

PLANNING COMMISSION MEETING MINUTES

Vancouver City Hall – Council Chambers – 415 W. Sixth Street
PO Box 1995 – Vancouver, Washington 98668-1995
www.cityofvancouver.us

Marjorie Ledell • Steve Schulte • Larry Blaufus • Zachary Pyle
Nena Cavel • Patrick Adigweme • Melissa von Borstel

September 12, 2023

REGULAR MEETING

Vancouver City Hall - 415 W. Sixth Street, Vancouver WA

CALL TO ORDER

The September 12, 2023, meeting of the Planning Commission was called to order at 4:30 p.m. by Chair Ledell.

ROLL CALL

Present: Marjorie Ledell, Zachary Pyle, Patrick Adigweme, Nena Cavel, Steve Schulte, and Melissa von Borstel

Absent: Larry Blaufus

Motion by Vice Chair Pyle, second by Commissioner Cavel, and carried unanimously, to excuse the absence of Commissioner Blaufus.

ADOPTION OF MINUTES

Motion by Commissioner Schulte, second by Vice Chair Pyle, and carried unanimously to adopt the July 25, 2023, minutes.

WORKSHOP

WAREHOUSE CODE CHANGES

Chad Eiken, Director, Community Development Department

Chad Eiken introduced the workshop and presented the proposed amendments to VMC Title 20, including making warehouses greater than or equal to 250,000 square feet a limited use in Heavy Industrial (IH) District, reducing parking space requirements, decreasing maximum lot coverage, adding limited use/development standards for large warehouses, and adding climate action measures for large warehouses. Community outreach and engagement is ongoing, and the City will issue a SEPA determination and receive additional comments through that process.

Commission Questions and Discussion

- Impacts of the prohibition of freight traffic on Fruit Valley Road and access to the Port. Staff responded the limitation of freight traffic only applies to large warehouses. Smaller trucks are still allowed to use Fruit Valley Road.

- Option for a tree bank to make the most use of street tree requirements. Staff agreed it was a good idea and could be included in the code language.
- Are all the measures listed to address climate action required. Staff confirmed they are.
- Feedback from the Port on this proposal. Staff responded they expect the Port to weigh in through this process. The Port expressed concern with the initially proposed conditional use permit for large warehouses and supports the limited use as currently proposed.
- Support for adding language in the code regarding limiting campus style development of multiple smaller warehouses on a site.

2023 ANNUAL REVIEW COMPREHENSIVE PLAN AND ZONING CODE MAP AND TEXT CHANGES

Bryan Snodgrass, Principal Planner, Community Development Department

Bryan Snodgrass presented four proposed site-specific Comprehensive Plan and Zone changes. The first is located at the intersection of SE 192nd and SE 15th Street, the second (called Wood Duck Springs) is located on NE 63rd Street, the third (called Miller) is located at NE 63rd Street and NE 72nd Avenue, and the fourth (called Date Park) is located on E 18th Street.

Commission Questions and Discussion

- Does the Interim Green Building Policy apply to residential developments? Staff responded it applies to residential developments if there is a development agreement.
- Are the school districts aware of the City's philosophy and residential density? Staff responded this will be addressed as part of the Comprehensive Plan update, though they are likely aware of the broad trends and housing crisis.
- Consider a higher density for the Wood Duck Springs property.
- Traffic impacts from increased housing density on County owned roads. Staff responded there is coordination with the County on development applications, including housing. The City builds infrastructure to urban standards to meet its needs and level of development.
- Does the proposed zone change for Wood Duck Springs allow for a commercial component? Staff responded mixed use developments are allowed in multi-family zones.
- Consider commercial component for the development on 192nd Avenue. Staff responded in this case there is existing commercial nearby.
- Community outreach for the development on 192nd Avenue. Staff responded the developer has been in contact with neighboring properties to the north and west of the site and has organized two meetings in the neighborhood.

The presentation summarized proposed text changes, including a Comprehensive Plan text change in the Capital Facilities Plan (CFP), an update related to parks in the Comprehensive Plan, and twelve text changes in the zoning code, which is [Title 20](#) of the Vancouver Municipal Code.

Commission Questions and Discussion

- Define "regular" mail and further clarify what is mailed and sent via email. Staff responded this means mail sent through the postal service and will allow development review staff to respond via email. Notices of application will still be sent via regular mail. With this change, the final decision staff reports can be sent via email to those who commented on the application, particularly if their comments came in via email.

- Do the Flood Insurance Rate Maps affect code requirements? Staff responded they do not, but the City will provide courtesy notice to properties affected by changes to floodplain.
- Clarify the changes to cottage clusters. Staff responded the change clarifies the definition of the density bonus and the common area. It also clarifies if there is an existing house on the property that is larger than the typical cottage can be included in the development.

COMMUNITY FORUM

Monica Zazueta was present to provide comments on the warehouse code changes. She was supportive of regulations for large warehouses to limit building more warehouses in the City.

Teresa Hardy was present to provide comments on the Vancouver Innovation Center. She encouraged the City to preserve the forested areas of the property.

WORKSHOP

VANCOUVER INNOVATION CENTER PROPOSED REVISED MASTER PLAN AND DEVELOPMENT AGREEMENT

Joana Filgueiras, Real Estate Project Manager, Economic Prosperity and Housing; Mark Person, Senior Planner, Community Development Department

Mark Person introduced the workshop and presented a brief history of the site, including the rezone and Comprehensive Plan changes in 2021, the approved land use allocations, open space provisions, and use/expansion of the exiting industrial building within the approved master plan. Staff presented the proposed revisions to the land use allocation, open space, and transportation network, details of the revisions to the master plan, and the approval criteria for changes to the master plan.

Commission Questions and Discussion

- Challenges the developer sees in developing this project. Staff responded that they cannot speak for the developer, but they understand the current low demand for office is one challenge.
- In the approval criteria, what is considered a “change in circumstances”? Staff responded when the site went through the rezone process in 2021, it was an underutilized site and there is now a market for more housing and mixed-use development. A change of circumstances is not a particularly high bar because market forces and trends shift over time.
- Status of negotiations between the developer and the City regarding the open space. Staff responded the applicant is negotiating the sale of the 13.7 acres of forested tract to the City to be used as a City owned and maintained park.
- Motivations for changes to the master plan. Staff responded the change is in part due to market demand and alignment with City goals of increasing housing density and employment land.
- Public access to the site. Staff responded the public will have more access to the site than it currently does, especially the forested tract that will become a City-owned park. There will be commercial properties on the site to serve residential within the site but also accessible by those outside the development.
- Changes to the town center from the original master plan. Staff responded the new proposal includes a walkable commercial corridor, rather than a town center. Its really a change in how the buildings and open spaces are arranged vis a vis each other.
- Proposed and likely circulation of traffic via all modes through the site.

- Minimum and maximum density of the proposed residential zones. Staff responded the existing Development Agreement does not have a minimum density, but this will be amended through this process. On average, the developer is looking for around 20 units per acre and will bring more details on this at the next workshop.
- Alignment with LEED neighborhood development goals.
- Green building components proposed by the applicant. Staff responded the developer is looking to exceed the required reduction in greenhouse gas emissions and plans to include buildings that are solar panel ready, will include EV chargers, an increase proposed amount of green space from previous master plan, electrification all the residential buildings, among others measures.
- Management of shared parking.
- Public engagement and outreach with surrounding neighborhoods.
- Existing and anticipated number of jobs on the site.

PUBLIC HEARING

BURNT BRIDGE CREEK WEST COMPREHENSIVE PLAN AND ZONING MAP CHANGE

Bryan Snodgrass, Principal Planner, Community Development Department

Bryan Snodgrass presented an overview of the proposed zone change, the anticipated development on the site, information related to the critical lands on the property and the criteria for critical areas review, approval criteria for this rezone request, and the case for consistency and inconsistency with approval criteria. Peter Condyles, representing the applicant, indicated the issues presented, and especially the criteria for critical areas, will be addressed in the development review process. He indicated the provided site plan is an example of a potential building on the site but is not intended to be final.

Public Testimony

There were no members of the public present to provide public testimony.

Commission Discussion

- Offsite mitigation. Amaia Smith, Washington Department of Fish and Wildlife, responded that her understanding is that the applicant is planning to do 12 acres of offsite mitigation in Clark County. That area will be protected in a conservation covenant. Based on the preliminary design, they also need 48 acres of enhancements. The consultant is working with WDFW to potentially purchase banking credits in Ridgefield. On the development site, remaining critical areas are protected in a conservation covenant.
- If the zone change occurs, does the criteria of the review for avoidance of critical areas change? Staff responded it does not. The review is the same for both OCI and IL zones.
- Timeline for warehouse code changes. Staff responded the current warehouse moratorium is scheduled to expire in December 2023 and plan to have permanent standards approved prior to the expiration of the moratorium. For this application, it will likely go to City Council at the end of 2023. It's likely that a site plan application would be submitted after the new warehouse standards have been established.
- Timing of development related to whether or not this application is approved. Staff indicated if the rezone is approved, development of the site would likely be similar to the conceptual site plan already prepared by the applicant. If the rezone is not approved, development is less likely in the near term.

