



City Council Meeting Minutes

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

Anne McEnerny-Ogle, Mayor • Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

January 8, 2024

**5:45 p.m. EXECUTIVE SESSION RE: PERSONNEL (RCW
42.30.110(1)(f) (30 minutes)**

The Council entered executive session from 5:45-6:15 p.m. for the purpose of discussing Personnel.

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/36177?startStreamAt=0&stopStreamAt=6147 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, Stober, Hansen, and Mayor McEnerny-Ogle

Absent: Councilmember Paulsen

Motion by Councilmember Hansen, seconded by Councilmember Fox, and approved unanimously to excuse Councilmember Paulsen.

Councilmember Harless was remote for the meeting.

Approval of Minutes

Minutes - March 27, 2023

Motion by Councilmember Stober, seconded by Councilmember Hansen, and carried unanimously to approve the meeting minutes of March 27, 2023.

Minutes - June 12, 2023

Motion by Councilmember Hansen, seconded by Councilmember Stober, and carried unanimously to approve the meeting minutes of June 12, 2023.

Minutes - September 25, 2023

Motion by Councilmember Fox, seconded by Councilmember Perez, and carried unanimously to approve the meeting minutes of September 25, 2023.

Minutes - November 27, 2023

Motion by Councilmember Hansen, seconded by Councilmember Stober, and carried unanimously to approve the meeting minutes of November 27, 2023.

Minutes - December 4, 2023

Motion by Councilmember Perez, seconded by Councilmember Stober, and carried unanimously to approve the meeting minutes of December 4, 2023.

Minutes - December 11, 2023

Motion by Councilmember Fox, seconded by Councilmember Perez, and carried unanimously to approve the meeting minutes of December 11, 2023.

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

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

Consent Agenda (Items 1-11)

Motion by Councilmember Hansen, seconded by Councilmember Stober, and carried unanimously to approve items 1-11 on the Consent Agenda.

1. Bid Rejection - Bid #23-44: Sewage Lift Pump for Vancouver Marine Park Wastewater Treatment Facility

Staff Report: 001-24

The influent sewage lift pumps are a critical infrastructure component to Vancouver's wastewater treatment services. The Marine Park WWTF sewage influent pump gallery contains two newer non-clog pumps and three pumps from original construction in the 1990's. The three older pumps clog with wipes and debris within two days of operation and require treatment plant operators to manually remove the material from pumps. Replacement of two of the larger old pumps with newer non-clog pumps is necessary to ensure a safer workplace and more reliable operation.

This project was bid on October 26, 2023, for the purchase of two Sewage Lift Pumps for Vancouver's Marine Park WWTF. One bid was received and opened. The bid was \$862,969.30 which is 9.5 times higher than the published engineer's estimate of \$90,000.

SUMMARY OF BIDS	
BIDDER	AMOUNT
Whitney Equipment, Woodinville, WA	\$862,969.30
Engineer's Estimate (as published)	\$90,000
Updated Estimate	\$560,000

The engineer's estimate (as published) was based on a single, smaller pump. The estimate was erroneously not updated when the project turned to pursuing larger pumps.

Staff and their consultant engineer are evaluating pump specifications and bid requirements to ensure cost-effective and competitive prices for the purchase of these replacement pumps.

Request: On January 8, 2024, reject all bids to allow staff to pursue competitive purchase of pumps for Marine Park Wastewater Treatment Facility.

Frank Dick, Senior Civil Engineer, 360-487-7179

Motion approved the request.

2. Triple J Towing Services Contract

Staff Report: 002-24

The City uses Triple J Towing Services to tow derelict RV's, vehicles, and other vessels under contract number C-100814. Towing services are expected to exceed the current \$300,000 threshold, requiring Council approval. The current contract has been liquidated approximately \$255,983.48. The raising of this threshold to a maximum of \$1,806,000.00 for the next additional three years, ending December 31, 2026, will enable Vancouver Police Department to continue towing derelict RV's, vehicles, and other vessels.

Request: Authorize the City Manager, or designee, to continue to use Triple J Towing services to continue towing derelict RV's, vehicles, and other vessels, up to a maximum of \$1,806,000 through May 31, 2027.

Jeff Mori, Police Chief, 360-487-7472

Motion approved the request.

3. New Movers Travel Options Program Consultant Contract

Staff Report: 003-24

Vancouver continues to see steady population growth and the City's Climate Action Framework calls for increasing options that allow people to choose clean, active modes of transportation. The New Movers Travel Options Program connects people with transportation resources and support in a time of transition. Research shows that people are more likely to change their habits during a period of change, like moving to a new home or switching jobs. The residential program aligns with national best practices in using this behavioral science concept to support Vancouver residents making changes to their transportation habits. The New Movers program will use multiple touchpoints to share information about transportation options at a time when community members are exploring new ways to get to work, school, the grocery store, and other daily needs.

The New Movers Travel Options Program is aimed at reducing vehicle miles traveled by increasing transit ridership, providing transportation subsidies, offering incentives, and building education and awareness of travel options. The New Movers program implements the City's 2024-2044 Transportation System Plan, Climate Action Framework and 2023-2029 Strategic Plan, and aligns with the Comprehensive Plan Update that is currently underway.

The proposed agreement is fully funded by the Washington State Department of Transportation 2023-2025 Regional Mobility Grant.

Staff recommends the City enter a contract with Alta Planning + Design, Inc. to build a new movers residential transportation demand management program and execute the pilot.

Request: On January 8, 2024, authorize the City Manager, or designee, to sign the Services Agreement with Alta Planning + Design, Inc. (C-101509).

*Olivia Kahn, Transportation Demand Management Coordinator,
360-487-7939*

Motion approved the request.

4. On-Call Mechanical Engineering Services Contract per RFQ 65-23

Staff Report: 004-24

On September 29, 2023, RFQ # 65-23 On-Call Mechanical Engineering Services was issued for solicitation for qualifications to firms to assess city buildings for mechanical upgrades along with construction drawings and specifications for the upgrades.

Along with standard advertising, firms from the MRSC list; which included veteran-, minority-, and women-owned firms; were notified of the solicitation and their qualification statements requested.

On October 25, 2023, the city received eight (8) qualification statements for RFQ 65-23. The qualification statements were evaluated based on project approach and understanding, capabilities, and qualifications.

Sazan Environmental of Portland, Oregon was selected to provide the service.

Request: Authorize the City Manager, or designee, to execute a Professional Services Agreement with Sazan Environmental for the services referenced above in a contract with a not-to-exceed amount of \$3,000,000.

Brian Taylor, Operations Superintendent, 360-487-8390

Motion approved the request.

5. Purchase of Supervisory Control and Data Acquisition equipment for Sanitary Sewer Pump Stations - S&B, Inc., Sole Source

Staff Report: 005-24

Sewer Engineering has upgraded 6 existing pump stations to a newer more comprehensive and efficient SCADA system. There are 23 pump stations remaining in the system to undergo upgrades. These upgrades will require the purchase of SCADA equipment from S&B, Inc. to bring the stations up to current standards.

Depending on the size of the stations and the extent of the work, the pump station upgrades are either completed through a Capital project or by the City's Operations Team. In either case, SCADA equipment, MCC (Motor Control Center) and RTU (Remote Terminal Unit) equipment needs to be pre-purchased to accommodate for supply chain issues.

In addition to the existing pump stations requiring upgrades and pursuant to the Development Agreement executed between the City and Hewlett Packard, Inc. in December 2019, the City will administer a construction contract to complete the construction of a sanitary sewer pump station within Section 30. The pump station will be designed in accordance with City standards and will come under ownership of the City upon its completion. The City's design standards include certain manufactured items that must be obtained by a sole source vendor. Those items are described in detail within this staff report. The City is endeavoring to have the pump station completed by the end of 2025.

Request: Authorize the City Manager, or designee to award and execute a contract and any required amendments with S&B, Inc. for SCADA upgrades to existing Sanitary Sewer Pump Stations as well as the purchase of the MCC and RTU in accordance with the Developer Agreement of 12/29/2019.

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

Motion approved the request.

6. Homework Café interlocal agreement with Vancouver Public Schools (VPS) to support implementation of the Fourth Plain for All Investment Strategy

Staff Report: 006-24

The City of Vancouver received funding through the American Rescue Plan

Act (ARPA) to help support efforts to recover from the pandemic-induced economic and housing crisis, which disproportionately impacted socially and economically vulnerable communities and small independent businesses. On November 15, 2021, the Vancouver City Council endorsed an investment framework that would allocate nearly 75% of these funds (approximately \$25 million) to the Fourth Plain area in central Vancouver.

Council directed staff to co-create a 10-year investment strategy with the local community that incorporates the dedicated \$25 million in ARPA funding, as well as prepares the City to take advantage of other funding sources and opportunities to continue advancing equity, safety, mobility, access to jobs and services, a thriving small business ecosystem, and improved parks and open spaces for the Fourth Plain community.

The resulting Fourth Plain for All Investment Strategy includes community-identified priorities and action items to advance the community's vision for the Fourth Plain area over the next 10 years. Projects and programs will advance through a combination of ARPA funding and other funding sources. The Investment Strategy calls out key priority action items to be implemented in the short-term using ARPA funding.

The Homework Café pilot program, to be operated by Vancouver Public Schools (VPS), helps to implement one of the strategies prioritized for ARPA funding in the investment strategy to "Expand Academic and Career Support Programs". This program provides regular after-school tutoring to address COVID-related learning loss and provides caregivers with culturally relevant adult educational opportunities while students are being tutored. Each session will culminate in a family meal open to all participants and teachers to provide both an incentive for participation and an opportunity for community building.

The Homework Café pilot program is scoped to be a three-year pilot to provide three 8-week tutoring sessions per year at one Fourth Plain area school in the first year and two Fourth Plain schools in years two and three. Vancouver Public Schools will provide high-quality tutoring, adult educational opportunities, and a family meal at each tutoring session. The interlocal agreement allows the City to reimburse VPS for expenses related to implementing the Homework Café pilot program until December 2026, up to a maximum of \$500,000.

Request: On January 8, 2024, authorize the City Manager, or designee, to execute an interlocal agreement with Vancouver Public Schools to fund the Homework Café Pilot Program as described herein.

Shannon Williams, Senior Planner, 360-487-7898

Motion approved the request.

7. Grant Agreement for Fenton Community Park (RCO #22-1496A)

Staff Report: 007-24

Acquisition of Fenton Community Park was completed in 2019 and approved by City Council on December 17, 2018. The property was acquired under a Waiver of Retroactivity, granted by RCO to preserve the city's ability to seek a grant for the acquisition of the property prior to completion of a grant agreement.

