CITY OF Vancouver WASHINGTON

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

Anne McEnerny-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 Cassaanova-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*

Engineers' Estimate	*$1,600,000.00*

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 reclassed 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 reclassed multiple positions to align with their new organizational structure, which includes reclassifying a Police Officer to Public Safety Technology Manger 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.

DocuSigned by:
Anne McEnerny-Ogle
6C89D9089EC5424...
Anne McEnerny-Ogle, Mayor

Attest:

DocuSigned by:
Natasha Ramras
BCF6734E40E94AE...
Natasha Ramras, City Clerk

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

From: City of Vancouver - Office of the City Manager
To: Dollar, Sarah
Subject: FW: 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

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

TOYER STRATEGIC ADVISORS, INC.
[redacted]
LAKE STEVENS, WA 98258
toyerstrategic.com

May 1, 2023

Mayor Anne McEnerny-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,

David K. Toyer
President

TOYER STRATEGIC ADVISORS, INC.
[redacted]
LAKE STEVENS, WA 98258
toyerstrategic.com

February 4, 2023

Mayor Anne McEnerny-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

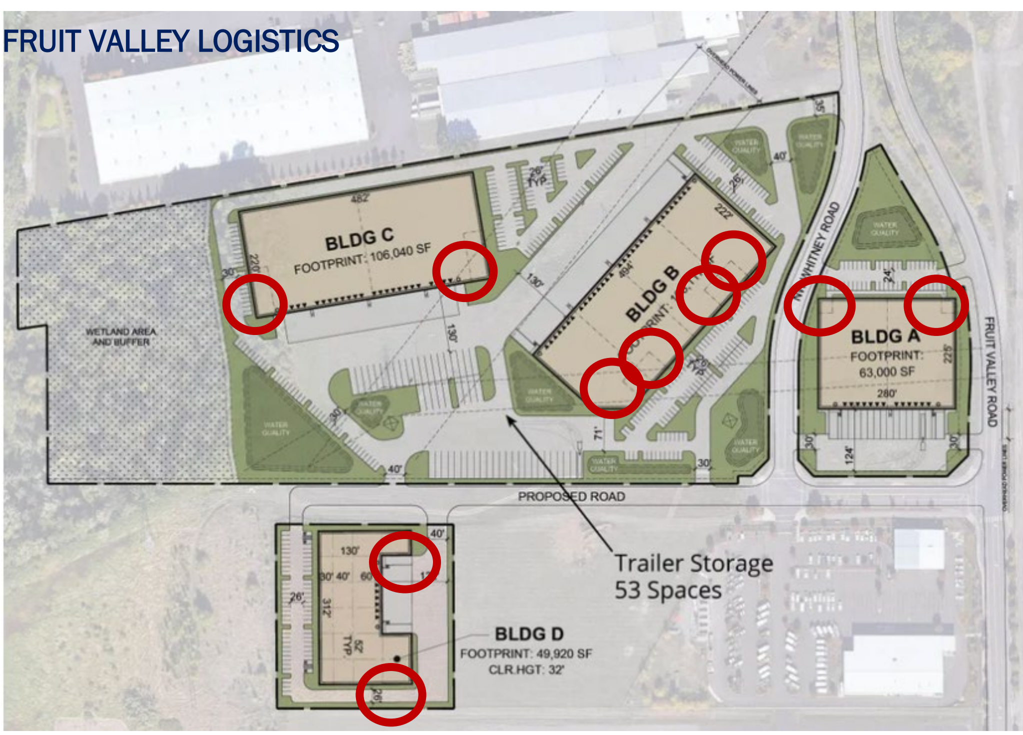
Below and on the next page are two examples of "industrial warehouses" the city has referenced when talking about the large warehouse projects that are the impetus for the moratorium even though these projects are designed to accommodate multiple industrial building tenants, much like strip commercial 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

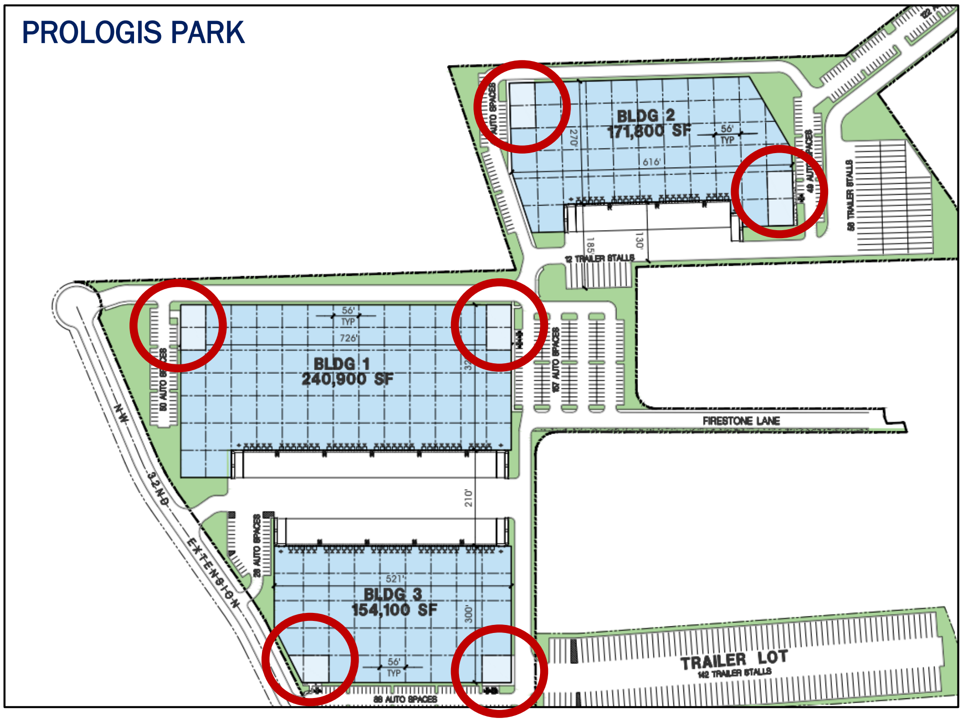
Moratorium's Perspective: It's a 325,000 square feet warehouse distribution project.