- Development of the site aligning with the City's policy goals as stated in the Comprehensive Plan and Green Building Policy. In response to Staff responded it's too early to say, as those documents are still in progress.

Motion by Vice Chair Pyle, seconded by Commissioner Cavel, to recommend approval of the proposed Burnt Bridge Creek rezone proposal from OCI to IL at 6103 NE 152nd Avenue, based on the staff report and discussion at the September 12, 2023 public hearing.

Deliberation

Vice Chair Pyle was in favor of approval due to similar levels of impact in development under OCI and IL, and that development under either zoning designation will be reviewed through the critical areas ordinance. The infrastructure, surrounding zones, and likely use indicates approval.

Commissioner Cavel concurred; this development should occur where there are strong mitigation efforts in place.

Commissioner Schulte was supportive of the motion.

Commissioner Adigweme was not supportive of the motion, to allow for more time to establish city Comprehensive Plan, Green Building Policy and warehouse guidance which would impact likely development of the site.

Chair Ledell indicated it was premature to develop the site given the plans for updates to the Comprehensive Plan.

Commissioner von Borstel agreed with statements of Commissioner Adigweme and Chair Ledell and did not support the motion.

Roll Call Vote

Commissioner Adigweme	No
Commissioner von Borstel	No
Commissioner Cavel	Yes
Commissioner Schulte	Yes
Vice Chair Pyle	Yes
Chair Ledell	Yes

The motion carried 4-2.

EVERGREEN & GRAND COMMERCIAL CORRIDORS STRATEGY IMPLEMENTATION

Becky Coutinho, Associate Planner, Community Development Department; Jamin Kimmel, Cascadia Partners

Commissioner von Borstel recused from this public hearing and left the meeting.

Becky Coutinho presented an overview of the strategy implementation process. Jamin Kimmel presented an overview of the overlay zone addressing uses and density, requirements for ground floor commercial, building orientation and setbacks, maximum building height, building height step down adjacent to high and low density zones, maximum building length, minimum parking requirements, design standards for buildings in general, commercial spaces and residential buildings.

Public Testimony

Daniel Harrison had further questions regarding enhancements to walkability along the corridor.

Staff responded walkability of the area is addressed in the Transportation System Plan (TSP) via street improvements. The recommendations in the commercial corridors strategy have been integrated into the TSP. When the street is repaved, it will be redesigned as a Complete Street in alignment with that strategy.

Commission Discussion

- Reasoning behind different setback and stepdown requirements when adjacent to single family and multi-family residential. Staff responded Council expressed concern with the transition from, for example, a five story building to a single family home. With the recent House Bills related to housing, staff anticipate more ADUs and middle housing, but these will likely have similar urban form to existing single family development and the proposed revised step downs address potential impacts where higher density housing abuts smaller single family development.
- Would the stepdown requirements change with the update to the Comprehensive Plan? The update to the Comprehensive Plan provides opportunities to review and revisit development standards for this area as well as others, although staff anticipate new standards would mostly align with the commercial corridor strategy given the timing of adoption. The Comprehensive Plan update provides an opportunity to review and update development standards for every zone across the City.
- Define an overlay district and its merit in this case. Staff responded an overlay district is used to implement standards in more than one place in the City and is used as a template in areas like a neighborhood serving business district.
- Anti-displacement tools. Staff responded the City has a displacement risk assessment tool that factors in the equity index with housing market data. In this neighborhood, it's in the early stages of displacement, but does not have a high equity score. The City's anti-displacement strategy, Reside Vancouver, includes recommended actions for preventing displacement citywide and staff are developing a workplan to advance these.
- Would setback and stepdown requirements for a property change if an adjacent property was rezoned to multi-family? Staff responded it would.

Motion by Commissioner Cavel, seconded by Commissioner Adigweme, to recommend adoption of the Evergreen and Grand Commercial Corridors Overlay District, based on the findings and recommendation contained in the staff report and the Commission deliberation at the September 12 public hearing.

Deliberation

Commissioner Cavel supported the proposal as it addresses adding housing and a walkable mixed use community.

Commissioner Adigweme agreed with Commissioner Cavel.

Vice Chair Pyle did not support the change to the step back requirements because he indicated it inappropriately required more protection of adjacent single family homes than multi-family development but was supportive of the other elements of the proposal.

Commissioner Schulte and Chair Ledell supported the proposal.

Roll Call Vote

Commissioner Schulte	Yes
Vice Chair Pyle	No
Commissioner Adigweme	Yes
Commissioner Cavel	Yes
Chair Ledell	Yes

The motion carried 4-1.

COMMUNICATIONS FROM CHAIR AND STAFF

Rebecca Kennedy notified the Commission that Becky Coutinho is leaving the City for a new job opportunity and thanked her for her work with the City.

ADJOURNMENT 8:30 P.M.

Marjorie Ledell, Chair

To request other formats, contact Julie Nischik, Community Development Department | 360-487-7813. WA Relay: 711 | julie.nischik@cityofvancouver.us

Planning Commission Workshop

URBAN FORESTRY MANAGEMENT PLAN

September 26, 2023

Charles Ray
Urban Forester
City of Vancouver, Public Works Department



Presentation Purpose

- ❑ **Final opportunity for Planning Commission review and comment prior to Council process**
- ❑ **Planning Commission does not make a formal recommendation to Council on this item, but will be engaged in implementation**



Meeting Agenda

- ☐ **Project Background**
- ☐ **Findings & Highlights**
- ☐ **Outreach**
- ☐ **Goals & Strategies**
- ☐ **Next Steps**



Alignment with City Council Priorities



Climate

- Addresses heat island effect, carbon sequestration and improves water and air quality



Equity

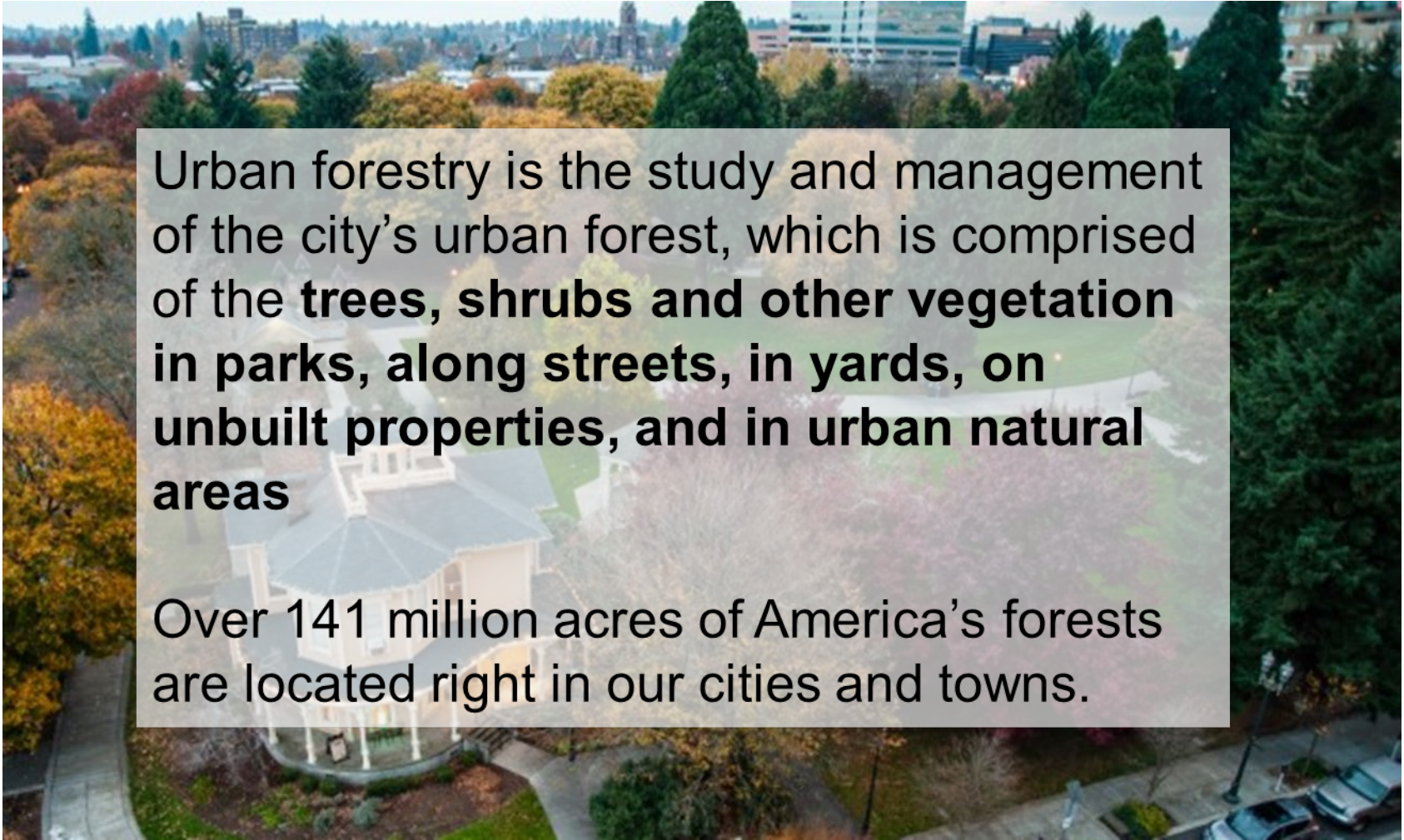
- Ensures that the benefits of trees are distributed equitably throughout the city



Safety

- Improves safety by reducing storm damage, traffic calming and crime reduction

What are urban forests?

