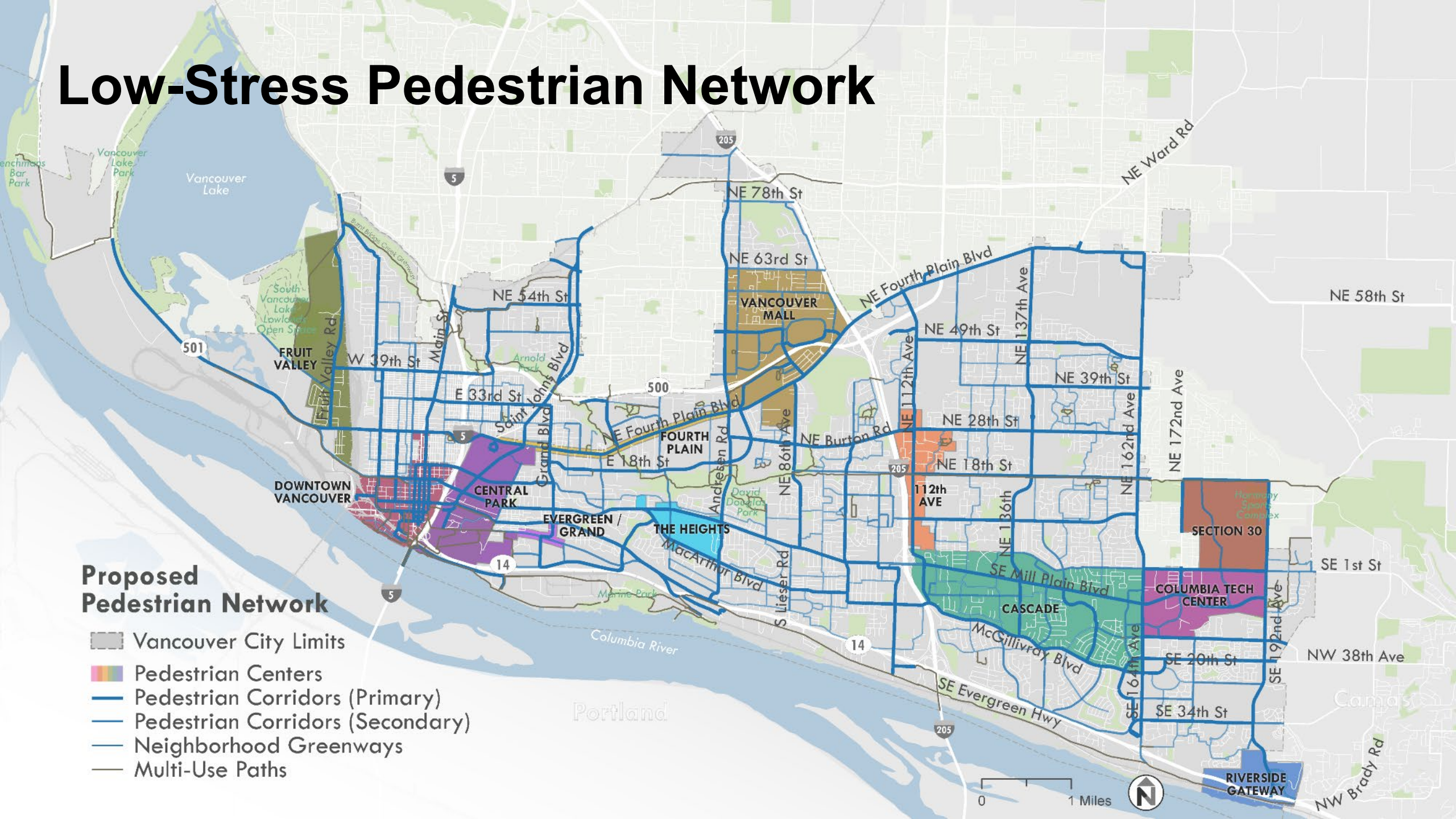
Proposed Pedestrian Network

- Vancouver City Limits
- Pedestrian Centers
- Pedestrian Corridors (Primary)
- Pedestrian Corridors (Secondary)
- Neighborhood Greenways
- Multi-Use Paths

0 1 Miles

N

- Vancouver City Limits
- Pedestrian Centers
- Pedestrian Corridors (Primary)
- Pedestrian Corridors (Secondary)
- Neighborhood Greenways
- Multi-Use Paths



Desired Spacing Guidelines

Long-term goal for enhanced crosswalks on the pedestrian network:

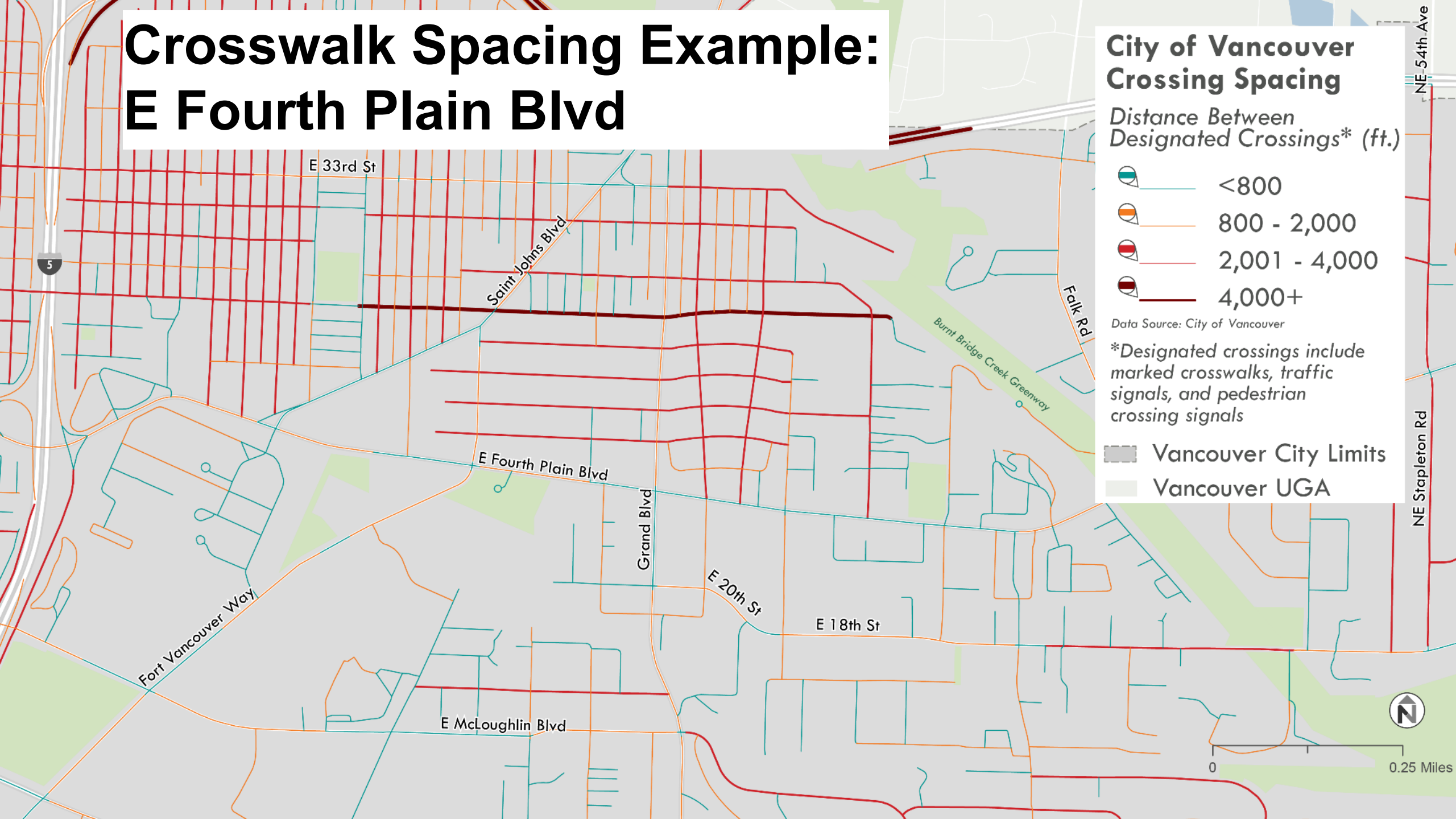
- Approximately every two blocks on pedestrian corridors within pedestrian centers
- Approximately every three blocks on pedestrian corridors outside of pedestrian centers

Additional locations for crossing improvements may be identified by request from the community, in conjunction with maintenance or development projects, etc.

Traveling 800 feet takes approximately:

- 3 minutes for an able-bodied adult
- 4 minutes for an older adult
- 5 or more minutes for a toddler or person with a disability

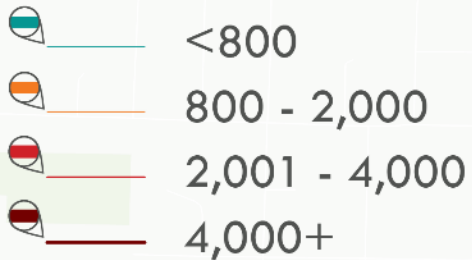
Crosswalk Spacing Example: E Fourth Plain Blvd



Crosswalk Spacing Example: Sunnyside – Walnut Grove

City of Vancouver Crossing Spacing

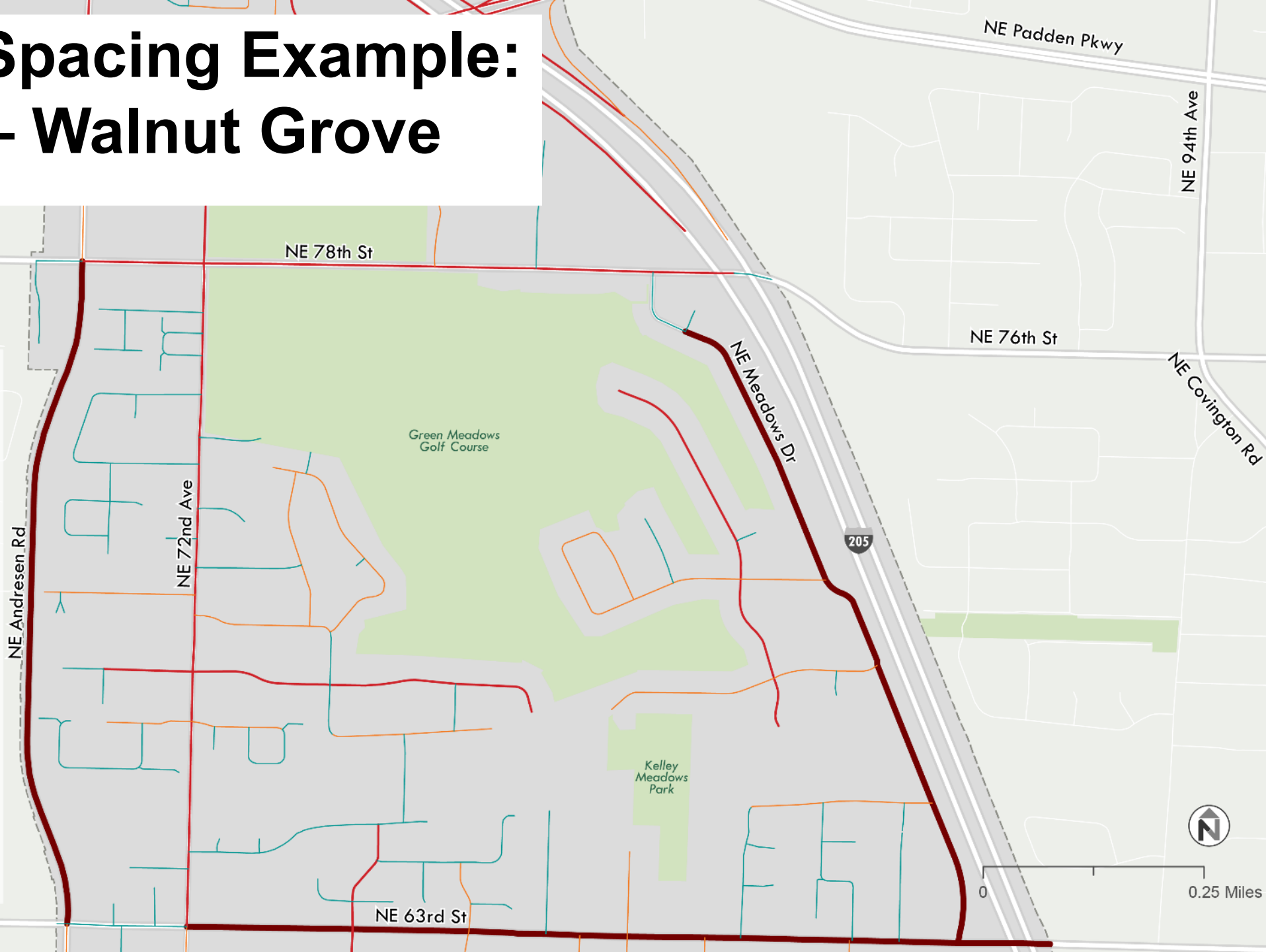
Distance Between
Designated Crossings* (ft.)



Data Source: City of Vancouver

*Designated crossings include
marked crosswalks, traffic
signals, and pedestrian
crossing signals

■ Vancouver City Limits
■ Vancouver UGA



Site Evaluation

Considerations for choosing a specific site for a crossing improvement:

- School walk routes
- Daily traffic volumes
- Existing or potential demand
- Stopping sight distance
- Americans with Disabilities Act (ADA) accessibility
- Crash history
- Distance to nearest marked crossing

Evaluating Existing and Potential Demand

High-demand locations meet any of the following:

- On a pedestrian corridor or within a pedestrian center
- Direct connection to a destination or multimodal connection (shared-use path or trail, neighborhood greenway, transit stop)
- Any sidewalk, shared-use path, or street adjacent to the location sees 20 or more pedestrians per hour (with children, older adults, and people with disabilities counted as two people each)

Next Steps – July 10

- Implementation Workshop 2
- Street Typologies
- Capital Projects List
- Modal Networks

Additional Questions and Discussion

Thank you



Transportation System Plan DRAFT Performance Measures Matrix

Transportation System Plan Goals:

1. **Safety:** Our transportation system keeps people safe when they walk, roll, bicycle, take transit, or drive.
2. **Equity:** Transportation in Vancouver supports the needs of all and counteracts historic and current inequities.
3. **Climate:** Our transportation system helps to reduce our impacts on the climate and natural environment.
4. **Transportation Choice:** People in Vancouver have multiple comfortable, convenient options to get where they need to go.
5. **Regional Connectivity:** People and goods flow seamlessly through the region, advancing our shared prosperity.
6. **Maintaining our Assets:** We take good care of our transportation infrastructure and invest strategically in new tools that help us operate the system better.

Goal	Measure	Metric	Direction
Safety	Reduce the number and severity of all crashes	Number of all fatal and serious crashes per year	Decrease
		Percent change in all fatal and serious crashes	
	Reduce the number and severity of ped/bike crashes	Number of ped/bike fatal and serious crashes per year	
		Percent change in ped/bike fatal and serious crashes	
	Complete projects with known safety benefits on high-crash corridors and intersections	Percent of safety projects on high-crash corridors	Increase
Equity	Invest transportation dollars in high Equity Index areas	Percent of annual complete streets and safety program funding invested in high Equity Index areas	Increase

	Make walking/rolling more accessible	Number of ADA-compliant curb ramps added or retrofitted	Increase
		Number of accessible pedestrian signals added or retrofitted (APS)	
Climate	Reduce emissions	Per capital single occupant motor vehicle miles traveled	Decrease
		GHG emissions from motor vehicles	
Transportation Choice	Increase the number of people using active transportation	Percent change in walking trips	Increase
		Percent change in biking/small mobility trips	
	Provide low-stress small mobility facilities	Miles of new small mobility lanes/facilities	
		Miles of improved small mobility lanes/facilities with buffers/protection	
	Increase the coverage of pedestrian facilities	Miles of sidewalk infill	
Regional Connectivity	Increase transit use	Transit ridership	Increase
	Expand the walking and rolling network to connect Pedestrian Corridors and Pedestrian Centers	Number of newly marked or enhanced crossings meeting City's pedestrian crossing policy guidelines along Pedestrian Corridors and in Pedestrian Centers	
	Ensure efficient freight movement	Freight corridor travel times on designated freight corridors	Neutral
	Make transit faster and more reliable	Miles of bus lanes or queue jumps	Increase
		Number of signals with transit priority	
Maintaining Our Assets	Keep pavement in good condition	Miles of rehabbed pavement	Increase
		Percent of lane miles in good condition	
	Continue to upgrade existing sidewalks	Miles of sidewalk upgraded from deficient to good	Increase

CITY OF VANCOUVER

PEDESTRIAN CROSSING IMPROVEMENT POLICY AND DESIGN GUIDE

DRAFT – May 5, 2023

Introduction

This Pedestrian Crossing Improvement Policy updates City of Vancouver's previous Pedestrian Crossing Improvement Policy, which was adopted in 2007 and last updated in 2010. The goals of this policy update are to:

- Include crossing enhancements that were not included in the 2010 policy
- Expand the scope of the policy to provide crossing evaluation and treatment options for controlled intersections and school areas
- Provide a framework for crosswalks to be installed proactively in instances where traditional crossing warrants are not met
- Reduce delay for people walking and rolling, and encourage crossing at safe locations by reducing the distance between marked and enhanced crosswalks
- Broaden how pedestrian demand is evaluated

This document is intended to serve as the policy document that guides planning, engineering, and policy for City staff in determining where and how to improve crosswalks on City-owned and maintained streets to increase pedestrian safety and mobility. Throughout this document, the terms "walking" and "pedestrian" are used to refer broadly to people who navigate sidewalks and streets without a vehicle, whether they walk on two feet or use a wheelchair or other device.

Requests from Vancouver residents, businesses, and other organization for crossing improvements must be considered and evaluated in addition to policies set forth in the Transportation System Plan (TSP) and in this document including:

- Whether the location helps meet desired crossing spacing guidelines in a Pedestrian Corridor or Center
- How the location ranks in the adopted TSP prioritization framework, which identifies the priority pedestrian network as well as complete corridors where infrastructure for all modes should be prioritized.

- Whether the location is appropriate based on the evaluation process, engineering review, and financial ability.

Policy Framework

The Vancouver Transportation System Plan (TSP) establishes policies to create a safe, convenient, and accessible environment for walking throughout the city. Prioritizing pedestrian mobility and safety is essential to help the City meeting its climate, equity, and safety goals, because:

- Walking does not create greenhouse gas emissions
- Walking is low or no-cost
- Walking provides health benefits to communities that go beyond transportation
- Pedestrians are the most vulnerable people using the transportation system; investing in safe and walkable infrastructure that minimizes risks to pedestrians is critical

Walking is the most fundamental means of transportation. Trips on public transit and even by motor vehicle end and begin with a walk. This policy supports many of the other policies in the TSP, including 15-minute neighborhoods, the low-stress pedestrian network, and complete corridors.

Crosswalk Definitions

An **unmarked crosswalk** is a legal crossing at a public road intersection without any pavement marking (i.e. marked crosswalk) to delineate the crossing.

A **marked crosswalk** is a legal crossing that is delineated with pavement markings.

A **controlled crosswalk** is a legal crossing across a roadway approach that is controlled by a traffic control device such as a stop sign, traffic signal, or pedestrian beacon.

An **uncontrolled crosswalk** is a legal crossing across a roadway approach that is not controlled by a traffic control device.

Washington State Law

Per the Revised Code of Washington (RCW) 46.61.235 and RCW 46.61.240, every public road intersection in Washington is a legal crossing unless marked with a physical sign prohibiting crossing.

Applicable Standards and Guidelines

The FHWA *Manual on Uniform Traffic Control Devices (2009)* (MUTCD) provides standard and guidance for traffic control devices, including markings, signs, beacons, and signals. A new

eleventh edition of the MUTCD is expected to be released in 2023 and will supersede the 2009 edition.

The Federal Highway Administration (FHWA) *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* (2018) suggests a process for determining appropriate safety countermeasures to apply at uncontrolled crossings and provides a table of recommended treatments based on the width, traffic volume, and traffic speeds of the road. These recommendations are based on research evaluating the effectiveness of each treatment under specific conditions.

FHWA's *Public Right-of-Way-Accessibility Guidelines* (PROWAG) (2011) provides guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way to ensure universal access of pedestrian facilities.

The State of *Washington Administrative Code* amends the MUTCD to specify signs and crosswalk marking patterns to comply with laws and policies specific to the RCW.

The Washington State Department of Transportation (WSDOT) *Traffic Manual and Sign Fabrication Manual* provides guidance on pedestrian crossings, crosswalk specifications and standard details for crosswalks and stop lines.

The National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* provides detailed design guidance for pedestrian crossings. Vancouver is a NACTO member and references NACTO for design guidance. The Washington State Department of Transportation (WSDOT) has endorsed NACTO design guidance. FHWA has also recognized the NACTO *Urban Street Design Guide* as compliant with the MUTCD.

Other guidance deemed relevant may be utilized for analysis of pedestrian crossings, including example crossings and case studies by other municipalities.

Expanding upon MUTCD Warrants

The MUTCD is intended to provide uniformity and consistency in the implementation and use of traffic control devices. Historically, its primary focus in regard to people crossing has been on prioritizing the free-flow of vehicular traffic over providing people with a safe, convenient place to cross the street; as mentioned throughout Section 4C - Traffic Control Signal Needs Studies in the MUTCD manual. Failure to meet MUTCD warrants is often used as a planning and/or engineering justification to dismiss an otherwise convenient, feasible, safe, and sensible crossings because, for example, there aren't enough people currently crossing at a given location to justify installing striping, signage, a beacon, or signal. There may be a desire for people to cross a street at a given location and no way to safely or comfortably do so; therefore, the presence of people not crossing a street is not a direct indication of demand, but a reflection of the safety of the built environment.

This policy update allows additional planning and engineering judgement based on an objective set of criteria to be utilized to justify a convenient, safe, sensible, and feasible

crossing if MUTCD warrants are not met, based on set of considerations and defined criteria. All marked crosswalks shall meet roadway geometric, traffic safety, and operational requirements, further discussed in “Site Evaluation”.

Evaluation of Locations

Crossing Spacing

The City of Vancouver TSP identifies a network of Pedestrian Corridors and Centers. These locations have a concentration of destinations for people walking including transit stops, commercial and institutional land uses, and multifamily housing. Pedestrian Corridors and Centers are places that see a high level of pedestrian demand today, or are likely to continue to in the future with land use development and an improved walking environment. One way to improve the walking environment is to minimize delay and improve safety for pedestrians by putting in place new and improved marked crossings of streets. This policy sets a long-term goal for the spacing of marked and enhanced crosswalks.

Desired spacing of marked and enhanced crosswalks on the Pedestrian Network:

- Approximately every two blocks (530 feet) on pedestrian corridors within pedestrian centers
- Approximately every three blocks (800 feet) on pedestrian corridors outside of pedestrian centers

Specific locations for new or improved crossings in Pedestrian Corridors and Centers should be identified with the aim of meeting pedestrian mobility goals and the crossing spacing guidelines while also considering the criteria described in the Site Evaluation section below.

Crossing Improvement Project Prioritization

Crossing improvement projects will be prioritized and phased for implementation using the approach adopted in the TSP for all capital projects that are funded and implemented by the City of Vancouver. The prioritization framework advances projects that help achieve universal access, safety, equity, and climate goals. In addition, there may be opportunities to implement crossing improvements in conjunction with development projects, transit projects, street improvement projects, utility projects, and other projects within the public right-of-way.

Site Evaluation

Description of criteria

School walk routes - school districts in Washington are required by WAC 392-141-340 to have suggested walk route plans for every elementary school where children walk to school. The plan must cover a one-mile walking distance from the school, as measured along the shortest walkway. This may also be known as “Safe Routes to School”.

Shared-use path or neighborhood greenway crossing – places where a shared-use path or neighborhood greenway crosses a street.

Daily traffic volumes – new marked crosswalks should be considered at uncontrolled locations on streets with an average daily traffic (ADT) volume of 1,500 per day and above, and at stop-controlled locations with an ADT volumes of 3,000 per day and above.

Locations with high existing or potential demand are defined as locations that meet any of the following conditions:

- The location is on a pedestrian corridor or with a pedestrian center, as designated by the Vancouver TSP.
- The location connects to a high trip generator such as a school, park, grocery store, hospital, commercial center, or entertainment venue.
- There is a transit stop, shared-use path, or neighborhood greenway crossing at the location, or the sidewalk ends on one side of the street and continues on the other.
- Any sidewalk, shared-use path, or street adjacent to the location sees 20 or more pedestrians per hour in the peak hour or 18 pedestrians per hour across two peak hours. Children, older adults, and people with disabilities are counted as two people each.

Stopping sight distance – sight distance is the length of the roadway ahead that is visible to a driver. Approaching a crosswalk, it should be sufficient to allow for a vehicle to stop given the design speed. The table below recommends typical stopping sight distance by design speed, but engineering judgement should be used based on the particulars of the location.

Figure 1 Stopping Sight Distance by Design Speed

Design Speed (mph)	Stopping Sight Distance (ft)
15	80
20	115
25	155
30	200
35	250

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City of Vancouver

Design Speed (mph)	Stopping Sight Distance (ft)
40	305
45	360
50	425
55	495

Source: American Association of State Highway and Transportation Officials (AASHTO), *Policy on Geometric Design of Highways and Streets*.