On April 18, 2022, City Council authorized Parks staff to submit a grant project application to the Recreation and Conservation Office for consideration in the biennial Washington Wildlife and Recreation Program (WWRP) for the Fenton property acquisition (Resolution M-4167). The City of Vancouver was officially informed on November 1, 2023, that \$1,000,000 is available toward reimbursement of acquisition expenses.

Per RCO requirements, a project agreement must be executed to accept grant funding. The agreement obligations specify that lands purchased with WWRP funds be retained and managed in a manner consistent with the original intent of the grant program by committing the site to public outdoor recreation in perpetuity. The attached agreement is consistent with standard RCO requirements and execution of the document will enable Parks staff to initiate the grant reimbursement process.

Request: Accept and authorize the City Manager, or designee, to execute Grant Project Agreement 2022-1496A for the Fenton Community Park acquisition reimbursement.

Monica Tubberville, Senior Planner, 360-487-8353

Motion approved the request.

8. Health Insurance Contribution

Staff Report: 008-24

City of Vancouver operates a self-insured health insurance trust for non-union employees and employees represented by AFSCME, Vancouver Fire Department Guild and the Joint Labor Coalition (Teamsters, IAM, Plumbers and Steamfitters). Since the City became self-insured, it picked up the first 5% in annual cost increases and employees picked up the balance of the increase, if any applicable.

The City receives updated rates on an annual basis from insurance carriers that provide medical and pharmacy services for the City. For 2024 the annual increase in cost for the City's PPO plan totaled 9.3% for Regence and the City's HMO plan (Kaiser) increase came in at 18%. These rate increases would result in large increases in employee contributions towards their health insurance of up to 23% for the Kaiser plan.

The City's Budget committee recommended a one-time exception to be made in 2024 in the City paying up to an additional 5% for a total contribution increase of up to 10% for 2024. During 2024, a thorough review of the medical coverage will take place and, hopefully, the cost increase for the following year will be significantly lower. The City's Health Care Governing Board took this recommendation under advisement and approved the increases. This one-time action by the City does not set the precedent for the future health cost increases. This one-time exception requires mutual agreement with the impacted Unions, who have approved via signed MOU's which are attached.

Request: Approve additional requested one-time contribution of up to 5%, for a total contribution increase of up to 10% by the City to employee health insurance rates for 2024.

Lee Lofton, Deputy Human Resources Director, 360-487-8415

Motion approved the request.

9. Fircrest Meadows Planned Development

Staff Report: 009-24

AN ORDINANCE rendering findings and issuing a decision on a proposed concept development plan for the Fircrest Meadows Planned Development and Zone Change; and providing for severability and an effective date.

The applicant requests approval of a proposed planned development consisting of a 57-lot single-family subdivision and zone change from R-6 to R-9 on a 7.46-acre parcel.

Planned developments allow for flexibility in certain development standards in order to promote creativity in design and efficient use of land; increase economic feasibility; and preserve existing landscape features and amenities. The proposed planned development includes over an acre of open space, preservation of existing trees, and an innovative lot size arrangement.

Planned developments allow for an increase in density of up to 15%. The proposed development is within the maximum density of the R-9 zone including the 15% density bonus allowed by the planned development.

Request: On Monday, January 8, 2024, approve the ordinance on first reading; setting date of second reading and quasi-judicial public hearing for January 22, 2024.

Mark Person, Senior Planner, 360-487-7885

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

Motion approved the request.

10. Appointments to Vancouver Housing Authority Board

The Vancouver Housing Authority Board is appointed by the Mayor to provide opportunities to people who experience barriers to housing because of income, disability or special needs in an environment which preserves personal dignity, and in a manner which maintains the public trust.

Mayor Anne McEnerny-Ogle recently evaluated candidates for this Board and recommends the full-term appointment of Jennifer Rhoads, Alishia Topper, and Duana Ricks-Johnson (Resident Commissioner position) to a position that would begin February 11, 2024 and expire February 11, 2029.

*If there are no objections, this appointment will be presented for Council action at the at the **Monday, January 8**, Council meeting.*

Request: Appoint to the Vancouver Housing Authority Board of Commissioners Jennifer Rhoads, Alishia Topper, and Duana Ricks-Johnson (Resident Commissioner position) to full-term positions that would begin February 11, 2024, and expire February 11, 2029.

Mayor McEnerny-Ogle

Motion approved the request.

11. Approval of Claim Vouchers

Request: Approve claim vouchers for January 8, 2024.

Motion approved claim vouchers in the amount of \$27,531,162.35.

Public Hearings (Items 12-14)

12. Right-of-Way Franchise Agreement for Ziplly Fiber

Staff Report: 221-23

AN ORDINANCE relating to management of the public rights-of-way, granting to Ziplly Fiber Pacific LLC and its affiliates (hereinafter referred to as the "Franchisee"), a Delaware Limited Liability Company, 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; and setting an effective date and conditions.

Ziply Fiber Pacific LLC 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.

City staff has worked with Ziply Fiber to negotiate a franchise ordinance, which manages the deployments of a telecommunications system in a way that balances local aesthetics, character, and public health and safety, while also deriving the benefits of this technology for the City’s residents to the greatest extent practicable.

Request: On Monday, January 8, 2024, upon second reading and a public hearing, approve the ordinance.

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

Aaron Lande, Program and Policy Development Manager, provided an overview of the Right-of-Way Franchise Agreement for Ziply Fiber.

Council discussed the item briefly 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 Hansen, seconded by Councilmember Perez, and carried unanimously to approve Ordinance 4439.

13. Adopting the 2024 - Transportation System Plan

Staff Report: 239-23

AN ORDINANCE of the City of Vancouver, Washington relating to the mandatory transportation element of comprehensive planning in compliance with the Washington Growth Management Act, as identified in RCW 36.70A.020, adopting the 2024 – 2044 Transportation System Plan for the

City of Vancouver, Washington; providing for severability and an effective date.

The Vancouver Transportation System Plan is our 20-year vision for maintaining and growing a transportation system that supports a safe, equitable, and resilient city. Transportation investment during the past 75 years focused primarily on cars. This TSP expands the focus to walking, rolling, bicycling and small mobility, taking transit, and moving freight. The policies, programs, and capital projects in the TSP will be integrated into the City's adopted roadway projects and programs, and some will be implemented through future updates to Title 9 and Title 11 of the Vancouver Municipal Code.

The TSP serves as the transportation element of the Comprehensive Plan. The Washington State Growth Management Act (GMA) requires adoption of a transportation plan consistent with land use, population, and job growth targets. Land uses coordinated with transportation result in mixed-use places where it is easy to walk, bicycle, use small mobility devices or take transit. The TSP process began before the Comprehensive Plan update but has been crafted to serve forecasted areas of growth. The 2045 Comprehensive Plan update will be complete in 2025, and at that time the TSP will undergo a minor update to ensure alignment with the goals and growth needs of the Plan.

Request: On January 8, 2024, upon second reading and a public hearing, approve ordinance adopting the 2024-2044 Transportation System Plan

Kate Drennan, Principal Planner, 360-487-7959

Kate Drennan, Principal Planner, provided an overview of Adopting the 2024 - Transportation System Plan.

Council discussed the item briefly 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 Stober, seconded by Councilmember Fox, and carried unanimously to approve Ordinance 4440.

14. 192nd Avenue - 2023 Comprehensive Plan and Zoning Map and Text Changes

Staff Report: 224A-23

Ordinance A

AN ORDINANCE relating to zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending the Vancouver Comprehensive Plan and Zoning map designation for adjacent tax lots 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000, and approximately 12,015 square feet of unimproved right-of-way, all located at the northwest corner of SE 192nd Avenue and SE 15th Street; authorizing the City Manager to enter into a Development Agreement related to future use of the site; and providing for severability; and providing for an effective date.

Ordinance B

AN ORDINANCE relating to zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending the Vancouver Comprehensive Plan and Zoning map designation for adjacent tax lots 177224000, 177224005, 177224010, 177240000, 177242000, 177238000, and 177239000, and approximately 12,015 square feet of unimproved right-of-way, all located at the northwest corner of SE 192nd Avenue and SE 15th Street; authorizing the City Manager to enter into a Development Agreement related to future use of the site; and providing for severability; and providing for an effective date.

Citizen testimony at the December 4 First Reading raised continued concern about incomplete sidewalks on the north side of 15th Street west of the site. There are two stretches of roadway on the north side of 15th to the west of the proposed development totaling approximately 1,100 lineal feet that currently lack sidewalk. Involved properties are six oversized residential lots of 1-3 acres in size each, which would be required to construct sidewalk at the time of redevelopment or land division. The short to mid-term redevelopment potential of these properties is unclear as they contain predominantly 1970's ranch homes, although new HB 1110 requirements to effectively allow 4-6 units on most single-family zoned properties will enhance this potential. Full development of the 192nd Avenue rezone site under proposed R-22 zoning in 2024 would result in approximately \$420,000 in Transportation Impact Fees, but under the current TIF program sidewalk improvements are not eligible for funding. Short to mid-term sidewalk improvement on the north side of 15th would require City right-of-way acquisition and construction, and realization would be contingent on owner willingness to sell.

A secondary citizen concern was raised about ensuring that future non-emergency vehicle and pedestrian access be prohibited on SE 191st Avenue and SE 13th Street as shown at the north and west edges of the rezone site conceptual site plan. Per City transportation policy, non-

emergency vehicular access is typically not provided from multi-family development through abutting single-family development. Pedestrian and bike access is however typically not prohibited, and in this case is particularly needed to allow direct access from the rezone site to Hanna Acres Park to the north without needing to use 192nd Avenue.

Two ordinance options are presented for Council consideration:

Ordinance A (Recommendation of Transportation and Planning Staff)

- Does not address 15th Street sidewalk issues in the D.A., but leaves construction of enhanced crosswalk at 15th Street and 189th Avenue to be required as a condition of site plan review. This would provide safe access near the site to the south side of 15th Street containing complete sidewalk, would more likely result in short term improvements, and would forego the need to spend limited public funds on 15th Street sidewalks at the expense of other areas of the City with greater sidewalk need.*
- Includes new D.A. language that's prohibits non-emergency vehicular access on the 191st Avenue and 13th Street stub roads on the north and west edges of the rezone site, but do not prohibit pedestrian access on 191st Street, and prohibit pedestrian access on 13th Street contingent on it not being required at the time of site plan review.*
- Includes other previously established D.A. provisions as described herein.*

Ordinance B

- Includes D.A. language requiring the City to acquire right-of-way and complete sidewalk improvements, unless the TIF program is changed to make sidewalk improvements creditable. Enhanced crossing improvements at 189th Avenue will likely also be required during site plan review.*
- Same provisions as Ordinance A for stub road access and other D.A. provisions.*

Links

October 24, 2023 Planning Commission public hearing staff report

192nd Avenue rezone traffic analysis

192nd Avenue rezone applicant submittal

Request: On January 8, 2024, subject to second reading and public hearing, approve either Ordinance A or Ordinance B.