An aerial photograph of a city, likely Vancouver, showing a mix of urban development and greenery. In the foreground, there are several large, mature trees with vibrant autumn foliage in shades of yellow, orange, and red. A large, light-colored building with a prominent roof is visible in the center. The background shows a dense urban landscape with various buildings, including a tall, modern skyscraper, and more trees. The overall scene illustrates the integration of nature within an urban environment.

Urban forestry is the study and management of the city's urban forest, which is comprised of the **trees, shrubs and other vegetation in parks, along streets, in yards, on unbuilt properties, and in urban natural areas**

Over 141 million acres of America's forests are located right in our cities and towns.

Project Background

Purpose

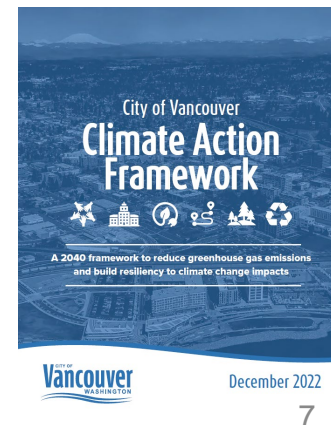
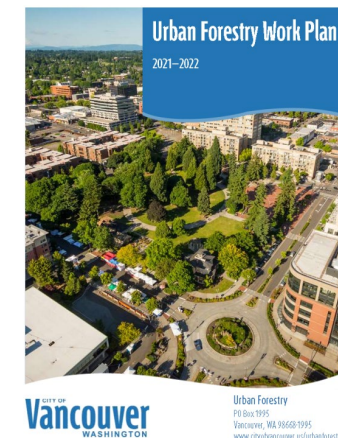
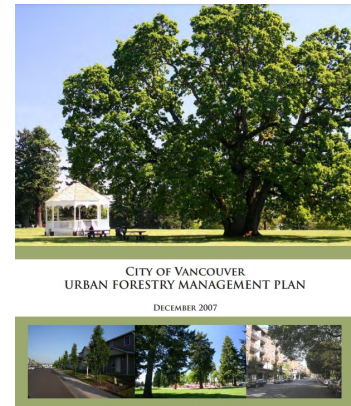
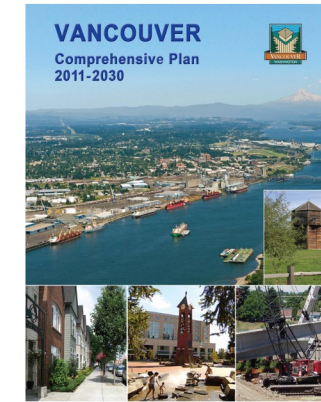
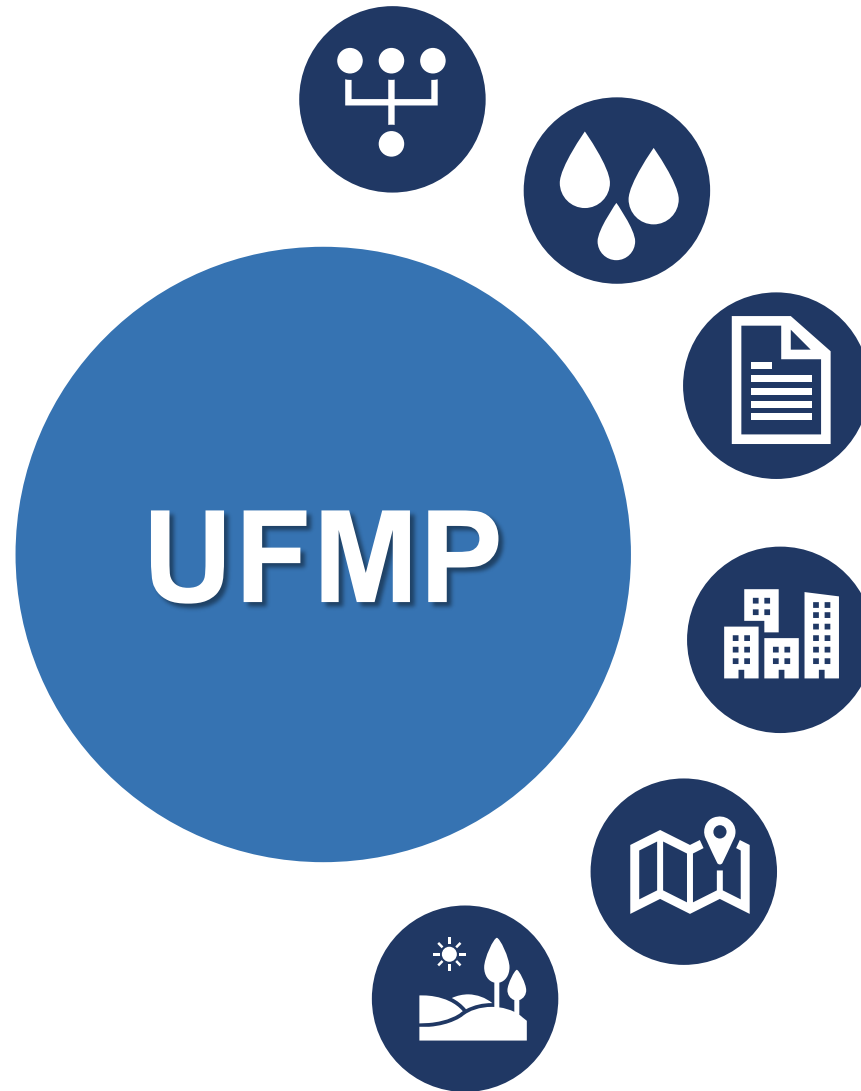
“Urban trees and forests are considered integral to the sustainability of cities as a whole. Yet, sustainable urban forests are not born, they are made. They do not arise at random, but result from a community-wide commitment to their creation and management.”

James Clark et al.: A Model of Urban Forest Sustainability



Project Background

Context



Project Background

Scope & Timeline

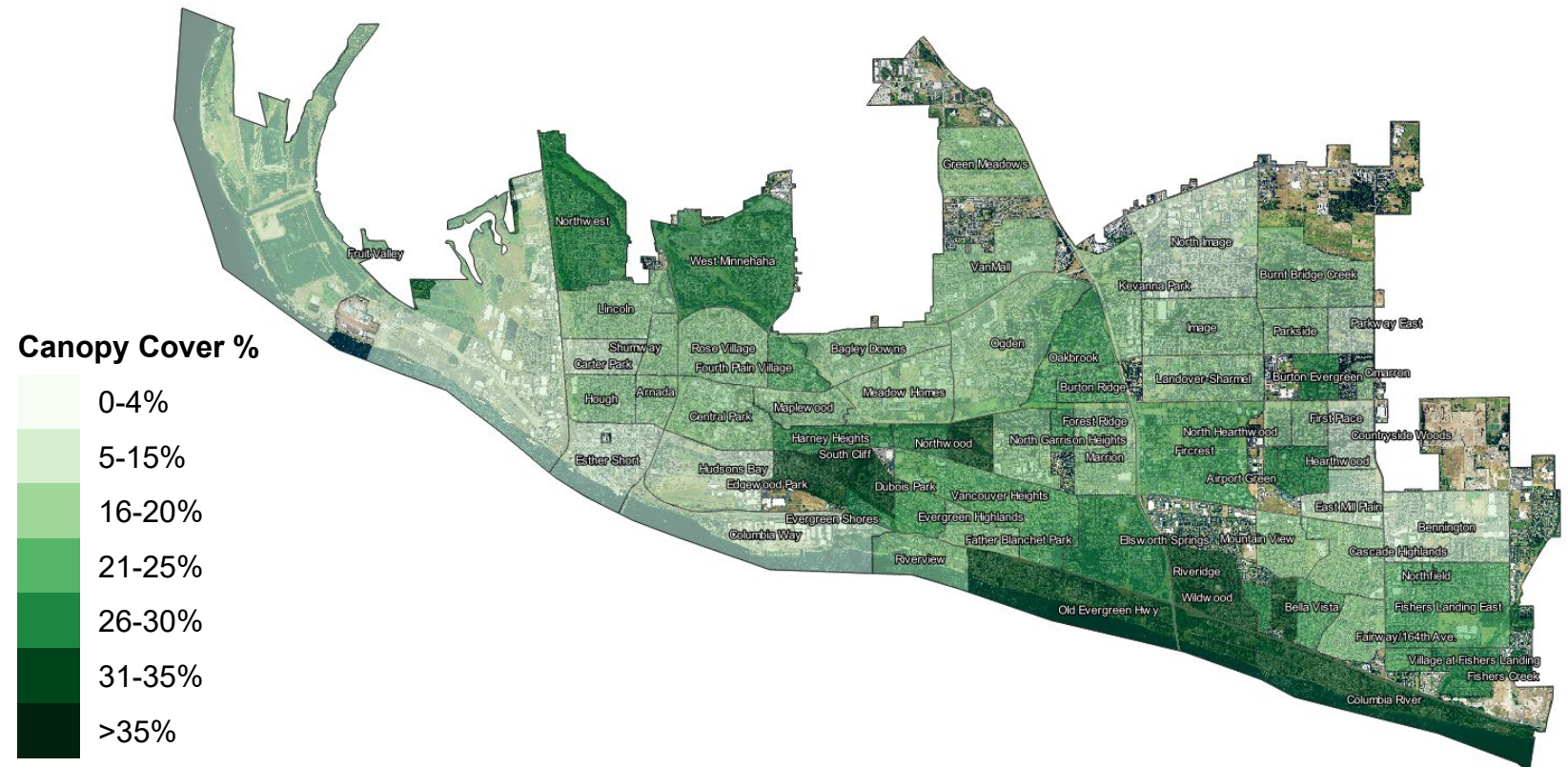
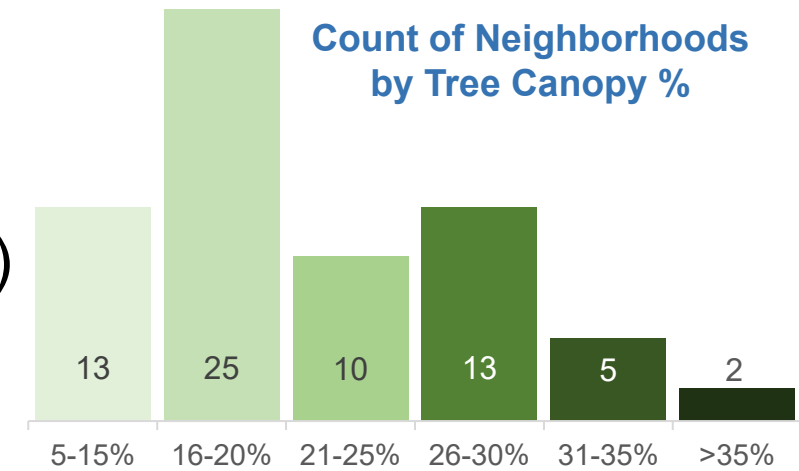