Americans with Disabilities Act (ADA) accessibility – the immediate vicinity of the crosswalk should be ADA accessible or should be accompanied by the installation of curb ramps and the removal of barriers to universal access.

Crash history – locations with a history of pedestrian collisions are a high priority for crossing improvements. Locations that have characteristics associated with a high rate of fatal and severe injury crashes should be assessed to understand causes as well as all countermeasures that should be considered.

Distance to nearest marked crossing – the distance to the nearest existing marked crosswalk, whether controlled or uncontrolled, should be at least 300 feet.

All potential crossing locations are subject to review and approval by City Traffic Engineering.

Figure 2 Uncontrolled Crossing Location Evaluation

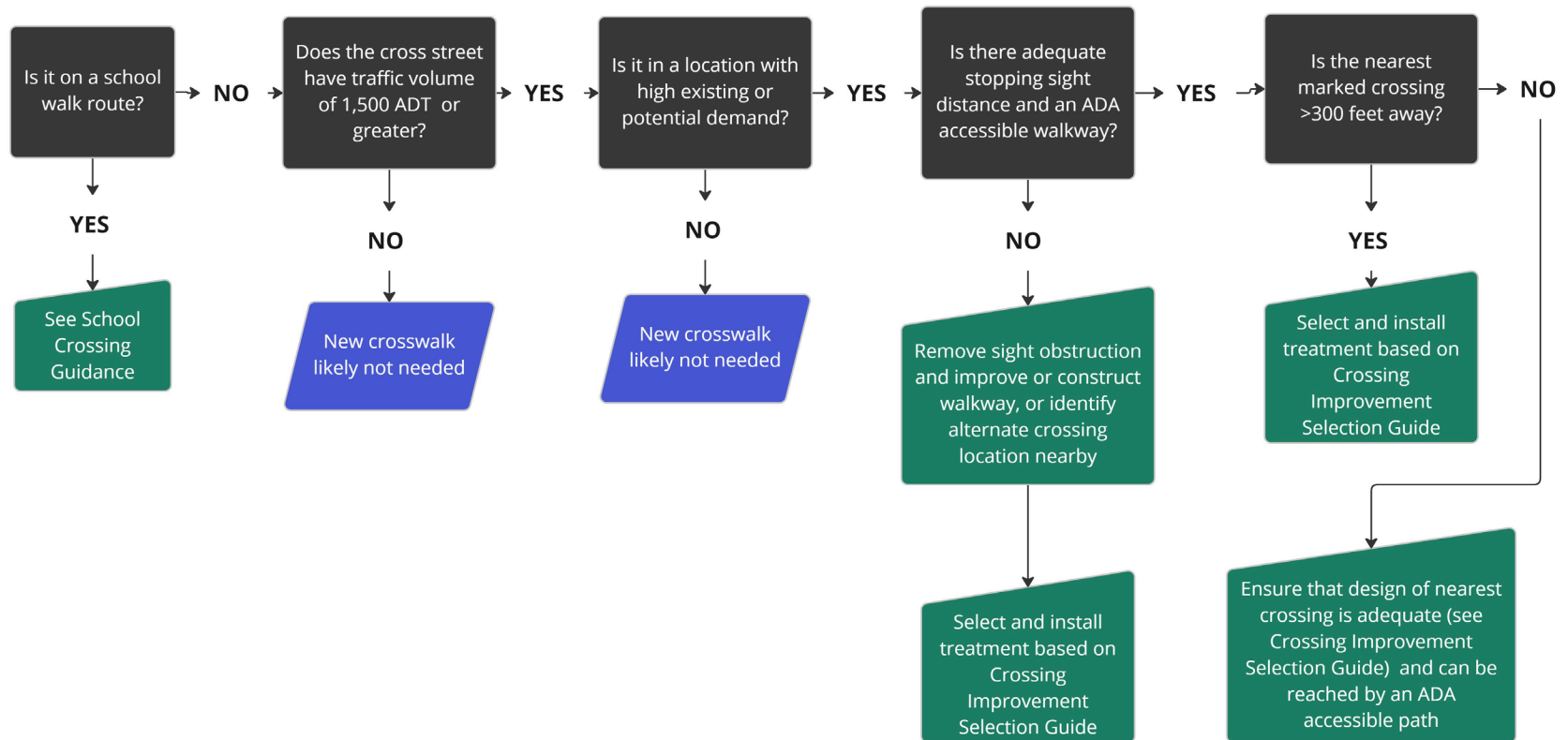
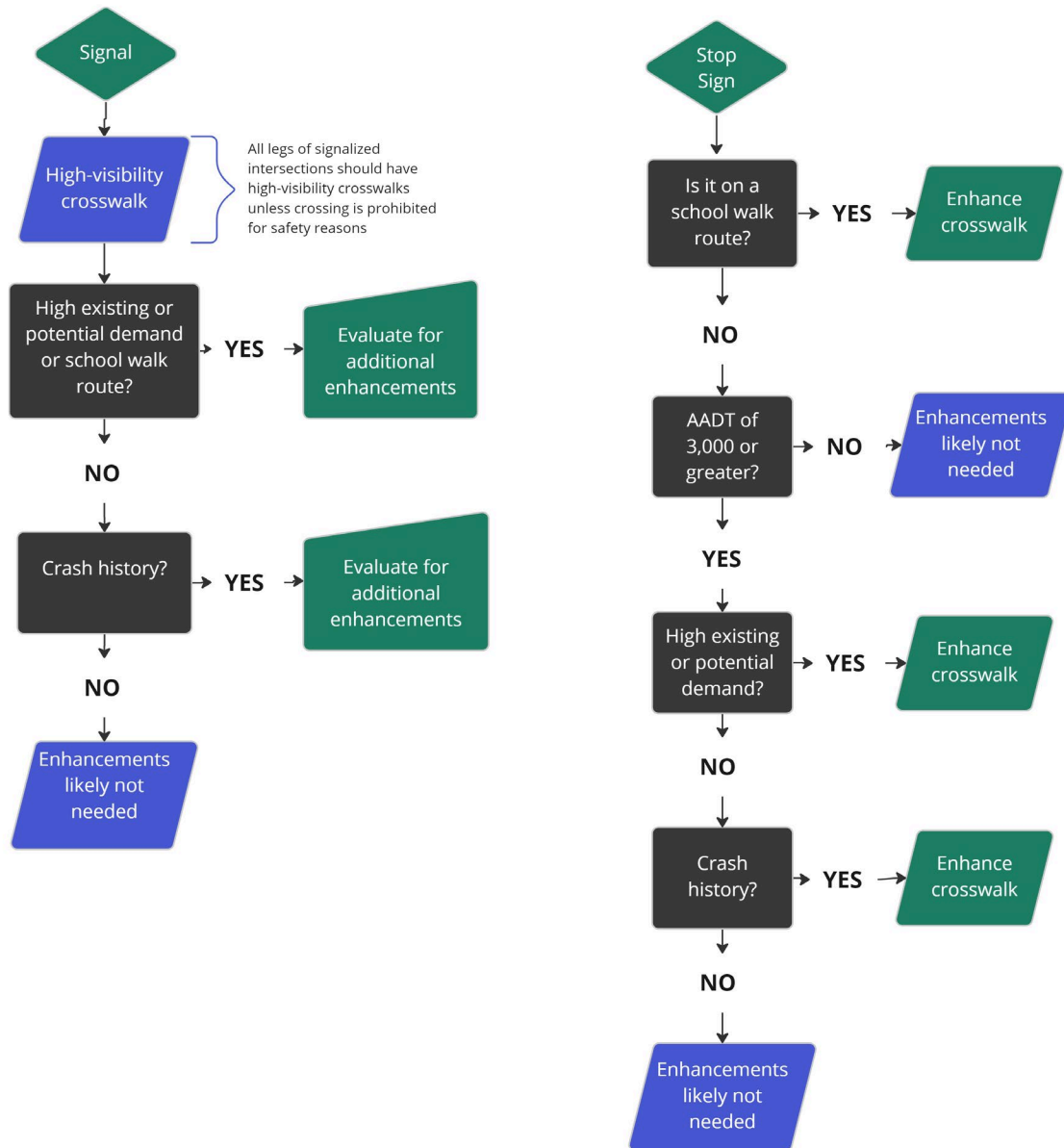


Figure 3 Controlled Crossing Location Evaluation



Guide to Crossing Treatments

After a location has been selected for a new or enhanced pedestrian crossing, a treatment must be selected that is appropriate for the context. This section describes the elements that can be used at different types of pedestrian crossings and provides treatment selection guidance. The City of Vancouver utilizes NACTO design guidance and has standard design details for many of the elements described below.

Basic Elements

These basic elements must be included at all marked crosswalk locations.

Curb ramps provide universal access from the sidewalk level to the crosswalk and are mandated by ADA to accommodate the transition from sidewalk to street grade. Curb ramps will be designed according to City of Vancouver Engineering design standards.

Marked crosswalks in Vancouver are marked in one of two styles. The standard crosswalk is a continental crosswalk with high-visibility markings. High-visibility markings are a proven safety countermeasure recommended by the FHWA and should be installed at all new or improved crosswalk locations. Many existing crosswalks in Vancouver use the crosswalk alternate, consisting of two parallel bars running perpendicular to vehicle travel, which is considered lower-visibility markings and should not be the standard at new or improved crosswalks.

Lighting should be installed in accordance with City of Vancouver lighting requirement.

Supplemental signs and markings include advance stop bars and advance pedestrian crossing signs. Stop bars are required at all crosswalks. Advance crossing signs are not required at controlled locations, but should be used at uncontrolled locations.

Geometric Elements

Design Treatments to Reduce Crossing Distance

WHAT IS IT

Curb extensions and **pedestrian refuge islands** are types of hardscape, geometric improvements that shorten the crossing distance for people walking. Curb extensions extend the sidewalk at corners, usually into the parking lane. Pedestrian refuge islands create designated space in the median for people walking, allowing them to cross in two stages and reducing their vulnerability to people driving, which is particularly beneficial for people who walk or use mobility devices at a slower pace.

WHY

Widening sidewalks at intersections has been shown to reduce collisions by 12%.¹ Pedestrian refuge islands have been shown to reduce pedestrian-involved crashes by 56%.²

CONSIDERATIONS

These enhancements can be applied at uncontrolled, stop or signal controlled crosswalks. Refuge islands are a best practice at uncontrolled crossings on roads with four or more lanes. Space for curb extensions or refuge islands can be made by narrowing lanes, using parking setbacks, or eliminating a lane. Refuge islands can also be created where a sufficiently wide median already exists.

Drainage improvements may be required to install hardscape elements which modify the gutter flow line. This requires further engineering study.

Design Treatments to Reduce Vehicle Speeds

WHAT IS IT

Raised crosswalks, reduced curb radii, slip lane closure, standard lane widths, and centerline hardening are enhancements that reduce the speed of vehicles.

- Raised crosswalks are elevated above the level of driving lanes and act as a speed cushion while making pedestrians more visible to drivers.
- Reduced curb radii cause vehicles to make sharper turns, which require slower speeds by all vehicles. The expanded corner also provides additional sidewalk space at corners.
- Right-turn slip lanes allow vehicles to take right turns at a relatively high speed. Closing slip lanes create a sharper right turn movement which vehicles must navigate at a slower speed. The closure also has the benefit of reducing the number and distance of the pedestrian crossing.
- Striping travel lane widths no greater than 11' in urban areas creates a visual effect which encourages people driving to travel at lower speeds. In multilane facilities, 11' curbside lane with 10.5' inner lanes further encourages lower speeds. These widths are appropriate to accommodate all vehicles on urban roadways. Further narrow lane width constrictions, such as 10' lanes, at marked crossings provides additional speed reductions and safety benefits.

¹ FHWA crash modification clearinghouse

² <https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>

- Centerline hardening adds a vertical element (raised markings or posts) to the street centerline at the intersection, preventing left-turning vehicles from taking a wider turn through the opposing traffic lane.

WHY

Vehicle speeds are directly associated with increased injuries and fatalities for people walking. Reducing vehicle speeds through intersections and crossings reduces both frequency and severity of collisions involving people walking. Research has shown that raised line markings can reduce crashes by 22% while centerline posts have been seen to reduce crashes by 45%.³

CONSIDERATIONS

Raised crosswalks can be applied on streets up to three lanes wide that are not on a primary emergency response route. Reduced curb radii and centerline hardening can be applied at most intersections. They can be achieved without impacting parking spaces or travel lanes and are limited mainly by the size of vehicle that must be able to use the intersection (the design vehicle). Right-turn slip lane closure is applicable only where slip lanes exist.

Refer to NACTO guidance on curb radii for accommodation of larger vehicles, including transit and freight vehicles.

Beacons and Signals

WHAT IS IT

Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs or “HAWK” signals), and Full or Half Traffic Signals are enhancements that alert drivers to stop for pedestrians in the roadway.

- RRFBs are pedestrian-activated devices using LED flashing beacons to provide a high-visibility strobe-like warning to drivers when pedestrians use a crosswalk.
- PHBs are pedestrian-activated traffic control devices with a signal head that flashes yellow and then turns red.
- Half signals are designed like a standard signal for traffic on the road with the crosswalk.

³ Crash Modification Factors Clearinghouse. <https://www.cmfclearinghouse.org/>

WHY

RRFBs can reduce pedestrian crashes by 47% and increase motorist yield rates up to 98%.⁴

PHBs can reduce pedestrian crashes by 55%.⁵

CONSIDERATIONS

Signals and beacons must always be used in conjunction with the basic crosswalk elements described above. RRFBs should be placed curbside on both sides of the road below the pedestrian crossing sign and above the arrow indication pointing at the crossing. RRFBs are not a preferred treatment for enhanced transit corridors because they cannot be outfitted with Transit Signal Priority

Half signals and PHBs can be used at midblock locations or in combination with stop signs at intersections with minor streets. These types of signals are preferred on enhanced transit corridors because they can be outfitted with Transit Signal Priority.

Improvement Selection for Uncontrolled Crosswalks

When a pedestrian crossing location has been identified, the type of treatment should be determined based on the characteristics of the roadway including posted or prevailing speed, width, and volume of motor vehicle traffic. The chart below indicated the minimum level of treatment that should be considered. Final design will be determined by an engineering study.

⁴ <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>

⁵ <https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian-hybrid-beacons>

Figure 4 Improvement Selection for Uncontrolled Crosswalks

CROSSWALK DESIGN BY ROADWAY TYPE*												
	VEHICLE ADT >4,000 - 9,000			VEHICLE ADT >9,000 - 12,000			VEHICLE ADT >12,000 - 15,000			VEHICLE ADT >15,000		
	≤30 MPH	35 MPH	≥40 MPH	≤30 MPH	35 MPH	≥40 MPH	≤30 MPH	35 MPH	≥40 MPH	≤30 MPH	35 MPH	≥40 MPH
TWO LANES	●	●	●	●	●	●	●	●	●	●	●	●
THREE LANES WITH RAISED MEDIAN	●	●	●	●	●	●	●	●	●	●	●	●
THREE LANES WITHOUT RAISED MEDIAN	●	●	●	●	●	●	●	●	●	●	●	●
MULTILANE WITH RAISED MEDIAN	●	●	●	●	●	●	●	●	●	●	●	●
MULTILANE WITHOUT RAISED MEDIAN	●	●	●	●	●	●	●	●	●	●	●	●

*All crossings must be scoped by an engineer to ensure recommended treatment is appropriate and ADA ramps and illumination are in place.

- Marked crosswalk
- Marked crosswalk, geometric elements, enhanced signing and striping
- Marked crosswalk, geometric elements, and RRFB
- Marked crosswalk, geometric elements and pedestrian hybrid beacon, half signal, or full signal

Note: This table is based on the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

Signalized Intersections

Required Elements

All the basic crosswalk elements described previously should be installed at all legs of signalized intersections, except on legs where the crosswalk has been officially closed. A crosswalk should only be closed if there are documented geometric or operational conditions that present a significant pedestrian crash risk and cannot be reasonably mitigated. Crosswalks on at least two legs (one on each of the intersecting streets) should remain open if at all possible. Considerations for crosswalk closure include:

- Are there alternatives to crosswalk closure that will mitigate the pedestrian safety concern?
- Are there reasonable alternative pedestrian routes between the two points of crossing that are being closed?

In addition to the basic crosswalk elements, signalized crossings should include:

Pedestrian signal heads, commonly known as “walk” signs. At signalized intersections, they display a symbol at a location and height visible to people on the sidewalk that indicates whether they have a walk sign to cross the street. Countdown timers let pedestrians know how much time is remaining before the light turns yellow. MUTCD Chapter 4E⁶ sets standards for pedestrian signal heads.

Walk intervals, the amount of time that the “walk” sign is illuminated, should be based on a walking speed of 3.5 feet per second and last a minimum of 7 seconds. MUTCD Chapter 4E provides standards and additional guidance on walk intervals.⁷ The walk interval should be maximized using the following techniques:

- The pedestrian walk phase should operate on automatic recall, appearing in conjunction with every green signal phase.
- The walk interval should be as long as the available green light interval.

At traffic signals where motor vehicle and/or bicycle detectors are used to trigger a green phase (such as on a minor street intersecting with a major street), pedestrian detectors should also be installed. Pedestrian detectors may be pushbutton or passive detection devices.

Accessible pedestrian signals (APS) communicate information about the “walk” and “don’t walk” intervals in a non-visual format for people who are vision impaired. The proposed

⁶ <https://mutcd.fhwa.dot.gov/htm/2009/part4/part4e.htm>

⁷ <https://mutcd.fhwa.dot.gov/htm/2009/part4/part4e.htm>

Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, published in 2011, requires APS at all newly constructed or reconstructed intersections where visual pedestrian signals are installed. The City plans to install APS at all signalized intersections. [Accessible Pedestrian Signals: A Guide to Best Practices](#)⁸ provides more detail on where and how to install APS.

Optional Elements

These optional enhancements to signalized crossings should be considered at locations with high existing or potential demand or a history of crashes (see Evaluation of Locations section).

Leading Pedestrian Interval

WHAT IS IT

A Leading Pedestrian Interval (LPI) gives pedestrians a 3-to-10 second head start when entering an intersection, by presenting the “walk” sign while motor vehicle traffic has a red light in all directions.

WHY

LPI’s provide pedestrians with the opportunity to begin crossing the street before people driving are permitted to proceed. This allows pedestrians to establish a presence in the crosswalk, which increases their visibility to drivers and reduces conflicts with turning vehicles. FHWA reports that LPIs can reduce crashes involving pedestrians by 13%. They are recommended for reducing crashes with both right and left-turning vehicles.⁹

CONSIDERATIONS

The MUTCD provides guidance on LPI timing. LPIs can be installed in high-demand areas (see site evaluation section above) where one or more of the following is true:¹⁰

- T-intersections and intersections with one-way streets, where drivers make left turns without the need to yield to oncoming traffic, which means they are less likely to be on the lookout for people crossing

⁸ National Cooperative Highway Research Program Project 3-62

⁹ Federal Highway Administration. Leading Pedestrian Interval (LPI) Countermeasure Tech Sheet. Safe Transportation for Every Pedestrian. October 2019. FHWA-SA-19-040.

¹⁰ Based on Ohio DOT Multimodal Design Guide and Florida DOT, Development of Statewide Guidelines for Implementing Leading Pedestrian Intervals in Florida (2017)

- Visibility issues owing to irregular intersection geometry, crosswalk placement, obstructions such as buildings, topography, or blinding sun at certain times of the day
- High volume of turning vehicles (greater than 130 per hour in the peak hour or greater than 100 per hour over 8 hours)
- History of collisions and near-misses, or presence of crash risk factors
 - Two or more collisions of any type between people walking and turning vehicles in the last five years
 - One or more fatal or severe injury collisions involving people walking and turning vehicles
 - Average of three or more observed conflicts or near misses per 8-hour day of observation
 - Presence of crash risk factors identified in Vancouver's most recent citywide safety analysis (Local Road Safety Plan or Transportation System Safety Analysis)

Left Turn Signal Phasing

WHAT IS IT

Left-turn signal phasing gives a separate signal phase for vehicles to turn left at an intersection. When the signal displays a green left-turn signal, oncoming traffic has a red light and pedestrians are not permitted to cross. An exclusive left-turn phase can also be combined with a permissive phase at the same signal.

WHY

Protected left-turn phases almost completely prevent conflicts between people walking and left-turning vehicles. They reduce left-turn crashes for all modes by as much as 99% when they replace permissive left turns.¹¹ Permissive left turns create a safety risk for people walking because they give drivers who are turning left a green signal at the same time as pedestrians crossing in the parallel crosswalk. Drivers must wait for gaps in oncoming traffic that will allow them to turn. They often focus their attention on oncoming motor vehicle traffic rather than on pedestrians. Protected left turns have significant safety benefit because they reduce all conflicting movements at the intersection, while simplifying decision making for left-turning drivers.

¹¹ https://safety.fhwa.dot.gov/ped_bike/tools_solve/ped_tctpepc/

CONSIDERATIONS

Protected left turns can be implemented where a left-turn lane is present, or where one can be created. The State of Washington does not have a policy for selecting between protected, protected-permissive, and permissive left turns. Both permissive phasing and protected/permissive phasing allow for more people to turn left without waiting for a protected phase, but create a safety risk for people crossing, particularly on multi-lane facilities.¹² Protected phases should be considered at intersections that have a history of left-turn collisions, or that have potential for future collisions based on vehicle and pedestrian volumes and the size of the roadway. Recommended volume thresholds for protected left-turn phases are:

- 100 vehicles per hour when left-turns cross one oncoming lane
- 50 vehicles per hour when left-turns cross two oncoming lanes

Prohibited left turn movements may be an appropriate tool where left-turn collisions are high and there is not adequate space for a left turn pocket, with additional enforcement provided by a hardened centerline or median.

Right Turn Prohibition or Phasing

Prohibiting right turns on red is a simple, low-cost measure that can benefit people walking with low impacts to motor vehicle traffic. Right turns can be prohibited at all times, or only during the busiest parts of the day. This can be done with a simple sign posting.¹³ A dedicated signal phase for right-turning vehicles separate from crossing phase may also be an option, which separates and removes the conflict between people walking and vehicles turning right.

WHY

State law requires motorists to come to a full stop and yield to cross street traffic and pedestrians prior to turning right on red. However, it's common practice for people driving to disregard these laws, or to pull up into the crosswalk to wait for a gap in traffic, which creates conflicts with people trying to cross. Engineering studies show an increase in pedestrian collisions where "right-on-red" is permitted.¹⁴

¹² WSDOT (2018). Safety and Operations Assessment of Various Left-Turn Phasing Strategies.

¹³ FHWA. Pedestrian Safety Guide and Countermeasure Selection System.

¹⁴ 10% increase in right turn crashes where right turn on red is permitted - Handbook of Road Safety Measures, Elvik, R. and Vaa, T., 2004. 69% increase in vehicle/bike and vehicle/pedestrian crashes (all severities) – Highway Safety Manual, 1st Edition, 2010

CONSIDERATIONS

Right on red should be prohibited where and/or when there is high pedestrian demand in combination with high right turn volumes, where there are bike boxes at traffic signals, and in locations where restricted sightlines either prevent drivers from seeing pedestrians crossing or make it difficult for them to see cross traffic. Combined with an LPI (see above) is a safer option at intersections where left turn volumes are also high.

Locations with high pedestrian volumes and right turn volumes can benefit from right-turn-on-green-arrow only phase by separating people turning from people crossing, creating conflict-free right turns and provides a safer crossing for people. This may lead to an overall increase in right turn capacity as more people can turn without needing to stop for people crossing.

Exclusive Pedestrian Phase

WHAT IS IT

An exclusive pedestrian phase stops all motor vehicle movement and allows pedestrians to cross in any direction at the intersection, including diagonally. This is also referred to as a “ped scramble” or “all-way crossing”. The exclusive phase is typically called by a manual call button but could also use passive pedestrian detection.

WHY

Recent studies have found that exclusive pedestrian phases reduce pedestrian crashes by 51%.¹⁵ While more studies are needed of this treatment, exclusive phases have the potential to eliminate most conflicts between people walking and motor vehicles by stopping all traffic through an intersection during the “walk” phase. Exclusive pedestrian phasing uses readily available technology, is easy to understand for pedestrians and drivers, and is cost effective.

¹⁶ ¹⁷

CONSIDERATIONS

Exclusive pedestrian phases are usually applied where pedestrian demand is very high and there are multiple destinations on all sides of the intersection, such as in downtown and other pedestrian centers. The safety benefits come with a tradeoff of delay for all modes due to the additional signal phase.

¹⁵https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa18041/

¹⁶ https://safety.fhwa.dot.gov/ped_bike/legis_guide/rpts_cnsgs/pedrpt_0808/chap_3.cfm

¹⁷ <https://pubmed.ncbi.nlm.nih.gov/35805835/>

School Zone Elements

All signalized, stop controlled, and designated mid-block and uncontrolled crossing locations on designated school Walk Routes should include the basic elements described previously, and should be assessed for additional enhancements. Crossings of unsignalized intersections of streets with volumes of less than 1,500 ADT on a School Walk Route generally do not need to include marked crosswalks unless they are within 300 feet of the school.¹⁸

The WSDOT School Walk and Bike Route Guide states that mid-block crossings should only be designated on School Walk Routes if they are signalized or supervised by an adult member of the school patrol. Where a mid-block crossing is the preferred or only option for providing a convenient and direct route to school, a signal or beacon should always be considered.