Bryan Snodgrass, Principal Planner, 360-487-7946

Bryan Snodgrass, Principal Planner, provided an overview of 192nd Avenue - 2023 Comprehensive Plan and Zoning Map and Text Changes.

Council discussed the item briefly with staff.

Jessica Herceg, the applicant's representative from DOWL, provided a presentation to Council.

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 Fox, seconded by Councilmember Hansen, and carried unanimously to approve Ordinance A, numbered as Ordinance 4441.

Communications

A. From the Council

B. From the Mayor

Council Board and Committee Assignments

Mayor McEnerny-Ogle presented Council with a proposed slate of board and committee assignments for 2024 and 2025.

Council discussed who would be able to fill the remaining unassigned primary and alternate positions.

Motion by Councilmember Fox, seconded by Councilmember Stober, and carried unanimously to approve the 2024-25 Council board and committee assignments, with the amendment that Councilmember Harless be removed as the alternate for the Metro Policy Advisory Committee, per the attached spreadsheet.

Mayor Pro Tem Appointment

Mayor McEnerny-Ogle opened the floor for nominations of the Mayor Pro-Tem.

Councilmember Stober nominated Councilmember Paulsen to serve as Mayor Pro Tem.

Motion by Councilmember Stober, seconded by Councilmember Fox, and carried unanimously to appoint Councilmember Paulsen as Mayor Pro Tem.

C. From the City Manager

Legislative Discussion - Rent Regulation

Aaron Lande, Program and Policy Development Manager, Patrick Quinton, Economic Development Director, and Brian Enslow, Arbutus Consulting, discussed the Legislative Discussion for Rent Regulation.

Homelessness Emergency Situation Report #2

Aaron Lande, Program and Policy Development Manager, discussed the Homelessness Emergency Situation Report #2.

Adjournment

8:12 p.m.

DocuSigned by:
Anne McEnerny-Ogle
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Anne McEnerny-Ogle, Mayor

Attest:

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

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.

SE 192nd Avenue Comprehensive Plan Amendment and Zone Change

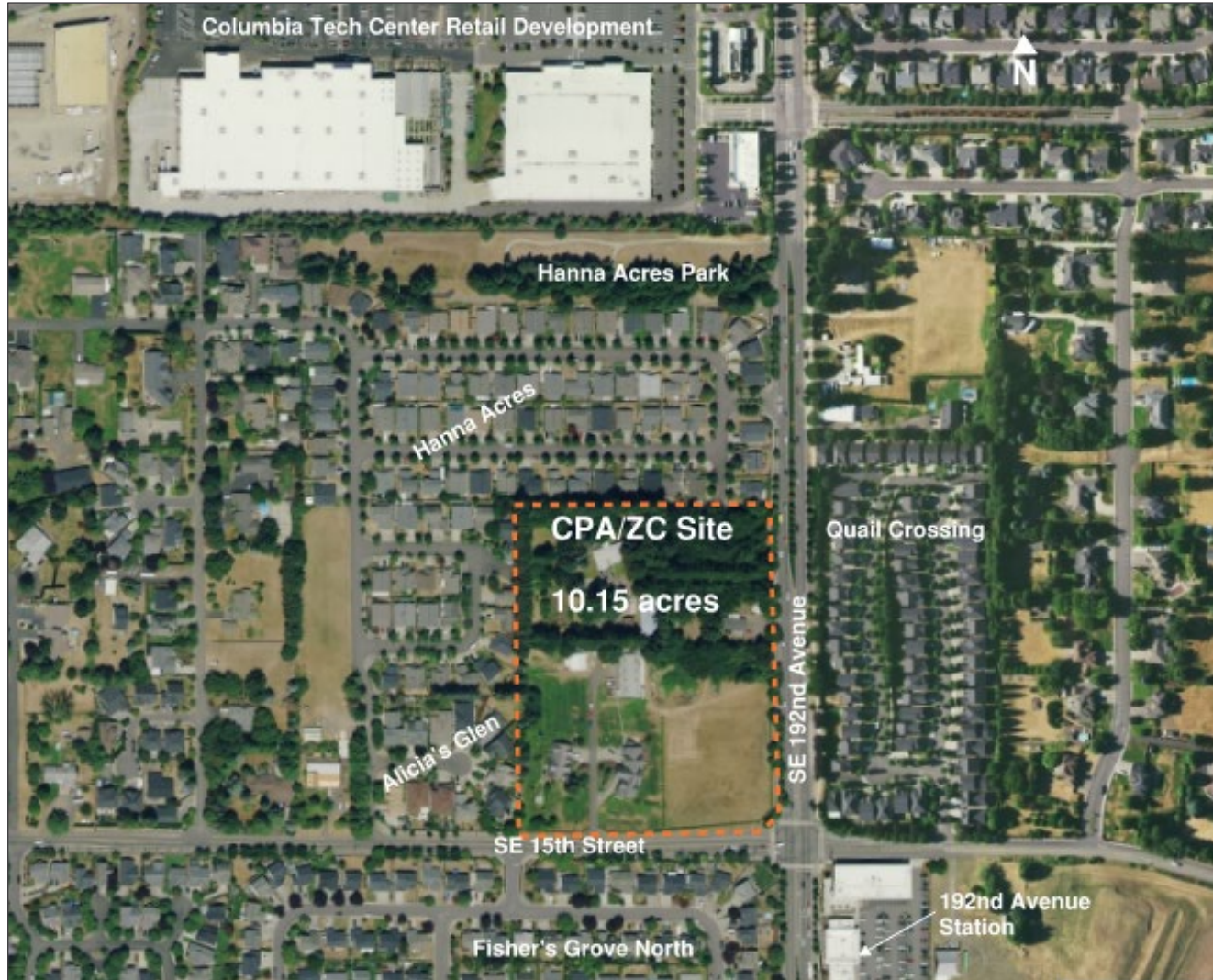
PRJ-168777 / LUP-83484

City of Vancouver City Council

January 8, 2024



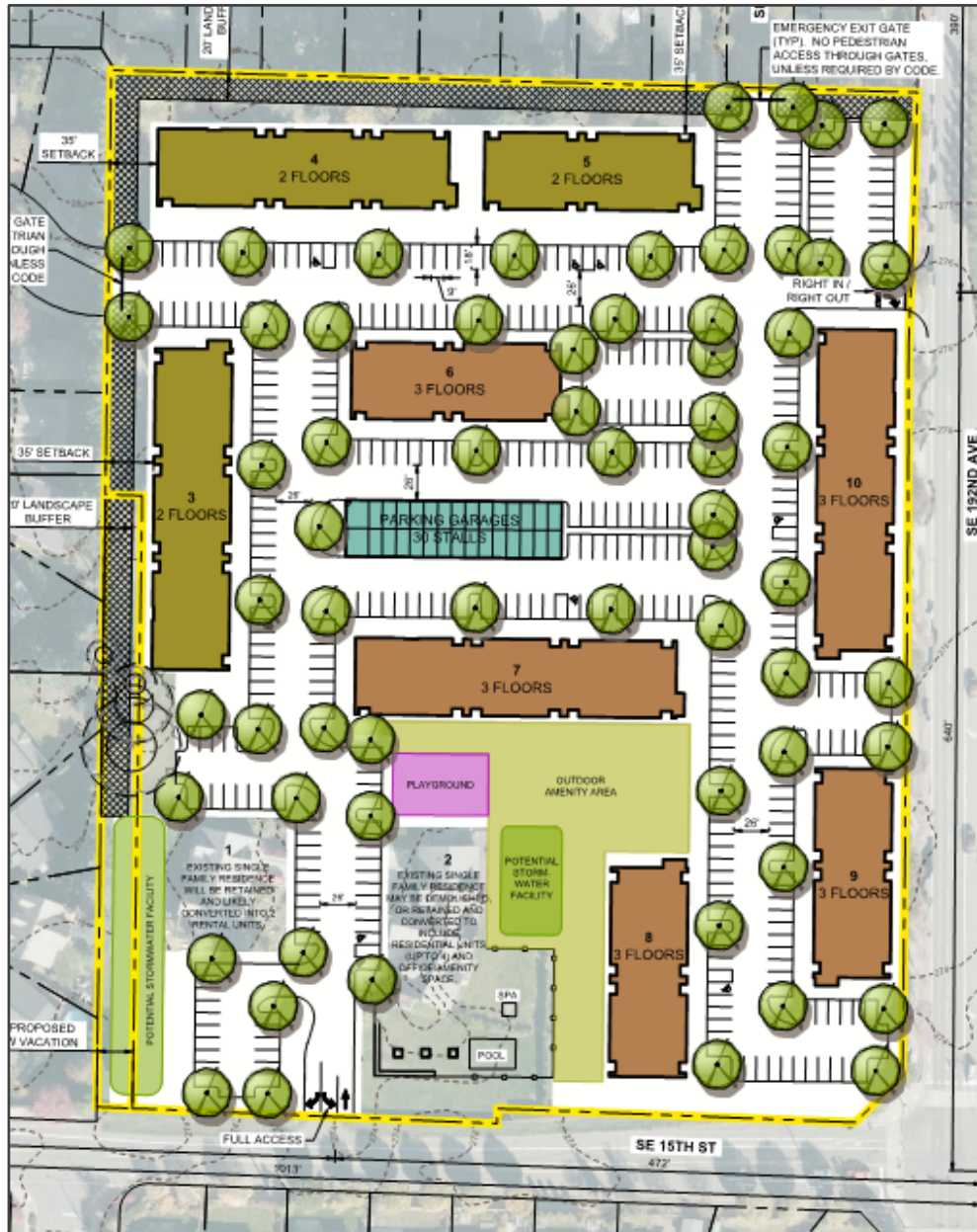
INTRODUCTION



Applicant
Vance Development
Consultant Team



Conceptual Site Plan



Development Agreement

- 35-foot setbacks along north and west
- 2-story and 3-story buildings
- Landscape buffer of 20 feet wide on west and north
- 5% of units at 80% AMI for 25 years
- Green building commitments
- Site access restrictions
- Offsite sidewalk improvements
 - Either option proposed by the City is acceptable by Applicant

Questions?



