



**CITY OF WHITE SALMON**  
**City Council Meeting – Wednesday, February 2, 2022**  
**Via Zoom Teleconference**

**Council and Administrative Personnel Present**

**Council Members:**

Ben Giant  
 Jason Hartmann  
 David Lindley  
 Ashley Post  
 Jim Ransier

**Staff Present:**

Marla Keethler, Mayor  
 Pat Munyan, City Administrator  
 Jan Brending, Clerk Treasurer  
 Russ Avery, Public Works Operations  
 Manager  
 Mike Hepner, Police Chief  
 Brendan Conboy, Land Use Planner  
 Ken Woodrich, City Attorney

**I. Call to Order and Roll Call**

Marla Keethler, Mayor called the meeting to order at 6:00 p.m. There were approximately 13 members of the public in attendance via teleconference.

**II. Changes to the Agenda**

Jan Brending, Clerk Treasurer requested three items be added to the Consent Agenda: 1) Vacation Leave Excess Carryover Extension for Usage, 2) Grant Application Submissions, and 2) Personal Services Contract – Community Center Feasibility Study, ARC Architects (\$74,646).

*Moved by Jason Hartmann. Seconded by David Lindley.*

*Motion to add three items to the Consent Agenda: 1) Vacation Leave Excess Carryover Extension for Usage, 2) Grant Application Submissions, and 2) Personal Services Contract – Community Center Feasibility Study, ARC Architects (\$74,646) . CARRIED 5-0.*

**III. Consent Agenda**

- A. CDBG Contract 21-62210-039 Amendment
- B. Vacation leave Excess Carryover Extension for Usage (ADDED)
- C. Grant Application Submissions (ADDED)
- D. Personal Services Contract – Community Center Feasibility Study, ARC Architects (\$74,646) (ADDED)
- H. Approval of Vouchers

Vouchers audited and certified as required by RCW 42.24.080 and expense reimbursement claims as required by RCW 42.24.090 as of this 2<sup>nd</sup> day of February 2022.

Type	Date	From	To	Amount
Claims	2/2/2022	EFT	EFT	4,412.00
	2/2/2022	37796	37834	156,982.00

			<b>Claims Total</b>	<b>161,394.00</b>
<b>Payroll</b>	2/4/2022	EFT	EFT	133,984.05
	2/4/2022	37793	37795	1,111.84
			<b>Payroll Total</b>	<b>135,095.89</b>
<b>Manual Claims</b>	1/21/2022	EFT	EFT	13,645.53
	1/25/2022	37790	37792	2,599.74
	2/5/2022	EFT	EFT	613.94
	2/6/2022	EFT	EFT	1,236.46
			<b>Manual Total</b>	<b>18,095.67</b>
			<b>Total All Vouchers</b>	<b>314,585.56</b>

Marla Keethler, Mayor noted that the scope of work for the Community Center Feasibility Study includes an affordable housing component, i.e. looking at if it is possible to include an affordable housing development on the property in addition to the community center. She said the initial outreach will be to targeted groups including the Youth Center.

**Moved Ben Giant. Seconded by Jason Hartmann.  
 Motion to approve Consent Agenda as amended. CARRIED 5-0.**

**IV. Public Comment**

*There was no general public comment.*

**V. Presentations**

**A. Klickitat County Solid Waste Update**

Michelle Mulrony, Programs Coordinator with Klickitat County Solid Waste provided an update on solid waste programs in Klickitat county. She said the county has been working on grant renewals and developing a number of new activities and programs. Mulrony said information about the activities and programs is available on the county's website.

**B. Black History Month**

The Council watched a video titled "Portland's Dark History: Sunken City of Vanport" in recognition of Black History Month.

**VI. Business Items**

**A. Ordinance 2022-02-1092 Amending WSMC 10.24.015 Stop Intersections Designated**

Jan Brending, Clerk Treasurer provided an overview of the proposed ordinance that will provide for a new four-way stop at the intersection of Main and Spring. She said the City

Operations Committee discussed the proposed four-way stop and agreed to make a recommendation to the city council. Brending also noted that Police Chief Mike Hepner has stated that he also supports the four-way stop.