School Crossing Warning Signs

In addition to the design treatments described in this Crossing Improvement Policy, additional signage is used to draw attention to school crossings.

- School crossing warning sign assemblies should be used to identify all marked crossings on the School Walk Route.
- On lower-speed residential streets (25 mph), consider placing in-street crosswalk signs (R1-6a) at uncontrolled crosswalks. See Figure 7.

School crossing assemblies should be used to identify crossings in school zones where children cross the roadway. See Figure 5.

Figure 5 School Crossing Assembly



On multi-lane arterials or roads with higher speed limits outside of school hours (30 mph or greater) crossing warning assemblies should be placed in advance of crosswalks, such as is shown in Figure 3.

¹⁸ https://clark.wa.gov/sites/default/files/dept/files/public-works/Traffic/School_Zone_Traffic_Policy.pdf

Figure 6 Crossing Warning Assembly



On lower-speed neighborhood streets with uncontrolled crosswalks within school zones, in-street pedestrian crossing signs (R1-6a) are recommended. WAC 468-95-033 gives direction that in-street pedestrian crossing signs, if used, shall be placed in the roadway at the crosswalk location on the center line, a lane line, or a median island.

Figure 7 In-Street Pedestrian Crossing Sign



R1-6a



Staff Report: 094-23

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 5/22/2023

SUBJECT Approval of donation agreement of east terminus of Renaissance Trail improvements

Key Points

- The Renaissance Trail along Columbia Shores is among the most heavily used trail alignments in Clark County, with well in excess of 1 million annual users.
- The eastern terminus of the segment of the Columbia Renaissance Trail along Columbia Shores ends in an unimproved, privately owned former industrial site.
- Former City Employee, Jill Brown, is organizing the donation of site improvements that will beautify and add functionality to this terminus. The improvements are intended to be in honor and recognition of the spirit of community and public service that makes Vancouver an exceptional community.
- The beautification improvements will be located on private property licensed to the City at no cost; designed and constructed entirely through private donations and fundraising; and supported by the City through permitting services and fees and acceptance of final improvements for operations and maintenance in concert with the rest of the trail.
- Approval of the donation agreement prior to Ms. Brown's commencement of fundraising assures that the project will be accepted upon completion; if the project is not completed, there will be nothing to accept by the City. The value of the improvements is estimated to be approximately \$200,000.

Strategic Plan Alignment

Goal 1: Ensure our built environment is one of the safest, most environmentally responsible and well maintained in the pacific northwest

Goal 4: Ensure that Vancouver parks and trails system is the highest quality and most complete in the region

Goal 7: Build on our status as the largest city on the Columbia River by strengthening connections to the river and waterfront

Goal 10: Use our influence to support community partners' actions, projects, and initiatives that improve our community's livability and prosperity

Present Situation

The Renaissance Trail along Columbia Shores was originally completed in 1997 and extends the length of this development to its eastern terminus near the Merriweather condominium. Since its opening, this segment of the waterfront trail has been the most heavily used trail segment throughout Clark County, well exceeding 1 million users annually.

Currently, the eastern terminus of this segment ends in approximately 10,000 square foot unused, unimproved, privately owned former industrial parcel, which is open to the trail end, but fenced on its north and east sides.

Since opening, the stub end of this segment of the trail has remained an unattractive, unimproved former industrial site. In 2021, former City employee Jill Brown began exploring with the City Manager's Office and community members the potential of improving this terminus through a beautification project that would enhance the aesthetics and functionality of this terminus, creating a space that reflects and honors the spirit of community and public service that contributes to Vancouver's vibrancy. Improvements would include extension of the trail to the eastern fence, brick pavers, benches to allow for river viewing, as well as landscaping. A conceptual plan for the improvement is included as Attachment A. The final design is expected to incorporate low maintenance amenities plantings and amenities, as well as reflect crime and nuisance prevention through environmental design (CPTED).

The site is currently privately owned by the Evans W VanBuren Trust, and under long term lease to Killian Pacific. Killian Pacific has agreed in concept to donate use of this land for these purposes for the life of their lease. The Parks Foundation of Clark County has agreed to be the "fiscal agent", accepting cash donations and stewardship of the project through completion prior to acceptance by the City. The City is expected to contribute permitting support and accept the final improvements for operations and maintenance upon completion. The attached draft three-party donation agreement contemplates these roles and commitments.

Ms. Brown is organizing a series of in-kind and financial pledges sufficient to complete the project. She has also reached out to adjacent property owners regarding the potential improvement, raising awareness and support. To date, OTAK has contributed design services. Finalization of other contributions is dependent upon confirmation that the City will accept donation of the completed improvements, the purpose of this donation acceptance agreement.

Advantage(s)

- Aesthetically and functionally improves the terminus of a highly used trail, reinforcing the City's connection to the Columbia River.
- Empowers community members seeking to invest in and improve their community.
- Honors and celebrates the spirit of community and public service in Vancouver.

Disadvantage(s)

Adds a small area of improvement to the City's maintenance and operations responsibility.

However, the City already maintains this portion of the trail.

Budget Impact

If the improvements contemplated by the agreement are completed and donated to the City, the marginal costs of maintenance can be accommodated within current budgeted resources.

Prior Council Review

None

Action Requested

Authorize the City Manager to execute the donation acceptance agreement and any related documents necessary for implementation.

Eric Holmes, City Manager, 360-487-8600

ATTACHMENTS:

- ▣ Civic Donation Agreement

RENAISSANCE POINT CIVIC DONATION AGREEMENT

THIS RENAISSANCE POINT CIVIC DONATION AGREEMENT (this “Civic Agreement”) dated May ____, 2023 (“Effective Date”) is entered into by and among The Parks and Recreation Foundation of Vancouver and Clark County d/b/a Parks Foundation of Clark County, a Washington nonprofit corporation (“PFCC”), CBC 4, LLC, a Delaware limited liability company (“Killian”), and the City of Vancouver, a Washington municipal corporation (“City”) for the purpose of facilitating a community driven public space project recognizing and honoring public servants.

BACKGROUND

WHEREAS, Renaissance Point is a community driven project to improve certain vacant land located at the eastern end of the Columbia River Renaissance Trail for the purpose of creating a public recreational use area recognizing and honoring public servants for the City of Vancouver (“Renaissance Point” or the “Project”); and

WHEREAS, Parks Foundation of Clark County, a local nonprofit organization, will be coordinating fundraising and receiving private monetary or in-kind donations to pay costs for the creation of Renaissance Point; and

WHEREAS, PFCC is a Washington nonprofit corporation whose purposes include supporting the local network of trails and parks, such as Renaissance Point, and PFCC has the authority to accept donations for such purposes and issue receipts for the same; and

WHEREAS, the City will contribute coordinating and obtaining the permits and permit costs to improve Renaissance Point and, upon donation of access to Renaissance Point to the City, the City will designate it as a public recreational use site through the City’s Parks, Recreation, and Cultural Services Department and, as such, Renaissance Point will be subject to park rules and hours and, in consideration for access, the City will provide periodic and regular landscape maintenance. Killian, as ground lessee of the Project Site (as defined below), will donate access to the Project Site, to the extent permitted by its ground lease, first to PFCC during the development and construction phase of the Project, and then to the City during the operation and maintenance phase of the Project.

WHEREAS, Killian, as successor in interest tenant, is party to that certain Lease dated January 1, 1966 executed by Robert A. Hidden and Helene Hidden Van Buren, as landlord, for premises that include the Project Site (the “Primary Lease”) that is effective through December 31, 2030 and Killian has verified that it has the right to sublease the Project Site;

WHEREAS, pursuant to Vancouver Administrative Policy and Procedure Number 100-41, the Donation Acceptance Policy, the City has the sole discretion to accept or decline any proposed donation, whether conditioned or not, subject to the provisions of this policy, provided that donations are for programs, services and purposes consistent with the City’s mission, purpose and priorities; in compliance with the Internal Revenue Code and other applicable federal statutes, regulations and rulings; and in compliance with the laws and regulations of the State of Washington; and

WHEREAS, pursuant to Vancouver Municipal Code (VMC) 2.16.090(2) the City, through its Parks, Recreation, and Cultural Services Department, has the authority to establish and operate public parks and recreational areas and, pursuant to VMC 2.16.100, the City may appropriate monies and may receive real and personal property from lawful sources by contribution, gift, or other donation, to provide such public park and recreational community benefits; and

WHEREAS, Renaissance Point will provide public recreational space that commemorates the contributions of public servants and allows space for appreciation of the communities natural and cultural resources; and

WHEREAS the parties now wish to enter into this Civic Agreement as a record of their roles and responsibilities in cooperatively working together to bring about Renaissance Point.

AGREEMENT

NOW THEREFORE, in exchange for beneficial consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

ARTICLE I – RENAISSANCE POINT

1. PROJECT SITE. The property that is the subject of the Project is a portion of that certain real property with the Clark County Assessor account number 502350000 and the abbreviated legal description of TIDELAND TAX LOT NO 502350 bounded on the north and east by the existing fence, to the west by the west parcel boundary, and to the south by the south parcel boundary (Columbia River), in accordance with the legal description provided on the attached Exhibit A (“Project Site”).

2. PROJECT IMPROVEMENTS. The project improvements will include such specific or similar in scope and kind as: removal of existing debris, rebar, and concrete jersey barriers; grading for installation of pavers and creation of a planting berm; installation of bench seating, a waterfront railing, viewing promenade, and lighting; landscaping with flowering shrubs and screen trees; and a public servant commemorative memorial feature as depicted on the attached Schedule 1.2 (the “Project Improvements”).

ARTICLE II – ROLE OF PFCC

1. FUNDRAISING AND DONATION COORDINATION. PFCC will coordinate all fundraising and receipt of donations, in whatever form, for the Project Improvements.

2. PROJECT IMPROVEMENT COORDINATION. PFCC will coordinate design and implementation of the Project Improvements through contributions, including in-kind charitable contributions (property and services) provided by third party donors, as identified on the attached Schedule 2.2. Nothing in this section or Schedule 2.2 precludes additional donors for contributions under this Agreement, including donations from governmental entities and agencies, or funding by the parties if donations do not cover the full cost of the Project Improvements.

PROJECT DESIGN. PFCC will be responsible for coordinating or securing all necessary design approvals and permits for the Project Improvements, which will be general consistent with Exhibit ____ and incorporate native, low maintenance plantings and other amenities, as well as reflect crime and nuisance prevention through environmental design (CPTED).

3. . City agrees to expeditiously process all permit applications submitted to the City for the Project Improvements in accordance with the Vancouver Municipal Code and the City's regulatory authority.

4. PROJECT IMPROVEMENT CONSTRUCTION AND INSTALLATION. PFCC will be responsible for ensuring construction and installation of all Project Improvements on the Project Site and obtaining any necessary approvals thereof except that if there are unforeseen circumstances that delay or prevent full implementation of the Project Improvements, PFCC retains the right to terminate this Agreement under Article V, Section 1.

5. INDEMNIFICATION AND INSURANCE. PFCC shall defend and indemnify Killian and Killian's directors, officers, employees, and agents, and save them harmless from and against any and all liability, damages, costs, or expenses, including attorneys' and consultants' fees, arising from or relating to any act, omission, or negligence of PFCC, its officers, employees, contractors, agents, guests, invitees, or visitors related to construction of the Project Improvements on the Project Site. PFCC's obligation to indemnify Killian pursuant to this section will expire upon PFCC's completion of the Project Improvements or termination of this Agreement, whichever occurs first. Prior to commencement of the Project Improvements on the Property by any contractor or agent of PFCC, PFCC shall, or shall cause such contractor or agent, to obtain a policy of commercial general liability insurance covering any and all liability with respect to or arising out of the Project Improvements (and shall deliver to Killian a certificate of insurance evidencing the same). Such policy or policies of insurance shall provide a per occurrence of no less than One Million Dollars (\$1,000,000). The insurance policy required under this Section shall name Killian as an additional insured, shall be primary and non-contributing, and shall contain a waiver of subrogation rights.

ARTICLE III – ROLE OF KILLIAN

1. ACCESS. Subject to rights of Killian's subtenants under the Primary Lease, Killian will grant PFCC access to the Project Site in order to facilitate project development and construction of the Project Improvements ("Project Site Access").

2. SUBLEASE. Contingent upon PFCC donating the Project Improvements to the City, Killian will, to the extent permitted by the Primary Lease, permit public recreational usage of the Project Site through a sublease to PFCC, which will be assigned to the City upon completion and donation of the Project Improvements to the City by PFCC (the "Sublease"), substantially in the form attached hereto as Exhibit B.

ARTICLE IV – ROLE OF CITY

1. **DONATION ACCEPTANCE.** In accordance with the City’s Donation Acceptance Policy (#100-41) and VMC 2.16.100, the City will accept donation of the Project Improvements, access to the Project Site, and any other contributions made to facilitate the Project. The parties will cooperate in appropriately documenting such donations, including completion of the Charitable Donation Substantiation Form attached hereto as Exhibit C, or other such documentation as the City may require.

2. **PERMITTING AND FEES.** The City will coordinate permitting for the Project Improvements and the City will pay for Project Improvement permit fees assessed by the City with designated monies from the City’s City Manager Opportunity Fund.

3. **RECREATIONAL AREA DESIGNATION.** The City will designate the Project Site to the City’s Parks, Recreation, and Cultural Services for recreational use by the public and operation will be subject to the City’s park rules and park hours in accordance with Chapter 15.04 VMC.

4. **SIGNAGE.** The City will post appropriate signage to indicate public park access hours to the Project in compliance with Chapter 15.04 VMC and, if necessary, warning signs for any known dangerous artificial latent conditions inherent to the Project Site or created by the Project Improvements in compliance with RCW 4.24.210.

5. **MAINTENANCE.** Upon donation of Project Site Access and the Project Improvements, the City will perform ongoing standard City park maintenance for the Project Site.

6. **INDEMNIFICATION.** Commencing upon receipt of donation of the Project Site and Project Improvements, the City shall defend and indemnify Killian and Killian’s directors, officers, employees, and agents, and save them harmless from and against any and all liability, damages, costs, or expenses, including attorneys’ and consultants’ fees, arising from or relating to any act, omission, or negligence of the City, its officers, employees, contractors, agents, guests, invitees, or visitors at or about the Project Site.

ARTICLE V – MISCELLANEOUS TERMS

1. **TERMINATION.** If the City or PFCC determine that for any reason the Project cannot be completed as planned, that party has a right to terminate this Agreement upon 30 days’ notice to the other parties.

2. **REPORTING PROCEDURES.** The PFCC and the City shall act cooperatively in establishing reporting and consultation procedures with respect to receipt of donations for the Project.

3. **TERM OF AGREEMENT.** This Civic Agreement shall be in force and effect until substantial completion of the Project Improvements or until it becomes apparent that the project will not proceed and the parties have mutually agreed to terminate it. Notwithstanding the

foregoing, any such provisions of this Civic Agreement on which the Sublease relies shall survive such termination of this Civic Agreement until the Sublease terminates.

4. NOTICE. Any notice required under this Civic Agreement shall be provided in writing or via email with receipt confirmed at the following addresses, until otherwise updated in accordance with this provision:

Parks Foundation of Clark County, a Washington nonprofit corporation (“PFCC”)
P.O. Box 993
Camas, WA 98607
ATTN: Board President

CBC 4, LLC, a Delaware limited liability company (“Killian”)
c/o Killian Pacific
1615 SE 3rd AVE, Suite 100
Portland, OR 97214
ATTN: Lance Killian, Chief Visionary Officer (lance@killianpacific.com)

City of Vancouver, a Washington municipal corporation (“City”)
415 W. 6th Street
PO Box 1995
Vancouver, WA 98668-1995
ATTN: Eric Holmes, City Manager (eric.holmes@cityofvancouver.us)

5. GOVERNING LAW. This Civic Agreement is governed by the laws of the State of Washington and venue lies in Clark County, Washington.

6. COMPLETE AGREEMENT; COUNTERPARTS. This Civic Agreement represents the entire understanding of the parties hereto with respect to Renaissance Point and may be executed and delivered via facsimile, electronic mail (including pdf or any electronic means) or other transmission method and in one or more counterparts, each of which shall be an original and deemed to have been duly and validly delivered and be valid and effective for all purposes.

7. CITY COUNCIL APPROVAL. Regardless of when executed, this Civic Agreement shall be authorized and effective only with formal consent granted by Vancouver City Council.

[REMAINDER OF PAGE INTENTIONALLY BLANK – SIGNATURES FOLLOW]

IN WITNESS WHEREOF, the Parties have executed this Agreement for Purchase and Sale and Escrow Instructions as of the day and year first above written.

THE PARKS AND RECREATION
FOUNDATION OF VANCOUVER AND
CLARK COUNTY,
a Washington nonprofit corporation

CITY OF VANCOUVER,
a Washington municipal corporation

By: _____
Name: _____
Title: _____

By: _____
Name: Eric J. Holmes
Title: City Manager

CBC 4, LLC,
a Delaware limited liability company

CITY ATTESTATION:

By: KO, LLC, a Washington limited liability
company, Its Sole Member

By: _____
Natasha Ramras, City Clerk

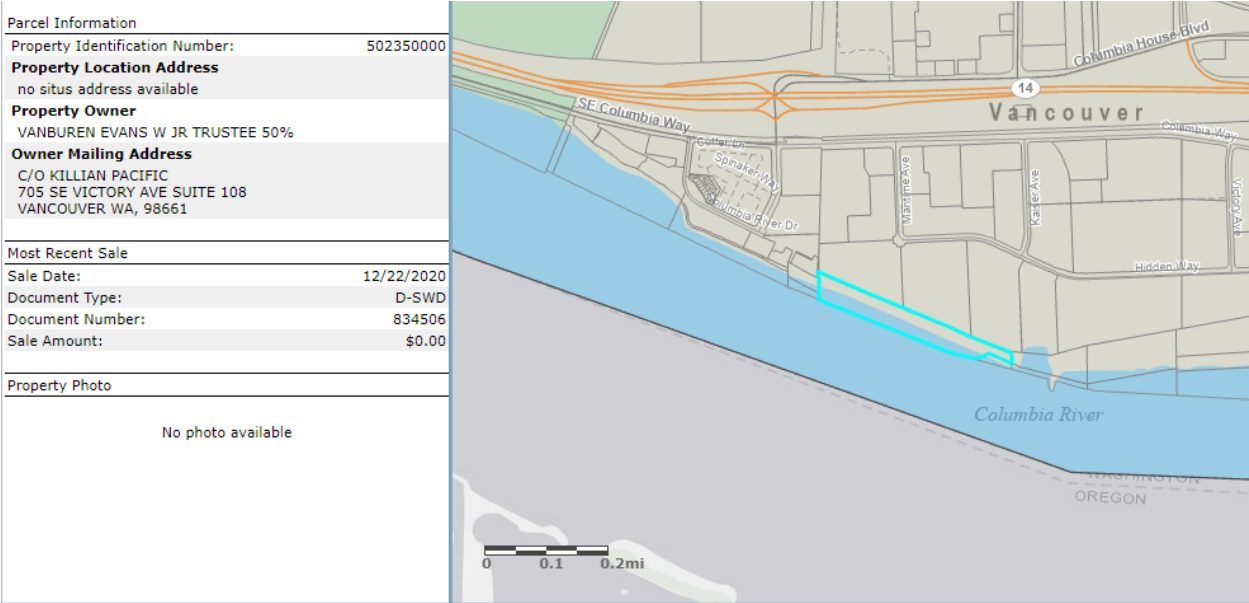
By: KO I, LLC, a Washington limited
liability company, its Manager

By: _____
Nathan J. Scott, CFO

CITY ATTORNEY –
APPROVED AS TO FORM:

By: _____
By: Jonathan Young, City Attorney

EXHIBIT A **PROJECT SITE LEGAL DESCRIPTION AND MAP**



SCHEDULE 2.2
THIRD PARTY DONORS

Property Owner:

River Farm LLC, a Washington limited liability company (“River Farm”)
PO Box 1149
Vancouver, WA 98666-1149
ATTN: Lori M. Novak, Manager (L.27NOVAK@gmail.com)

Project Design:

OTAK, Inc. (“OTAK”)
805 Broadway Street, Suite 130
Vancouver, WA 98660
ATTN: Tim Leavitt (Tim.Leavitt@otak.com)

General Contractor:

Robertson & Olson Construction, Inc. (“R&O”)
4857 NW Lake Rd #320
Camas, WA 98607
ATTN: Matt Olson, President (build@roconstruction.com)

EXHIBIT B
FORM OF RENAISSANCE POINT SUBLEASE AGREEMENT

[SEE ATTACHED]

[Does the Primary Lease allow for sublease, or will separate written Landlord Consent be required?]



Staff Report: 095-23

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 5/22/2023

SUBJECT Interlocal Agreement between City of Vancouver and Discovery Clean Water Alliance for Coordination of Columbia River Water Quality Monitoring Program

Key Points

- The City and the Alliance share a common interest to collect water samples from the Columbia River and submit high quality and representative analytical data to Washington Department of Ecology's Environmental Information Management System (EIM). Ecology's Water Quality program uses EIM data to assess environmental conditions of the Columbia River and accordingly establish policies and requirements for effluent released from municipal wastewater treatment plants.
- The City's Westside and Marine Park Wastewater Treatment Facilities and the Alliance's Salmon Creek Wastewater Treatment Plant release effluent into the same Ecology-defined reach of the Columbia River where the same EIM data impacts regulatory determinations for these facilities.
- In 2018 the City and the Alliance coordinated on a 2-year Columbia River water quality monitoring program, which resulted in Ecology's recognition of the data and their determination of healthy river water conditions for dissolved oxygen, which is essential for aquatic life in the river.
- It is desired to conduct periodic water quality sampling to continually demonstrate that effluent from the wastewater treatment plants is not negatively impacting conditions in the river.

Strategic Plan Alignment

Goal 1: Ensure our built urban environment is one of the safest, most environmentally responsible and well maintained in the Pacific Northwest.

Goal 1, Objective 1.2: Ensure our infrastructure, including buildings and utilities, is safe, environmentally responsible and well maintained.

Present Situation

Water quality monitoring data for the Columbia River reach between River Mile 110 to river mile 88 is limited to the 2018 and 2019 Columbia River Water Quality Monitoring Program. Ecology periodically conducts updates to its water quality condition determinations for water bodies across Washington, including the Columbia River, based on new data submitted to their Environmental Information Management System (EIM). The City and Alliance have an interest to provide updated water quality data to the EIM to ensure that Ecology can make appropriate assessments of the river's water quality.

City staff and their contractor are currently preparing to collect samples at many sites along the Columbia River reach and compiling analytical data in preparation for submittal to the EIM. This activity will occur during the periods June through September during in 2023.

Advantage(s)

1. The City and the Alliance share the same interests to provide high quality data for Ecology's processes to promote regulatory determinations which are based on accurate and scientifically defensible data.
2. The interlocal agreement clearly establishes coordination of activities and funding for the Columbia River Water Quality Monitoring program. The Alliance share is one-third of project costs, reflecting their one-third of the treatment plants affected in the Columbia River reach.

Disadvantage(s)

None

Budget Impact

None. The 2023-2024 Sewer Operating Fund budget supports the City's financial share of the project.

Prior Council Review

On August 27, 2018, City Council approved an Interlocal Agreement between the City of Vancouver and Discovery Clean Water Alliance for coordination of Columbia River Water Quality Monitoring Program for 2018-19 as presented in Staff Report 129-18.

Action Requested

Approve the Interlocal Agreement by and between the City of Vancouver and Discovery Clean Water Alliance as provided in the Attachment.

Frank Dick, Wastewater Engineering Supervisor, 360-487-7179

ATTACHMENTS:

- Interlocal Agreement by and between City of Vancouver and Discovery Clean Water Alliance for Columbia River Water Quality Monitoring Program

**CITY OF VANCOUVER AND DISCOVERY CLEAN WATER ALLIANCE
INTERLOCAL AGREEMENT FOR
COLUMBIA RIVER WATER QUALITY MONITORING PROGRAM**

1. AGREEMENT

This INTERLOCAL AGREEMENT FOR COLUMBIA RIVER WATER QUALITY MONITORING PROGRAM (this “**Agreement**”) is entered into as of the date of the last signature below (the “**Effective Date**”) by and between the CITY OF VANCOUVER, WASHINGTON, a Washington municipal corporation (the “**City**”), and the DISCOVERY CLEAN WATER ALLIANCE, a Washington municipal corporation (the “**Alliance**”) (each a “**Party**” and collectively the “**Parties**” to this Agreement). The Parties agree as follows.

2. RECITALS

2.1 Regulatory Requirements. The Washington State Department of Ecology (“**Ecology**”) administers water quality programs that, in part, regulate treated wastewater (or “effluent”) released by municipal treatment plants using National Pollutant Discharge Elimination System (NPDES) permits. Under these programs and permits, Ecology defines regulatory requirements for waters in Washington State, including the Columbia River. Ecology’s processes are informed by and rely on available surface water quality data collected by others and submitted to Ecology.