VANCE DEVELOPMENT SIMILAR BUILDINGS RECENTLY FINISHED CONSTRUCTION



VANCE DEVELOPMENT SIMILAR BUILDINGS RECENTLY FINISHED CONSTRUCTION



PREVIOUS DEVELOPMENTS WILSONVILLE, OR



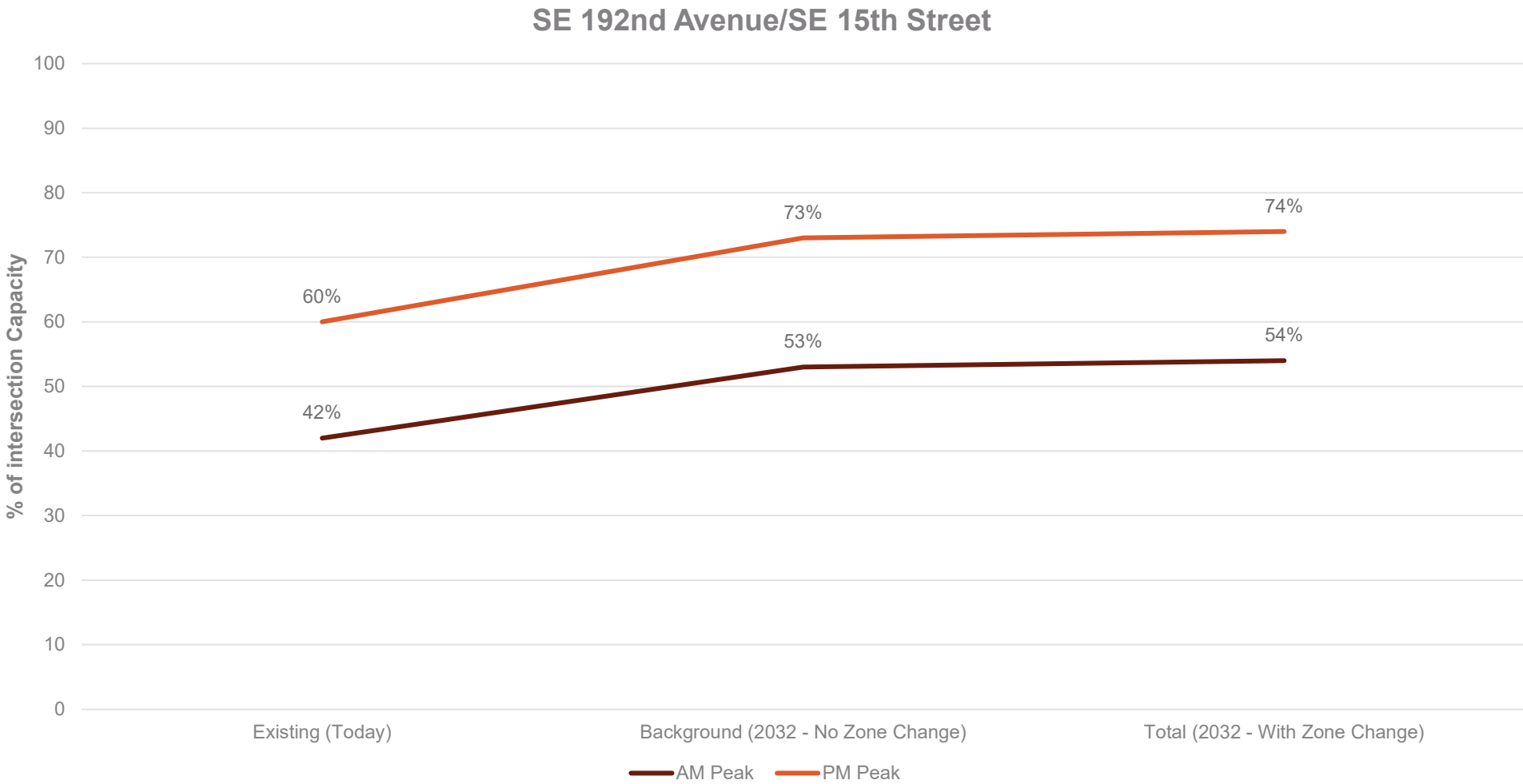
PREVIOUS DEVELOPMENTS VANCOUVER, WA



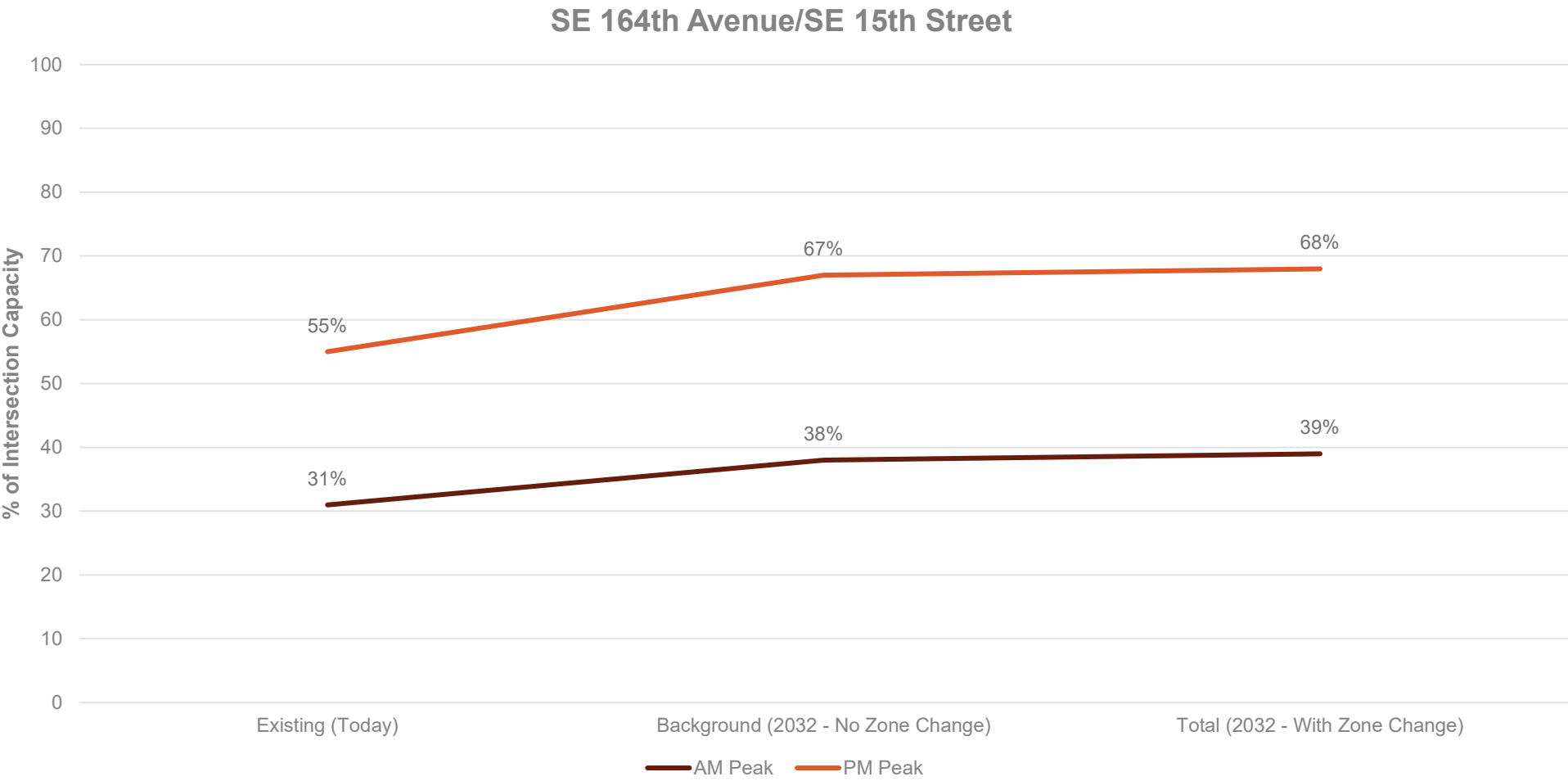
TRAFFIC STUDY

- Traffic study was prepared for previous R-30 zone change proposal in August 2023, and updated to current R-22 zone change proposal in October 2023
- Increase in trips compared to existing R-6 zoning (less than 1 trip per minute):
 - 947 daily trips
 - 46 trips during the weekday AM peak hour
 - 55 trips during the weekday PM peak hour
- Surrounding intersections continue to meet City operational standards with the addition of these trips:
 - Project increases volume-to-capacity (V/C) ratio by approx. 1%
 - Eastbound left-turn queue on 15th Street approaching 192nd Avenue exceeds available storage. Traffic study recommends extending the turn lane to 175 feet.