Jason Hartmann, Council Member said he would like to hear from Mike Hepner, Police Chief and Bill Hunsaker, Fire Chief. He said the council continues to get complaints about this intersection and he believes the four-way stop would address concerns about being able to see oncoming traffic and would also slow down traffic coming into town.

Mike Hepner, Police Chief said the records show that there have been several collisions but on Spring Street travelling west bound. He said he is aware of “near misses” at the intersection. Hepner said the four-way stop will shift traffic to Estes but it is designated a truck route. He said he does not think it will need a new stop intersection at this time. Hepner said that he would support a four-way stop at the Wauna and Washington intersection in the future as it is another speed route. He said he believes the four-way stop will make people more aware at the intersection.

Marla Keethler, Mayor opened the public hearing regarding Ordinance 2022-02-1092 Amending WSMC 10.24.015 Stop Intersections Designated.

**Joshua Sharpe, White Salmon** said he lives outside of the city limits but works in White Salmon and drives Spring Street every day. He suggested that instead of creating a four-way stop intersection that the visibility issues be fixed by addressing the parking issue on Main Street north of Spring, installing a speed radar sign with posted speed limit or even creating one-way on Spring Street going west. Sharpe said these provisions would have less impacts on drivers versus installing a four-way stop intersection.

**Lynn Mason, White Salmon** said she lives next door to Main and Spring and sees the activity daily. She said she supports the four-way stop but also wanted to provide some additional comments. Mason said that some people traveling east bound will also run the stop sign. She suggested adding flashing lights or some way to slow drivers down coming down the hill on Spring Street and warning drivers of the stop ahead. Mason said that where she lives it is not possible for everyone to park in the driveway because there is only one parking spot and it is true for many people who live along Main. She said less vehicles would be an improvement if they could be reduced somehow.

**Tao Berman, White Salmon** said he is very familiar with the intersection and agrees that it is very challenging to see at the intersection. He said the council needs to look at what makes most sense – either putting in a four-way stop or eliminating parking on the west side of the road on Main north of Spring. Berman said he would love to hear from the city’s land use planner regarding an urban planning perspective to address the issues.

**Tammara Toppel, White Salmon** said she is not sure about where she stands on the four-way intersection. She is more concerned about the speeding that the four-way stop would break up. Toppel suggested considering speed bumps. She said the flashing lights

that tell you how fast you are going does not necessarily slow drivers down but large speed bumps strategically placed would.

**Bob Weisfield, White Salmon** said he lives in White Salmon and lives on Spring Street. He said he goes up and down Spring Street everyday. Weisfield said the intersection has become increasingly dangerous due to the vehicles parked north of Spring Street. He said that even with a stop sign put in it will have to be striped so far back so that people who are coming south to be able to see the sign. Weisfield said his wife and daughter have also submitted email comments. He said it is definitely a visibility issue.

Jan Brending, Clerk Treasurer read the following comments into the record:

**Jesse and Cassie Schwartz, White Salmon** said that after living a year on Spring Street they feel the intersection is dangerous and has poor visibility which stems from a blind corner but three cars that appear to be permanently parked on the street. They said a four-way stop would help but consider banning parking on the street near the stop sign especially the side north of Spring Street.

**Archer Mayor, White Salmon** said it is a difficult crossing coming down from Spring Street and crossing Main. He said the primary reason is the four cars that are constantly parked to the northwest side of the intersection that are almost never moved. Mayo said if there was a no parking zone for the first 40 feet north of the intersection that would solve the problem. He said that while he is not in favor four-way stop intersection because he believes there is value in fluidity of traffic, there might be value to incentivize people to not continue down Main Street and ultimately reducing the amount of traffic in front the elementary school into the heart of downtown. Mayo said that ultimately he would like the city to follow through and enforce the laws on the books regarding the vehicles being parked semi-permanently on the city street as well as other code violations that might be related.