Key Findings

Urban Forest Status

Urban Tree Canopy

- 19% canopy (up 3% from 2011)
- 6,066 canopy acres
- 4,600 football fields of canopy



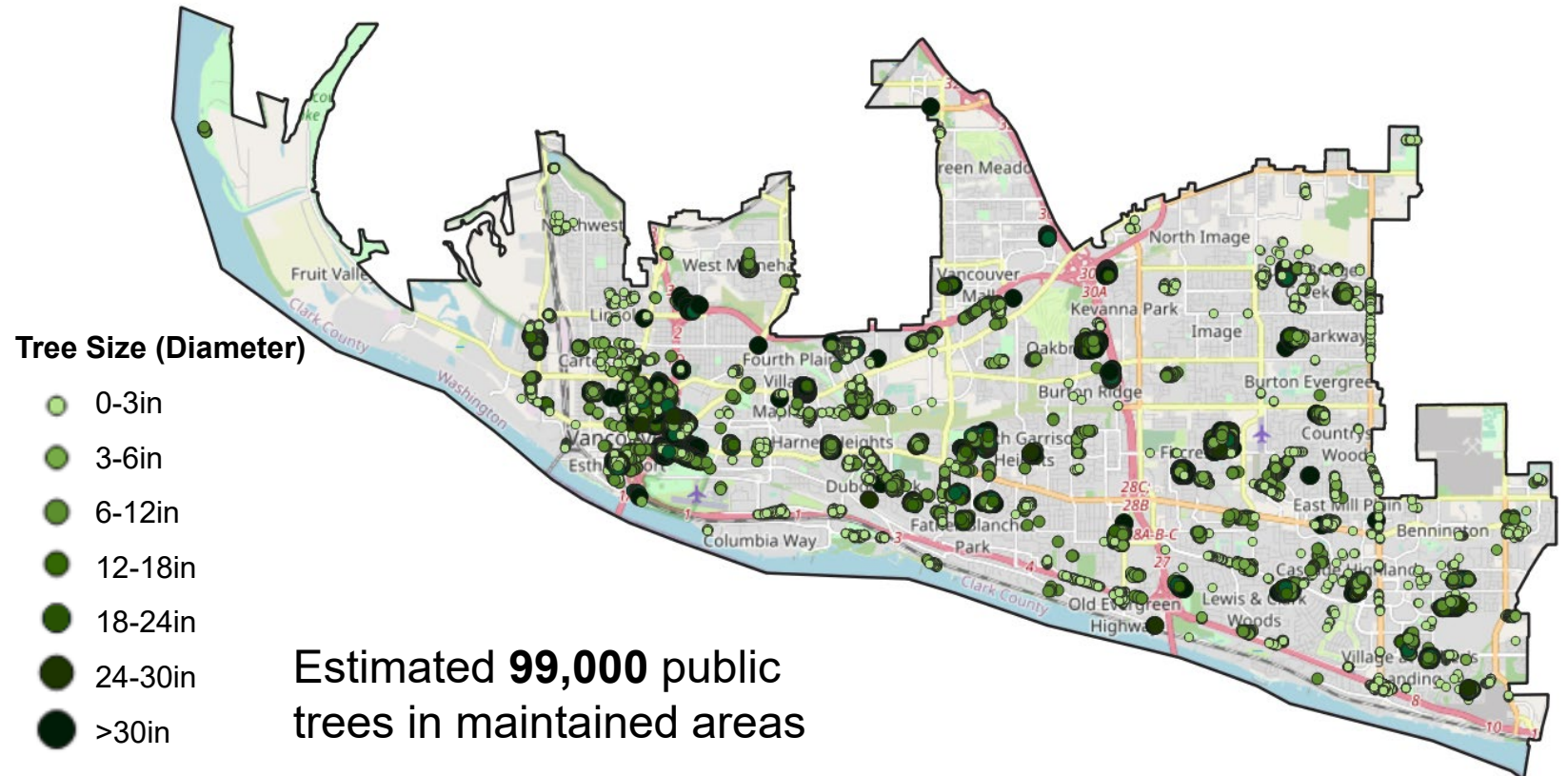
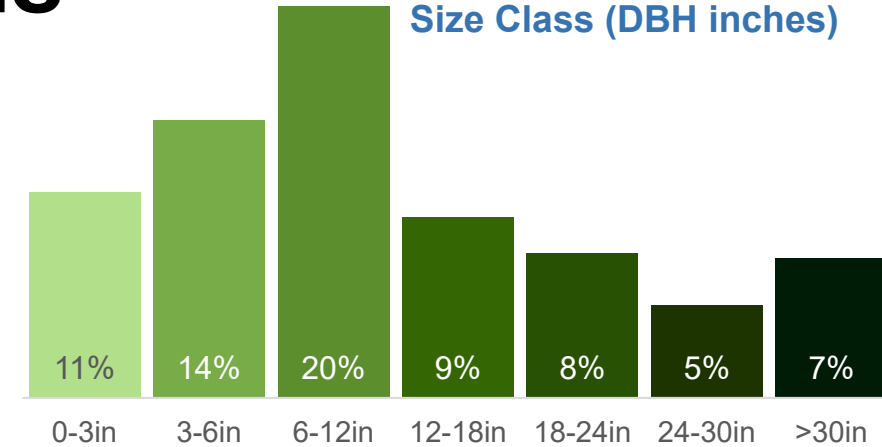
Key Findings

Urban Forest Status

Public Trees

- 12,000 trees added
- 870 trees > 30" diameter
- ~360 unique tree species
- 16% Douglas firs, 15% maples, 7% oaks, 4% western red cedars

Distribution of Trees by Size Class (DBH inches)



Key Findings

Ecosystem Benefits

Citywide Urban Forest (18.9% canopy)

- \$44 million in total benefits
- 224,000 tons of carbon stored
- 7,000 tons of carbon sequestered
- 149 tons of pollutants captured
- 243 million gallons of stormwater prevented

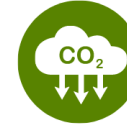
Public Trees (~99k trees)

- \$9.9 million in total benefits
- \$100 per tree
- \$51 per capita
- \$4.12 ROI

Other Benefits

- Property values
- Reduced health care costs
- Reduced crime
- Urban forest replacement value (\$500M)

CARBON STORAGE



In one year, an acre of mature trees absorbs the amount of CO₂ produced by a car driven 26,000 miles.

STRESS REDUCTION

Workers without views of nature from their desks claimed 23% more sick days than workers with views of nature.



CLEANER AIR

Roadside trees reduce nearby indoor air pollution by more than 50%.



WILDLIFE HABITAT



Planting and protecting trees provides habitat for hundreds of birds and small animals.