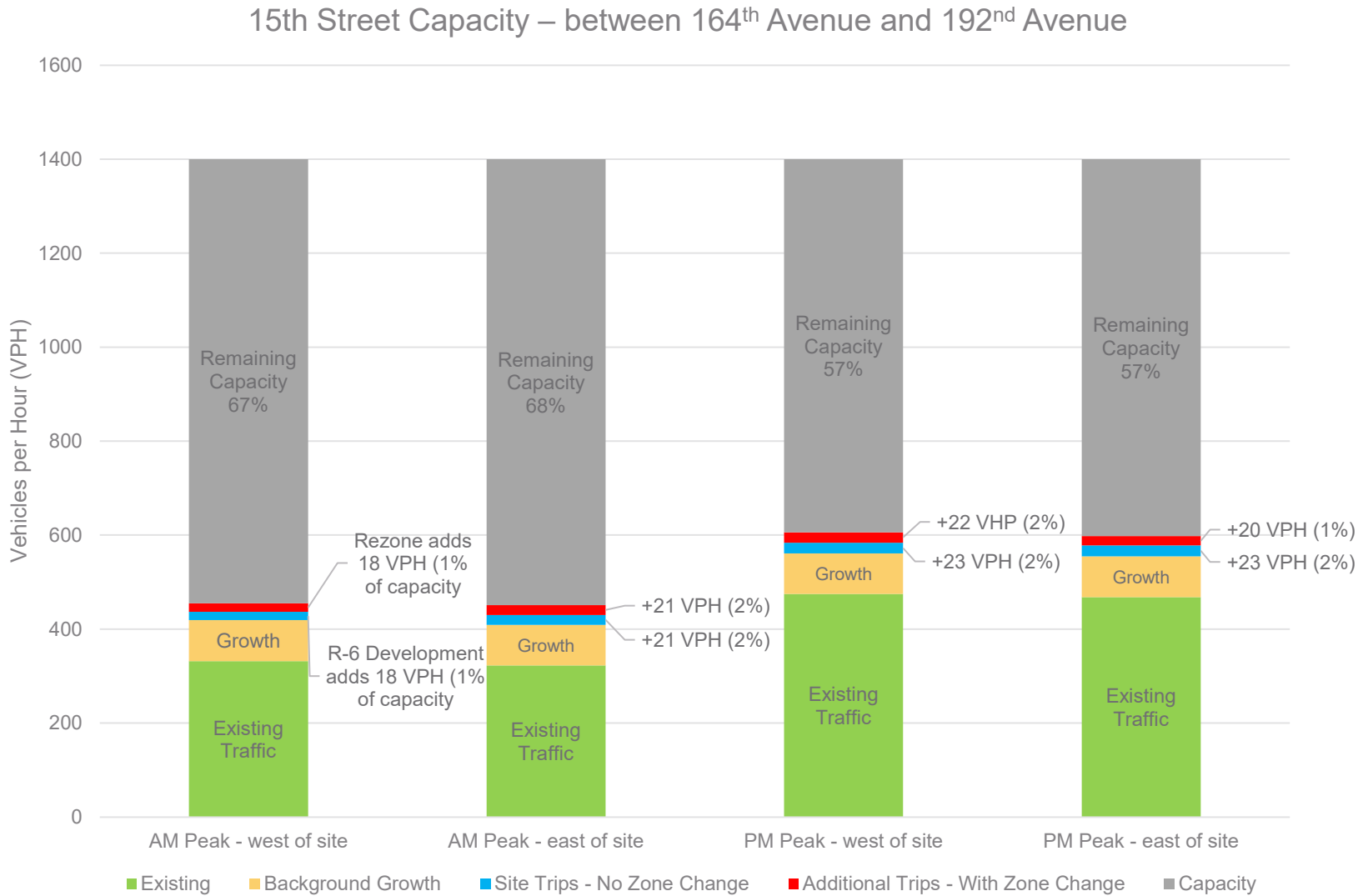
TRAFFIC STUDY



TRAFFIC STUDY



TRAFFIC STUDY



TRAFFIC STUDY

- Traffic study included crash analysis of study intersections
- We heard concern of neighbors and requested 10 years of crash data along the entire corridor of SE 15th Street between 164th Avenue and 192nd Avenue:
 - 35 total crashes were reported (average of 3.5 crashes per year)
 - 4 crashes involved a bicycle or pedestrian
 - 3 occurred at the traffic signal at 164th Avenue, and 1 occurred at an unsignalized driveway
 - Since then, the City has restriped corridor to add buffered bike lanes where feasible
- No safety-based improvements were identified based on review of crash history
- Site development will provide sidewalks, buffered bike lane and lighting along frontage
- City's draft TSP identifies a long-term project to complete buffered bike lane and sidewalk infill along 15th Street

EXISTING R-6 ZONING VS. PROPOSED R-22 ZONING

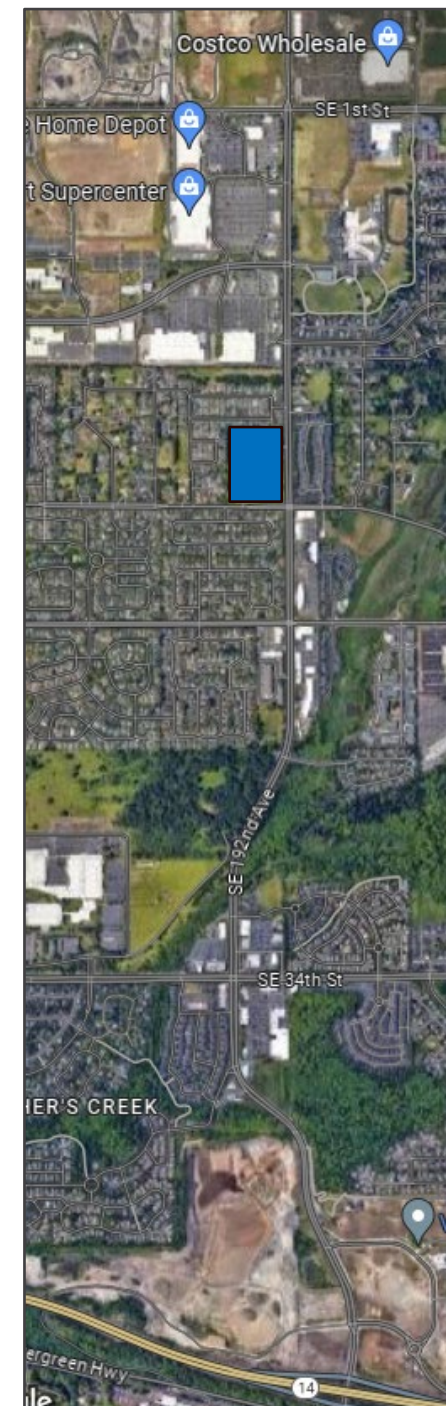
	R-6 Existing Zoning	R-22 Proposed Zoning	Development Agreement Commitments
Building Height	35 feet (2-3 stories)	50 feet (4 stories)	Approx. 30-40 feet (2 - 3 stories)
Side / Rear Yard Setbacks	5 feet	5 feet	35 feet adjacent to existing residential
Front Yard Setback	10 feet	10 feet	10 feet
Maximum Lot Coverage	50%	50%	50%
Minimum Landscaping Requirement	10% of total net lot area	10% of total net lot area	10% of total net lot area AND a commitment to provide a 20-foot landscape buffer and preservation of existing trees adjacent to existing residential to the north and west.
Minimum Off-Street Parking	1 per lot	0.75 per unit	1.75-1.9 per unit anticipated





SE 192ND AVENUE – PRINCIPAL ARTERIAL

- SE 192nd Ave is a Principal Arterial: “It carries large volumes of traffic over long distances. Access is generally limited to intersections with other arterials and collectors. Signalized intersection spacing is regulated. Direct land access is minimal and managed.” VMC 11.80.040
- Land uses adjacent to SE 192nd are typically commercial or multifamily, as shown in the image to the right.
- Less than 5% of the property adjacent to SE 192nd Ave is developed as single family.
- R-22 is an appropriate zone to transition from the principal arterial to single family zoning.



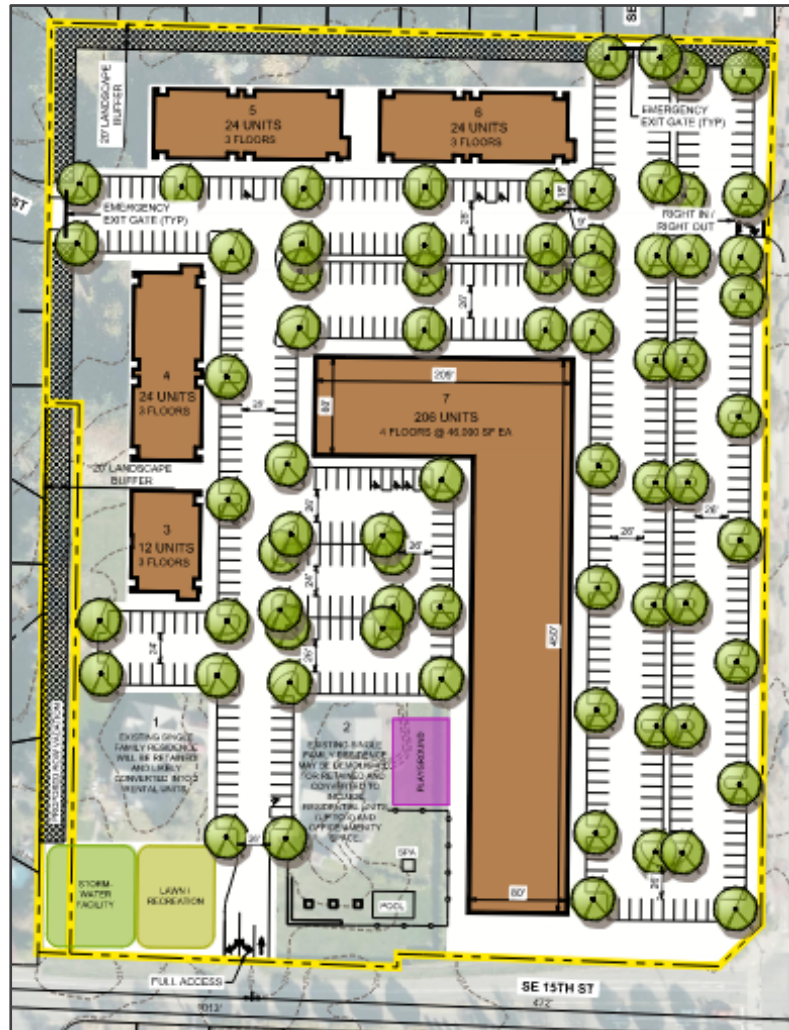
NEIGHBORHOOD OUTREACH

- Canvassed neighborhood May - September.
 - Contact made with all abutting properties.
 - Knocked on doors in neighborhoods to the west and north.
- Applicant facilitated two well attended neighborhood meetings held at Hanna Acres Park September 13th and 28th.
 - Flyers advertising the meetings were left on 150 homes around site.
- Applicant and consultant team have received and responded to emails from the public throughout the process.
- Applicant is offering additional engagement with adjacent homeowner's associations.
- Applicant provided R-22 alternative proposal materials to approximately 30 interested citizens.