**Randy Harrison** said he is in favor of a 4-way stop at Spring and Main and that he is also in favor of a stop-light somewhere on E. Jewett between Main and Wauna.

**Betsy Hauge, White Salmon** said she has been nearly four times at the intersection and have several friends with similar experiences. She said it is extremely difficult to see traffic coming from the north on Main Street when you are at Spring Street on the west side of the intersection. Hauge said large cars and vans are always parked at the northwest corner causing sight obstruction as well as the curve in Main Street. She said she supports the placement of a four-way stop but also suggested that another option would be to prohibit parking along the west side of Main Street north of Spring.

**Joyce FitzSimmons, The Book Peddler** said she cannot imagine the move to install a four-way stop would be anything but helpfu.

**Nate Reagan, White Salmon** said he feels a four-way stop could be suitable at some point and maybe now. He said the obvious problem is the visual interruptions caused by

the abandoned vehicles lining the street and that the city could create and enforce an ordinance that would prevent excess parking. Reagan said it might be hard to see the stop coming traveling south on Main due to the vehicles.

**Gwen Yanda, White Salmon** said a four-way stop might eliminate crashes at the intersection which is blocked from the northwest by “perennial” cars being parked on Main Street. She said she has seen many near crashes at the intersection.

**John Mooney** said he is in favor of the four-way stop.

**Carlos Bouras** said he supports a solution to the poor visibility problem at the intersection. He said the issue impacts drivers as well as pedestrians. Bouras said that another potential solution would be to prohibit parking close to the intersection.

**Heather Whidden, White Salmon** said if cars were not parked on the corner of Spring and Main the visibility would be better. She said the cars that are parked rarely move and are a hazard. Whidden said there should be some sort of parking limitation.

**Doug Hatch, White Salmon** said a four-way stop is a viable alternative but does not address the real problem of limiting visibility. He said he feels the city is providing long-term parking for a near-by resident. Hatch proposed limiting parking on the west side of Main north of Spring to 2-hour parking only and that the first parking space closest to Spring be eliminated. He said that by doing this a four-way stop is not required.

**Debi Garner, White Salmon** said it is definitely difficult to see around the parked cars on Main Street and she has used an alternate route to avoid that crossing. She said that while there are probably other solutions a four-way stop is fine with her.

**Susan Svensson, White Salmon** said she is opposed to a four-way stop. She said safety is the primary concern. Svensson said visibility seems to be a factor and is caused by the abandoned vehicles parked on the west side of Main Street. She said she would rather Spring Street get an advisory lane improvement and solve the issue for a long-term solution for cars, bikes, pedestrians and parking.

**Carl McNew** said a four-way stop at Spring and Main is a bad idea. He said the solution is to modify the available parking to the immediate north of the intersection on the north side of Main Street. McNew said that if the parking on the west side was 30 feet north of the intersection and enforce the visibility problem would be solved without affecting the flow of traffic.

**Sarah Morton-Erasmus, White Salmon** said she supports the idea of making the intersection at Main and Spring a four-way stop. She said she lives on Spring Street and the intersection has poor visibility due to cars parked permanently on three sides, the severe slope of Spring Street and the blind corner coming from north bound traffic on Main. Morton-Erasmus said it is difficult, if not impossible, to see pedestrians looking to

cross Spring Street. She said it will also slow down traffic on Main which is needed and will make a dangerous intersection much safer for the entire community.

**Ash Harris** said he supports the proposed four-way stop for Spring and Main. He said when driving down Spring Street, full visibility when crossing Main is near impossible. Harris said if a four-way stop is not approved, he proposing eliminating nearby street parking to improve visibility for both vehicles and pedestrians.