2.2 City Facilities. The City of Vancouver owns two municipal wastewater treatment plants that discharge effluent into the Columbia River – the Westside Wastewater Treatment Plant and the Marine Park Wastewater Treatment Plant.

2.3 Alliance Facility. The Alliance owns one municipal wastewater treatment plant that discharges effluent into the Columbia River – the Salmon Creek Wastewater Treatment Plant.

2.4 Previous Agreement. On September 28, 2018, the City and the Alliance entered into an Interlocal Agreement to implement the initial Columbia River Water Quality Monitoring Program, which established a 2-year study of the river to measure certain water quality parameters for Ecology’s Water Quality Assessment program.

2.5 Purpose and Authority. This Agreement is entered into under RCW 39.34.080 and chapters 35.22, 35.67 and 39.106 for the purpose of continuing cooperative water quality monitoring. The City and the Alliance agree that it is the interests of the customers served by their treatment plants to continue to provide high quality data for Ecology’s processes to promote regulatory determinations that are based on accurate and scientifically defensible data. The City and the Alliance therefore agree to pursue efficiencies in working together to collect and submit water quality monitoring data from the Columbia River under the terms of this Agreement.

3. WATER QUALITY MONITORING PROGRAM

3.1 City Administration of Program. The City will prepare and implement a sampling and data reporting program for water quality monitoring on the Columbia River. The work is planned to occur in 2023 and 2024 (the “**Program**”). The Program includes:

- (i) *Planning.* The City will prepare or contract for the preparation of a Quality Assurance Project Plan (“**QAPP**”) to outline the Program’s procedures to collect and analyze water samples from the Columbia River. The City will submit the QAPP to Ecology for review.
- (ii) *Sampling.* The City will provide or contract for the provision of water quality sampling under the Program according to the requirements of the QAPP.
- (iii) *Initial Costs; Administrative Overhead.* The City will pay all initial startup costs for the QAPP and the Program. The City will be responsible for all City overhead costs for administration of the QAPP and the Program.
- (iv) *Data Submission.* The City or its contractors or consultants will submit the data collected under the Program to Ecology for use in regulatory determinations and other purposes required by law.
- (v) *Data Sharing.* The City will provide regular updates to the Alliance on the progress of the work under the Program. Upon request, the City will timely provide the Alliance with data collected under the Program.
- (vi) *Program Standards.* The City will administer the Program in accordance with Washington law and Ecology program requirements and guidance in order to gather and submit high quality data to Ecology.

3.2 Alliance Reimbursement. The Alliance will reimburse the City for one-third (1/3) of all third party contractor and consultant costs incurred by and invoiced to the City in providing the Program (the “**Alliance Share**”).

- (i) *Invoicing.* The City will provide an invoice to the Alliance that includes, at a minimum: (A) the total third party contractor and consultant costs incurred by and invoiced to the City in providing the Program and (B) a calculation of the Alliance Share (i.e., 1/3 of those costs). The invoice for work completed in 2023 will be provided to the Alliance in the first calendar quarter of 2024. The invoice for work completed in 2024 will be provided to the Alliance within 60 days of receipt of final billing from consultant and/or third party contractor. Invoices for work completed in subsequent years (if any) will be provided to the Alliance within 60 days of receipt of final billing for the applicable year from consultant and/or third party contractor.
- (ii) *Payment.* The Alliance will pay the Alliance Share included in the invoices up to but not exceeding a total cost of \$60,000 for the 2023-2024 biennial budget period and, for work performed after 2024 (if any) up to but not exceeding a total cost of \$60,000 for the applicable biennial budget period.
- (iii) *Adjustments to Alliance Share.* Cost allocation under the Alliance Share is intended to reflect the Parties’ proportionate use of the Program (i.e.,

1 treatment plant out of 3 under the Program is allocated to the Alliance, and approximately 1/3rd of the residential customers under the Program are served by the Alliance). If a Party determines that the Alliance Share ceases to reflect the Alliance's proportionate use of the Program, that Party may request an adjustment to the Alliance Share under the mutual cooperation process in Section 3.3.

3.3 Mutual Cooperation Process. Upon mutual agreement between the Parties, or upon the request of either Party under Subsection 3.2(iii), the Parties will resolve issues related to this Agreement under the following process:

- (i) The Parties will first attempt to resolve the issue through routine meetings and communications in the ordinary course of business.
- (ii) If either Party determines that routine meetings and communications will not resolve the issue, the Parties will then attempt to resolve the issue through formal meetings or negotiations between representatives of the Parties appointed by their respective governing bodies.
- (iii) If either representative of the respective governing bodies of the Parties determines that formal meetings or negotiations will not resolve the issue, then either Party may demand mediation through a process mutually agreed to in good faith between the Parties within 30 days of the demand, which may include binding or nonbinding decisions or recommendations. The mediator(s) must be individuals skilled in the legal and business aspects of this Agreement. The Parties will share equally the costs of mediation and assume their own costs.
- (iv) If mediation does not resolve the issue, the Parties may pursue any available remedies under applicable law.

3.4 Duration and Termination. This Agreement is effective and in full force from and including the Effective Date and terminates on December 31, 2024 unless, before January 1, 2025, [Kristen, I think the original intent was to allow renewal very close to the start of what would be the extension term beginning January 1, 2025. -Lee] the Parties mutually agree in writing to extend this Agreement one or more calendar years. Either Party may terminate this Agreement by providing written notice of termination to the other Party at least ninety (90) days prior to the date of termination.

4. GENERAL

4.1 Administration. The City will administer the Program. No new or separate legal or administrative entity is created to administer the Program or the provisions of this Agreement. Except as provided in this Agreement, each Party is individually responsible for financing its own actions under this Agreement.

4.2 Notices. All notices or other communications given under this Agreement must be in writing by email, facsimile, regular U.S. mail, or certified mail, return receipt requested.

If to the City, notice to:

City of Vancouver, Washington
Attn: Lon Pluckhahn, Interim Public Works Director
Marine Park Engineering Building
4500 SE Columbia Way
PO Box 1995
Vancouver, WA 98668-1995

If to the Alliance, notice to: [NOTE: The following change reflecting John's Alliance title (approved after the date of the original agreement) is optional. As before, listing his title as representative of the AL would also be appropriate.]

Discovery Clean Water Alliance

Attn: John Peterson, P.E., Executive Director
8000 NE 52nd Court
PO Box 8979
Vancouver WA 98668-8979

Either Party may notify the other Party in writing of changes in the persons to whom that Party's notices are to be delivered. All notices are deemed given upon delivery or, if mailed, upon the earlier of actual receipt or three (3) business days after the date of mailing.

4.3 Entire Agreement. This Agreement contains the entire understanding between the Parties and supersedes any prior understandings regarding the Services. No amendment or supplement to this Agreement is valid or effective unless made in writing and executed by the Parties.

4.4 Governing Law; Venue. This Agreement is governed by and construed according to the laws of the State of Washington. As against the other Party, each Party may file suit to enforce this Agreement only in the Superior Court of Clark County, Washington.

4.5 No Third Party Rights. This Agreement is solely for the benefit of the Parties and does not grant any right to any other party or person.

4.6 Severability. The provisions of this Agreement are separate and severable. If a court of competent jurisdiction, all appeals having been exhausted or all appeal periods having run, holds any provision of this Agreement invalid or unenforceable as to any person or circumstance, the offending provision, if feasible, is modified to be within the limits of enforceability or validity. If the offending provision cannot be modified, it is null and void with respect to the particular person or circumstance. All other provisions of this Agreement in all other respects, and the offending provision with respect to all other persons and all other circumstances, remain valid and enforceable.

4.7 Captions. Captions given to the various provisions of this Agreement are for convenience only and are not intended to modify or affect the meaning of any provision.

4.8 Authorization; Posting. The governing bodies of the Parties will authorize the execution of this Agreement. The Parties will prepare and distribute (3) duplicate originals of this Agreement for execution by the necessary officials of the Parties. Each Party will post a copy of this Agreement on its website.

This Agreement is executed by each Party as set forth below:

CITY OF VANCOUVER, WASHINGTON

DISCOVERY CLEAN WATER ALLIANCE

By: _____

By: _____

Its: _____

Its: _____

Date: _____

Date: _____



Staff Report: 096-23

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 5/22/2023

SUBJECT 2023 Affordable Housing Fund recommendations

Key Points

- In October 2022, applications for the Affordable Housing Fund (AHF) for Temporary Shelter and Housing Assistance and Services were accepted as part of the annual CDBG and HOME process. The Review Committee recommended four AHF applications for funding, totaling \$4,230,000.
- Proposed 2023 AHF awards will support one Housing Assistance and Services project and three Temporary Shelter projects. These awards will deploy all remaining 2017 – 2023 AHF funds for these funding categories.
- In order to ensure continuity of essential housing services, these awards include two-year contracts for the Council for the Homeless' Consortium Rental Assistance project and Share's WHAT Shelter.
- The City will hold an additional AHF application process to allocate remaining funds for Housing Production and Preservation in June 2023.
- Awarded projects will support temporary shelter services and rental assistance and services for approximately 1,237 people who are experiencing homelessness or at-risk.

Strategic Plan Alignment

Goal 3, Objective 3.2: Improve services available to underserved or vulnerable residents

Present Situation

In October 2022, the City accepted AHF applications through the annual CDBG and HOME application process to award 2023 AHF funding for Temporary Shelter and Housing Assistance and Services. The four projects recommended for funding award all remaining funds for the 2017 – 2023 AHF levy for these funding categories. The City will hold an additional application process to award remaining AHF funds for Housing Production and Preservation in June 2023.

The City received a total of five proposals requesting \$2,279,836. Four of these proposals were recommended for funding. The remaining proposal, Bridgeview Resource Center's Housing

Assistance and Services program, will be funded through the AHF award for Council for the Homeless' Consortium Rental Assistance project. Bridgeview Resource Center is currently in the process of joining the Consortium.

The Committee recommended AHF funding of \$3,500,000 for Housing Assistance and Services and \$730,000 for Temporary Shelter, totaling \$4,230,000 to serve 1,237 households. In order to ensure continuity of essential housing services, these awards include two-year contracts for the Council for the Homeless' Consortium Rental Assistance project and Share's WHAT Shelter. These recommendations are also consistent with the AHF's administrative goals to award all remaining 2017 – 2023 funds before the renewal of the AHF levy in 2024.

Agency	Project Name	Amount Requested	Recommended funding	Outcomes	Project Description
HOUSING ASSISTANCE & SERVICES					
Council for the Homeless	Consortium Rental Assistance	\$1,500,000	\$3,500,000* *Two-year contract including Bridgeview Resource Center	372+ households	Consortium that assists with security deposits, rent and utilities to help households experiencing, or at risk of, homelessness afford housing.
Bridgeview Resource Center	Rental Assistance	\$250,000	Included above	-	-
TEMPORARY SHELTER					
Council for the Homeless	HSC Motel Voucher Program	\$150,000	\$150,000	575 households	Emergency motel vouchers for households experiencing homelessness when shelters are full.
Share	WHAT Shelter	\$200,250	\$400,500* *Two-year contract	140 households	Shelter for single women experiencing homelessness.
YWCA Clark County	SafeChoice Emergency Shelter Motel Vouchers	\$179,586	\$179,500	150 households	Emergency motel vouchers for victims of domestic violence when SafeChoice shelter is full.
Totals		\$2,029,836	\$4,230,000	1,237 households	

AHF Status and Updates

Since its creation through a tax levy approved in 2016, the AHF has awarded \$35.8 million to support 52 projects for construction, rehabilitation, acquisition, and preservation of affordable housing and Temporary Shelter support in the City of Vancouver for residents earning less than 50% AMI. AHF funds are leveraged with tax credits and other funding to support a total housing investment of \$284.5 million.

With these award recommendations, the City has allocated all funding from the Temporary Shelter and Housing Services allocations through the end of the current AHF levy in 2023. Funding from the Housing Production & Preservation allocation will be made available through an application process in June 2023.

Advantage(s)

Provide services and shelter to over 1,237 households who are experiencing or at risk of homelessness.

Disadvantage(s)

None

Budget Impact

The proposed \$4,230,000 for Temporary Shelter and Housing Services is provided by Affordable Housing Fund revenues.

Prior Council Review

None

Action Requested

Approve a resolution adopting the proposed 2023 Affordable Housing Fund awards for housing acquisition and temporary shelter.

Samantha Whitley, Housing Programs Manager, 360-487-7952

ATTACHMENTS:

- ▣ Resolution – 2023 Affordable Housing Fund Awards

May 22, 2023

RESOLUTION NO. _____

A RESOLUTION relating to low-income housing; providing for adoption of 2023 funding awards for the Affordable Housing Fund and authorizing the City Manager to execute agreements and other related documents on behalf of the City of Vancouver consistent with Affordable Housing Fund 2023 Council approved funding awards; providing for Severability and an Effective Date.

WHEREAS, in June 2016 Council adopted, by resolution, the Affordable Housing Fund Administrative and Financial Plan (A & F Plan) and most recently updated the A & F Plan in February 2022;

WHEREAS, the A & F Plan provides funding among four three program areas: Housing Production and Preservation, Temporary Shelter, Housing Assistance and Services, and Implementation;

WHEREAS, the City of Vancouver released a request for applications for Temporary Shelter and Housing Assistance and Services projects to be supported with the Affordable Housing Funds;

WHEREAS, the City received five applications for Temporary Shelter and Housing Assistance and Services through the 2023 Affordable Housing Fund application process;

WHEREAS, the project review committee and staff recommend funding awards for four Temporary Shelter and Housing Assistance and Services projects developed by Council for the Homeless (2 projects), Share, and YWCA Clark County totaling \$4,230,000;

RESOLUTION - 1

WHEREAS, the recommended Housing Assistance and Services awards would provide rental assistance and other housing services to over 372 households who are experiencing or at-risk of homelessness;

WHEREAS, the recommended Temporary Shelter awards would provide shelter services to over 865 households who are experiencing or at-risk of homelessness;

WHEREAS, the recommended awards are based on community needs, actual applications received, and recommendations from the review committee.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. The recitals set forth above are adopted as findings supporting the action of the City Council in adopting this resolution.

Section 2. **Use of the Affordable Housing Fund for Housing and Homelessness Prevention projects;**

The Affordable Housing Fund awards totaling \$4,230,000 for Housing Production and Homelessness Prevention projects, attached hereto and incorporated by reference, are hereby approved and adopted.

Section 3. The City Manager is hereby authorized to execute agreements and other related documents on behalf of the City of Vancouver, consistent with the Affordable Housing Fund 2023 Council approved funding awards.

Section 4. **Severability.** In any section, sentence, clause or phrase of this resolution should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this resolution.

RESOLUTION - 2

Section 5. **Effective Date.** This Resolution shall become effective immediately after final adoption.

ADOPTED at regular session of the Council of the City of Vancouver, this 22nd day of May, 2023.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

RESOLUTION - 3

**Use of the Affordable Housing Fund for Housing and Homelessness Prevention projects
May 2023 Awards**

Council for the Homeless – Consortium Rental Assistance: \$3,500,000 (2-year contract)

Council for the Homeless – Motel Voucher Program: \$150,000

Share – Women’s Housing and Transition (WHAT) Shelter: \$400,500 (2-year contract)

YWCA Clark County – Emergency DV Motel Vouchers: \$179,500

RESOLUTION - 4



Staff Report: 097-23

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 5/22/2023

SUBJECT Approval of Contract with Do Good Multnomah for Management of Safe Stay Communities 4 and 5

Key Points

- Unsheltered homelessness has continually increased and has significant negative impacts on the broader community and unhoused residents themselves.
- Our community does not have shelter or affordable housing capacity to meet the growing need.
- Our community does not have enough nonprofit provider capacity to meet the need for additional shelter.
- The Ninth Circuit Court of Appeals has held that cities cannot criminalize camping in all places, at all times, unless there is adequate access to temporary shelter (Martin v. Boise).
- Revisions to Chapter 8.22 VMC "Camping" have been made to implement a Safe Stay Community Pilot Program.
- Establishment of Safe Stay Communities increases health, sanitation, and livability for all Vancouver residents, businesses, and visitors.
- Establishment of our first two Safe Stay Communities has successfully transitioned dozens of people into housing and employment.
- Do Good Multnomah successfully manages and provides supportive services at similar micro-shelter villages in Multnomah and Clackamas Counties.
- City staff is requesting to approve the contract for Do Good Multnomah to manage/operate Safe Stay Communities 4 & 5.

Strategic Plan Alignment

Goal 1, Objective 1.2: Ensure our infrastructure, including buildings and utilities, is safe, environmentally responsible and well maintained

Goal 3, Objective 3.1: Strengthen community identity and sense of belonging

Goal 3, Objective 3.2: Improve services available to underserved or vulnerable residents

Present Situation

At a recent ECHO meeting, Council for the Homeless shared that there were 1151 individuals on the shelter waitlist, and all existing shelter beds were full, which is the norm in Clark County. An estimated 500-600 individuals reside in tents or vehicles within the City of Vancouver, which poses significant health and safety risks to the individuals experiencing unsheltered homelessness, as well as the rest of the community and the environment. At this time, our community does not have an adequate supply of shelter or housing options to meet the growing need. This Council has observed that many individuals who live outdoors on public property do so, not by choice, but due to a lack of financial means to afford adequate shelter. These individuals are adversely mentally and physically impacted by outdoor habitation. Single female encampment occupants experience a disproportionately high incidence of violent crime as compared to other people. Families with children who live outdoors as a result of a lack adequate shelter are also disproportionately adversely impacted through risk of physical danger and impediments to childhood education. In 2022, at least 23 individuals in our community died while experiencing unsheltered homelessness, and there have been at least 6 who have died without shelter from January-March of this year.

Simultaneously, Council has also observed that the City's sensitive ecological areas are adversely impacted by secondary impacts of outdoor habitation. The City's sensitive waterways, water treatment facilities, stormwater and wastewater facilities are particularly vulnerable to impacts of illegal dumping and improper disposal of human waste. In 2022, HART removed more than 700 tons of solid waste from encampments city-wide. Additionally, individuals living outdoors in greenways and wooded areas, who utilize fire as a source of heat, or to cook with, increase the potential for wildfire in those areas, particularly during our dry/summer months. While we've addressed the most vulnerable/sensitive areas through City ordinance, and HART works to mitigate impacts as much as possible, negative environmental impacts from people living outdoors will persist as long as there are not enough indoor options for people experiencing homelessness to be.

In an effort to reduce the aforementioned negative impacts of unsheltered homelessness, provide for greater safety, stability, and access to needed services for individuals experiencing unsheltered homelessness, and to remain in compliance with *Martin v. Boise*, this Council has approved the establishment of city-sponsored Safe Stay Communities in designated areas. These Communities are managed and supported by contracted service providers who works to:

- ensure safety and sanitation within and immediately surrounding the designated Communities,
- assist Safe Stay Community residents with obtaining stability, accessing needed resources, and transitioning into more permanent housing situations, and
- proactively engage with the surrounding neighborhoods to mitigate potential negative impacts to the neighborhoods, facilitate neighborhood participation and volunteer opportunities within the designated Community, and encourage participation in neighborhood/community events, neighborhood association meetings, etc. amongst Safe Stay Community residents.

Our existing Safe Stay Communities have met those expectations in the neighborhoods they exist in, but because of the number of people still waiting to get indoors, more sites are needed; and because of the shortage in nonprofit providers with the capacity to provide those needed services, growing provider capacity is also still needed.

Do Good Multnomah started in 2015 as a low-barrier shelter for veterans experiencing

homelessness. Since that time, the organization has expanded to offer a variety of homeless support services, which include motel shelter programs, permanent supportive housing, micro-shelter/transitional housing villages, and mobile supportive services to both veterans and non-veterans experiencing homelessness. Do Good Multnomah works directly with, and is supported by, City of Portland and the Joint Office of Homeless Services/Multnomah County. Across the months of March and April this year, Do Good Multnomah assisted with housing 41 individuals from their various shelter and transitional housing programs.

Do Good Multnomah was selected through a competitive RFP process, not only because of their experience and success, but because their mission, values, and service delivery model are in alignment with those of the City of Vancouver, as an organization, and with our expectations of service delivery at Safe Stay Communities. Their mission is to inspire dignity, sustainability and purpose; they place great emphasis on community-building both within and outside of their facilities/programs; and they have a clear understanding of the needs and barriers experienced by the individuals served. Do Good Multnomah provides low-barrier services, and those services are paired with a high amount and quality of individualized support and accountability as needed. They have a deep understanding of the fact that housing people before they are ready, without the proper supports, and/or in a housing situation that is not sustainable, can cause greater trauma and barriers to individuals.

City of Vancouver staff has visited St. Johns Village, one of the micro-shelter villages operated by Do Good Multnomah as transitional/bridge housing and closest in type to our Safe Stay Communities and were impressed by everything about it. The village is on privately owned property being leased for this project, it was clean and peaceful, residents were participating in site chores, there were community gardens and other community spaces within the site, and it was obvious that the residents and operator take pride in their space. Additionally, the village fits seamlessly into the surrounding neighborhood, has a great deal of neighborhood and community support, which includes support from the preschool that is very close by, and both Do Good Multnomah and village residents are active participants in neighborhood meetings/events.

Advantage(s)

1. Do Good Multnomah is an established and experienced organization whose supportive services are delivered by experienced case managers as well as trained individuals who have lived experiences with homelessness, mental/behavioral health, and demonstrated recovery.
2. Do Good Multnomah operates 2 successful micro-shelter villages across the river, which they utilize as transitional housing for individuals experiencing barriers to housing or needs that might not be addressed within a typical shelter environment. They also manage various low-barrier shelters, permanent supportive housing, Diversion assistance, and other stabilizing supportive services for individuals experiencing homelessness, including services intended specifically for veterans.
3. Do Good Multnomah will be a new contractor/provider for City of Vancouver, adding needed provider capacity to our community.
4. Safe Stay Communities continue to serve as a temporary bridge while more permanent housing and shelter options are implemented; during the first year of operations for each of our first two Safe Stay Communities, they, collectively, helped transition 49 individuals into housing.
5. Because these sites are managed, our community has seen a decrease in solid waste,

encampments in unsafe spaces, and negative environmental impacts.

6. Because these sites are supported, residents have greater access to services, increased stability, and more safe, healthy, and humane living conditions as they work to resolve their homelessness.

Disadvantage(s)

None at this time

Budget Impact

The original budget created for our first Safe Stay Communities was truly a best guess, given that it was a brand new program for our community and for our existing providers. Over the last year and a half we've learned that our local volunteer base has struggled to keep up with the growing meal needs for community shelters, so the addition of paid meal services has been a necessary addition to Safe Stay Community Contracts. In addition to meal/food capacity challenges within our existing system, our local homeless crisis response system has also struggled to keep up with the need for Diversion assistance, which covers one-time needs like move-in costs/deposits, fees, ID, etc. Because we want to ensure people have the ability to exit our sites to housing when they are ready, and Do Good Multnomah has extensive experience utilizing Diversion/housing stabilization funds, and our local homeless crisis response system has, at times, not had capacity to serve Safe Stay residents with these funds, the proposed budget in this contract includes funds to provide these needed services.

Finally, all providers in our area are struggling to maintain a consistent workforce, commonly due to wages that do not keep up with rising costs of living, which increases the experiences of burnout in a field that is already more prone to burnout due to the nature of the work. Increasing budget to ensure providers can maintain consistent staffing has been another necessary adjustment.

The original budget the service provider for the project was \$661,077, and an additional \$447,122 is needed, for a total of \$ 1,108,199. The additional amount will be specified/requested in a future Supplemental.

Prior Council Review

None

Action Requested

Approve a professional services contract with Do Good Multnomah and authorize the City Manager or designee to execute a contract for delivery of supportive services and site management at city-sanctioned Safe Stay Communities 4 & 5.

Jamie Spinelli, Homeless Response Manager, 360-487-8610

ATTACHMENTS:

- ▣ Do Good contract



**CITY OF VANCOUVER
SERVICES AGREEMENT**

No. _____

This Services Agreement (hereinafter referred to as the “Agreement”) is entered into by and between the City of Vancouver, Washington, a municipal corporation organized under the laws of the State of Washington, (hereinafter referred to as the "City") and Do Good Multnomah (hereinafter referred to as the "Contractor"). The City and Contractor may be collectively referred to herein as the “parties” or individually as a “party”.

WHEREAS, the City desires to engage the Contractor to perform services as described in this Agreement; and

WHEREAS, the City advertised and issued a Request for Proposal, numbered 15-23 (hereinafter referred to as the “solicitation”) and after evaluation of the Contractor’s responsive proposal, found the Contractor be capable of performing the required services; and

WHEREAS, the Contractor represents by entering into this Agreement that it is fully qualified to perform the services described herein in a competent and professional manner, and to the full satisfaction of the City.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

- 1. SCOPE OF WORK:** The Contractor agrees to provide the City all services and materials set forth below, and as further described in the City’s solicitation, and the Contractor’s responsive proposal to the City’s solicitation, (collectively referred to herein as the “work”) which are each incorporated herein by this reference and made a part of this Agreement as if fully set forth herein.