WHAT WE HEARD

CONCEPTUAL SITE PLAN REVISIONS R-30 VS. R-22

R-30: 3 and 4 story buildings



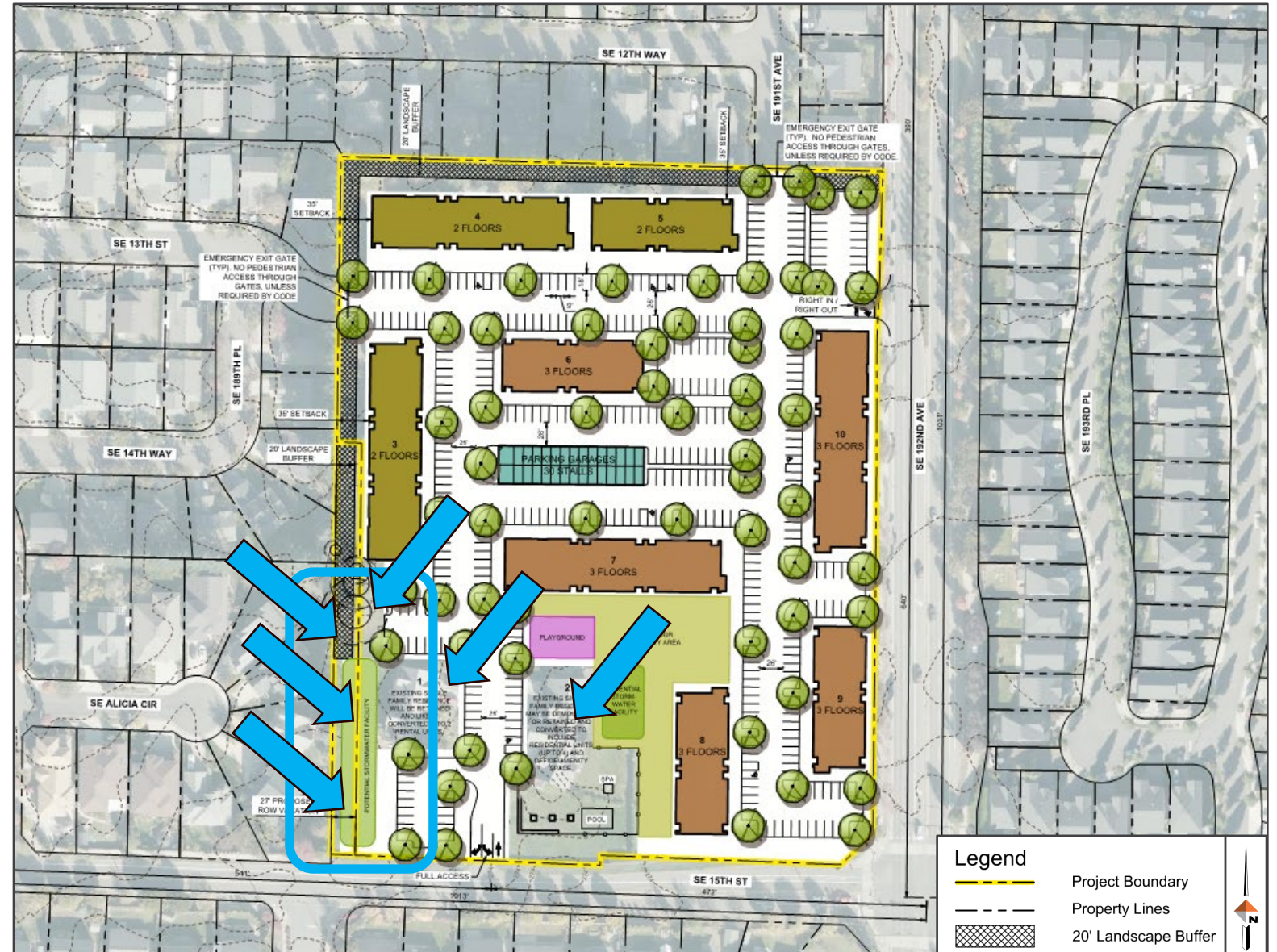
R-22: 2 and 3 story buildings



WHAT WE HEARD

Plan Changes following Neighbor Feedback

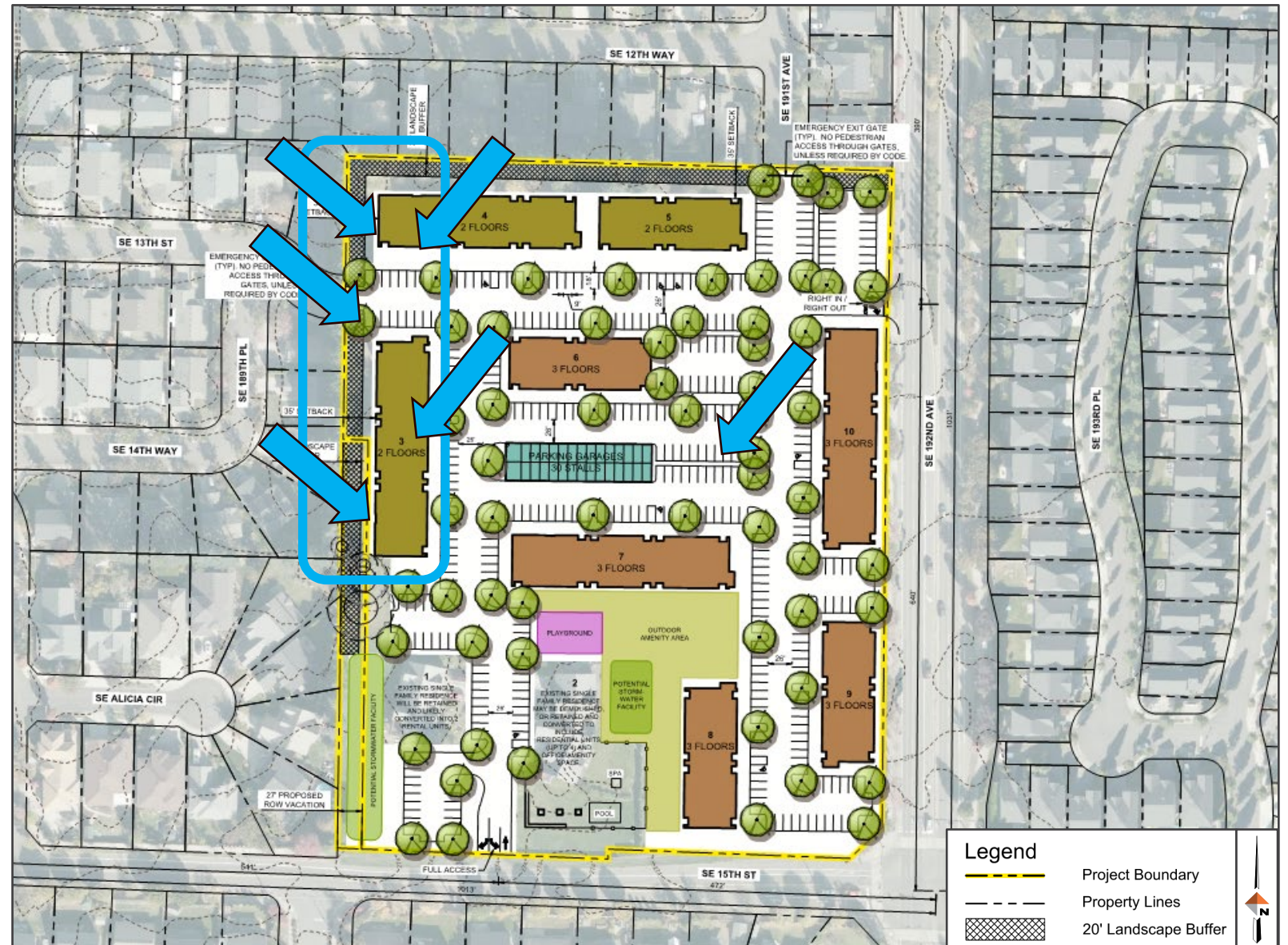
- Preserve views/existing conditions
 - Keep existing homes
 - Preserve trees with 15", 28" and 36" trunks
- Minimize impact to adjacent homes & neighborhood
 - Landscape buffer
 - Stormwater facility adjacent to homes – amenity area away from existing homes.



WHAT WE HEARD

Plan Changes from Neighbor Feedback

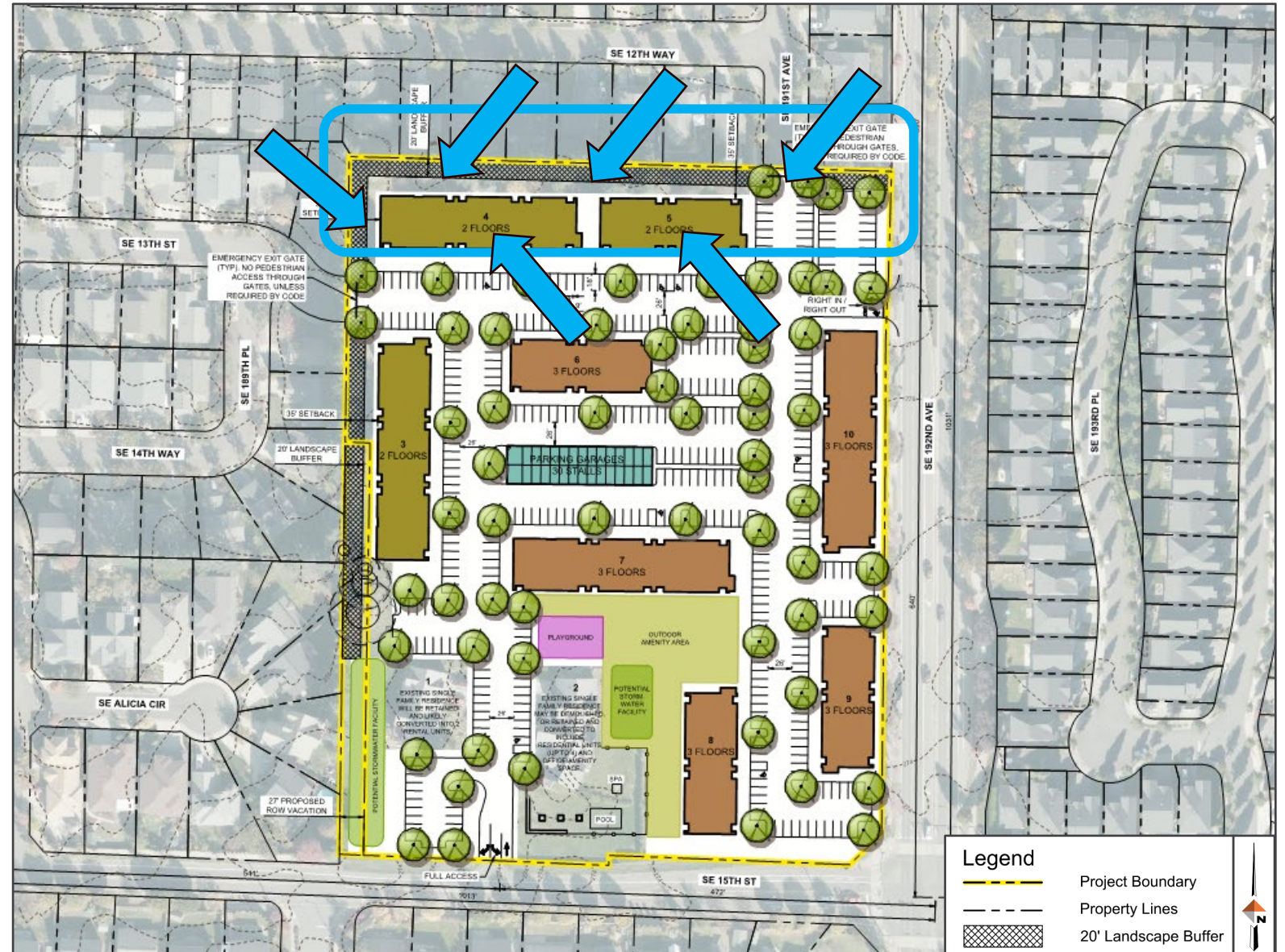
- Preserve views/existing conditions
 - 2 story buildings – matches existing homes
 - Preserve tall pine trees
- Minimize impact to adjacent homes & neighborhood
 - Landscape buffer
 - No vehicular or pedestrian traffic through neighborhood – Emergency access gate to SE 13th St
 - High parking ratio to ensure no parking in neighborhood.