STORMWATER MANAGEMENT



Contiguous tree canopy is estimated to intercept 4" of rain over 1 acre in a typical year— about 108,000 gallons.

SHADE AND COOLING

Shaded surfaces may be 20–45°F cooler than unshaded areas.



SOIL STABILIZATION

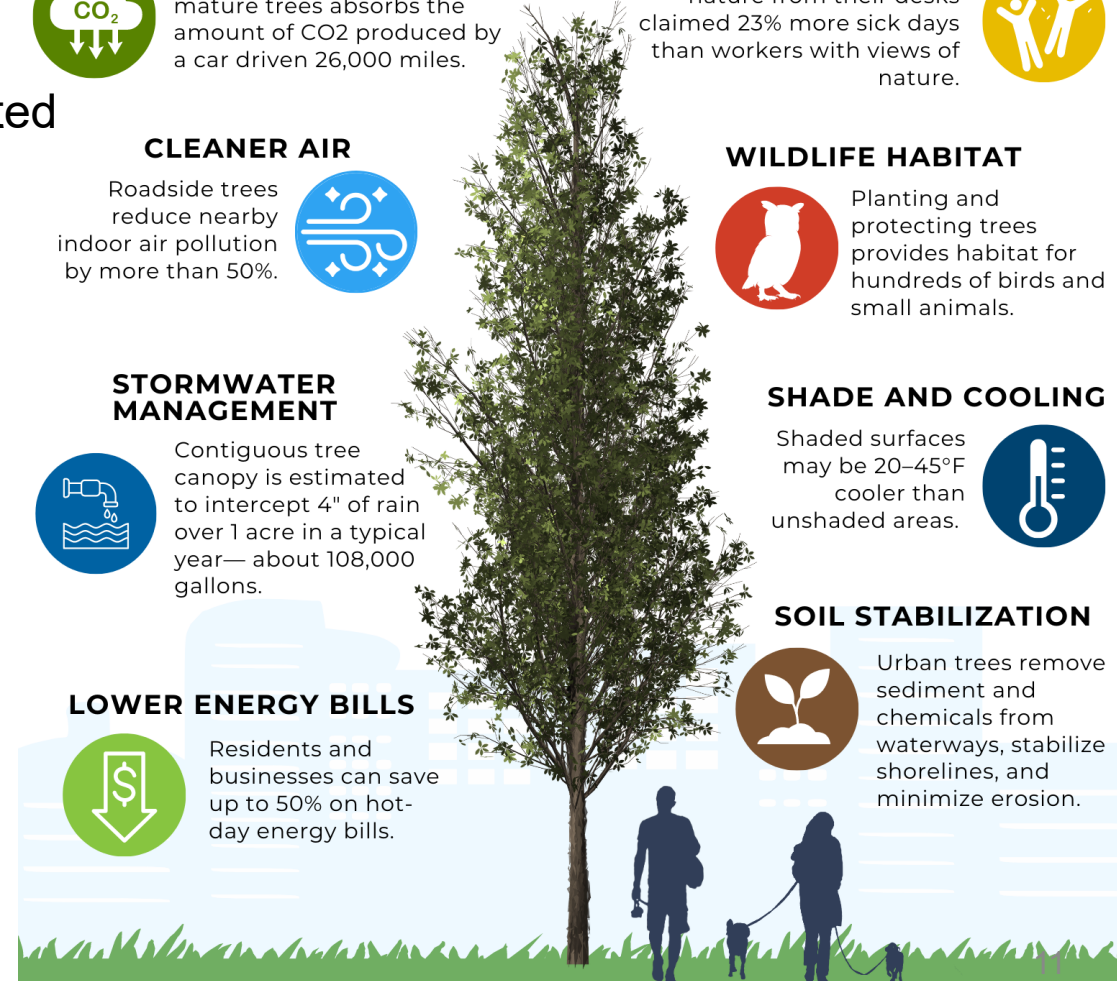


Urban trees remove sediment and chemicals from waterways, stabilize shorelines, and minimize erosion.

LOWER ENERGY BILLS



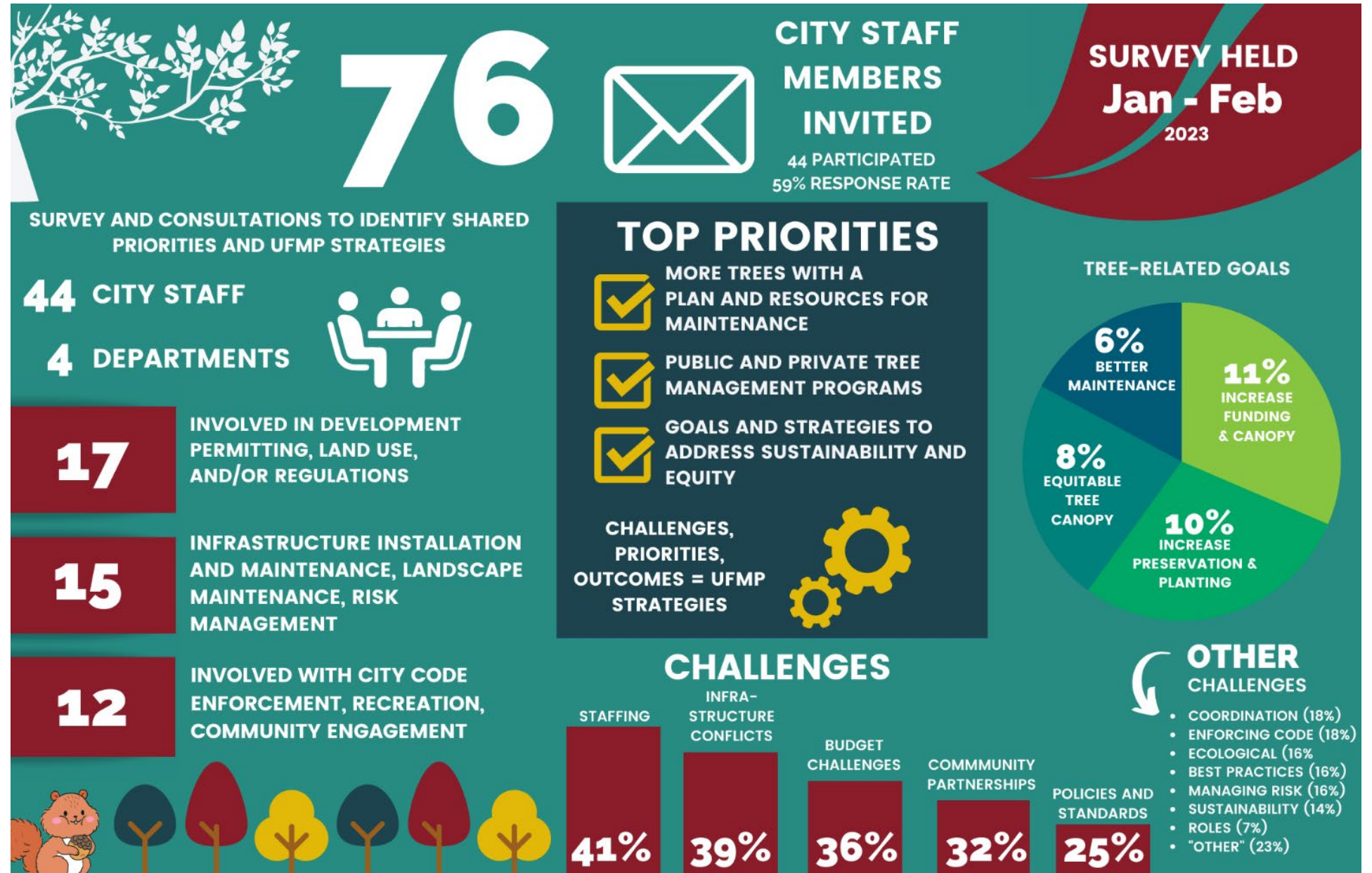
Residents and businesses can save up to 50% on hot-day energy bills.



Data sources and links: [US Forest Service](#), [the Arbor Day Foundation](#), and [the EPA](#).

Key Findings

City Staff Engagement



Key Findings

External Stakeholder Engagement



Key Findings

Public Engagement

Jan – Feb 2023, 155 Responses

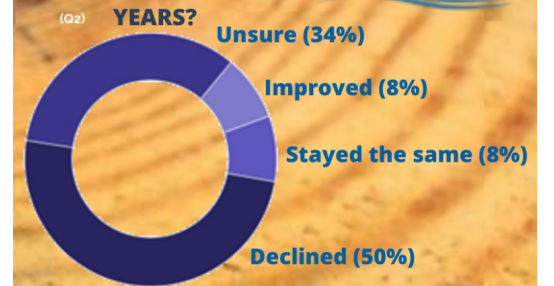
Location of Responses (Zip Codes)



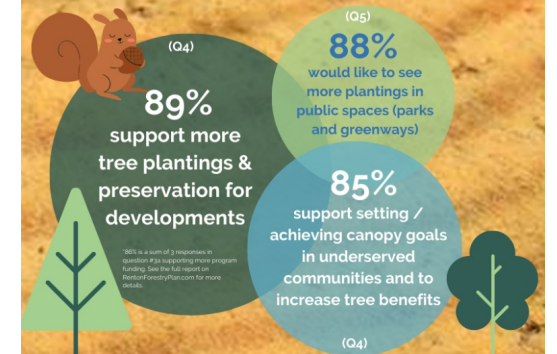
Note: Zip code boundaries were recreated and formatted to Vancouver. Map is not intended for additional use.