The Contractor will be responsible for the following services at the City’s Safe Stay Community locations #4 & #5:

1. Manage the sites and day-to-day operations
2. Amend a base Code of Conduct with the site participants to meet their needs while still meeting community expectations about the sites;

3. Enforce a Code of Conduct and identify the process for removing those individuals not following the rules;
4. Register and track clients and services provided in the Homeless Management Information System;
5. Assist clients with identifying and addressing barriers to stability and housing and providing housing navigation services as a pathway to permanent housing;
6. Provide strengths-based, trauma informed, and individualized support and engagement to individuals in Safe Stay Community; and facilitate/coordinate connection to other community partners to provide supportive services on-site such as mental health counseling, substance use treatment, employment, legal assistance, enrollment in benefits, financial literacy training, medical, dental care, etc.;
7. Manage snacks/meals and develop and enforce policy on receiving food/meals from community members/agencies;
8. Monitor activity outside the perimeter of the facility to mitigate loitering around the site and help the City maintain its commitment as a Good Neighbor;
9. Maintain timely and accurate records which reflect service levels, participant characteristics, specific actions taken to assist participants, service outcomes, and expenditures;
10. Work, in partnership, with Homeless Action Response Team (HART) and other City staff, regarding operational problem-solving and community communications about the sites.

All work must be authorized and approved by the City's Project Manager before any work can begin. The Contractor shall approach each project in a manner consistent with its usual customary business practices. The Contractor shall actively seek collaborative input from City staff.

2. **COMPENSATION:** Payment to the Contractor for the work described in this Agreement shall not exceed \$1,026,439 USD per site for a total not to exceed of \$2,052,878 USD.

This payment shall be maximum compensation for the work and for all labor, materials, supplies, equipment and incidentals necessary to complete the work as set forth herein, and it shall not be exceeded without the City's prior written authorization in the form of a negotiated and executed amendment.

3. **PAYMENT FOR CONTRACTOR SERVICES:** The Contractor shall submit monthly invoices to City covering both professional fees and project expenses, if any, for fees and expenses from the previous month. Payments to Contractor shall be net thirty (30) days.

The City reserves the right to correct any invoices paid in error. The Contractor shall be paid according to the rates set forth in Attachment "A", incorporated herein by this reference, and made a part of this Agreement as if fully set forth herein.

City and Contractor agree that any amount paid in error by City does not constitute a rate change in the amount of the contract. The City's contract/purchase order (PO) number given on the notice to proceed **must** be referenced on any invoice submitted for payment.

4. **TERM OF AGREEMENT:** The term of this Agreement shall commence on July 1, 2023 and continue until June 30, 2024. Unless directed otherwise by the City, Contractor shall perform the work in accordance with any schedules made a part of this Agreement.
5. **ORDER OF PRECEDENCE:** Where there is a conflict among or between any of these documents, the controlling documents shall be the first listed in the following sequence: Amendments to this Agreement; this Agreement; Contract Purchase Orders; the Contractor's responsive proposal to the City's solicitation, and the City's solicitation.
6. **RELATION OF PARTIES:** The Contractor, and its subcontractors, agents, employees, or other vendors contracted by the Contractor to provide services or other work for the purpose of meeting the Contractor's obligations under this agreement (collectively referred to as "subcontractors"), are independent contractors performing professional services for the City and are not employees of the City. The Contractor and its subcontractors shall not, as a result of this Agreement, accrue leave, retirement, insurance, bonding or any other rights, privileges, or benefits afforded to City employees. The Contractor and its subcontractors shall not have the authority to bind City in any way except as may be specifically provided herein.
7. **E-VERIFY:** The Contractor shall enter into and register a Memorandum of Understanding with the Department of Homeland Security E-Verify program within sixty (60) days after execution of this Agreement. The Contractor shall ensure all Contractor employees and any subcontractors assigned to perform work under this Agreement are eligible to work in the United States. The Contractor shall provide verification of compliance upon the request of the City. Failure by the Contractor to comply with this subsection shall be considered a material breach.
8. **DELAYS AND EXTENSIONS OF TIME:** If the Contractor is delayed at any time in the progress of the work covered by this Agreement, by any causes beyond Contractor's control, the time for performance may be extended by such time as shall be mutually agreed upon by the Contractor and the City and shall be incorporated in a written amendment to this Agreement. Any request for an extension of time shall be made in writing to the City.
9. **OWNERSHIP OF RECORDS AND DOCUMENTS:** Any and all work product prepared by the Contractor in the course of performing this Contract shall immediately become the property of the City. In consideration of the compensation provided for by this Agreement, the Contractor hereby further assigns all copyright interests in such work product to the City. A copy may be

retained by the Contractor. Previously owned intellectual property of Contractor, and any know-how, methodologies or processes used by the Contractor to provide the services or project deliverables under this Agreement shall remain property of the Contractor.

- 10. TERMINATION FOR PUBLIC CONVENIENCE:** The City, at its sole discretion, may terminate this contract for convenience at any time for any reason deemed appropriate. Termination is effective immediately upon notice of termination given by the City.

In the event this Agreement is terminated prior to the completion of work, the Contractor will only be paid for the portion of the work completed at the time of termination of the Agreement.

- 11. TERMINATION FOR DEFAULT:** If the Contractor defaults by failing to perform any of the obligations of the Agreement, including violating any law, regulation, rule or ordinance applicable to this Agreement, or becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency or makes an assignment for the benefit of creditors, the City may, by depositing written notice to the Contractor in the U.S. mail, postage prepaid, terminate the Agreement, and at the City's option, obtain performance of the work elsewhere.

If the Agreement is terminated for default, the Contractor shall not be entitled to receive any further payments under the Agreement until all work called for has been fully performed. Any extra cost or damage to the City resulting from such default(s) shall be deducted from any money due or coming due to the Contractor. The Contractor shall bear any extra expenses incurred by the City in completing the work, and all damage sustained, or which may be sustained by the City by reason of such default.

If a notice of termination for default has been issued and it is later determined for any reason that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the termination for public convenience paragraph herein.

- 12. OPPORTUNITY TO CURE:** The City at its sole discretion may in lieu of a termination allow the Contractor to cure the defect(s), by providing a "Notice to Cure" to Contractor setting forth the remedies sought by City and the deadline to accomplish the remedies. If the Contractor fails to remedy to the City's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within the time stated time, the City shall have the right to terminate the Contract without any further obligation to the Contractor. Any such termination for default shall not in any way operate to preclude the City from also pursuing all available remedies against the Contractor and its sureties for said breach or default, including but not limited to termination of this Contract for convenience.

13. COMPLIANCE WITH THE LAW: The Contractor agrees to comply with all relevant, Federal, State, and Municipal laws, rules, policies, regulations or ordinances in the performance of work under this Agreement.

14. CITY BUSINESS AND OCCUPATION LICENSE: The Contractor, at no expense to the City, shall be responsible to obtain all necessary licenses, permits, and similar legal authorizations required to perform the work associated with this Agreement. The Contractor will be required to hold a city business license if working within Vancouver city limits. The Contractor shall apply for city license via the State of Washington Department of Revenue (DOR), Business Licensing Service (BLS), at: <https://secure.dor.wa.gov/>. For application assistance, contact DOR BLS at 360-705-6741. For more information about city business license regulations and fees, see: www.cityofvancouver.us/businesslicense or call 360-487-8410 option 3.

15. LIABILITY AND HOLD HARMLESS: The Contractor agrees to indemnify, defend, save and hold harmless the City, its officials, employees and agents from any and all liability, demands, claims, causes of action, suits or judgments, including costs, attorney fees and expenses incurred in connection therewith, of whatsoever kind or nature (including patent infringement or copyright claims) to the extent arising out of, or in connection with, or incident to, the negligent performance or willful misconduct pursuant to this Agreement. This indemnity and hold harmless shall include any claim made against the City by an employee of Contractor or subcontractor or agent even if Contractor is thus otherwise immune from liability pursuant to the workers' compensation statute, Title 51 Revised Code of Washington (RCW), except to the extent that such liability arises from the concurrent negligence of both the City and the Contractor, such costs, fees and expenses shall be shared between the City and the Contractor in proportion to their relative degrees of negligence. The Contractor specifically acknowledges the provisions contained herein have been mutually negotiated by the parties and it is the intent of the parties that the Contractor provide the broadest scope of indemnity permitted by RCW 4.24.115. The Contractor is an independent contractor and responsible for the safety of its employees.

16. INSURANCE: The Contractor shall obtain and keep in force during the entire term of this agreement, liability insurance against any and all claims for damages to person or property which may arise out of the performance of this Contract whether such work shall be by the Contractor, subcontractor or anyone directly or indirectly employed by either the Contractor or a subcontractor.

All liability insurance required herein shall be under a Comprehensive or Commercial General Liability and business policies.

COVERAGE	LIMITS OF LIABILITY
I. Commercial General Liability:	
Policy shall include Bodily Injury, Property Damage, Personal Injury and Broad Form Contractual Liability	
Each Occurrence	\$1,000,000
General Aggregate Per Occurrence	\$2,000,000
Products & Completed Operations Aggregate	\$2,000,000
Personal and Advertising Injury	\$1,000,000
Blanket Contractual Liability	\$1,000,000
II. Commercial Automobile Liability	
Policy shall include Bodily Injury and Property Damage, for any owned, Hired, and/or Non-owned vehicles used in the operation, installation and maintenance of facilities under this agreement.	
Combined Single Limit	\$1,000,000
III. Workers' Compensation (applicable to the State of Washington)	
Per Occurrence	
Employer's Liability	\$1,000,000
Disease Each Employee	\$1,000,000
Disease Policy Limit	\$1,000,000
Each Claim	\$1,000,000
Annual Aggregate	\$1,000,000
IV. Umbrella Liability	
Each Claim	\$1,000,000
Annual Aggregate	\$5,000,000

In addition to the coverage and limits listed above the Contractor's insurance must all contain the following:

- a. City Listed as an Additional Insured. The City of Vancouver, its Agents, Representatives, Officers, Directors, Elected and Appointed Officials, and Employees must be named as an additional insured. The required Additional Insured endorsements shall be at least as broad as ISO CG 20 10 11 85, or its equivalent CG 20 10 07 04 and CG 20 37 07 04 must be included with the Certificate of Insurance.
- b. Either the Commercial General Liability or the Workers' Compensation policy must be endorsed to include "Washington Stop Gap" insurance. The limits and aggregates referenced must apply to the Stop Gap coverage as well and must be indicated on the certificate.

- c. Employment Security. The Contractor shall comply with all employment security laws of the State in which services are provided and shall timely make all required payments in connection therewith.
- d. The City of Vancouver shall be listed on the Certificate as the Certificate Holder.
- e. Coverage Trigger: The insurance must be written on an “occurrence” basis. This must be indicated on the Certificate.

Contractor shall provide evidence of all insurance required, at the City’s request, by submitting an insurance certificate to the City on a standard “ACORD” or comparable form.

All policies shall be issued by an insurance company licensed to do business in the State of Washington. The City of Vancouver may inspect all policies and copies shall be provided to the City upon request.

17. NOTICES: All notices which are given or required to be given pursuant to this Agreement shall be hand delivered, mailed postage paid, or sent by electronic mail as follows:

For the City:
Anna Vogel
City of Vancouver
415 W 6th Street
P O Box 1995
Vancouver WA 98668-1995
Email: anna.vogel@cityofvancouver.us

For the Contractor:
Daniel Hovanas
Do Good Multnomah
7809 NE Everett Street
Daniel Hovanas
Email: dhovanas@dogoodmultnomah.org

Either party may change the designated contact or any information listed above by giving advance notice in writing to the other party.

18. AMENDMENTS: All changes to this Agreement, including changes to the scope of work and compensation sections, must be made by written amendment and signed by all parties to this Agreement.

19. SCOPE OF AGREEMENT: This Agreement incorporates all the agreements, covenants and understanding between the parties hereto and are merged into this written Agreement. No prior agreement or prior understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless set forth in this Agreement.

- 20. RATIFICATION:** Acts taken pursuant to this Agreement but prior to its effective date are hereby ratified and confirmed.
- 21. GOVERNING LAW/VENUE:** This Agreement shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the parties hereunder shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. Any action or suit brought in connection with this Agreement shall be brought in the Superior Court of Clark County, Washington.
- 22. COOPERATIVE PURCHASING:** The Washington State Inter-local Cooperation Act, Ch. 39.34 RCW, authorizes public agencies to cooperatively purchase goods and services if all parties agree. By having executed this Agreement, the Contractor agrees that other public agencies may purchase goods and services under this solicitation or contract at their own cost and without the City incurring any financial or legal liability for such purchases. The City agrees to allow other public agencies to purchase goods and services under this solicitation or contract, provided that the City is not held financially or legally liable for purchases and that any public agency purchasing under such solicitation or contract file a copy of this invitation and such contract in accordance with RCW 39.34.040.
- 23. PUBLIC DISCLOSURE COMPLIANCE:** The parties acknowledge that the City is an “agency” within the meaning of the Washington Public Records Act, Chapter 42.56 RCW, and that materials submitted by the Contractor to the City become public record. Such records may be subject to public disclosure, in whole or part and may be required to be released by the City in the event of a request for disclosure. In the event the City receives a public record request for any data or deliverable that is provided to the City and that is licensed from the Contractor, the City shall notify the Contractor of such request and withhold disclosure of such information for not less than five (5) business days, to permit the Contractor to seek judicial protection of such information, provided that the Contractor shall be responsible for attorney fees and costs in such action and shall save and hold harmless the City from any costs, attorney fees or penalty assessment under Chapter 42.17 RCW for withholding or delaying public disclosure of such information.
- 24. DEBARMENT:** The Contractor certifies that that it is not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from covered transactions by any Federal, State or local department or agency.
- 25. NONDISCRIMINATION:** The City of Vancouver, WA is an equal opportunity employer. In the performance of this Agreement, the Contractor will not discriminate against any employee or applicant for employment on the grounds of race, creed, color, national origin, sex, sexual orientation, marital status, age or the presence of any sensory, mental or physical handicap.

The undersigned, as the authorized representatives of the City and Contractor respectively, agree to all of the terms and conditions contained in this Agreement, as of the dates set forth below.

CITY OF VANCOUVER

A municipal corporation

CONTRACTOR:

Do Good Multnomah

Eric Holmes, City Manager

Signature

Date

Printed Name /Title

Attest:

Date

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney



Vancouver Safe Stay Budget FY23- FY24

LINE ITEM CATEGORY	NARRATIVE/DESCRIPTION	FUNDS REQUESTED
PERSONNEL		
Staffing	13 FTE	\$ 702,027
Benefits	Health, dental, EPA; estimated 40% utilization	\$ 32,448
On-Call & Overtime	On-call support & overtime	\$ 12,324
Taxes	12% employer taxes	\$ 84,243
2024 COLA	3% COLA increase January 1st, 2024	\$ 10,530
PERSONNEL SUBTOTAL		\$ 841,573
Program Operations		
Professional Services	Translation, maintenance services	\$ 1,060
Printing	Printer & paper	\$ 5,460
Utilities	Internet	\$ 4,020
Telephone	Phone	\$ 700
	Computers, cameras, office & cleaning supplies, participant clothing & gear, community supplies & food, etc.	\$ 33,600
Supplies		
Education & Training	Staff training & professional development	\$ 3,250
Insurance	workers compensation, program-related insurance	\$ 1,800
PROGRAM OPERATIONS SUBTOTAL		\$ 53,390
Client Services		
Flex Funds		\$ 25,000
CLIENT SERVICES		\$ 25,000
Administration		
Indirect Administration	12% de minimis indirect rate	\$ 109,976
		\$ 109,976
		\$ 1,026,439

Vancouver Safe Stay Budget FY23- FY24

PERSONNEL DETAILS

	Hourly Rate	FTE	Annual	Benefits	Overtime	Taxes	Total Cost
Program Manager	\$ 32.00	1.00	\$ 66,563	\$ 2,496	\$ -	\$ 7,988	\$ 77,046
Team Lead Supervisor (Night)	\$ 27.50	2.00	\$ 114,404	\$ 4,992	\$ -	\$ 13,729	\$ 133,125
Team Lead Supervisor (Day)	\$ 26.50	2.00	\$ 110,244	\$ 4,992	\$ -	\$ 13,229	\$ 128,466
Navigation Specialist: Shelter	\$ 25.00	2.00	\$ 104,004	\$ 4,992	\$ 3,120	\$ 12,480	\$ 124,597
Case Manager: Shelter	\$ 24.25	4.00	\$ 201,768	\$ 9,984	\$ 6,053	\$ 24,212	\$ 242,017
Shelter Staff (Night)	\$ 25.25	2.00	\$ 105,044	\$ 4,992	\$ 3,151	\$ 12,605	\$ 125,793
COLA			\$ 10,530	\$ -	\$ -	\$ -	\$ 10,530
TOTAL		13.00	\$ 712,557	\$ 32,448	\$ 12,324	\$ 84,243	\$ 841,573



Staff Report: 098-23

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 5/22/2023
6/5/2023

SUBJECT Moratorium Extension for Large Warehouse and Distribution Centers

Key Points

- On December 5, 2022, City Council enacted by emergency ordinance, a temporary moratorium on the acceptance of new or expanded warehouses larger than 100,000 square feet in order to allow time to study long term land use implications and develop any necessary code changes to address identified issues;
- On February 6, 2023, following a public hearing, City Council passed a resolution affirming the moratorium, but requested that staff return with several amendments to the original ordinance, including: 1) increase the threshold of warehouse space covered by the moratorium from 100,000 square feet or larger to 250,000 square feet or larger; 2) exempt warehouses proposed by the Port of Vancouver on port property from the moratorium; and 3) exempt warehouses that will exclusively supply storage intended for the traded sector;
- On March 6, 2023, City Council held a public hearing to consider the above three modifications to the moratorium and adopted an ordinance approving such changes;
- On May 1, 2023 at a Council Workshop, city staff provided an update of analysis completed to-date, early observations, and remaining analysis to be completed by the city's consultant and staff, and indicated that the moratorium should be extended but that the original timeline for developing code provisions could be shortened substantially;
- Per state law, development moratoria cannot exceed six months, unless extended by City Council following a public hearing;
- Staff is recommending that City Council extend the moratorium by six months to allow for remaining analysis and code amendments to be completed; staff anticipates completing the project in four months.

Strategic Plan Alignment

Goal 1: Ensure our built environment is one of the safest, most environmentally responsible and maintained in the Pacific Northwest

Goal 9: Build the strongest, most resilient economy in the Pacific Northwest

Objective 9.1: Create infrastructure and policies that support job creation

Present Situation

In December when the moratorium was enacted there were seven pre-development or development applications for large warehouse and distribution facilities between 275,000 square feet up to 680,000 square feet, which are much larger than typical warehouses, for a total of 3.34 million square feet of proposed new warehouse structures.

Upon more recent review of the seven warehouses initially identified, one warehouse building was completed and issued an occupancy permit, and a second requires a zone change approval, and therefore staff reports that there are a total of five (5) warehouses in the development review or construction process, instead of seven, with a total of 2.8 million square feet of building space.

These extremely large facilities appear to be a growing trend in response to an increased demand for online shopping and parcel delivery, and the size of these new types of facilities and fast pace of this change is a growing concern in other communities throughout the U.S.

Such facilities consume vast amounts of limited industrial land yet provide very few jobs per acre and offer typically low skill and low wage positions and are therefore not a high priority use in the Clark County Economic Development Plan, which the City has adopted.

A primary concern is the land-intensive nature of these large warehouses and low job creation, but other issues such as air pollution, implications on the City's climate action goals, increase in truck traffic to vulnerable neighborhoods, and appropriately locating such warehouses near major arterial routes and highways need to be analyzed.

On February 6, 2023, City Council affirmed the moratorium but, in order to minimize impacts to local manufacturers or business-to-business storage needs, requested that the scope be narrowed as follows: 1) increase the total size of warehouse projects subject to the moratorium from 100,000 square feet to 250,000 square feet; 2) exempt the Port of Vancouver from the moratorium on property owned by the Port and provided that any warehouse is for shipment of bulk goods, not home delivery of retail goods; and 3) exempt warehouse facilities that are exclusively for traded sector goods.

Early analysis indicates that there are very few vacant or underdeveloped industrial parcels that could accommodate a warehouse of 250,000 square feet or larger, however several large parcels would be vulnerable to a large warehouse project becoming vested to existing standards if the moratorium is not extended to allow more time for new land use and development standards to be adopted.

Advantage(s)

1. Extending the moratorium will allow for more time to study the differences in physical and operational characteristics between large e-commerce warehouse facilities and more traditional wholesale warehouses to develop code amendments that address any impacts.
2. Several large parcels that appear to be poised for large warehouse development would not be able to vest to existing development code standards but would instead be subject to any new code provisions.

Disadvantage(s)

Property owners who are contemplating marketing their property for warehouses larger than 250,000 square feet and for which existing exemptions do not apply would need to wait longer to apply for city approvals, and any new use limitations or development standards would apply to such projects, which may increase costs.

Budget Impact

No impact to existing budget.

Prior Council Review

12/12/22 Emergency Ordinance Enacting Moratorium

1/23/23 City Council Workshop

2/27/23 City Council Public Hearing Affirming Moratorium

3/6/23 City Council Public Hearing Modifying Exemptions

5/1/23 City Council Workshop

Action Requested

On Monday, May 22, 2023, approve ordinance on first reading, setting date of second reading and public hearing for Monday, June 5, 2023.

Chad Eiken, Community Development Director, 360-487-7882; Bryan Snodgrass, Principal Planner, 360-487-7946

ATTACHMENTS:

- ▢ Ordinance
- ▢ Ord. M-4406
- ▢ Resolution M-4207
- ▢ Presentation

05/22/2023
06/05/2023

ORDINANCE NO. M-_____

AN ORDINANCE extending for an additional period of six months the Vancouver City Ordinance M-4406, which declared an emergency and imposed a six-month temporary moratorium upon the acceptance and processing of applications for permits for the development or expansion of large warehouse and distribution facilities totaling more than 250,000 square feet under the Warehouse/Freight Movement use classification in the Light Industrial (IL) and Heavy Industrial (IH) zoning districts, as defined in Vancouver Municipal Code Title 20 or as otherwise allowed, such as by prior development agreement, based on certain findings of fact justifying such action and adopted by City Council, directing staff to continue efforts to develop recommendations addressing the circumstances necessitating the moratorium, and establishing an immediate effective date.