**Colleen Regalbuto, White Salmon** said she supports the proposal to install a four-way stop at the corner of Main and Spring. She said several months ago she witnessed a car accident at the intersection and herself has had several near issues when trying to turn left from Spring onto Main. Regalbuto said that due to the cars parked along the street it is very difficult to see traffic on Main from Spring. She said she would also be supportive of at some point adding a shoulder or sidewalk to Spring Street and widening the road. Regalbuto said many pedestrians and cyclists use Spring Street and it is very narrow and dangerous for pedestrians.

**Sally Ruggles** said that if Main Street was not being use for a personal parking lot there would not be a need for the signs. She said it does not seem fair to use tax money to solve the problem.

**Bruce Alber, White Salmon** said he is in favor of making the busy intersection of NW Spring Street and Main Avenue a four-way stop. He said he has had two close calls because it is hard to see some traffic on Main Street while stopped at Spring Street either way because Main Avenue curves from the south and vehicles driving north pop into view rapidly. Alber said the cars parked permanently on Main Street make it hard to see oncoming traffic.

**Laurie Stanton, White Salmon** said she agrees the intersection has become more dangerous over the years but does not believe making it a four-way stop is necessary to make it safer. She said the intersection poses increased risk to drivers and pedestrians because of cars that are permanently parked on the northwest corner that block visibility of pedestrians or other cars coming down Spring Street. Stanton suggested extending the no-parking strip on all sections of the intersection by about double and ask owner of the cars that are parked on the northwest corner to park them elsewhere. Stanton said the intersection has also become more dangerous due to the traffic on Spring Street increasing with no improvements. She said the intersection could be also be improved by increasing signage (reflective crosswalks, pedestrian crossing signs, improved curbs).

**Dorothy Herman, White Salmon** said she does not agree with a four-way stop intersection. She said as far as she knows there have been no accidents but a no parking 20 feet from the curb would make it easier for cars to see traffic coming from the north. Herman said she is not in favor of making the school buses stop at the intersection.

**Barbara and Alan Beattie, White Salmon** said the intersection is tricky because of the high speed of vehicles coming around the curve into town and the cars parked on both sides of Main and Spring which makes visibility limited. They said they support a four-way stop to slow traffic, create a safer walk to school and make it safer for pedestrians consistent with the walkability study being considered.

**Kevin Herman, White Salmon** said he is opposed to the proposed changes but understands the plight of people who own little cars. He said the problem is caused by the cars parked on the north side of Spring on the west side of Main. Herman said that traveling from SR 141 and Loop into town is a quick and uninterrupted drive as is also driving to the high school. He said that in a few years when the cars are gone the city will be stuck with a four-way stop that serves no purpose that irritates most people and in which people will have no will to revert back. Herman said he was originally against the no parking zone north of Spring Street on the west side of Main but would prefer it over a four-way stop. He noted that no traffic study has been conducted and this that would be an obvious thing to do.

**Heather Weisfield, White Salmon** said the changes in the neighborhood on Spring Street have not prompted the city to make any safety changes in the area. She said she does not support a four-way stop and that the real problem is visibility which appears to come from the overflow of junkyard vehicles parked on Main street. Weisfield said a useful solution might be to extend the no parking zone along the west side of Main and to improve the sidewalks and curbs on both sides of Main Street at the intersection. She said improvements to Spring Street need to be addressed noting the road is narrow with no shoulders and hills that often prevent motorists and pedestrians from seeing on-coming traffic.

Marla Keethler, Mayor closed the public hearing.

Mike Hepner, Police Chief reviewed the city's parking code that requires vehicles to move every 72 hours. He said he only has one officer on at a time and that the officer has to witness the non-moving infraction. Hepner said due to case law the use of marking tires is no longer allowed. He said unless there is an officer there 24-hours or a camera then the 72-hour parking restriction can't be enforced. Hepner said that the vehicles are not abandoned if the registrations are kept current. He said the vehicles are not abandoned.