WHAT WE HEARD

Plan Changes from Neighbor Feedback

- Preserve views/existing conditions
 - 2 story buildings – matches more than half of existing adjacent homes
 - Preserve tall pine trees
- Minimize impact to adjacent homes & neighborhood
 - Landscape buffer
 - No vehicular traffic through neighborhood – Emergency access gate to SE 191st Ave. Pedestrian traffic allowed.
 - Install fence where missing



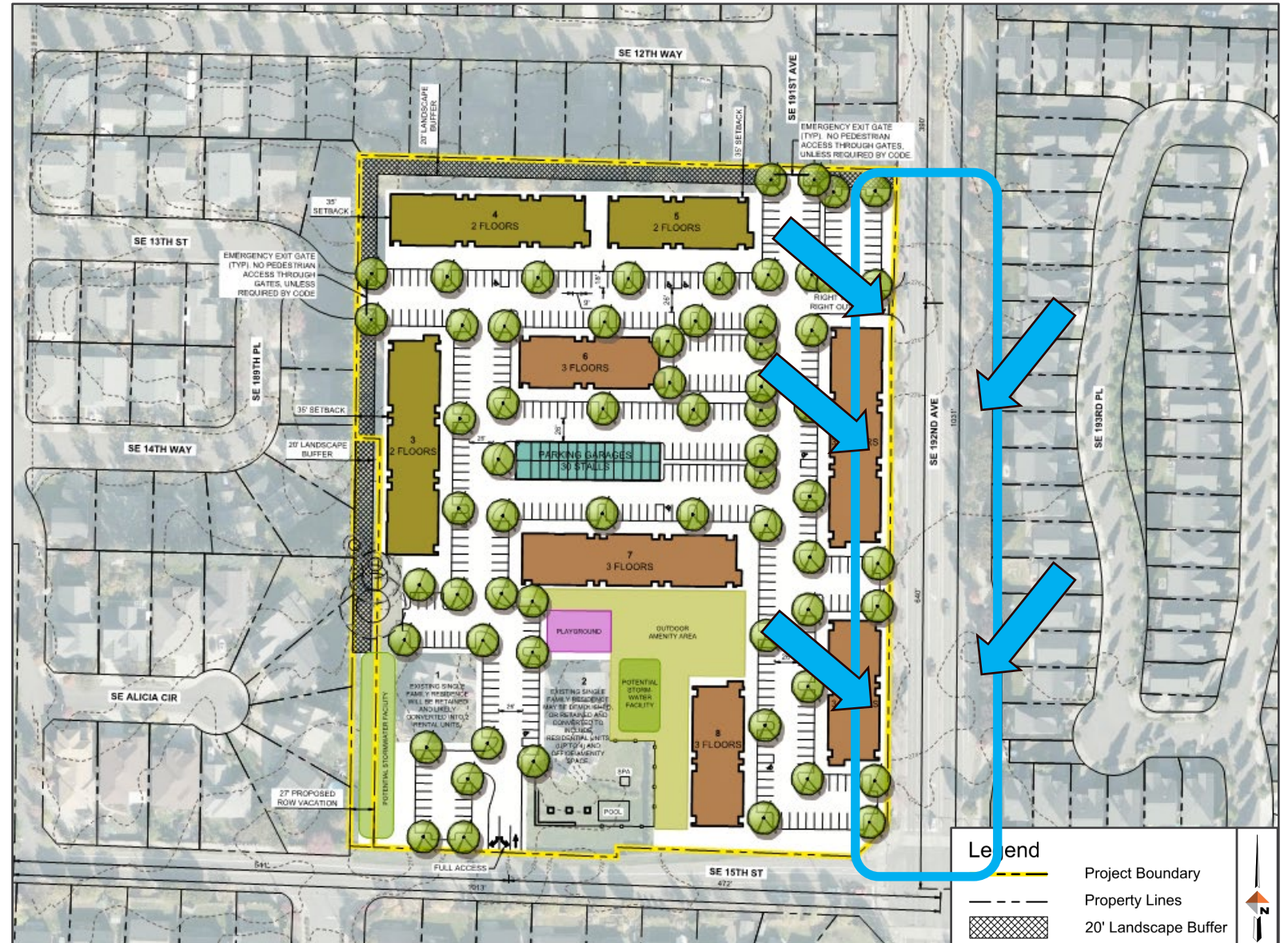
WHAT WE HEARD

Plan Changes from Neighbor Feedback

- Adjacent to SE 192nd Ave/major arterial
 - 3 story buildings
 - Right-in/right-out to 192nd

Existing Conditions Considerations

- Mature street trees on east side of the street.
- Approximately 110-125 feet of ROW



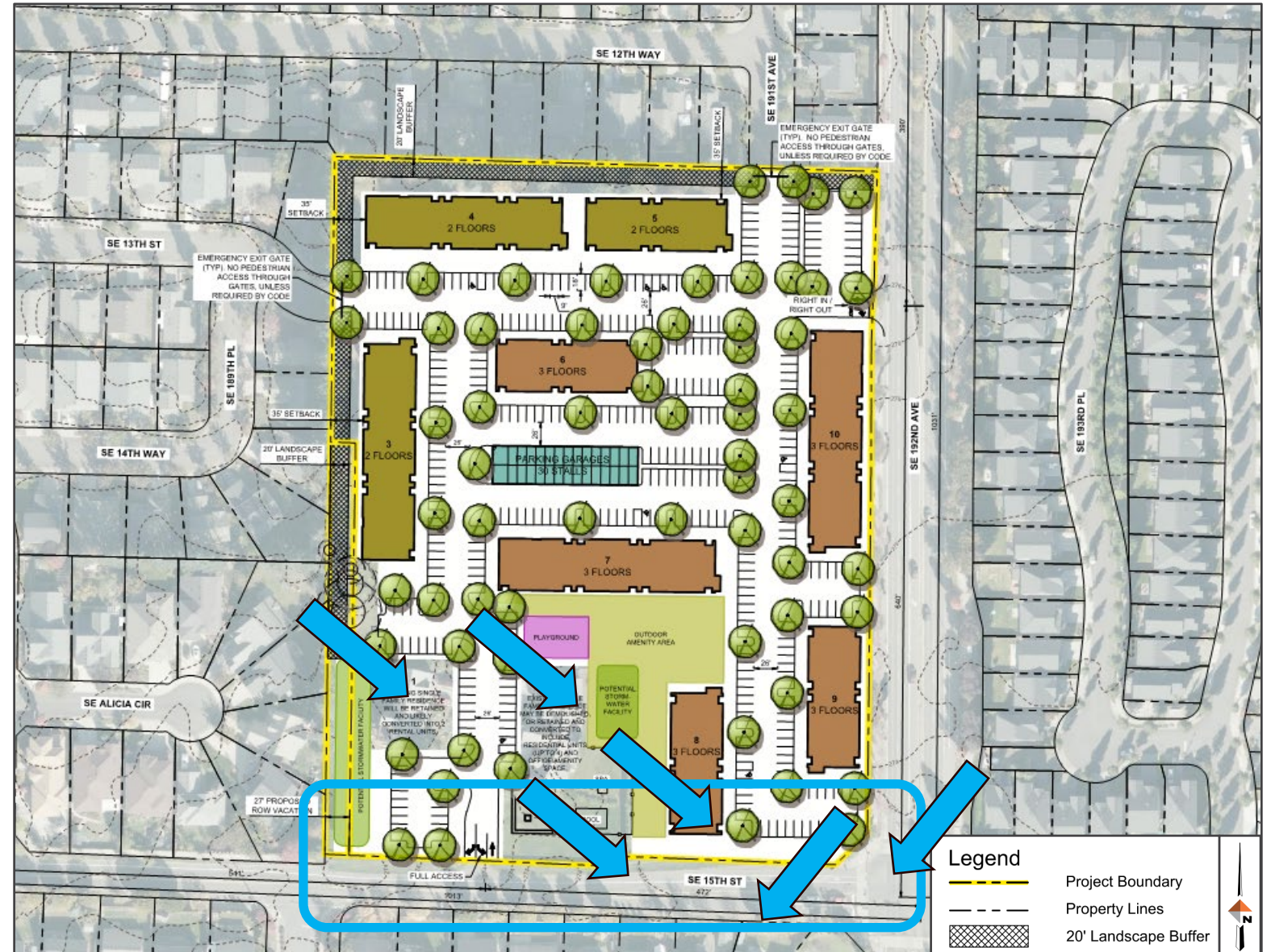
WHAT WE HEARD



WHAT WE HEARD

Plan Changes from Neighbor Feedback

- Preserve views/existing conditions
 - Keep existing homes
 - End of one building closest to south property line
 - Mature trees on south side of the street
- Proposed Improvements to SE 15th Street
 - Build sidewalk, bike lane, landscaping strip along site frontage
 - Extend east bound left turn lane
 - Signal changes to improve traffic flow



WHAT WE HEARD



CONSISTENCY WITH REVISED CODE OF WASHINGTON

Planning Goals (RCW 36.70A.020)	Response
1. Urban Growth	• Promotes development in an area with urban services, adjacent to transit, employment, education and recreation • Promotes infill development near urban centers reducing pressure on rural lands • Development utilizes and supports adjacent multi-modal transportation network through improvements and use. • Increases quantity and variety of housing types • Provides market rate and affordable housing units • Location has adequate facilities and services to accommodate additional housing.
2. Reduce Sprawl	
3. Transportation	
4. Housing	
12. Public Facilities and Services	

CONSISTENCY WITH WASHINGTON ADMINISTRATIVE CODE

Urban Growth Areas and Countywide Planning Policies	Response
Urban Density (WAC 365-196-300)	• Expand variety of and capacity for housing • Rezone will result in approximately 153-166 additional housing units • Housing for a broader range of income levels • Affordable housing commitments • Locates higher intensity residential adjacent to urban services, transit and other multi-modal facilities • Existing transportation system can support the proposed zone change • Site design commitments will complement development
Land Use Element (WAC 365-196-405)	
Housing Element (WAC 365-196-410)	
Transportation Element (WAC 360-196-430)	

NEW LEGISLATION OR POLICIES SHAPING GROWTH

New Legislation / Policy	General Policy Goal
House Bill 1220	Increase middle-housing production with parameters based upon city size and location.
House Bill 1181	Adds a climate goal to GMA, requiring local plans to include climate element in update.
House Bill 1110	Amends GMA to require fully planning cities to “plan for and accommodate” housing to all income levels.
Housing Action Plan	Sets targets for housing to address deficit and projected need.
Climate Action Framework	Reduce GHG over time and achieve carbon neutrality
Affordable Housing Fund	Levy renewed by voters in 2023 for preservation, development of affordable housing and rent assistance.