WHEREAS, the City of Vancouver is a Charter City of the First Class and has the authority to adopt and renew temporary moratoria pursuant to the City's constitutional police powers, home rule authority, RCW 36.70A.390, and RCW 35.63.200; and

WHEREAS, on December 12, 2022, the Vancouver City Council adopted Ordinance No. M-4396, enacting a six-month temporary moratorium upon the acceptance and processing of applications for permits for the development or expansion of large warehouse and distribution facilities under the Warehouse/Freight Movement use classification in the Light Industrial (IL) and Heavy Industrial (IH) zoning districts, as defined in Vancouver Municipal Code Title 20 or as otherwise allowed, such as by prior development agreement, based on certain findings of fact justifying such action and adopted by City Council; and

WHEREAS, on February 6, 2023, following a public hearing, City Council passed a resolution affirming the moratorium but requesting certain amendments relating to the threshold of warehouse space covered, warehouses proposed by the Port of Vancouver, and warehouses that will exclusively supply storage intended for the traded sector; and

WHEREAS, on March 6, 2023, held a public hearing and adopted findings of fact supporting the enactment of the moratorium through adoption of Ordinance No. M-4406, amending and restating Ordinance No. M-4396;

WHEREAS, on May 1, 2023 at a City Council Workshop, City staff provided an update of analysis completed to-date, early observations, and a presented a work plan demonstrating remaining analysis to be completed by staff and the City's consultant and staff, which requires an estimated additional four months to complete;

WHEREAS, City Council has determined, pursuant to an additional public hearing and based on the findings contained herein demonstrating the necessity for extending the moratorium, that, pursuant to RCW 36.70A.390, this temporary moratorium must be renewed for an additional six month period; and

WHEREAS, the findings associated with Ordinance No. M-4406, as delineated herein, continue to pertain; and

WHEREAS, in December when the moratorium was enacted there were eight pre-development or development applications for large warehouse and distribution facilities between 275,000 square feet up to 680,000 square feet, which are much larger than typical warehouses, for a total of 3.34 million square feet of proposed new warehouse structures;

WHEREAS, upon more recent review of the warehouses initially identified, one warehouse building was completed and issued an occupancy permit, and a second requires a zone change

approval, and therefore staff reports that there are a total of total of 2.8 million square feet of warehouse building space in the development review or construction process; and

WHEREAS, a primary concern is the land-intensive nature of these large warehouses and low job creation, but other issues such as air pollution, implications on the City's climate action goals, increase in truck traffic to vulnerable neighborhoods, and appropriately locating such warehouses near major arterial routes and highways need to be analyzed; and

WHEREAS, as described in the *2018 – 2023 Clark County Economic Development Plan*, certain Traded Sector Industry cluster uses do promote economic development and job growth and may require facilities that would otherwise be delayed or prohibited by this ordinance; and

WHEREAS, permit applications for large warehouse and distribution facilities tend to be speculative in nature and may not have a defined user at the time of application or when land use approval rights may conditionally vest; and

WHEREAS, as set forth in the City's recent climate action plan workshops, building energy and transportation are the most significant sources of greenhouse gas emissions and are unavoidable elements of the large warehouse and distribution facility use; and

WHEREAS, warehouse capacity is reportedly at a premium in the United States with ninety-six percent of available space in use and the continued post-COVID-19 growth in e-commerce represents a fundamental shift in warehouse and shipping logistics requiring more and larger facilities not contemplated by the existing code or evaluated in the context of the City's current climate action priorities; and

WHEREAS, commercial real estate market data and warehouse development standards indicate that warehouses are typically constructed at less than 25,000 square feet or greater than 250,000 square feet for large-scale distribution and that those large warehouse and distribution

facilities of greater than 250,000 square feet are developing at an unprecedented and unforeseen rate; and

WHEREAS, the City currently allows warehouse and distribution facilities as a permitted use in the Light Industrial (IL) and Heavy Industrial (IH) zones with no limit on size and such facilities may be a permitted pursuant to existing development agreements; and

WHEREAS, the City does not have unlimited industrial land, particularly larger, contiguous parcels, and the consumptive nature of these facilities may foreclose opportunities for higher value employment sectors with lesser climate impacts; and

WHEREAS, the surge in new, large warehouse developments and national trends suggest that more such proposals will be forthcoming with unconsidered and potentially irreversible implications for the City's climate action goals, transportation systems, and stated goal of attracting high-skilled, high-wage employment uses; and

WHEREAS, bulk storage warehouses are integral to the operations of the Port of Vancouver USA, which, since it was established in 1912 as the authorized Port district for Clark County pursuant to Chapter 53.04 RCW, has played a key role in the region's economy and is the primary point of entry for goods arriving by ship and rail in Southwest Washington, and that the Port of Vancouver USA, in accordance with its authorized purposes under RCW 53.04.010 as a Washington port district, requires warehouse space to store goods that are arriving or being shipped to other destinations in fulfillment of its mission as a public jobs-creating agency; and

WHEREAS, an exception for warehouse development projects for the transshipment and storage of bulk goods and wholesale distribution on land owned and retained by the Port of Vancouver USA is merited based on the unique character of the Port of Vancouver USA as a public agency, provided that such an exception would not allow the Port of Vancouver USA to

transfer any vested rights that would otherwise be prohibited by this temporary moratorium and were obtained pursuant to this exception to a third party or to develop facilities for home delivery of retail goods; and

WHEREAS, without a temporary moratorium the City could, in the near future, receive applications for development that would conflict with the achievement of the long-range vision for the City's economic development and climate action initiatives but be vested to existing land use regulations before the City can study potential effects; and

WHEREAS, the enactment of this ordinance constitutes an emergency, due to potential land use, climate, transportation, and economic impacts that may result from continued development of large warehouse and distribution facilities without adequate standards to address unintended consequences; and

WHEREAS, extension of the temporary moratorium requires the City to hold public hearings and maximize public input in the development of standards without jeopardizing any possible land use options that may be precluded by unrestricted development; and

WHEREAS, the City Council finds that extension of the temporary moratorium promotes the public health, safety, and general welfare and convenience of the people of Vancouver, and will encourage the most desirable and productive use of land and properties; and

WHEREAS, extending the temporary moratorium will allow for more time to study the differences in physical and operational characteristics between large e-commerce warehouse facilities and more traditional wholesale warehouses to develop code amendments that address any impacts; and

WHEREAS, several large parcels that appear to be poised for large warehouse development would not be able to vest to existing development code standards, but would instead

be subject to any new code provisions; and

WHEREAS, based on the facts recited above, the City Council finds that it would be appropriate to extend the moratorium on new applications for such projects to allow the City additional time to study the climate, transportation infrastructure, and economic implications from this recent trend and, if merited by such study, recommend regulatory changes to the Vancouver Municipal Code as needed to address concerns;

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Temporary Moratorium. As authorized by RCW 36.70A.390 and RCW 35.63.200 and justified by the findings of fact set forth above, the City Council hereby adopts a temporary moratorium upon the acceptance and processing of applications for permits for the development or expansion of large warehouse and distribution facilities totaling more than 250,000 square feet under the Warehouse/Freight Movement use classification in the Light Industrial (IL) and Heavy Industrial (IH) zoning districts, as defined in Vancouver Municipal Code Title 20 or as otherwise allowed, such as by prior development agreement.

Section 2. Exemptions.

Subsection A. Maintenance. The moratorium established in Section 1 of this ordinance shall not apply to permits required for upkeep, repair, or basic maintenance of existing large warehouse and distribution facilities or to work mandated by the City as necessary to maintain public health and safety.

Subsection B. Port of Vancouver USA. The moratorium established in Section 1 of this ordinance shall not apply to warehouse development projects on land owned and retained by the Port of Vancouver USA for the transshipment and storage of bulk goods and wholesale

distribution; provided that such exception will not apply to the transfer of any Vested Rights obtained by the Port of Vancouver USA pursuant to this exception that would otherwise be prohibited by this ordinance and provided that any such warehouse development shall not be for home delivery of retail goods.

Subsection C. Traded Sector Industry Use. Applications for permits otherwise prohibited by the moratorium established in Section 1 of this ordinance that are exclusively for use by a Traded Sector Industry shall continue to be processed throughout the duration of this ordinance, however no Vested Rights shall attach to any such Traded Sector Industry application until a Development Agreement is entered into with the City and recorded on the subject property in accordance with Chapter 20.250 VMC. For purposes of this ordinance, “Traded Sector Industry” shall be defined as North American Industry Classification System (NAICS) sectors 31, 32, 33, 42, 51, 54, and 55, in accordance with the respective industry sector clusters specified in the *2018-2023 Clark County Comprehensive Economic Development Plan*.

Section 3. Duration. This moratorium shall be in effect as an extension of Ordinance No. M-4406 for a period of six months following the effective date established in Section 6, below.

Section 4. Vested Rights. The moratorium created by this ordinance does not apply to properties with vested rights existing on the date of enactment of this ordinance. “Vested Rights” shall be defined in accordance with VMC 20.210.110 and VMC 20.250.040.

Section 5. Public Hearing Required. Pursuant to RCW 35.63.200 and RCW 36.70A.390, a public hearing on the adopted moratorium was held prior to the adoption of this ordinance.

Section 6. Effective Date. The City Council hereby finds and declares that an emergency exists which necessitates that this ordinance become effective immediately in order to

preserve the public health, safety, and welfare. This ordinance shall become effective immediately upon passage. The City Clerk is directed to publish a summary hereof including the title at the earliest possible publication date.

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this 6th day of June 2023.

Anne McEnery-Ogle, Mayor

ATTEST:

By: Natasha Ramras, City Clerk (or Designee)

APPROVED AS TO FORM:

By: Jonathan Young, City Attorney (or Designee)

SUMMARY

ORDINANCE NO. M-

AN ORDINANCE extending for an additional period of six months the Vancouver City Ordinance M-4406, which declared an emergency and imposed a six-month temporary moratorium upon the acceptance and processing of applications for permits for the development or expansion of large warehouse and distribution facilities totaling more than 250,000 square feet under the Warehouse/Freight Movement use classification in the Light Industrial (IL) and Heavy Industrial (IH) zoning districts, as defined in Vancouver Municipal Code Title 20 or as otherwise allowed, such as by prior development agreement, based on certain findings of fact justifying such action and adopted by City Council, directing staff to continue efforts to develop recommendations addressing the circumstances necessitating the moratorium, and establishing an immediate effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).

2/27/2023

3/06/2023

ORDINANCE NO. M-4406

AN ORDINANCE amending and restating Vancouver City Ordinance M-4396, an ordinance declaring an emergency and imposing a temporary moratorium for the duration of six months upon the acceptance and processing of applications for permits for the development or expansion of large warehouse and distribution facilities totaling more than 250,000 square feet under the Warehouse/Freight Movement use classification in the Light Industrial (IL) and Heavy Industrial (IH) zoning districts, as defined in Vancouver Municipal Code Title 20 or as otherwise allowed, such as by prior development agreement, based on certain findings of fact justifying such action and adopted by City Council, and establishing an immediate effective date.

WHEREAS, in accordance with to Section 2.12 of the Vancouver City Charter, an ordinance to be revised or amended shall be re-enacted at length as revised or amended, this ordinance amends and restates Vancouver City Ordinance M-4396, originally adopted December 12, 2022; and

WHEREAS, the City has the authority to adopt temporary moratoria pursuant to RCW 36.70A.390 and RCW 35.63.200, provided that such action is justified by adopted findings of fact and a public hearing is scheduled and held within 60 days of adopting this emergency moratorium in accordance with these statutes; and

WHEREAS, this temporary moratorium may be renewed for one or more six-month periods if a subsequent public hearing is held and findings of fact demonstrating the necessity for such an extension are made prior to each renewal; and

WHEREAS, warehouse and distribution facilities have a role in the local and regional

economy but, because they are typically a low skill and low employment use, they are not a high priority sector in the *2018 – 2023 Clark County Economic Development Plan*; and

WHEREAS, as described in the *2018 – 2023 Clark County Economic Development Plan*, certain Traded Sector Industry cluster uses do promote economic development and job growth and may require facilities that would otherwise be delayed or prohibited by this ordinance; and

WHEREAS, permit applications for large warehouse and distribution facilities tend to be speculative in nature and may not have a defined user at the time of application or when land use approval rights may conditionally vest; and

WHEREAS, as set forth in the City's recent climate action plan workshops, building energy and transportation are the most significant sources of greenhouse gas emissions and are unavoidable elements of the large warehouse and distribution facility use; and

WHEREAS, warehouse capacity is reportedly at a premium in the United States with ninety-six percent of available space in use and the continued post-COVID-19 growth in e-commerce represents a fundamental shift in warehouse and shipping logistics requiring more and larger facilities not contemplated by the existing code or evaluated in the context of the City's current climate action priorities; and

WHEREAS, commercial real estate market data and warehouse development standards indicate that warehouses are typically constructed at less than 25,000 square feet or greater than 250,000 square feet for large-scale distribution and that those large warehouse and distribution facilities of greater than 250,000 square feet are developing at an unprecedented and unforeseen rate; and

WHEREAS, the City currently has eight such proposed development projects in the land use application or building permit process, one with 80,000 square feet and seven with between

275,000 to 681,000 square feet of planned large warehouse and distribution facility space resulting in a total of 3.34 million allocated square feet; and

WHEREAS, the City currently allows warehouse and distribution facilities as a permitted use in the Light Industrial (IL) and Heavy Industrial (IH) zones with no limit on size and such facilities may be a permitted pursuant to existing development agreements; and

WHEREAS, the City does not have unlimited industrial land, particularly larger, contiguous parcels, and the consumptive nature of these facilities may foreclose opportunities for higher value employment sectors with lesser climate impacts; and

WHEREAS, the surge in new, large warehouse developments and national trends suggest that more such proposals will be forthcoming with unconsidered and potentially irreversible implications for the City's climate action goals, transportation systems, and stated goal of attracting high-skilled, high-wage employment uses; and

WHEREAS, bulk storage warehouses are integral to the operations of the Port of Vancouver USA, which, since it was established in 1912 as the authorized Port district for Clark County pursuant to Chapter 53.04 RCW, has played a key role in the region's economy and is the primary point of entry for goods arriving by ship and rail in Southwest Washington, and that the Port of Vancouver USA, in accordance with its authorized purposes under RCW 53.04.010 as a Washington port district, requires warehouse space to store goods that are arriving or being shipped to other destinations in fulfillment of its mission as a public jobs-creating agency; and

WHEREAS, an exception to Ordinance M-4396 for warehouse development projects for the transshipment and storage of bulk goods and wholesale distribution on land owned and retained by the Port of Vancouver USA is merited based on the unique character of the Port of Vancouver USA as a public agency, provided that such an exception would not allow the Port of Vancouver

USA to transfer any vested rights that would otherwise be prohibited by this temporary moratorium and were obtained pursuant to this exception to a third party or to develop facilities for home delivery of retail goods; and

WHEREAS, without a temporary moratorium the City could, in the near future, receive applications for development that would conflict with the achievement of the long-range vision for the City's economic development and climate action initiatives but be vested to existing land use regulations before the City can study potential effects; and

WHEREAS, the enactment of this ordinance constitutes an emergency, due to potential land use, climate, transportation, and economic impacts that may result from continued development of large warehouse and distribution facilities without adequate standards to address unintended consequences; and

WHEREAS, a temporary moratorium will require the City to hold public hearings and maximize public input in the development of standards without jeopardizing any possible land use options that may be precluded by unrestricted development; and

WHEREAS, the City Council finds that the adoption of a temporary moratorium promotes the public health, safety, and general welfare and convenience of the people of Vancouver, and will encourage the most desirable and productive use of land and properties; and

WHEREAS, based on the facts recited above, the City Council finds that it would be appropriate to enact a moratorium on new applications for such projects to allow the City time to study the climate, transportation infrastructure, and economic implications from this recent trend and, if merited by such study, recommend regulatory changes to the Vancouver Municipal Code as needed to address concerns;

NOW, THEREFORE,

ORDINANCE - 4

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Temporary Moratorium. As authorized by RCW 36.70A.390 and RCW 35.63.200 and justified by the findings of fact set forth above, the City Council hereby adopts a temporary moratorium for the duration of six months upon the acceptance and processing of applications for permits for the development or expansion of large warehouse and distribution facilities totaling more than 250,000 square feet under the Warehouse/Freight Movement use classification in the Light Industrial (IL) and Heavy Industrial (IH) zoning districts, as defined in Vancouver Municipal Code Title 20 or as otherwise allowed, such as by prior development agreement.

Section 2. Exemptions.

Subsection A. Maintenance. The moratorium established in Section 1 of this ordinance shall not apply to permits required for upkeep, repair, or basic maintenance of existing large warehouse and distribution facilities or to work mandated by the City as necessary to maintain public health and safety.

Subsection B. Port of Vancouver USA. The moratorium established in Section 1 of this ordinance shall not apply to warehouse development projects on land owned and retained by the Port of Vancouver USA for the transshipment and storage of bulk goods and wholesale distribution; provided that such exception will not apply to the transfer of any Vested Rights obtained by the Port of Vancouver USA pursuant to this exception that would otherwise be prohibited by this ordinance and provided that any such warehouse development shall not be for home delivery of retail goods.

Subsection C. Traded Sector Industry Use. Applications for permits otherwise prohibited by the moratorium established in Section 1 of this ordinance that are exclusively for use

ORDINANCE - 5

by a Traded Sector Industry shall continue to be processed throughout the duration of this ordinance, however no Vested Rights shall attach to any such Traded Sector Industry application until a Development Agreement is entered into with the City and recorded on the subject property in accordance with Chapter 20.250 VMC. For purposes of this ordinance, “Traded Sector Industry” shall be defined as North American Industry Classification System (NAICS) sectors 31, 32, 33, 42, 51, 54, and 55, in accordance with the respective industry sector clusters specified in the *2018-2023 Clark County Comprehensive Economic Development Plan*.

Section 3. Duration. This moratorium shall be in effect for six months following the effective date established in Section 6 of Ordinance M-4396.

Section 4. Vested Rights. The moratorium created by this ordinance does not apply to properties with vested rights existing on the date of enactment of this ordinance. “Vested Rights” shall be defined in accordance with VMC 20.210.110 and VMC 20.250.040.

Section 5. Public Hearing Required. Pursuant to RCW 35.63.200 and RCW 36.70A.390, a public hearing on the adopted moratorium will be held no more than sixty days following the adoption of this ordinance.

Section 6. Effective Date. The City Council hereby finds and declares that an emergency exists which necessitates that this ordinance become effective immediately in order to preserve the public health, safety, and welfare. This ordinance shall become effective immediately upon passage. The City Clerk is directed to publish a summary hereof including the title at the earliest possible publication date.

SIGNED this 6th day of March 2023.

DocuSigned by:

Anne McEnerny-Ogle

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Anne McEnerny-Ogle, Mayor

ATTEST:

DocuSigned by:

Natasha Ramras

BCF6734E40E04AE...

By: Natasha Ramras, City Clerk

APPROVED AS TO FORM:

DocuSigned by:

Jonathan Young

9A7DC2E31F694A2

By: Jonathan Young, City Attorney

ORDINANCE - 7

SUMMARY

ORDINANCE NO. M-4406

AN ORDINANCE amending and restating Vancouver City Ordinance M-4396, an ordinance declaring an emergency and imposing a temporary moratorium for the duration of six months upon the acceptance and processing of applications for permits for the development or expansion of large warehouse and distribution centers totaling more than 250,000 square feet under the Warehouse/Freight Movement use classification in the Light Industrial (IL) and Heavy Industrial (IH) zoning districts, as defined in Vancouver Municipal Code Title 20 or as otherwise allowed, such as by prior development agreement, based on certain findings of fact justifying such action and adopted by City Council, and establishing an immediate effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).

02/06/2023

RESOLUTION NO. M-4207

A RESOLUTION making findings of fact in support of the adoption of Ordinance M-4396 declaring an emergency and imposing a temporary moratorium for the duration of six months upon the acceptance and processing of applications for permits for the development or expansion of large warehouse and distribution facilities totaling more than 250,000 square feet under the Warehouse/Freight Movement use classification in the Light Industrial (IL) and Heavy Industrial (IH) zoning districts, as defined in Vancouver Municipal Code Title 20 or as otherwise allowed, such as by prior development agreement, based on certain findings of fact justifying such action and adopted by City Council, and establishing an immediate effective date.

WHEREAS, on December 12, 2022, the City Council adopted Ordinance M-4396 as an emergency action in the absence of a public hearing; and

WHEREAS, the City has the authority to adopt temporary moratorium pursuant to RCW 36.70A.390 and RCW 35.63.200, provided that such action is justified by adopted findings of fact and a public hearing is scheduled and held within 60 days of adopting this emergency moratorium in accordance with these statutes; and

WHEREAS, the Council held a public hearing on February 6, 2023, and sets forth in this resolution its findings as follows.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. The City currently has eight such proposed development projects in the land use application or building permit process, one with 80,000 square feet and seven with between

RESOLUTION - 1

275,000 to 681,000 square feet of planned large warehouse and distribution facility space resulting in a total of 3.34 million allocated square feet.

Section 2. The City currently allows facilities for the Warehouse/Freight Movement use classification in the Light Industrial (IL) and Heavy Industrial (IH) zoning districts, as defined in Vancouver Municipal Code Title 20 or as otherwise allowed, such as by prior development agreement.

Section 3. Nationally, warehouse capacity is reportedly at a premium with ninety-six percent of available space in use and the continued post-COVID-19 growth in e-commerce represents a fundamental shift in warehouse and shipping logistics requiring more and larger facilities not contemplated by the existing code or evaluated in the context of the City's Climate Action Framework, which indicates that 90% of Vancouver's emissions are from either transportation or buildings.

Section 4. Commercial real estate market data and warehouse development standards indicate that warehouses are typically constructed at less than 25,000 square feet or greater than 250,000 square feet for large-scale distribution and that those large warehouse and distribution facilities of greater than 250,000 square feet are developing at an unprecedented and unforeseen rate.

Section 5. Warehouse and distribution facilities have a role in the local and regional economy but, because they are typically a low skill and low employment use, they are not a high priority sector in the *Clark County Economic Development Plan*.

Section 6. the City currently allows warehouse and distribution facilities as a permitted use in the Light Industrial (IL) and Heavy Industrial (IH) zones with no limit on size and such facilities may be a permitted pursuant to existing development agreements.

RESOLUTION - 2

Section 7. The City does not have unlimited industrial land, particularly larger, contiguous parcels, and the consumptive nature of these facilities may foreclose opportunities for higher value employment sectors with lesser climate impacts.

Section 8. The City currently has eight such proposed development projects in the land use application or building permit process, one with 80,000 square feet and seven with between 275,000 to 681,000 square feet of planned large warehouse and distribution facility space resulting in a total of 3.34 million allocated square feet.

Section 9. The rapid expansion of large warehouse and distribution facilities throughout the United States and regionally is primarily related to an increase in home delivery of retail goods and changes in supply chain systems

Section 10. The surge in new, large warehouse developments and national trends suggest that more such proposals will be forthcoming with unconsidered and potentially irreversible implications for the City's supply of industrial land for higher employment uses, climate action goals, transportation systems, and stated goal of attracting high-skilled, high-wage employment uses.

Section 11. Without a temporary moratorium the City could, in the near future, receive applications for development that would vest to existing standards that may conflict with the achievement of the long-range vision for these areas according to the City's Strategic Plan, Comprehensive Plan, and Climate Action Framework and the City finds that in order to preserve the ability the most beneficial land use and future development, it is necessary to temporarily restrict development and expansion of large warehouse and distribution facilities and to further evaluate and potentially refine appropriate warehouse and distribution use and development standards within certain zones or transportation corridors.

RESOLUTION - 3

Section 12. City Council recognizes that bulk storage warehouses are integral to the operations of the Port of Vancouver USA, which, since it was established in 1912 as an authorized Port district pursuant to Chapter 53.04 RCW, has played a key role in the region's economy and is the primary point of entry for goods arriving by ship and rail in Southwest Washington, and that the Port of Vancouver USA requires warehouse space to store goods that are arriving or being shipped to other destinations in fulfillment of its mission as a public jobs-creating agency.

Section 13. The enactment of Ordinance M-4396 provided an exception from the temporary moratorium for permits required for upkeep, repair, or basic maintenance of existing large warehouse and distribution facilities or to work mandated by the City as necessary to maintain public health and safety.

Section 14. The City Council finds that an additional exception to Ordinance M-4396 for warehouse development projects specifically for the transshipment and storage bulk goods on land owned and retained by the Port of Vancouver USA is merited based on the unique character of the Port of Vancouver USA as a public agency, however this exception does not allow the Port of Vancouver USA to transfer any vested rights obtained while Ordinance M-4396 is effective, in its current form or as subsequently amended or extended, that would otherwise be prohibited under the temporary moratorium.

Section 15. The enactment of Ordinance M-4396 constituted an emergency due to potential irreversible land use impacts that would result from continued development of large warehouse and distribution facilities without a thorough evaluation of current economic, transportation, and climate impacts, an assessment of buildable industrial land within City limits, and an assessment of whether existing land use standards are adequate for the changing market.

Section 16. The temporary moratorium will allow the City additional time to research and

RESOLUTION - 4

develop standards for the development of large warehouse and distribution facilities, implement additional new regulation elements, and amend existing zoning ordinances, if necessary.

Section 17. A temporary moratorium will enable the City to engage in community outreach, evaluate strategies implemented by comparable municipalities, and maximize public input in the development of standards without jeopardizing any possible land use options that may be precluded by unrestricted development.

Section 18. The City Council finds that the adoption of this temporary moratorium promotes the public health, safety, and general welfare and convenience of the people of Vancouver, and will encourage the most desirable and productive use of land and properties.

ADOPTED at by the Vancouver City Council this 6th day of February, 2023.