Jason Hartmann, Council Member said that the city attempted to put in a no-parking zone but the public was overwhelming opposed to it. He said in fact some of the same people who made comments saying there should be no parking spoke against the no parking. Hartmann said he would like to work towards eliminating the vehicles that are parked there but even if they are gone he would support a four-way stop. He said that if it interrupts the flow of traffic and slows people down in that neighborhood it would be safer.

Pat Munyan, City Administrator said the city is working on code enforcement issue related to the private property when it is out in the street is a police matter. He said because of the radiuses on both sides of the road if there was no parking there would still be visibility issues because of those radiuses. Munyan said there are more causes for the visibility issue than just parked cars. He said the four-way stop is the best option. Munyan said there are ways to pre-notify vehicles that a four-way stop is ahead including posting "Stop Ahead" signs and using stop bars and the word "STOP" painted on the pavement.

Marla Keethler, Mayor said it was great to hear that some people watched the presentation by Jeff Speck. She noted the city is in the middle of a transportation plan and it will address Spring Street.

Brendan Conboy, Land Use Planner said it was nice to hear people bring up the Jeff Speck presentation. He said Main Street is wider than it needs to be which lends to vehicles travelling faster than necessary. Conboy said he does not have any issues with the four-way stop. He said the city should consider adding bike lanes and narrower lanes for traffic looking at the street more holistically.

Marla Keethler, Mayor said she put up a poll on the Voyent Alert system and had 82 responses 58 supported the 4-way stop and 24 did not.

Ben Giant, Council Member asked for clarification on the number of accidents or infractions at the intersection.

Mike Hepner, Police Chief said he could back seven years and provide more detailed information. He said he is aware of only one accident with traffic coming from the west. Hepner said he agrees that something needs to occur and that the four-way stop will take care of the safety issue and slow traffic down.

Pat Munyan, City Administrator noted the city did present the option of no parking but there was overwhelming comment against it and the city was accused of picking on one individual. He said that bulb-outs at the intersection would help with the safety. Munyan said he supports the four-way stop.

Jason Hartmann, Council Member said eh fully supports making Spring Street more walkable and thought the ideas presented by Jeff Speck were awesome. He said that of all of the solutions stop signs are the least impactful financially.

Jan Brending, Clerk Treasurer noted that the no parking area by law is 20 feet and is already marked as such. She suggested the crosswalks be four-squared, i.e. a crosswalk on all sides of the intersection. She said this will raise the visibility of the intersection and is fairly inexpensive to implement.

Jim Ransier, Council Member said it seems there is a consensus there is a safety issue and the city is obligated to address the issue. He said a four-way stop seems like a bit of



blunt force but also feels that because the no parking zone was rejected this feels like a natural progression. Ransier said he also supporting no parking in the area. He asked if the council needs to be prescriptive about the improvements to be made at the intersection including the crosswalks and signage.

Jan Brending, Clerk Treasurer said that is administrative. She said the council and staff previously discussed this when amending previous codes. Brending said the city administrator and public works can install signage as necessary. She said the city council could provide some guidance about things they may want to see happen at the intersection. Brending noted the city currently has two speed radar signs on Main Street – one traveling south and one traveling north. She said the police department does work in the area tracking speed.

Jim Ransier, Council Member asked if blinking stop signs with LEDs could be used.

Pat Munyan, City Administrator said there is a way. He said the city would have to look to see if solar lights would work.

David Lindley, Council Member asked if the addition of a stop sign would increase the length of the no parking.

Pat Munyan, City Administrator said he would have to check. He said that if the city is not comfortable with the parking situation staff could come back with a proposal for additional no parking on all sides of the intersection.

Mike Hepner, Police Chief said he believes the no parking area from a stop sign is 20 feet.

Ashley Post, Council Member said she would be in favor of putting the conversation on the four-way stop on hold and bring back to the public a proposal for no parking on Main Street. She said people were opposed to it last time but it appears that some people are in favor of it now over the four-way stop. Post said the four-way stop is a solution to the safety issue that keeps coming up. She said she would be in favor of going back and looking at the no parking solution. Post said she agrees that there are a lot of changes that are necessary to Spring Street. She said the residents are continuously told they are on the “to do list” in the future but nothing has happened. Post said she would like something less intense if it would be helpful than the four-way stop if there is something better in the future.