PUBLIC SURVEY RESULTS

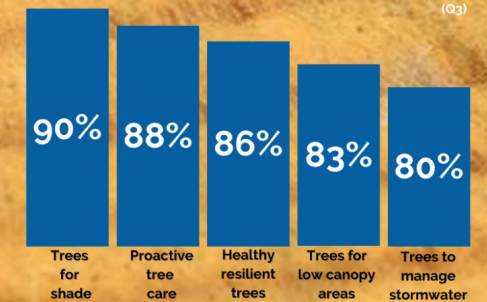
HEALTH AND QUALITY OF TREES IN THE LAST 10 YEARS?



WHERE SHOULD VANCOUVER FOCUS FUNDING?



MOST IMPORTANT CONSIDERATIONS FOR TREES



155 responses were received
Survey open from January 10 - February 28, 2023
For more details go to BeHeardVancouver.org/UFPMP

Opportunities for Public Input



Engagement Sessions

Be Heard Vancouver Website

Urban Forestry Management Plan



Trees are a valuable community asset, enhancing our parks and open spaces, cooling our neighborhoods, capturing air pollution, intercepting stormwater runoff and improving safety in our community. Growing and caring for our city's urban tree canopy is no small task; a healthy tree canopy is the result of proper planning, management and community involvement.

To guide the future of trees in our community, the City is developing an **Urban Forestry Management Plan (UFMP)**. This plan will engage the community in creating a vision for the future, so that trees can continue to benefit everyone who lives, works and plays in Vancouver for generations to come.

We invite you to share your thoughts by [taking the survey](#) below. You can also join us for a virtual community meeting on January 25 and in person on March 18, RSVP below.



+ What is an Urban Forest?

+ How Does the Urban Forest Benefit our Community?

+ What is an Urban Forestry Management Plan?

+ Meet the Project Team

+ Ways to Get Involved

Public Survey



5) Where would you like to see the City prioritize future tree plantings? (Select all that apply)



A



B



C



D



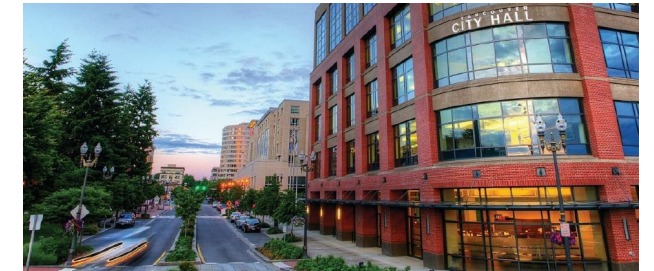
E

F

Not Applicable

- ☐ A) Street trees (planted in the median or adjacent to the street)
- ☐ B) Parks, greenways, and other public spaces
- ☐ C) Private residential property
- ☐ D) Commercial or industrial areas
- ☐ E) School campuses
- ☐ F) I do not support adding more trees or canopy cover
- ☐ Other: _____

Let's Talk Trees! Public Meeting



Vancouver, WA Urban Forestry Management Plan

Let's Talk Trees, Vancouver! – Noon Session

Key Dates



Let's Talk Trees: Online Project Kick-Off Meeting

January 25 2023

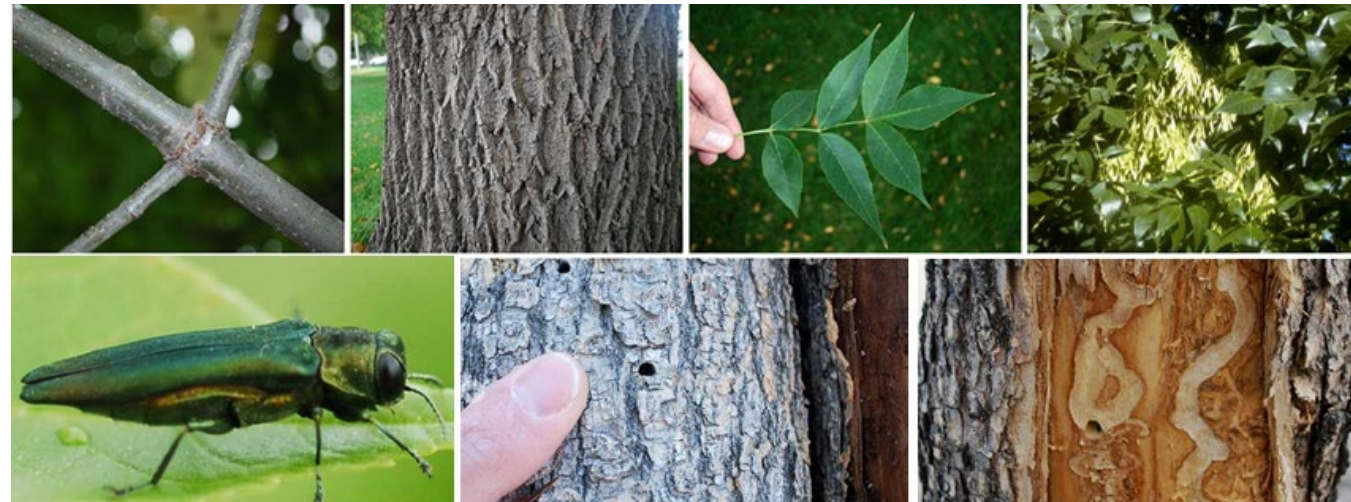
**March 18th 10-noon @ MLK Elementary
(4801 Idaho St, Vancouver, WA 98661)**

Key Findings

Key Strategies

Key Strategy	SUPPORT?		
	Staff	Stakeholders	Public
Tree Regulations	✓	✓	✓
Proactive Public Tree Maintenance	✓	✓	✓
Tree Planting Initiative	✓	✓	✓
Staffing Levels	✓	✓	✓
Data Management	✓		
Emerald Ash Borer (EAB) Management	✓	✓	