DocuSigned by:
Anne McEnerny-Ogle
6C89B9289FC5424...
Anne McEnerny-Ogle, Mayor

Attest:

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

Approved as to form:

DocuSigned by:
Jonathan Young
9A79C2E31F694AZ...
Jonathan Young, City Attorney

RESOLUTION - 5



Warehouse Moratorium Extension

City Council Public Hearing
June 5, 2023



Chad Eiken, Director, CDD
Bryan Snodgrass, Principal Planner, CDD

Agenda

- Recap of Study Goals
- Initially-Proposed Timeline
- Early Observations
- Remaining Tasks
- Moratorium Extension Needed
- Proposed Revised Timeline
- Staff Recommendation



Warehouse Study Goals



**Understand
Differences
& Impacts**

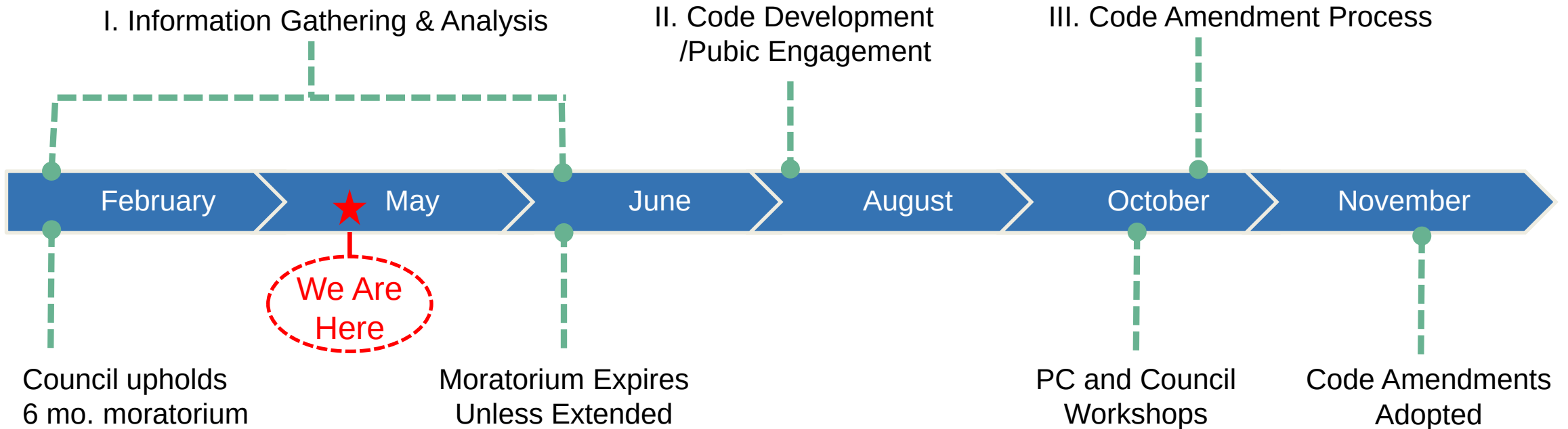


**Gather Public
and
Stakeholder Input**



**Propose Code
Amendments**

Initially-Proposed Project Timeline



Three key stages of work plan include Information Gathering, Code Development, and Code Amendment Process, with final code to be adopted in November

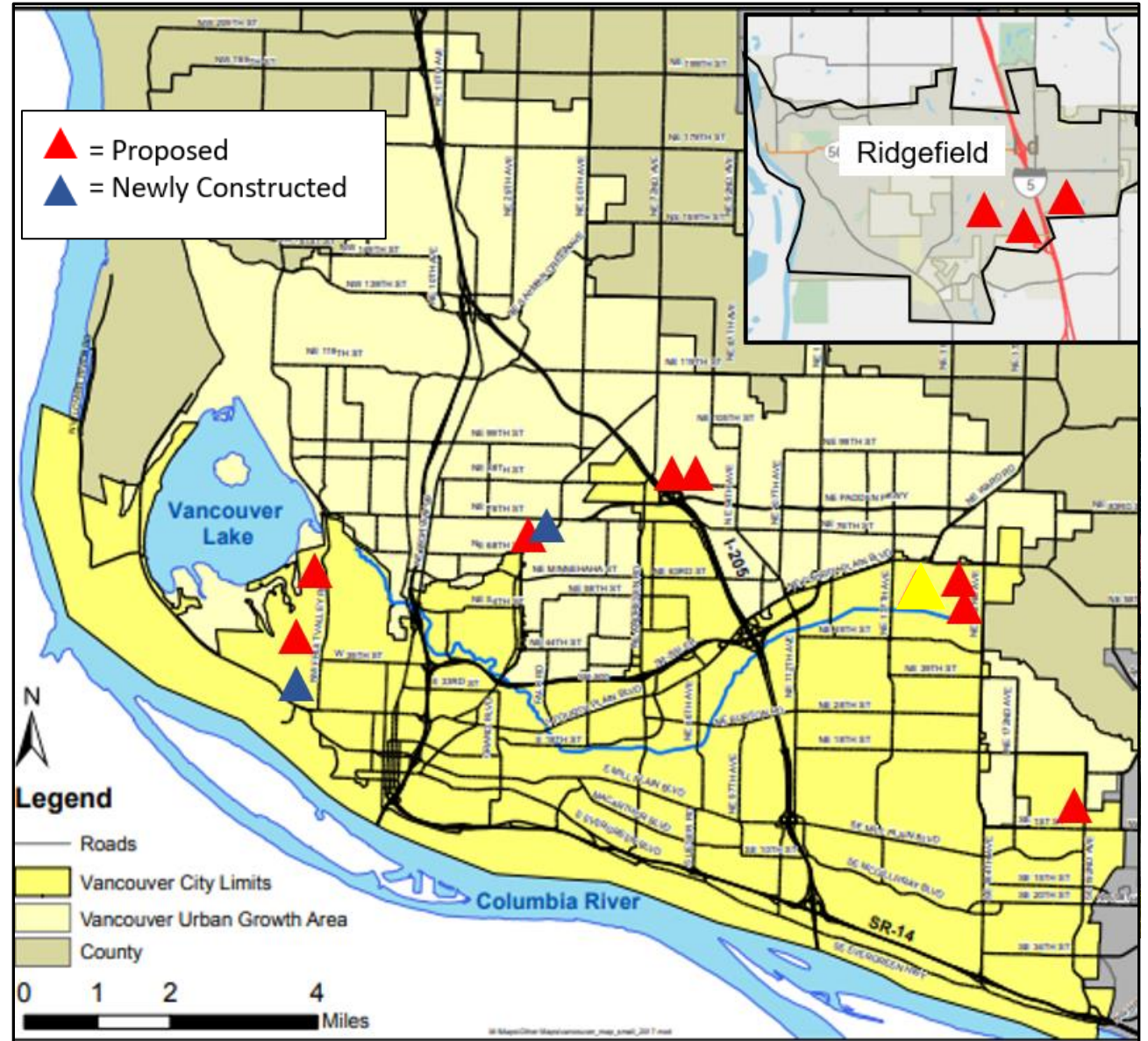
Early Observations

Summary of Proposed Warehouses (>100,000 s.f.) in Clark County

- Total of 12 proposed large warehouses in Clark County (5 in Vancouver)
- Total building area of all proposed warehouses = 6.08 million square feet; Vancouver's share = 45%
- Largest is in Camas (835,765 s.f.)
- Average size = 506,500 s.f.
- Based on average lot coverage, it takes about 14.0 acres to accommodate a 250,000 s.f. building

Proposed Warehouses >100,000 s.f. in Clark County

- City of Vancouver = 5
- Unincorporated Clark County = 3
- Ridgefield = 3
- Camas = 1

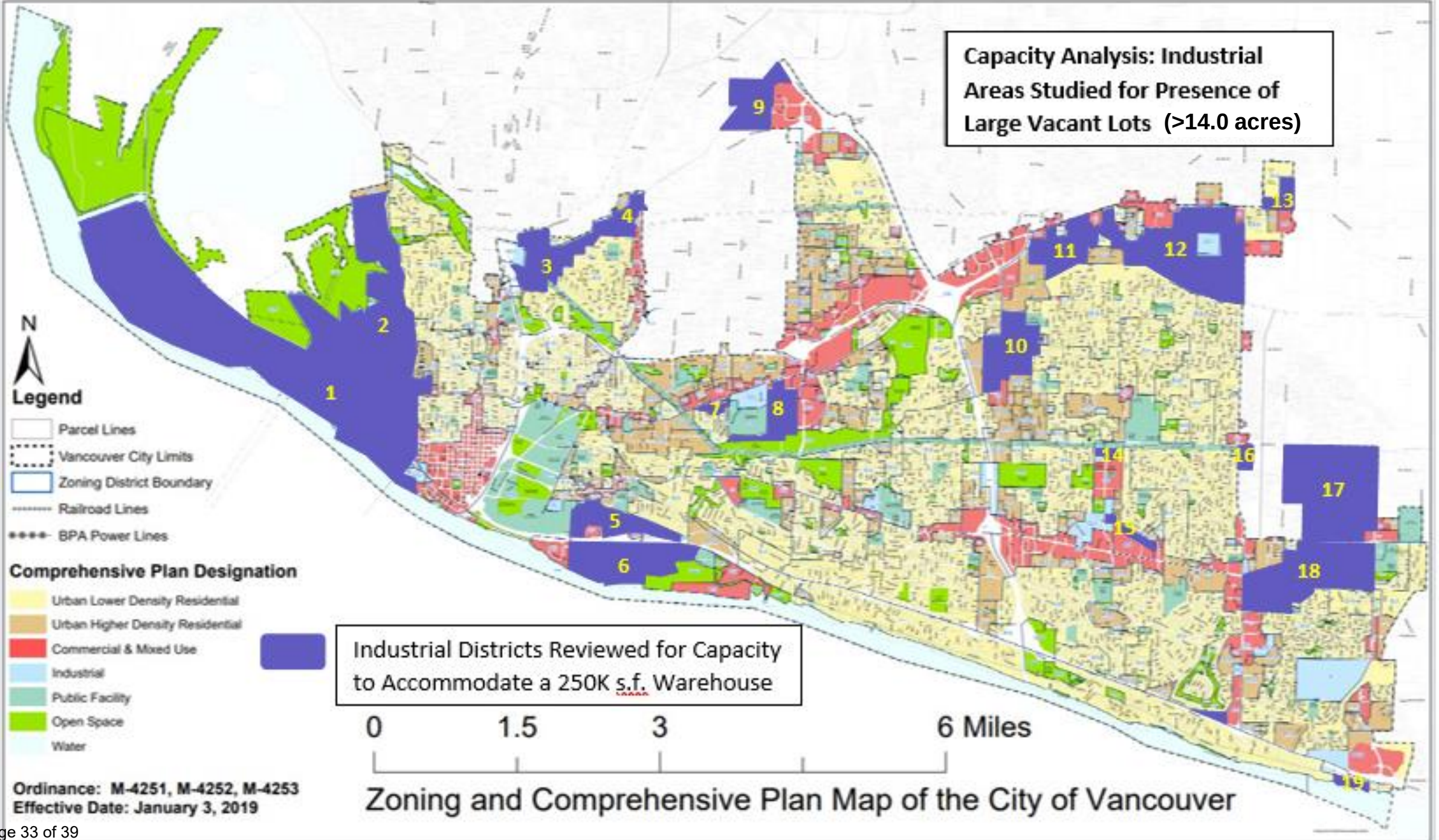


Early Observations

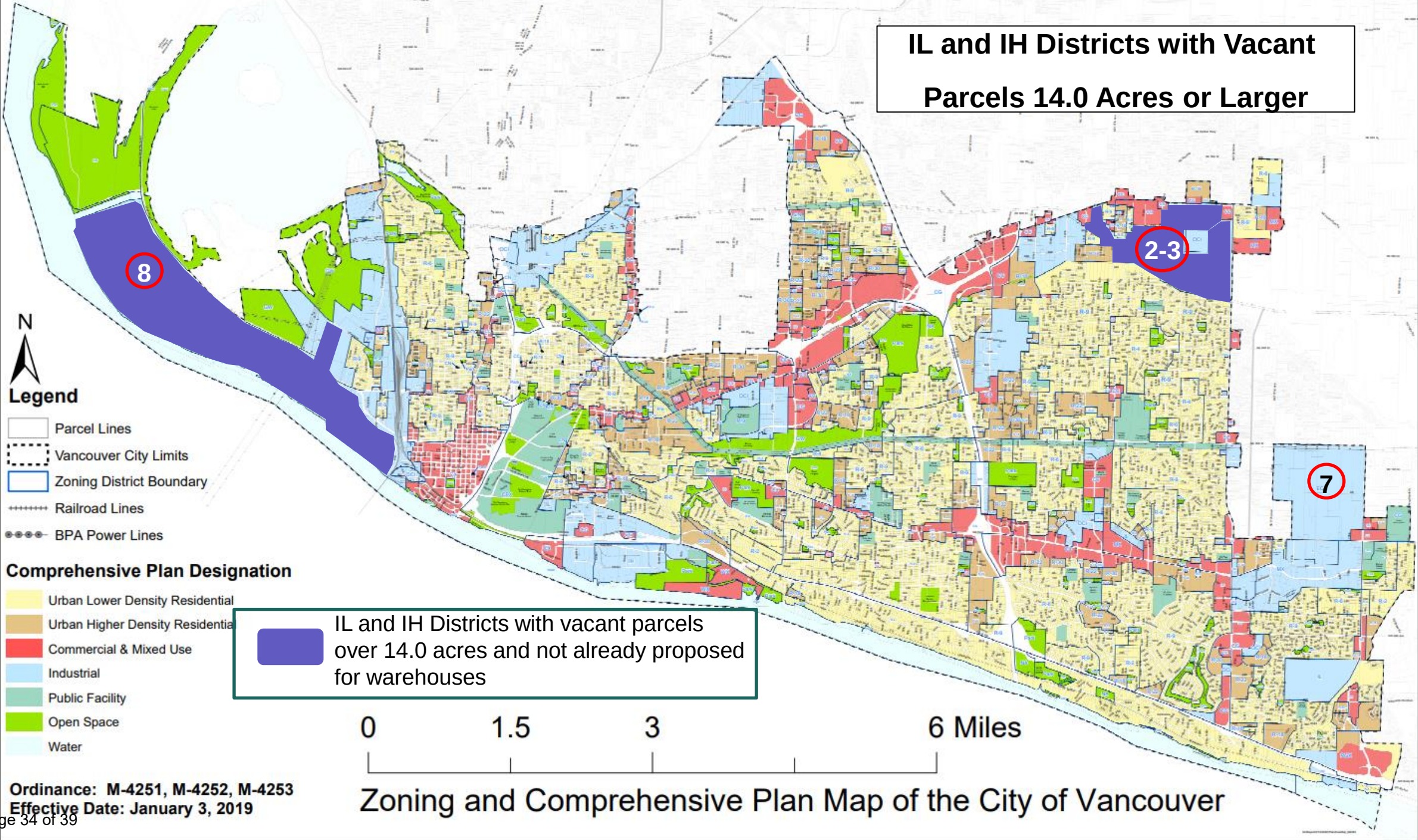
Availability of industrial land for large warehouses in City



- Staff looked at every Light Industrial (IL) and Heavy Industrial (IH) district in the City for:
 - Vacant/underutilized parcels over 14 acres in size not already with a vested warehouse project
- Staff also looked at large vacant parcels in Section 30 (zoned Employment Center Mixed Use – ECX)
- Conclusion: there are not many vacant industrial parcels >14 acres, except in Section 30 and the Port



**IL and IH Districts with Vacant
Parcels 14.0 Acres or Larger**



Ordinance: M-4251, M-4252, M-4253
Effective Date: January 3, 2019

Zoning and Comprehensive Plan Map of the City of Vancouver



Waterfront Moratorium Extension - 10

Remaining Tasks

Fehr & Peers, GLD Partners to Study:

- Physical/siting characteristics
- Operational characteristics
- Economic factors
- Adaptive re-use factors
- Sustainability/climate action features

Stakeholder/Public Engagement

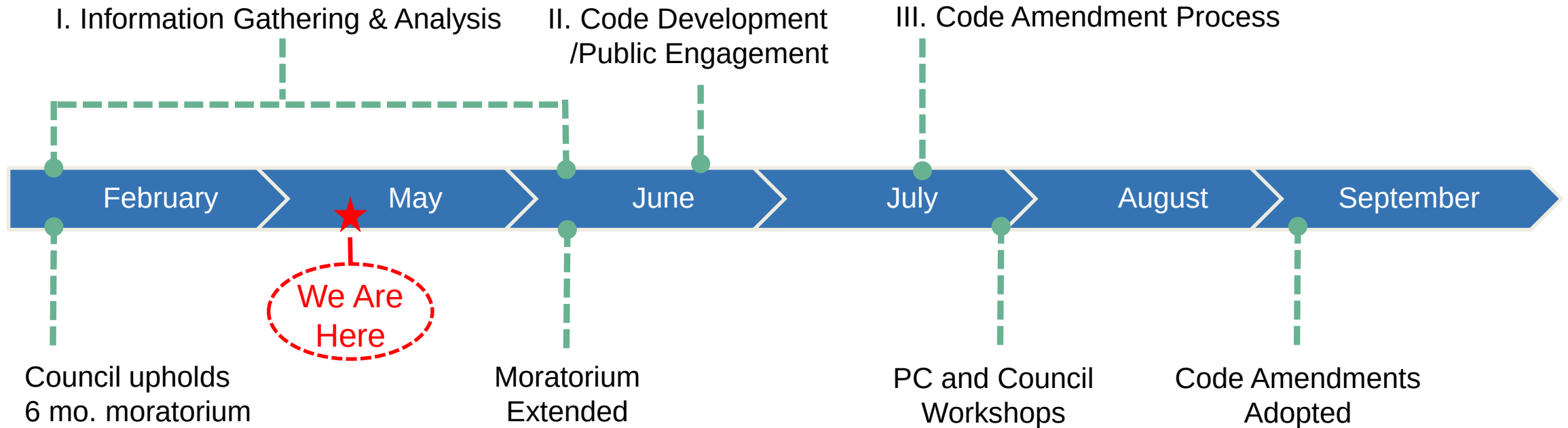
Code Development

Moratorium Extension Needed

- Fewer parcels at risk of being developed for very large warehouses than initially thought
- More analysis is needed to address impacts
- Several large parcels considered vulnerable to new warehouse projects



Proposed Revised Project Timeline



Three key stages of work plan include Information Gathering, Code Development, and Code Amendment Process, with final code to be adopted in September

Staff Recommendation



Staff recommends that following a public hearing, Council extend the moratorium on new large warehouses to allow for further analysis of impacts and to propose development code amendments.

Thank You

To learn more, visit: beheardvancouver.org/warehouse





TO: Mayor and City Council

FROM: Council Committee 1 (Hansen, Paulsen, Perez)

DATE: 5/22/2023

SUBJECT Appointments to the Transportation and Mobility Commission

Present Situation

The Transportation and Mobility Commission provides advice to Vancouver City Council, the City Manager and city staff on a variety of transportation and mobility-related projects, programs and policies. It also provides ongoing feedback and guidance on development of citywide transportation policy through the update of the city's Transportation System Plan.

Council Committee 1 recently interviewed nine candidates for the following two mid-term seats on the Transportation and Mobility Commission:

- Person who drives as their primary mode of transportation
- Person with expertise or experience in transportation planning, design, engineering, maintenance or operations

Committee 1 recommends the appointments of Soroush Mohandessi to the seat representing a driver as primary mode of transportation and Thinh Phan to the seat representing a transportation professional. The position representing the driver will begin immediately and expire Dec. 31, 2025. The term for the position representing a transportation professional would begin immediately and expire Dec. 31, 2023; due to the timing of the appointment and to ensure efficiency and continuity of the Commission's operations, Committee 1 recommends appointing Mr. Phan for a full three-year term following the conclusion of the current mid-term, expiring Dec. 31, 2026.

If there are no objections, we would like to make these appointments at the Monday, May 22, 2023, City Council meeting.

Action Requested

Appoint to the Transportation and Mobility Commission Soroush Mohandessi, term beginning immediately and expiring Dec. 31, 2025, and Thinh Phan, term beginning immediately and expiring Dec. 31, 2026.

Council Committee 1 (Hansen, Paulsen, Perez)

ATTACHMENTS:

VOUCHER APPROVAL

We, the undersigned council members of the City of Vancouver, Clark County, Washington, do hereby certify that the merchandise or services hereinafter specified have been received and that the vouchers listed below are approved for payment in the amount of:

\$ 11,466,154.99 this 22nd day of May 2023.

DocuSigned by:
Anne McEnerny-Ogle
MAYOR

Cyndi A. Turner
Digitally signed by Cyndi A. Turner
Date: 2023.05.15 15:53:32 -07'00'
AUDITING OFFICER

DocuSigned by:
Ty Stob
COUNCILMEMBER

DocuSigned by:
h.w.r
COUNCILMEMBER

DATE	INCLUSIVE CHECK NUMBERS	CHECK TOTAL
May 08, 2023 - May 14, 2023	Accounts Payable Checks (see attached)	\$ 7,707,368.70
May 08, 2023 - May 14, 2023	Hansen City Payments (see attached)	\$ 4,282.30
May 08, 2023 - May 14, 2023	Visa Refunds (see attached)	\$ 5,054.08
May 08, 2023 - May 14, 2023	Payroll Checks (see attached)	\$ 3,749,449.91
TOTAL		\$ 11,466,154.99

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Transaction Reference</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Memo</u>
Supplier Payment	Check	11158	5/10/2023	6,875.29	Aflac	
Supplier Payment	Check	11159	5/10/2023	5,352.09	AFSCME Local #307	
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Supplier Payment	Check	11161	5/10/2023	491.00	Hawaii SDU	
Supplier Payment	Check	11162	5/10/2023	792.75	IAM Local #1374	
Supplier Payment	Check	11163	5/10/2023	8,979.18	Life Insurance Company of North America	
Supplier Payment	Check	11164	5/10/2023	875.00	MFS Service Center Inc	
Supplier Payment	Check	11165	5/10/2023	100.00	OPEIU Local #11	
Supplier Payment	Check	11166	5/10/2023	4,167.72	OPEIU Local #11	
Supplier Payment	Check	11167	5/10/2023	672.00	Teamsters Local #58	
Supplier Payment	Check	11168	5/10/2023	262.50	UA Local #290	
Supplier Payment	Check	11169	5/10/2023	3,134.70	Western Conference of Teamsters	
Supplier Payment	Check	11170	5/10/2023	1,108.14	Western Metal Industry Pension Plan	
Miscellaneous Payment	Check	11171	5/10/2023	100.00	Airport Green Neighborhood Association	2023 Resource Conservation Challenge
Miscellaneous Payment	Check	11172	5/10/2023	1,244.08	Bill Maitland	CMI-333778 (jobsite: 16707 NE 65th Way A)
Miscellaneous Payment	Check	11173	5/10/2023	11.35	Bill Vernon	20230425 CPL refund
Miscellaneous Payment	Check	11174	5/10/2023	6.00	Costco Wholesale #1086	Refund of duplicate payment of Inv#77051093
Miscellaneous Payment	Check	11175	5/10/2023	218.00	CSIFV East Vancouver LLC	LUP-83313 (jobsite: 501 SE 164TH AVE A)
Miscellaneous Payment	Check	11176	5/10/2023	100.00	David Mueller	TreeFund Tree Reimbursement
Miscellaneous Payment	Check	11177	5/10/2023	50.00	Dawn Olsen	Refund duplicate payment of citation 7203806721
Miscellaneous Payment	Check	11178	5/10/2023	2,500.00	Donald Gosch	Claim Payment - DOL: 12/15/22 - Risk
Miscellaneous Payment	Check	11179	5/10/2023	150.00	Eric Woods	Treefund Tree Reimbursement
Miscellaneous Payment	Check	11180	5/10/2023	100.00	Fircrest Neighborhood Association	2023 Resource Conservation Challenge
Miscellaneous Payment	Check	11181	5/10/2023	120.00	Forest Ridge Neighborhood Association	2023 RecycleU
Miscellaneous Payment	Check	11182	5/10/2023	50.00	Jeri Saylor	Treefund Tree Reimbursement
Miscellaneous Payment	Check	11183	5/10/2023	84.00	Ludeshier LLC	Duplicate Payment on Invoice #77049385 / Cust# 100746
Miscellaneous Payment	Check	11184	5/10/2023	84.00	Short & Sweet	Refund of duplicate payment on Inv#77048372
Miscellaneous Payment	Check	11185	5/10/2023	434.50	Tanner Pallamounter	Meal fund reimbursement for Basic SWAT training.
Miscellaneous Payment	Check	11186	5/10/2023	88.06	Tyler J Brinkman	Refund of Parking Permit Lot 2 COV06698
Miscellaneous Payment	Check	11187	5/10/2023	434.50	Tyson Bellikka	Meal fund reimbursement for Basic SWAT training at Ravensdale, WA; April 30-May 5, 2023.
Miscellaneous Payment	Check	11188	5/10/2023	100.00	West Minnehaha NA	2023 Resource Conservation Challenge
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Supplier Payment	Check	11192	5/10/2023	988.74	Airgas, Inc	
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Supplier Payment	Check	11196	5/10/2023	1,100.00	Amex Products Inc	
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Supplier Payment	Check	11202	5/10/2023	23,458.82	Bargreen Ellingson	
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Supplier Payment	Check	11207	5/10/2023	64,041.51	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Supplier Payment	Check	11208	5/10/2023	57.08	Clark Public Utility District No. 1	

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Transaction Reference</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Memo</u>
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Supplier Payment	Check	11217	5/10/2023	108.33	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
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Supplier Payment	Check	11219	5/10/2023	64.95	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
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Supplier Payment	Check	11226	5/10/2023	86.80	Day Management Corp - Remit-To: Day Wireless - Milwaukee	
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Supplier Payment	Check	11228	5/10/2023	440.51	Distinctive Landscape LLC	
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Supplier Payment	Check	11238	5/10/2023	500.00	Gregory Martin Ayers	
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Supplier Payment	Check	11240	5/10/2023	6,029.94	Harper Houf Peterson Righellis Inc	
Supplier Payment	Check	11241	5/10/2023	10,000.00	Healthcare Actuaries	
Supplier Payment	Check	11242	5/10/2023	91,559.07	Herrera Environmental Consultants Inc	
Supplier Payment	Check	11243	5/10/2023	923.05	Houlihan Law PC	
Supplier Payment	Check	11244	5/10/2023	1,018.79	Iron Mountain Inc - Remit-To: Iron Mountain - New York	
Supplier Payment	Check	11245	5/10/2023	2,143.75	Karapace Consulting , LLC	
Supplier Payment	Check	11246	5/10/2023	34,415.07	KBT Distributing LLC	
Supplier Payment	Check	11247	5/10/2023	5,635.05	Kittelson & Associates Inc	
Supplier Payment	Check	11248	5/10/2023	1,194.94	Kronos Incorporated - Remit-To: Atlanta	
Supplier Payment	Check	11249	5/10/2023	831.57	Kurita America Inc - Remit-To: US Water - Minneapolis	