Pat Munyan, City Administrator asked Hepner if line of sight was the main problem.

Mike Hepner, Police Chief said that the information he looked at today it did not matter what direction the vehicle was traveling there was no difference it was failure to yield or inattention. He said there was no significant data that coming from the west is the main issue. Hepner said he hears about too many near misses. He said it needs attention

whether it is no parking or a four-way stop. Hepner said a four-way stop slows down traffic.

Marla Keethler, Mayor said that the city council's responsibility to public safety and the comments about keeping a nice uninterrupted roadway that may cause the speed factor. She said that even if safety factors were implemented on Spring Street there would still be some safety issues on Main Street. Keethler said there is a different perspective tonight that possibly something the city council had already considered and rejected based on public comment was now being recommended as something the council had not considered. She said there appears to be a disconnect. Keethler asked if a public hearing is a requirement for a code change regarding no parking.

Ken Woodrich, City Attorney said no that only a handful of codes require public hearings.

Marla Keethler, Mayor asked about how the city could enforce parking codes.

Ken Woodrich, City Attorney said there may be some technical devices that could be used for the police department and that they might not be cheap.

Jan Brending, Clerk Treasurer noted that some cities provide residential parking permits which limit how many cars per household can park on the street.

Marla Keethler, Mayor asked if bodycam footage could be used for enforcement purposes.

Ken Woodrich, City Attorney said bodycams do not provide for GPS information and that a good defense attorney could get the evidence thrown out. A traffic analysis could address where sightline issues are happening.

Staff and the city council discussed possible methods for parking enforcement.

Jim Ransier, Council Member said he would like the city council to vote on the ordinance. He said it keeps getting pushed back and forth between committee and council. Ransier said a stop sign will add 15 seconds to someone's travel time. He said he does hear the mix of support. He said a stop sign slows people down and reduces risk. Ransier said he is also supportive of no parking but understands that could be a subject for the future.

David Lindley, Council Member said it is hard to argue that a stop sign would not make the situation safer. He said he is supportive of any efforts for technology that helps enforce city codes.

Marla Keethler, Mayor said this is a reminder that even when the city does outreach there are a lot of people that are missed and whatever direction the city council's decision goes it is necessary to give the full picture of what the city council considered.

Ashley Post, Council Member said she looked up the no parking from stop signs requirement which is 30 feet so it will increase by 10 feet from is currently striped. She asked if the city council wanted to increase the no parking area is that something that could be done tonight as part of the motion.

Jan Brending, Clerk Treasurer said that is a separate part of the code but city council could direct staff to bring something back at the next council meeting.

Jason Hartmann, Council Member asked how far back.

Ashley Post, Council Member said she was thinking 40 feet. She said that with the stop sign she feels there is still a visibility issue.

Jason Hartmann, Council Member said it could be discussed at the city operations committee.

Jim Ransier, Council Member said he did not call out any specific improvements but making sure the stop sign is visible to drivers but moving it out as far as possible.

Jason Hartmann, Council Member said when this was discussed at the committee level it was talked about possibly putting stop signs on both sides of the road. He said he would like to see how things work with the changes before making any recommendations for additional changes to no parking.

David Lindley, Council Member said he hopes the transportation plan can provide a more comprehensive look.

Jan Brending, Clerk Treasurer said the transportation plan is not looking at every street and every intersection in the city. She said it is called a “lite” transportation plan and noted that a full plan would be much more expensive than what the city is budgeted for. Brending said staff could ask the consultant to look at the particular area.

Ben Giant, Council Member asked what is the expected completion date of the transportation plan.

Jan Brending, Clerk Treasurer said she believes it is sometime this summer.

Brendan Conboy, Land Use Planner said that is correct.