Ash Tree & EAB ID



Key Findings

Urban Forestry Audit

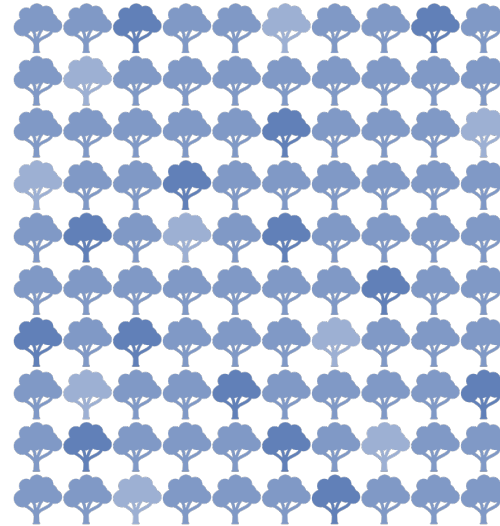


Score
78 out of 100

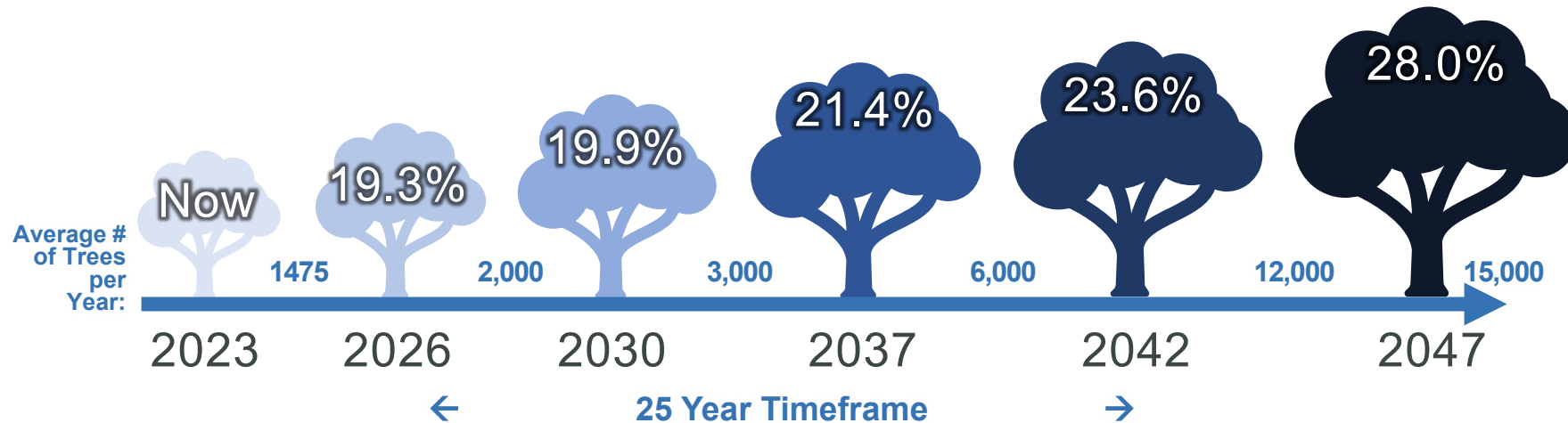
Canopy Goals & Planting Priorities

Canopy Goals

28% by 2047



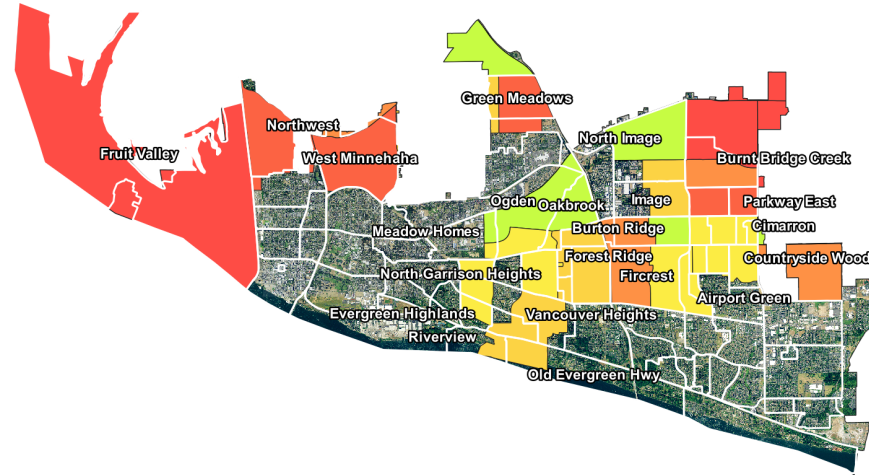
100 trees planted across the City that have large canopy cover at maturity equals 3 acres of new canopy cover. Approximately 3,000 acres of new canopy cover is needed to reach 28%



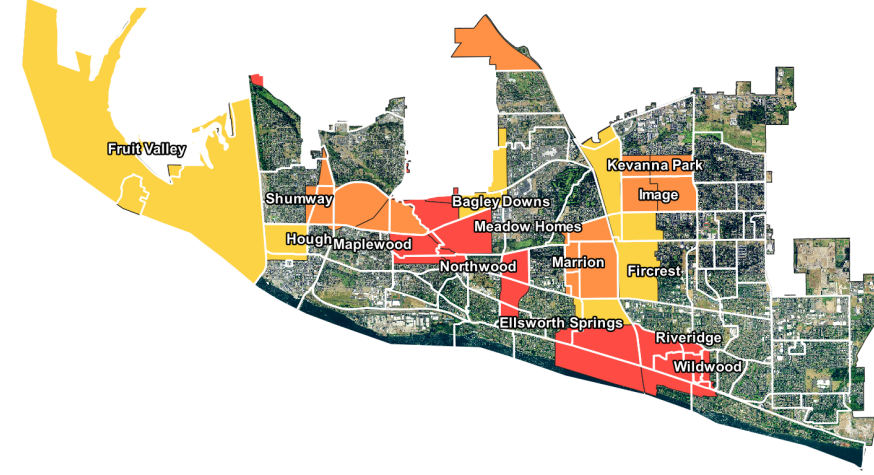
Canopy Goals & Planting Priorities

Priority Planting Areas

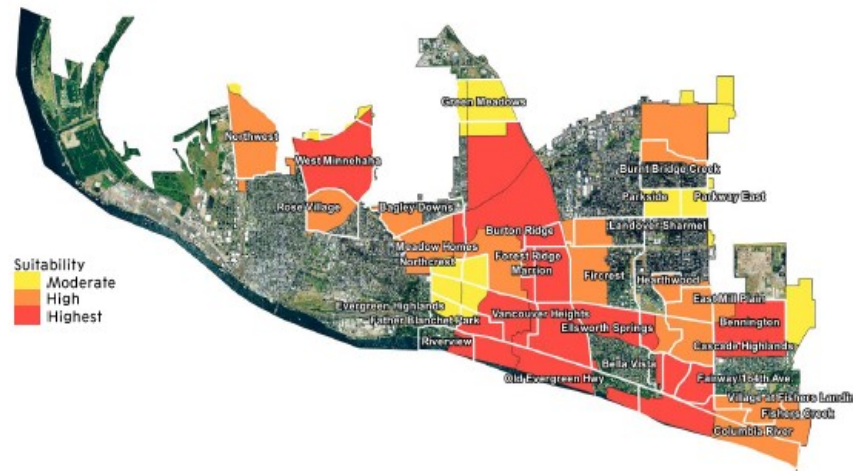
Greatest Available Space



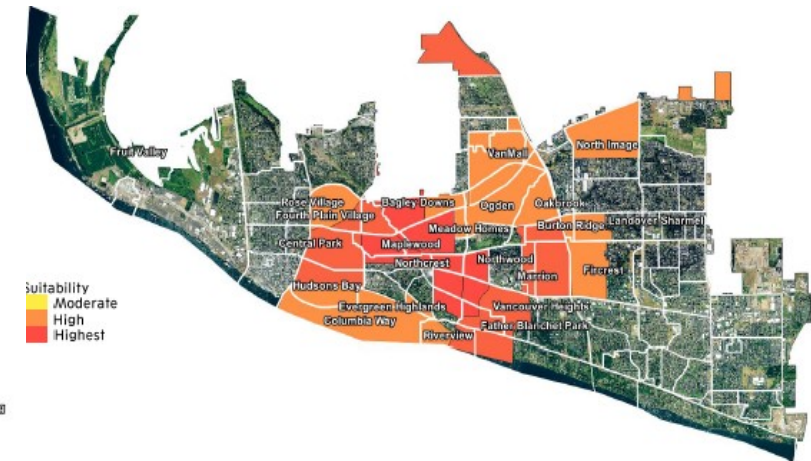
WA Environmental Health Disparities Priorities



Stormwater and Water Quality

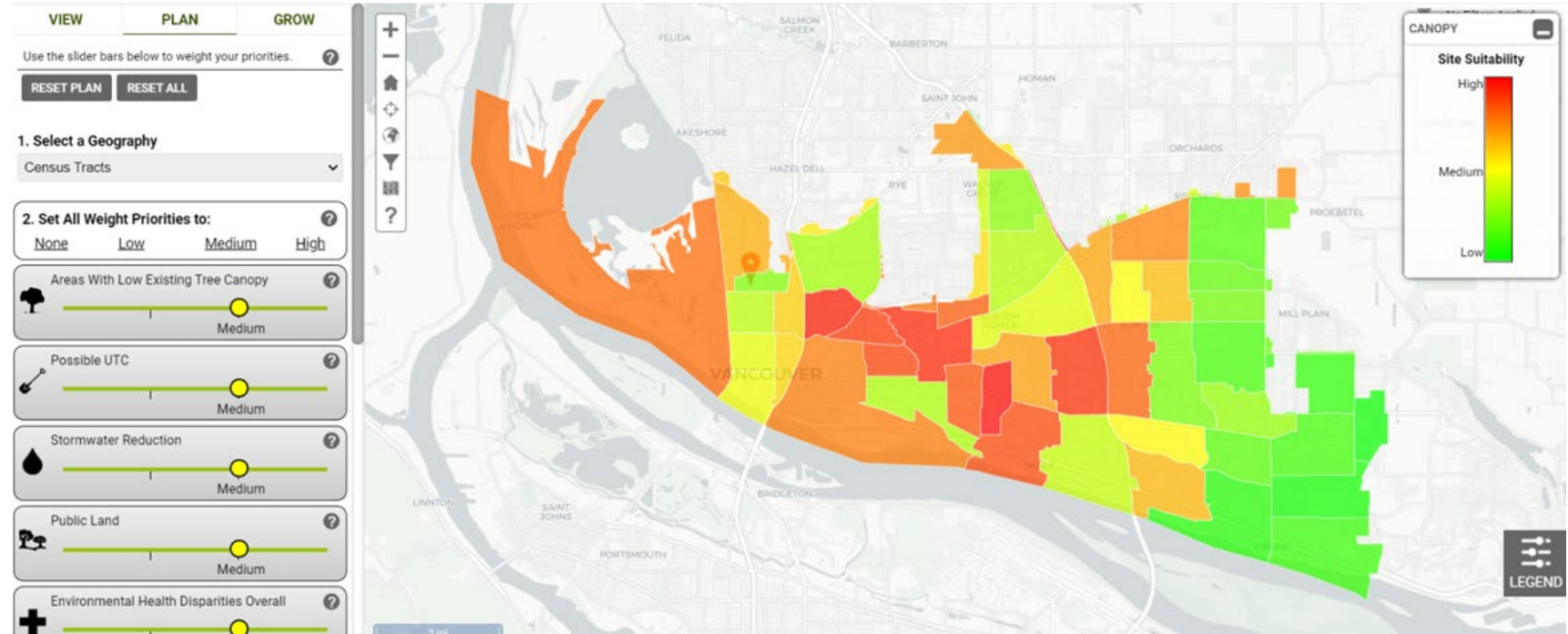


Composite Map of High Priority Areas



Tree Equity: View, Plan, Grow

Tree Equity



Interactive mapping tool that overlays tree canopy, census data, and health disparities to inform urban forestry management