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Transaction Reference</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Memo</u>
Supplier Payment	Check	11250	5/10/2023	406.06	Lakeside Industries Inc - Remit-To: Lakeside - LB Seattle	
Supplier Payment	Check	11251	5/10/2023	500.00	Latino Community Resource Group	
Supplier Payment	Check	11252	5/10/2023	2,460.47	Level 3 Financing, Inc	
Supplier Payment	Check	11253	5/10/2023	190.06	Life Safety Corporation	
Supplier Payment	Check	11254	5/10/2023	18,150.13	Live Love Outreach	
Supplier Payment	Check	11255	5/10/2023	29,545.00	LK Weiss	
Supplier Payment	Check	11256	5/10/2023	2,538.75	Maul Foster & Alongi Inc	
Supplier Payment	Check	11257	5/10/2023	1,302.54	Municipal Emergency Services Inc - Remit-To: Municipal Emergency Services - Chicago	
Supplier Payment	Check	11258	5/10/2023	190,924.50	Northside Ford Truck Sales, Inc	
Supplier Payment	Check	11259	5/10/2023	13,891.67	Northwest Natural Gas Company - Remit-To: NW Natural - Portland	
Supplier Payment	Check	11260	5/10/2023	17,498.17	Northwest Staffing Resources Inc - Remit-To: Northwest Staffing Resources	
Supplier Payment	Check	11261	5/10/2023	1,074.28	One Call Concepts Inc	
Supplier Payment	Check	11262	5/10/2023	400.00	Oregon Transportation Forum	
Supplier Payment	Check	11263	5/10/2023	21,986.95	Owen Equipment Co - Remit-To: Supplier Owen Equipment Co	
Supplier Payment	Check	11264	5/10/2023	40,689.19	Parametrix, Inc	
Supplier Payment	Check	11265	5/10/2023	37,700.00	Planeteria Media	
Supplier Payment	Check	11266	5/10/2023	3,250.00	PlanIT Geo, Inc.	
Supplier Payment	Check	11267	5/10/2023	1,729.04	Point to Point Consulting Inc	
Supplier Payment	Check	11268	5/10/2023	140.00	Porter W Yett Company	
Supplier Payment	Check	11269	5/10/2023	8,919.00	Portland Adventist Medical Center	
Supplier Payment	Check	11270	5/10/2023	47,157.28	PPC Solutions Inc	
Supplier Payment	Check	11271	5/10/2023	11,668.00	Prestige Care & Rehabilitation - Camas	
Supplier Payment	Check	11272	5/10/2023	5,472.56	Public Safety Testing Inc	
Supplier Payment	Check	11273	5/10/2023	2,877.61	Qwest Corporation - Remit-To: Qwest Corp- Seattle	
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Supplier Payment	Check	11275	5/10/2023	4,408.00	Rapid Response Bio Clean Inc.	
Supplier Payment	Check	11276	5/10/2023	1,314.40	Resolute Documentation Services	
Supplier Payment	Check	11277	5/10/2023	630.00	Robinson Noble, Inc.	
Supplier Payment	Check	11278	5/10/2023	99.69	Shrums Pest Control	
Supplier Payment	Check	11279	5/10/2023	811.32	Software House International SHI - Remit-To: SHI - Dallas	
Supplier Payment	Check	11280	5/10/2023	2,169.29	Soha Sign	
Supplier Payment	Check	11281	5/10/2023	7,697.69	SP Plus Corporation	
Supplier Payment	Check	11282	5/10/2023	1,362.50	Stantec Consulting Services Inc - Remit-To: Stantec - Chicago	
Supplier Payment	Check	11283	5/10/2023	8.39	State of Oregon Department of Transportation - Remit-To: OR DMV - Salem	
Supplier Payment	Check	11284	5/10/2023	16,259.91	State of Washington Department of Ecology - Remit-To: State of Washington Department of Ecology	
Supplier Payment	Check	11285	5/10/2023	301.00	State of Washington Department of Licensing - Remit-To: DOL - Seattle Remit	
Supplier Payment	Check	11286	5/10/2023	243.73	State of Washington Department of Transportation	
Supplier Payment	Check	11287	5/10/2023	2,323.25	State of Washington State Patrol	
Supplier Payment	Check	11288	5/10/2023	6.45	Stericycle Inc - Remit-To: Shred-It	
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Supplier Payment	Check	11290	5/10/2023	114,733.00	Terry Taylor	
Supplier Payment	Check	11291	5/10/2023	1,512.00	The Loudenback Corporation	
Supplier Payment	Check	11292	5/10/2023	750.00	TRC Environmental Corp - Remit-To: TRC - Pittsburgh	
Supplier Payment	Check	11293	5/10/2023	1,191.04	Triple J Enterprises	
Supplier Payment	Check	11294	5/10/2023	700.00	United States Postal Service - Remit-To: United States Postal Service Caples	
Supplier Payment	Check	11295	5/10/2023	235.00	Vancouver Aire LLC	
Supplier Payment	Check	11296	5/10/2023	95.00	Vancouver Granite Works Inc	

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Transaction Reference</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Memo</u>
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Supplier Payment	Check	11298	5/10/2023	15,069.06	Wallis Engineering PLLC	
Supplier Payment	Check	11299	5/10/2023	24,758.34	Waste Connections of Washington - Remit-To: Waste Connections - Vancouver	
Supplier Payment	Check	11300	5/10/2023	854.30	Wex Bank	
Supplier Payment	Check	11301	5/10/2023	3,956.17	WSP USA Inc. - Remit-To: WSP USA Inc. Dallas	
Supplier Payment	Check	11302	5/10/2023	16,659.50	Xchange Recovery	
Supplier Payment	Check	11303	5/10/2023	145.90	XPO Logistics Enterprise Services, Inc - Remit-To: XPO - Portland	
Supplier Payment	Check	11304	5/10/2023	1,023.75	Yakima County	
Supplier Payment	Check	11305	5/10/2023	2,282.68	Zayo Group Holding Inc - Remit-To: Zayo Group Holding Inc	
Ad Hoc Payment	Check	11306	5/10/2023	160.84	Andersen,Dane or Kelli	Utility Refunds: 0012057650-02
Ad Hoc Payment	Check	11307	5/10/2023	87.07	Andersen,Eugene or Marlene	Utility Refunds: 0019052600-03
Ad Hoc Payment	Check	11308	5/10/2023	60.97	Anderson,Loni	Utility Refunds: 0138001970-10
Ad Hoc Payment	Check	11309	5/10/2023	45.65	Andrea Thompson Living Trust	Utility Refunds: 0006073100-07
Ad Hoc Payment	Check	11310	5/10/2023	45.39	Benjamin,Nancy or Richard	Utility Refunds: 0102000248-03
Ad Hoc Payment	Check	11311	5/10/2023	71.46	Bishop,Angela	Utility Refunds: 0046013500-04
Ad Hoc Payment	Check	11312	5/10/2023	111.66	Breckenridge Property Fund 2016 LLC	Utility Refunds: 0003027900-13
Ad Hoc Payment	Check	11313	5/10/2023	70.30	Claus,Jesse or Amanda	Utility Refunds: 0070091090-03
Ad Hoc Payment	Check	11314	5/10/2023	3.00	Coker,Christopher or Nora	Utility Refunds: 0069080376-05
Ad Hoc Payment	Check	11315	5/10/2023	17.81	Darrah,Kimberly	Utility Refunds: 0126002450-02
Ad Hoc Payment	Check	11316	5/10/2023	18.51	Denise Bozarth or George Chiong	Utility Refunds: 0000002850-04
Ad Hoc Payment	Check	11317	5/10/2023	31.39	Downing,Kenneth	Utility Refunds: 0158000160-12
Ad Hoc Payment	Check	11318	5/10/2023	189.72	Elise Bartling or Brad Pech	Utility Refunds: 0101000180-03 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	11319	5/10/2023	30.23	Fox,Kristina	Utility Refunds: 0031004400-05
Ad Hoc Payment	Check	11320	5/10/2023	271.32	Gonzales,Jose or Mimie	Utility Refunds: 0000007578-03 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	11321	5/10/2023	139.60	Hanley,Emma	Utility Refunds: 0164002004-05
Ad Hoc Payment	Check	11322	5/10/2023	123.00	Heying,Richard	Utility Refunds: 0047084151-12 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	11323	5/10/2023	63.45	Hill,Heidi or Richard	Utility Refunds: 0107002874-01
Ad Hoc Payment	Check	11324	5/10/2023	589.96	ITF Pioneer National LLC	Utility Refunds: 0014067705-04 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	11325	5/10/2023	92.51	Johnston,Jon or Cindy	Utility Refunds: 0115003040-01
Ad Hoc Payment	Check	11326	5/10/2023	115.00	Leroy Lies Loving Trust	Utility Refunds: 0074017548-05 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	11327	5/10/2023	33.08	Mackey,John or Sharon	Utility Refunds: 0055030200-02
Ad Hoc Payment	Check	11328	5/10/2023	84.13	Malcom,Kirk or Sarah	Utility Refunds: 0046071000-09
Ad Hoc Payment	Check	11329	5/10/2023	71.63	McFetridge,Janet or David	Utility Refunds: 0113010030-02
Ad Hoc Payment	Check	11330	5/10/2023	104.41	Merrick,Arnie or Dolores	Utility Refunds: 0012090000-07
Ad Hoc Payment	Check	11331	5/10/2023	84.40	My,Dara	Utility Refunds: 0107004998-01
Ad Hoc Payment	Check	11332	5/10/2023	167.47	Nancy Adair or Lita Hedden	Utility Refunds: 0048051700-00
Ad Hoc Payment	Check	11333	5/10/2023	478.43	Nguyen,Huong	Utility Refunds: 0028036401-18
Ad Hoc Payment	Check	11334	5/10/2023	116.47	Nylund Inc	Utility Refunds: 0096000222-02 Consolidated refund created from multiple refunds

INVOICE PAYMENTS REPORT

Payment Category	Payment Type	Transaction Reference	Payment Date	Payment Amount	Payment Payee	Memo
Ad Hoc Payment	Check	11335	5/10/2023	91.24	Opendoor Labs Inc	Utility Refunds: 0074022542-03
Ad Hoc Payment	Check	11336	5/10/2023	85.38	Opendoor Property J LLC	Utility Refunds: 0063008862-02
Ad Hoc Payment	Check	11337	5/10/2023	39.10	Pahlisch Homes Inc	Utility Refunds: 0500005988-01
Ad Hoc Payment	Check	11338	5/10/2023	85.27	Perna,Justin	Utility Refunds: 0115000530-13
Ad Hoc Payment	Check	11339	5/10/2023	202.36	Prokop,Diane	Utility Refunds: 0128000115-02 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	11340	5/10/2023	17.73	Richardson Family Trust	Utility Refunds: 0081011000-09
Ad Hoc Payment	Check	11341	5/10/2023	41.22	Schmit,Joanna	Utility Refunds: 0057034420-10
Ad Hoc Payment	Check	11342	5/10/2023	286.00	Shore,Denise or Brandon	Utility Refunds: 0165001250-01
Ad Hoc Payment	Check	11343	5/10/2023	16.25	Summerfield Homes LLC	Utility Refunds: 0114008908-17
Ad Hoc Payment	Check	11344	5/10/2023	52.48	Tapani Inc	Utility Refunds: 0500002511-09
Ad Hoc Payment	Check	11345	5/10/2023	24.99	The Charla V Krueger Trust	Utility Refunds: 0112011070-03
Ad Hoc Payment	Check	11346	5/10/2023	196.14	Veazie,Richard	Utility Refunds: 0109000114-03 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	11347	5/10/2023	481.14	Vilaysanh,Jimmy or Hang	Utility Refunds: 0060073411-03
Ad Hoc Payment	Check	11348	5/10/2023	102.25	Wojcik,Dori	Utility Refunds: 0071093700-08
			Check	1,779,843.11		
Expense Payment	Direct Deposit	EFT-00196038	5/11/2023	36.00	Mayra Cardenas	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196039	5/11/2023	284.92	Bryan Edmiston	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196040	5/11/2023	436.93	Mark Hazuka	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196041	5/11/2023	175.00	Robert Block	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196042	5/11/2023	108.75	Erik Jennings	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196043	5/11/2023	109.75	Jenn Amadeo	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196044	5/11/2023	55.00	Jeff Mori	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196045	5/11/2023	283.71	Jerrek Laursen	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196046	5/11/2023	0.50	Carole Boswell	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196047	5/11/2023	494.06	LeMont Lucas	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196048	5/11/2023	30.00	Tyson Taylor	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196049	5/11/2023	60.00	Chad Lawry	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196050	5/11/2023	52.50	Ryan Starbuck	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196051	5/11/2023	108.69	Rodney Trumpf	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196052	5/11/2023	52.50	Sean Suarez	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196053	5/11/2023	122.25	Maxwell Archer	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196054	5/11/2023	61.00	Eric Giacchino	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196055	5/11/2023	116.75	Nathanael Bambilla	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196056	5/11/2023	36.00	Erik Tabinowski	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196057	5/11/2023	309.21	Jordan Macfarlane	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196058	5/11/2023	36.00	Eric Schadler	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196059	5/11/2023	36.00	Blake Cothren	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196060	5/11/2023	64.68	Tanya Wollstein	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196061	5/11/2023	102.00	Magalva Herman	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196062	5/11/2023	60.00	McAvoy Shipp	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00196063	5/11/2023	36.00	Catherine Morey	Employee Reimbursement
Cash Advance Payment	Direct Deposit	EFT-00196064	5/11/2023	333.00	Noah Hilliker	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00196065	5/11/2023	521.00	Jen Thomas	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00196066	5/11/2023	276.50	Nathan Leek	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00196067	5/11/2023	60.00	Steven Forgette	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00196068	5/11/2023	324.50	Rick Lagerquist	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00196069	5/11/2023	310.05	Rainy Rau	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00196070	5/11/2023	259.00	Kyle Privett	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00196071	5/11/2023	111.00	Julie Patterson	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00196072	5/11/2023	379.50	Tyler Knotts	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00196073	5/11/2023	44.25	Spencer Harris	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00196074	5/11/2023	77.00	Philip Lavine	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00196075	5/11/2023	259.00	Ashley del Campo	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00196076	5/11/2023	259.00	Stacey Allington	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00196077	5/11/2023	333.00	Kassidy Flaherty	Travel Advance
			Direct Deposit	6,815.00		
Supplier Payment	EFT	EFT-00196033	5/10/2023	950.40	Vancouver Command Guild	
Supplier Payment	EFT	EFT-00196034	5/10/2023	15,642.01	Allegiance Benefit Plan Management Inc	
Supplier Payment	EFT	EFT-00196035	5/10/2023	140.70	Legal Shield	
Supplier Payment	EFT	EFT-00196036	5/10/2023	25,490.16	IAFF Local #452	
Supplier Payment	EFT	EFT-00196037	5/10/2023	12,050.22	Vancouver Police Officer Guild	
Supplier Payment	EFT	EFT-00196086	5/10/2023	72,796.41	Doofittle Acquisitions	
Supplier Payment	EFT	EFT-00196078	5/11/2023	1,483.24	State of Washington Consolidated Technology Services	
Supplier Payment	EFT	EFT-00196079	5/11/2023	6,089.36	MacKay Sposito Inc	
Supplier Payment	EFT	EFT-00196080	5/11/2023	2,000.00	Salazar Architect Inc	
Supplier Payment	EFT	EFT-00196081	5/11/2023	104,718.56	Halme Excavating Inc	
Supplier Payment	EFT	EFT-00196082	5/11/2023	4,817.56	Linguava Interpreters Inc	
Supplier Payment	EFT	EFT-00196083	5/11/2023	7,500.00	Arbutus Consulting LLC	
Supplier Payment	EFT	EFT-00196084	5/11/2023	114,144.01	Jeffrey D. Barrar, PS	

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

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INVOICE PAYMENTS REPORT

Payment Category	Payment Type	Transaction Reference	Payment Date	Payment Amount	Payment Payee	Memo
			5/15/2023	2,818.08	Miscellaneous	Parks Class Refunds FCC 05-08-23 to 05-14-23
			5/15/2023	2,236.00	Miscellaneous	Parks Class Refunds MCC 05-08-23 to 05-14-23
			VISA Total	5,054.08		
			Payroll Total	3,749,449.91		
			GRAND TOTAL	11,466,154.99		

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

City of Vancouver
Payroll Council Report
May 08, 2023 - May 14, 2023

Check No.	Date	Explanation	Amount
1202 - 1233	05/10/23	May 10th Payroll	\$ 11,366.99
194188 - 196032	05/10/23	May 10th Direct Deposit	\$ 3,738,082.92

\$ 3,749,449.91



2023 Session Review



Brian Enslow

Principal, Arbutus Consulting

w/ Aaron Lande

Policy and Program Manager

2023 State Legislative Priorities

- I-5 Bridge Replacement
- 32nd Avenue Extension
- Vancouver Heights
- Property Tax Cap
- Homelessness Response Support
- Housing Availability and Affordability
- Annexation
- Climate Funding Mechanism
- Climate Incentives
- Main Street Program Amendment
- Regional Police Training Facility
- Fire Department Logistics Facility



CITY OF VANCOUVER 2023 State Legislative Priorities

I-5 Bridge Replacement | Budget Item

During the 2022 legislative session, the Washington State Legislature passed the Move Ahead Washington transportation package, which included \$1 billion to fund Washington's share of the anticipated costs needed to complete the Interstate Bridge Replacement (IBR) program. As of November 2022, Oregon and Washington have committed a combined \$100 million for program planning efforts: \$55 million from Oregon and \$45 million from Washington. An additional \$97.2 million is committed through Connecting Washington for improvements to the Mill Plain Boulevard interchange that are assumed to be needed as part of the future IBR program. The IBR program anticipates a \$1 billion contribution from Oregon to be considered during the upcoming 2023 legislative session. The IBR has identified \$137 million from Washington during the 2023-2025 biennium as necessary funds to advance this project and City of Vancouver urges the WA legislature to allocate those funds.

32nd Avenue Extension | Future Budget Item

The 32nd Avenue Extension project is critical to relieving local and regional congestion, reducing air pollution in the City's most economically disadvantaged neighborhood, creating safer multimodal connections, and allowing for continued economic growth at the Port of Vancouver and nearby industrial areas. This project will create a new freight corridor that will provide a more reliable and direct connection to reach the City's industrial hub, catalyze development of industrial-zoned lands and increase safety.

Vancouver Heights | Future Budget Item

In 2017 the City purchased nearly 12 acres of the shuttered former Tower Mall in one of the community's oldest neighborhoods, Vancouver Heights. Adjacent to vacant property already under City ownership, this strategic purchase created an unprecedented opportunity to revitalize a 63 acre area of the City that - passed over by market forces - has seen decades of decline. The City's vision for the site's redevelopment is built around connectivity, equity, climate action and economic opportunity. The Heights will become a vibrant and diverse neighborhood center that includes engaging public spaces, safe and affordable housing, business retention and expansion and multimodal travel options. Infrastructure construction is poised to begin in 2024 and the full redevelopment will be completed over several phases. In addition to significant City funding, this project will require investments by the state in the form of capital and transportation funds, the federal government, and private stakeholders.

Property Tax Cap | Policy Item

The City supports changes to the existing 1% property tax cap to allow for factoring in both population growth and inflation.

Ranked-Choice Voting | Policy Item

The City supports the Ranked-Choice Voting Local Options Bill, which will allow the City to conduct elections using Ranked-Choice Voting as allowed under the city charter.

Capital Budget Priorities

Regional Police Training Facility

- The City supports the Criminal Justice Training Commission's capital budget request to locate a regional police training facility in Clark County and ongoing operating funds for the facility. This facility will serve all SW Washington law enforcement agencies, including Clark, Cowlitz, Skamania and Wahkiakum Counties.

Fire Department Logistics Facility

- The City is requesting \$848,590 to assist with a remodel construction project at Fire Station 5 to secure equipment inside and in a climate-controlled environment. This is in addition to the initial state support the City received last year.

Capital Budget Results

✓ **Regional Police Training Facility**

- Operating and Capital Budget funding was provided to establish a Southwest Washington Regional Training Academy. \$1M was provided in the Capital Budget to assist with Tenant improvements and other capital needs. The Operation Budget included funding sufficient to purchase start up equipment and fund two ongoing, rolling classes.

✓ **Fire Department Logistics Facility**

- The Approved Capital Budget included \$874K to finish the construction project at Fire Station 5 to secure equipment inside and in a climate-controlled environment.

Transportation Budget Priorities



I-5 Bridge Replacement

- Ensure Sufficient Funding is Available in 2023-25.

Support the Clark County Transportation Alliance Policy Statement

- A strong, united voice increases the chances that our region will receive funding for critical transportation projects.

32nd Avenue Extension

- Critical to relieving local and regional congestions as well as reducing air pollution in the City's most economically disadvantaged neighborhood.

Transportation Budget Results



✓ **I-5 Bridge Replacement**

- The Interstate Replacement Bridge Project is funded at the requested levels for the 2023-25 Biennium (\$275M)

✓ **Tolling Authority for Columbia River Crossing Bridge**

- SB 5765, allowing tolls for both the existing and new Columbia River bridge crossings, The tolls will be one of multiple revenue streams used to cover the cost of building a new crossing between Washington State and Oregon over the Columbia River.

Policy Bill Priorities

Main Street Technical Fix

- The City will partner with the Washington State Department of Revenue (DOR) to address a technical correction related to the tax credit provision in SB 5617.

Property Tax Cap

- The City supports changes to the existing 1% property tax cap to allow for factoring in both population growth and inflation.

Annexations

- The City believes that annexation laws should encourage the incorporation of urban areas designated under the GMA. This supports logical development and expansion of cities to provide for a healthy and growing local economy.

Policy Bill Results

✓ Main Street Technical Fix

- SB 5336, by Sen. Cleveland, was signed into law on April 14th . This bill resolved the technical omission from last year.

Property Tax Cap

- Both the House and Senate introduced measure to increase the Property Tax. Ultimately the effort was unsuccessful this year, but the issue was a more relevant conversation than prior years.

✓ Annexations

- HB 1424, by Rep. Berg, was signed into law on May 9th. This bill provides a state sales tax credit to help facilitate the annexation of residential areas and other areas that have proven difficult to annex prior.



Housing Availability and Affordability

- The City supports the AWC proposed package to increase housing availability and affordability by creating a statewide baseline while still allowing cities to have the flexibility to implement additional local solutions.
- HB 1110, which legalizes middle housing throughout the state of Washington. Specifically for the City of Vancouver the bill mandates:
 - The development of at least four units per lot on all lots zoned predominantly for residential use, and...
 - The development of at least six units per lot on all lots zoned predominantly for residential use, within one-quarter mile of bus rapid transit/light rail.



Homelessness Response Support

- The City supports the creation of an additional 0.25% councilmanic Real Estate Excise Tax or similar tool for the express purpose of providing direct homelessness response.
- For homes sold over \$3.025 million, HB 1628 allowed cities and counties to increase the REET paid by home sellers by 0.25% and increase the REET paid by home buyers by 0.50%.
- Revenue was earmarked to help provide affordable housing solutions and combat homelessness in Washington State.
- This bill was not included as part of the final budget negotiations.



Covenant Homeownership Account

- HB 1474 creates the Covenant Homeownership Account (CHA) and program to address the history of housing discrimination due to racially restrictive real estate covenants in Washington State.
- The CHA is funded with a \$100 document recording assessment fee.
- Local input into the program creation is essential.



Climate Funding Mechanism

- The City requests that a percentage of Climate Commitment Act funds be made available to local jurisdictions with adopted climate action plans or frameworks to support local efforts towards achieving local and state emission reduction goals.

Climate Incentives

- The City supports policies that would incentivize property owners, consumers, and businesses to move towards lower carbon solutions.
- Such as: public incentives for energy efficient heating, assistance to low-income households for heat pump conversions, electrification of fleets and fleet conversion, etc.



Planning for Climate Change

- HB 1181 adds:
 - Updates existing goals of the Growth Management Act (GMA) and adds a climate change and resiliency goal.
 - Updates mandatory elements of the comprehensive plan to include various climate-related provisions.

Climate Commitment Act Funding

- The Climate Commitment Act Funding includes:
 - Grants to local governments to assist with implementing HB 1181
 - Assistance to Washington's most venerable citizens to help every household become my energy efficient.
 - Additional transit and multimodal transportation projects.

Plastic Stewardship

Single-Use Plastics and WRAP ACT

- Although SHB 1085 reducing single-use plastic passed this session and was delivered to the governor on April 14 to be signed into law, more comprehensive recycling reform legislation known as the “WRAP Act” (HB 1131/SB 5154) did not fare as well. House Environment Chair Representative Beth Doglio (D-Olympia) has already announced that passing the WRAP Act will be a priority during the 2024 session,



Public Safety and Community Issues

- **Blake:**

The final version of the conference committee report for E2SSB 5536 adopted the Senate's decision to make simple possession a gross misdemeanor and maintained the House's statewide preemption of local laws in drug paraphernalia, and also kept pathways for treatment. This bill failed to pass the House on the last day of the Session.

- **Vehicle Pursuits:**

ESB 5352 allows police to do vehicle pursuits to pursue those who have been driving under the influence, and for certain other violent crimes where there is reasonable suspicion.

- **Third Party Administrators:**

HB 1521 requires self-insured employers and any third-party administrator to handle claims in good faith.

- **Law Enforcement Liability:**

HB 1025 died in the House; it would have created a a cause of action against any peace officer who acts under color of authority, engages in conduct that is unlawful under the state Constitution or specific state laws.

Thank You

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