***Moved by Jason Hartmann. Seconded by Jim Ransier.  
Motion to adopt Ordinance 2022-02-1092 Amending WSMC 10.24.015 Stop  
Intersections Designated-Sign Erection Authorized. CARRIED 5-0.***

The city council took a 10-minute break at 7:55 p.m. and resumed their session at 8:05 p.m.

**B. Short-term Rental Fees and Allowance for Short-term Rentals in Mobile/Manufacture Residential Home Park Zones**

Brendan Conboy, Land Use Planner said staff is seeking direction from the city council whether short-term rentals should be allowed in the mobile/manufactured residential home park (MHRP) zone. He said the city codes regarding the MHRP zones already prohibits short-term rentals and would not be allowed unless those codes were changed. Conboy said it is his recommendation to shelf this for now until a time when that is something the city council wants to pursue. He said that the definition in 17.08.400 would need to be change and an additional public hearing would be required.

Jason Hartmann, Council Member said the city then doesn't need to specifically prohibit it because the code already does.

Brendan Conboy, Land Use Planner said the proposed amendments would only speak to allowing hosted homeshares and vacation home rentals in RL, R1, R2 and R3 only and not include the MHRP zone.

Ben Giant, Council Member asked if there is a difference between mobile home park and the MHRP zone.

Brendan Conboy, Land Use Planner reviewed the purpose and the permitted uses of the MHRP zone. He said the only outright use allowed in the MHRP zone is a mobile/manufactured home park. Conboy said that an RV park could possibly be a conditional use.

Jim Ransier, Council Member said that one of the reasons the council talked about this issue initially was addressing how a developer could get around the codes to do short-term rentals in this zone.

David Lindley, Council Member said he thinks omitting it makes sense because it is not a compatible use per other codes.

Marla Keethler, Mayor asked if a motion is needed.

Ken Woodrich, City Attorney said consensus is adequate.

There was a consensus of the council to not include MHRP zones in the short-term rental permit regulations.

Brendan Conboy, Land Use Planner said staff is seeking direction on the fees for short-term rentals. He provided a fee comparison chart for the city council. Conboy said that the other issue that came up was whether there should be a distinction between the rates for short-term rentals in commercial zones and residential zones. He said information regarding the short-term rental software the city has purchased and fees necessary to cover those costs. Conboy said the he is suggesting creating a separate category for conditional use permits for short-term rental permits as there are only two

categories (minor and major). He suggested lowering a conditional use permit fee for short-term rentals to \$75 and possibly increasing the cost for a short-term rental fee.

Council members and staff discussed the short-term rental permit fees and making sure that staff time and other associated costs are recovered by the fees looking at a fee structure similar to the City of Hood River.

David Lindley, Council Member asked about charging lodging taxes.

Jan Brending, Clerk Treasurer said that the owner of a short-term rental has to charge sales taxes. She said the city has adopted the initial 2% lodging tax which is an offset of the sales tax revenue the state receives and is remitted to the city. Brending said lodging taxes in Washington are restricted as to how they can be used.

David Lindley, Council Member said there is no additional general fund revenue that could be used for anything that is generated by the fees.

Jan Brending, Clerk Treasurer said that is correct. She noted that in Oregon cities can establish a lodging tax that can be used for a variety of things different than in Washington.

Marla Keethler, Mayor said it would be good for staff to determine the cost for staff hours associated with managing short-term rentals.

Brendan Conboy, Land Use Planner said that he does not know at this point how much time it will take to manage the short-term rental program but can track time and if necessary can recommend a realignment in the future.

There was a consensus of the council to provide for a \$75 application fee that would be per applicant and \$170 permit fee per short-term rental similar to what Hood River is charging and a \$75 fee for a short-term rental conditional use permit.

**C. Purchase of Klickitat County Parcel #03-10-2444-0010/00**

Pat Munyan, City Administrator said this is the property staff discussed with the county approximately a year ago that is located on Dock Grade. He said the city would purchase the property for back taxes and it would serve as part of a potential future stairway or trail system in White Salmon.