What's Actually Shown: Overall building sizes that range from ±49,000 square feet to ±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 ±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.

		Hourly Wages								
NAICS	Industry	<$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."*

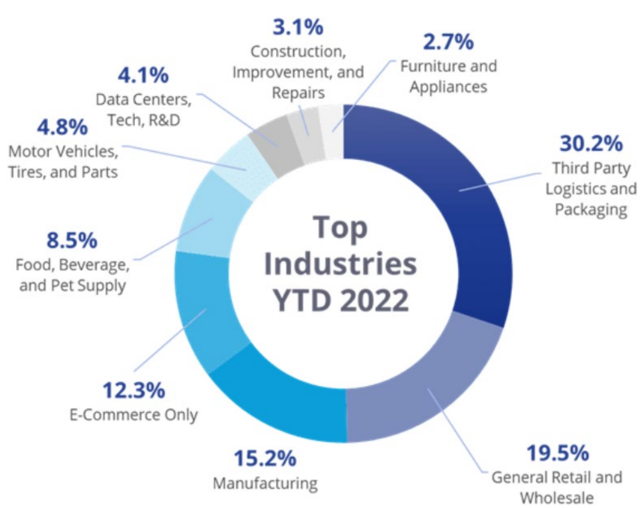
- According to an article by Wealth Management.com[i], over 1,800 companies re-shored production in 2021. The cite James Breeze, senior director and global head of industrial & logistics research at CBRE:

  > *". . . 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 Estate[ii] 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 Analysis[iii] 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."*

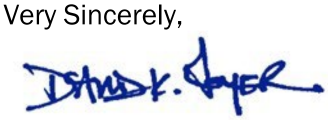
According to NAOIP, the average E-commerce facility has three times the number of employees per square foot compared to traditional contract warehousing.

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/znldhr3251/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

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.

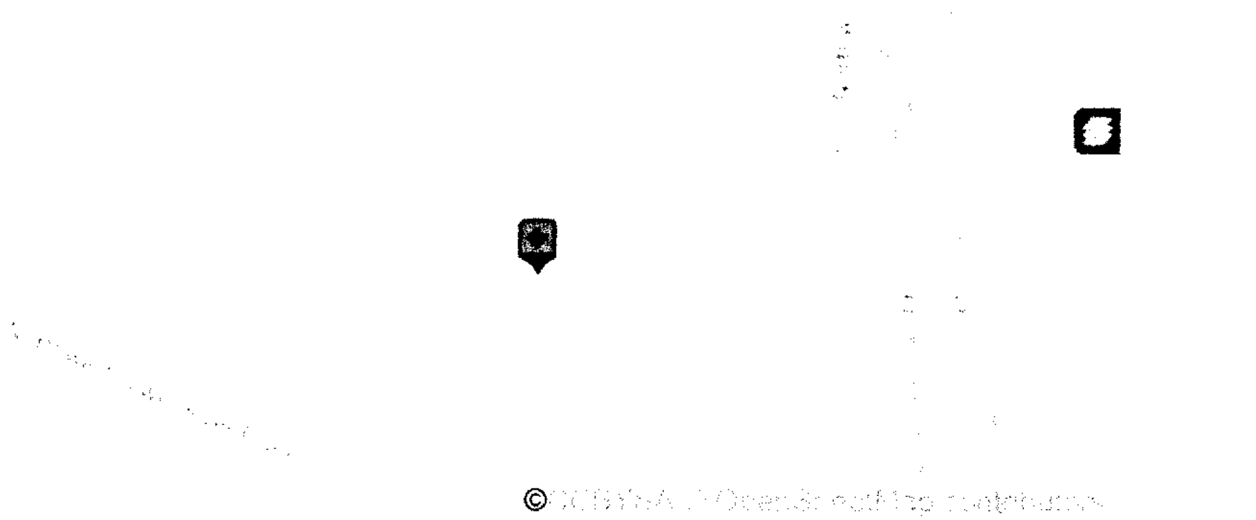
For traffic impact, the project would require an extension off La Frambois for driveway access, a direct access off La Frambois and a driveway off Fruit Valley. It would add an estimated 1,900 daily trips from the Industrial Park-the bulk of which will be funneling onto Mill Plain and 4th Plain corridors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

Prologis Park Warehouse Part 2

by Ben McCarty, Vice President, NWNA

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 nonsignficance 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

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.