KEY APPROVAL CRITERIA

VMC 20.285.050 Approval Criteria

How the proposal is more consistent than the existing designation with applicable policies of the **Vancouver Strategic Plan** and **Comprehensive Plan**?

CONSISTENCY WITH THE COMPREHENSIVE PLAN

Elements and Associated Policies	Response
Community Development (Chapter 1) • CD-1 Citywide land supplies • CD-2 Efficient development patterns • CD-3 Infill and redevelopment • CD-6 Neighborhood Livability • CD-9 Compatible uses • CD-10 Complementary Uses	• Rezone responds directly to City's strategy to increase housing development • Increases variety of housing options at a broader range of affordability levels • Proximity to urban services supports efficient infill development • Site design commitments will provide transition between site and existing neighborhoods
Housing (Chapter 3) • H-1 Housing options • H-4 Innovative zoning • H-5 Housing placement near services and centers	• Wider variety of housing types and price points • Affordable housing commitment • Adjacency/walkability to services
Public Facilities and Services (Chapter 5) • PFS-1 Service availability • PFS-2 Service standards • PFS-4 Transportation system	• TIA demonstrated level of service standards are met, • Increased eastbound left turn lane storage at 192nd/15th • No safety-based mitigation identified.

CONSISTENCY WITH THE STRATEGIC PLAN

Goals	Response
Goal 1, Objective 1.1 Develop and maintain a safe, balanced and innovative transportation system that will meet the needs of future generations.	The existing, multi-modal transportation system can support the requested change. Future site development will yield additional roadway improvements along SE 15 th Street.
Goal 6, Objective 6.1 Support a strong, active neighborhood program that enhances livability and community connections.	Proposal will increase housing supply, create diversity in housing options and will provide affordable housing units in an urban area equipped with services including transportation, utilities, employment, retail, education and recreation.

KEY APPROVAL CRITERIA

Approval Criteria (VMC 20.285.050)	Response
How the proposal is more consistent than the existing designation with each of the following objectives, as applicable:	
Encourage more intensive development to locate in major urban centers and corridors...Encourage development of distinct neighborhoods served by commercial nodes and discourage urban sprawl and strip commercial development.	SE 192nd Avenue is a major corridor with a variety of urban services which support high-density residential. Increased housing capacity in the area supports housing and climate goals adopted by the City in response to current conditions.
Provide development of uses which are functionally integrated with surrounding areas and neighborhoods in terms of local shopping, employment, recreational or other opportunities.	The site is adjacent to SE 192nd Avenue, a high-intensity transit corridor with a variety of services. Multi-modal transportation network and public transit will provide means to connect with services.
Provide adequate provision of transportation, water, sewer and other public services.	Facilities and services can support the requested zone change. Impact fees and SDCs will be paid.

KEY APPROVAL CRITERIA

Approval Criteria (VMC 20.285.050)	Response
• Provide development which is compatible and integrated with surrounding uses in terms of scale, orientation, pedestrian enhancements and landscaping.	• High-density residential is consistent with urban setting adjacent to SE 192nd Avenue corridor. • Site development commitments in support of existing single family detached residential.
• Provide for the formation and enhancement of neighborhoods and communities.	• Increased housing will support existing and future businesses in the vicinity, • Frontage improvements (including sidewalks and bike lanes) will benefit all • Add diversity of both housing variety and cost of housing
• Provide affordable or below-market rate housing opportunities.	• Housing diversity will support broader range of income levels • 5% of housing units to be rented at 80% AMI

From: [Darla Daring](#)
To: [City of Vancouver - Office of the City Manager](#)
Subject: Public testimony- 1/8/24
Date: Thursday, January 4, 2024 9:52:37 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.

I will be virtually attending the City Council Meeting on January 8 in protest on specific discriminatory City policies and approaches.

I will be contesting the adoption of the Transportation System Plan on the premise that it is not compliant with the Washington State Growth Management Act (GMA) requirements related to public outreach and engagement to be adopted as the transportation element of the Comprehensive Plan.

Per the Growth Management Act requirements, public engagement can be defined as “activities that meaningfully involve community members, Indigenous rights-holders and/or stakeholders to inform decisions for planning, policies, programs, and services that will impact them.”

In acknowledgement and in argument to the “public outreach” you did conduct, this does not meet the GMA definition of public engagement.

The map comments cannot be considered in “cumulative” counts, as it is designed intentionally to aggravate data results and confound total participation by encouraging multiple responses. It is great, don’t get me wrong, but cannot be considered in the total engaged counts as you did not provide rough estimates of total people participating, just total comments. As such, a cumulative total of 517 modal surveys, plus 193 transportation value surveys, equates to only 710 comments received through the duration of outreach. With a population of (let’s be really nice to you and go with 2021 counts and remove the rapid growth counts) roughly 192,000 people. You received public comment responses from roughly 0.3% of the general public. Without argument, less than 1% of public engagement is not compliant with the Growth Management Acts requirements for inclusion in public engagement which is defined as involving people who reflect the demographic, attitudinal, and experiential diversity of the communities that may be impacted by a decision. 0.3% of total public participation is not reflective of the 192,000 voices of Vancouver.

Furthermore, I argue the City intentionally catered public notification in an exclusionary manner to gear who received awareness of public comment opportunities to select demographics. When the City of Vancouver was looking for neighborhood transportation projects to execute I was notified by mail. A flyer notification was sent to my house asking me to submit an idea. Yet, the Transportation System Plan did not send a single community-wide mailer for the duration of public outreach. All executed outreach occurred digitally.

When an area is being prepared to be cleaned and the unplaced dispersed, signage has to be posted in advance. When a bus stop is planned to be closed, it is posted. Yet no effort was made to post notices at bus stops or near unplaced gathering sites to encourage participation.

Where were the radio ads? The bus ads? You are planning the transportation system for the next 20 years and think that 3 static social media posts that were not even translated into the adequate number of languages to meet federal diversity requirements meets public outreach requirements to be compliant with the Growth Management Act and be used in a Comprehensive Plan Update?!

The City of Vancouver relied on third-party products, which requires individuals to sell their personal data to receive information and is predominantly comprised of the population of middle-aged humans and older.

The exclusion of Instagram and TikTok suggests intentional action to exclude the youth and young adults of Vancouver, the people of voting age who do not make up the demographic of Facebook, NextDoor, and X, but live and work in the area. Do I dare also argue that these are the lowest income bracket, renters, who do not know that they can comment on something that will be adopted into a 20 year Comprehensive Plan because you didn't send them a postcard in the mail? Instead, you relied on third party vendors and your response rates show it.

I am contesting the adoption of the Transportation System Plan on the grounds that it should not be included as part of the Comprehensive Plan Update on the basis of exclusionary public outreach and engagement efforts that discriminated against the minority voices that will be most impacted by the Transportation System Plan in the year 2045.

From: [Darla Daring](#)
To: [City of Vancouver - Office of the City Manager](#)
Subject: Re: Public testimony- 1/8/24
Date: Monday, January 8, 2024 1:22:43 PM

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.

Please confirm you have registered me to participate as the online form is broken.

On Thu, Jan 4, 2024 at 9:52 AM Darla Daring [REDACTED] > wrote:

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From: [Darla Daring](#)
To: [City Council](#)
Subject: Re: Public testimony- 1/8/24
Date: Monday, January 8, 2024 1:24:26 PM

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.

Please confirm receipt of public comments for 1/8/2023.

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From: [Darla Daring](#)
To: [City Council](#)
Subject: Re: Automatic Reply: Your message has been submitted to the Vancouver City Council
Date: Monday, January 8, 2024 1:26:05 PM

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.

Please note that the hyperlink URL on the city's posted agenda directs to a different email address. As such you are acting in intentional negligence in allowing people to comment by intentionally directing people to the incorrect email address. Shame on you. There is no way today's policy is passing.

On Mon, Jan 8, 2024 at 1:24 PM City Council <council@cityofvancouver.us> wrote:

Your message has been submitted to the Vancouver City Council. A City staff member may reach out to you if you have requested information about a City program or project, or if additional information is required to respond to your inquiry.

Please note that pursuant to the state's Public Records Act (RCW 42.56), information submitted to the City Council are public records and may be subject to public disclosure.

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#)
Subject: Fwd: Recall Alert: Air Fryers, Salad, Spinach
Date: Monday, December 18, 2023 1:01:21 PM

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

Please send to council members and MELNECK. Put on public record and confirm that you did. You can subscribe to the recall lists and put it on the health board website. Thanks from Wynn

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

From: **Emergencyemail.org** <noreply@emergencyemail.org>
Date: Mon, Dec 18, 2023, 12:55 PM
Subject: Recall Alert: Air Fryers, Salad, Spinach
To: [REDACTED] >

The Emergency Email and Wireless Network
Updated Monday, December 18, 2023

New product safety alerts have been issued.

The FDA and CPSC have issued new recall warnings, click the link below to see the updated list.

[View Product List](#)

New Breaking News....

[Breaking News](#)



Alert services include severe weather, health, product safety and weather forecast updates.

----- **UNSUBSCRIBE OPTIONS** -----

Use the following link to unsubscribe only to Product Alerts. Other alerts will continue.

[**UNSUBSCRIBE RECALL ALERTS ONLY**](#)

Stop our service here.

Use the following link to unsubscribe to all services. **You will no longer receive weather or any other alerts.**

[**UNSUBSCRIBE ALL**](#)



From: [Wynn Grcich](#)

Subject: Watch "CDC Agrees With NRC Finding That Fluoride Can Potentially Cause Alzheimer's And Dementia." on YouTube

Date: Monday, December 18, 2023 1:08:05 PM

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

<https://youtu.be/0A34FK2lTDs?si=E2Oxm4dZDpB9eVie> .please send to council members and MELNECK, put on public record, and confirm that you did. Time to stop fluoridation in Battle Ground, Camas, and Western Vancouver. It needs to be stopped nation wide. Thanks from Wynn