Marla Keethler, Mayor said the purchase price is \$31,376.88 plus a \$10 REET fee and \$204.50 recording fee.

Jim Ransier, Council Member asked if there have been any discussions with the Gorge Commission regarding potential stairs or funicular.

Jan Brending, Clerk Treasurer said the city could ask the Gorge Commission their opinion but wouldn't recommend it. She said the city is within the urban exempt area that is

exempt from the National Scenic Area Act. Brending said that when designing the features it would be a good idea to design it in a way that blends into the landscape.

**Moved by Jason Hartmann. Seconded by Ashley Post.**

**Motion to authorize staff to make necessary transactions to purchase Klickitat County Parcel 03-10-2444-0010/00 for the purchase price of \$31,376.88 plus \$10 REET processing fee and \$204.50 recording fee upon Klickitat County Board of Commissioner's adoption of resolution authorizing sale of property. CARRIED 5-0.**

**D. 2022 Legislative Priorities**

Marla Keethler, Mayor review proposed 2022 legislative priorities including the White Salmon Hood River Bridge Project in supporting Senate Bill 5558 which is concerning bistrate governance of interstate toll bridges owned by local governments and Transportation specifically supporting Senate Bill 5510 which would allow for sales and use taxes for Transportation Benefit Districts.

David Lindley, Council Member asked if Transportation Benefit Districts are allowed for non-GMA planning entities.

The answer was yes. The council and staff discussed Transportation Benefit Districts.

**Moved by Jason Hartmann. Seconded by Ben Giant.**

**Motion to adopt 2022 Legislative Priorities as presented. CARRIED 5-0.**

**VII. Reports and Communications**

**A. Department Heads**

**Russ Avery, Public Works Operations Manager** said the city has started street sweeping. He said meter changeouts are continuing and that some pothole repair is happening with temporary patching with cold mix.

**Brendan Conboy, Land Use Planner** reviewed the grant requests that have been submitted or are being submitting. He said he is working on conditional use permits and variances and several affordable housing projects.

**Pat Munyan, City Administrator** said he is working on easement language for the new water line and joint agreement with Department of Natural Resources. He said the city is still waiting for the illumination study for the roundabout. Munyan said he is also working on clearing up the title for a piece of property associated with the city's wells. He said staff will be bringing back a cost sharing agreement on Michigan street improvements at a future council meeting. Munyan said the engineers are still working on the Jewett manhole replacement project.

Ken Woodrich, City Attorney noted that the issue with the city property is there is a void title that needs to be in the city's name and that it will come back before the council to file a lawsuit for a quiet title.

Jan Brending, Clerk Treasurer said the job announcement for the clerk treasurer position has been posted.

**B. Council Members**

Jim Ransier, Council Member said that some structure has been added to the CityLab Board due to the number of committee members and to provide adequate time to address both climate change and diversity and inclusivity.

**C. Mayor**

Marla Keethler, Mayor said the snow plow map and policy remains on the city's website. She noted that Republic continues to have staffing issues that are impacting garbage and recycling collection. Keethler said Republic is not the only business facing this problem. She said Spring Fest will not occur in 2022 due to the planning that has to happened. Keethler said however there is discussion about holding a parade. She provided an update on the White Salmon Hood River Bridge. Keethler noted that she will be working on the east coast for the next few weeks and Jason Hartmann will chair the next council meeting.

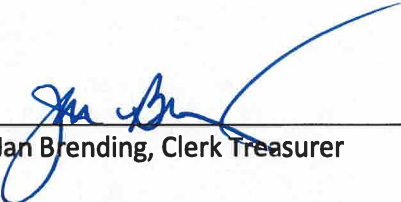
**VIII. Executive Session (if needed)**

There was no Executive session

**IX. Adjournment**

The meeting adjourned at 9:14 p.m.

  
\_\_\_\_\_  
Marla Keethler, Mayor

  
\_\_\_\_\_  
Jan Brending, Clerk Treasurer