<https://pg-cloud.com/VancouverWA/>

UFMP Long-Term Framework

Long-Term Framework

- ❖ 3 Goals, 8 Objectives, 23 Strategies
and 50+ Actions
- ❖ Short, Mid, Long-Term and Ongoing Actions
- ❖ Implementation Strategy

Long-term Framework

Final Draft Goals & Strategies

GOAL 1	GOAL 2	GOAL 3
Proactively manage public trees, continue to grow and expand a healthy canopy to achieve the 28% citywide canopy goal, maintain public safety, and optimize urban forest benefits.	Achieve environmental justice through a partnership with the City and its residents to improve well-being, human health, local economies, and urban forest sustainability.	Strengthen policies for preserving the environmental benefits, management, and the character of Vancouver's urban forest.
Update and maintain the public tree inventory.	Maintain Tree City USA recognition.	Protect trees during construction projects.
Utilize current and future canopy assessments.	Maintain active communications with diverse audiences.	Apply a no-net-loss approach to tree canopy cover.
Align staffing levels with the needs of the urban forest and the community.	Provide education and training workshops.	Use tree canopy assessment data for tree management policies.
Establish and implement a proactive pruning cycle and management program for City-maintained trees.	Implement program services through the lens of environmental justice.	Update and strengthen tree-related ordinances, design standards, and protocols.
Ensure newly planted trees receive post-planting care and young tree training.	Expand partnerships and the Neighborhood Tree Stewards program.	Enforce tree regulations.
Formally update the Tree Planting Initiative.	Coordinate Plan implementation and community engagement with the Urban Forestry Commission and local partners.	
Increase citywide tree canopy cover.	Effectively manage volunteers and events.	
Grow a sustainable and resilient urban forest.		

UFMP Draft Review

Review Process for Adoption

- ❖ City Council Workshop May 8th
- ❖ Planning Commission Workshop May 23rd
- ❖ Department of Commerce/SEPA Review

Process May-July

UFMP

Next Steps

Steps for Plan Adoption

- ❖ Urban Forestry Commission Sept 20th
- ❖ Planning Commission Sept 26th
- ❖ Seek Adoption by City Council
 - October 23, 2023 1st Reading
 - November 6, 2023 Public Hearing

Final Draft Urban Forestry Management Plan

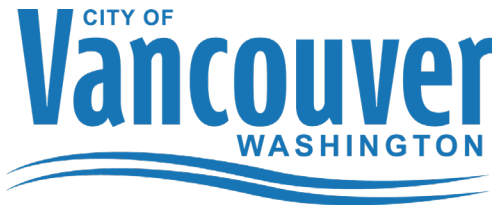
THANK YOU!

www.beheardvancouver.org/UFMP
www.cityofvancouver.us/urbanforestry



Funding to support this project was provided by the State of Washington Department of Natural Resources Urban and Community Forestry Program.





MEMORANDUM

DATE: September 14, 2023

TO: Chair Ledell and Planning Commission members

FROM: Charles Ray, Urban Forester, Public Works/Environmental Resources

RE: **Final Draft Urban Forestry Management Plan**

Background

In 2022, Vancouver's Urban Forestry Program secured a \$20,000 grant from WA Dept. of Natural Resources to fund an update to the adopted 2007 Urban Forestry Management Plan (UFMP).

The adopted 2007 Urban Forestry Management Plan helped guide Vancouver to make strategic improvements over the last 15 years with support from both internal City stakeholders as well as the greater community. The updated UFMP will help Vancouver identify what is next with strategic actions to work towards in the next 5 years, 10 years and beyond with community input and support, including:

- Identify and create plans to address inequities in our tree canopy.
- Review our tree data, plans, policies and other available data.
- Plan for an equitable, climate resilient tree canopy in the future.
- Provide a roadmap to achieve a shared vision for the future of Vancouver's trees.

The purpose of the updated UFMP is to recommend direction and actions for Vancouver to optimize the benefits of trees by envisioning an equitable, climate adaptive, integrated, and sustainable approach to managing the city's urban forest resources over the next twenty-five years. The final draft UFMP includes: a comprehensive analysis of the current state of Vancouver's urban forest; a discussion of existing management structures and policies; a summary of community outreach activities and feedback; a vision for the future; and goals and action items to support the realization of the vision. The final draft UFMP also includes a monitoring plan and implementation schedule.

Development of the draft UFMP involved extensive research of other communities; review of existing plans, policy and workflows; broad community outreach and discussions with key stakeholders, including the Urban Forestry Commission and City staff. Community outreach efforts included two online meetings, one open house, an online community survey, and internal/external stakeholder outreach.

The final draft Long-Term Framework in the UFMP identifies 3 Goals:

GOAL 1	GOAL 2	GOAL 3
Proactively manage public trees, continue to grow and expand a healthy canopy to achieve the 28% citywide canopy goal, maintain public safety, and optimize urban forest benefits.	Achieve environmental justice through a partnership with the City and its residents to improve well-being, human health, local economies, and urban forest sustainability.	Strengthen policies for preserving the environmental benefits, management, and the character of Vancouver's urban forest.
1.1A Update and maintain the public tree inventory.	2.1A Maintain Tree City USA recognition.	3.1A Protect trees during construction projects.
1.1B Utilize current and future canopy assessments.	2.1B Maintain active communications with diverse audiences.	3.1B Apply a no-net-loss approach to tree canopy cover.
1.2A Align staffing levels with the needs of the urban forest and the community.	2.1C Provide education and training workshops.	3.1C Use tree canopy assessment data for tree management policies.
1.2B Establish and implement a proactive pruning cycle and management program for City-maintained trees.	2.1D Implement program services through the lens of environmental justice.	3.1D Update and strengthen tree-related ordinances, design standards, and protocols.
1.2C Ensure newly planted trees receive post-planting care and young tree training.	2.2A Expand partnerships and the Neighborhood Tree Stewards program.	3.2A Enforce tree regulations.
1.3A Formally update the Tree Planting Initiative.	2.2B Coordinate Plan implementation and community engagement with the Urban Forestry Commission and local partners.	
1.3B Increase citywide tree canopy cover.	2.2C Effectively manage volunteers and events.	
1.3C Grow a sustainable and resilient urban forest.		

The first draft of the UFMP was released for public comment on March 8, 2023. Additionally, the first draft was reviewed by the Urban Forestry Commission on March 15th and the Park and Recreation Advisory Commission on April 9th. The second draft, released April 27, 2023, was reviewed with City Council during a workshop on May 8, 2023 and Planning Commission workshop on May 23, 2023.

The second draft also underwent State review through the Department of Commerce and the State Environmental Policy Act (SEPA) process in May-July of 2023.

In August 2023, the project team refined and finalized the draft UFMP based on feedback received from the community, City Council, Vancouver Planning Commission, State agencies and others and is now posted on [Project's Be Heard website](#). The final draft UFMP will be reviewed by the Urban Forestry Commission on September 20, 2023 with the request to endorse and recommend Council adoption of the final draft UFMP.

Action Requested

No action required. The purpose of the presentation is to provide a final opportunity for Planning Commission review and comment prior to taking it to Council for adoption, given that the Planning Commission will be engaged in future implementation of the plan. The final draft of the Urban Forestry Management Plan is posted on [Project's Be Heard website](#).

Next Steps

After the Planning Commission workshop on September 26, 2023, staff anticipate bringing the final draft UFMP forward to City Council on October 23, 2023 for 1st reading and November 6, 2023 for 2nd reading/public hearing with a recommendation of adoption.

In addition, pending Council adoption, adoption by reference of the UFMP into the Comprehensive Plan will be included in the City's 2023 annual review program for Comprehensive Plan changes.

Staff Contact Information

- Charles Ray, Urban Forester, charles.ray@cityofvancouver.us, 360-487-8328
- Jessica George, Urban Forestry Outreach Coordinator, jessica.george@cityofvancouver.us, 360-487-8308

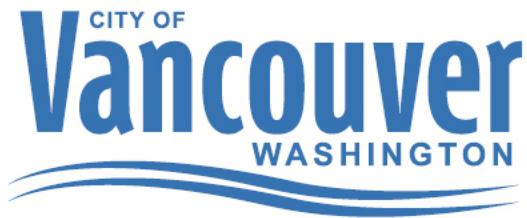
Attachments

- A. Final Draft UFMP is available on the [Project's Be Heard website](#).



Transportation System Plan Overview & Update

Planning Commission
September 26, 2023



Kate Drennan, Principal Transportation Planner, Community Development
Department

Agenda

- Transportation System Plan Process
- Plan Overview
- Schedule & Next Steps



What is a TSP?

Why now?

The Transportation System Plan (TSP) provides a transportation vision, programs, policies, and investment priorities for the next 20 years.

- The TSP is the transportation element of the Comprehensive Plan
- Last updated in 2004



TSP core values reflect the City Council's universal policy priorities



Climate

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



Equity

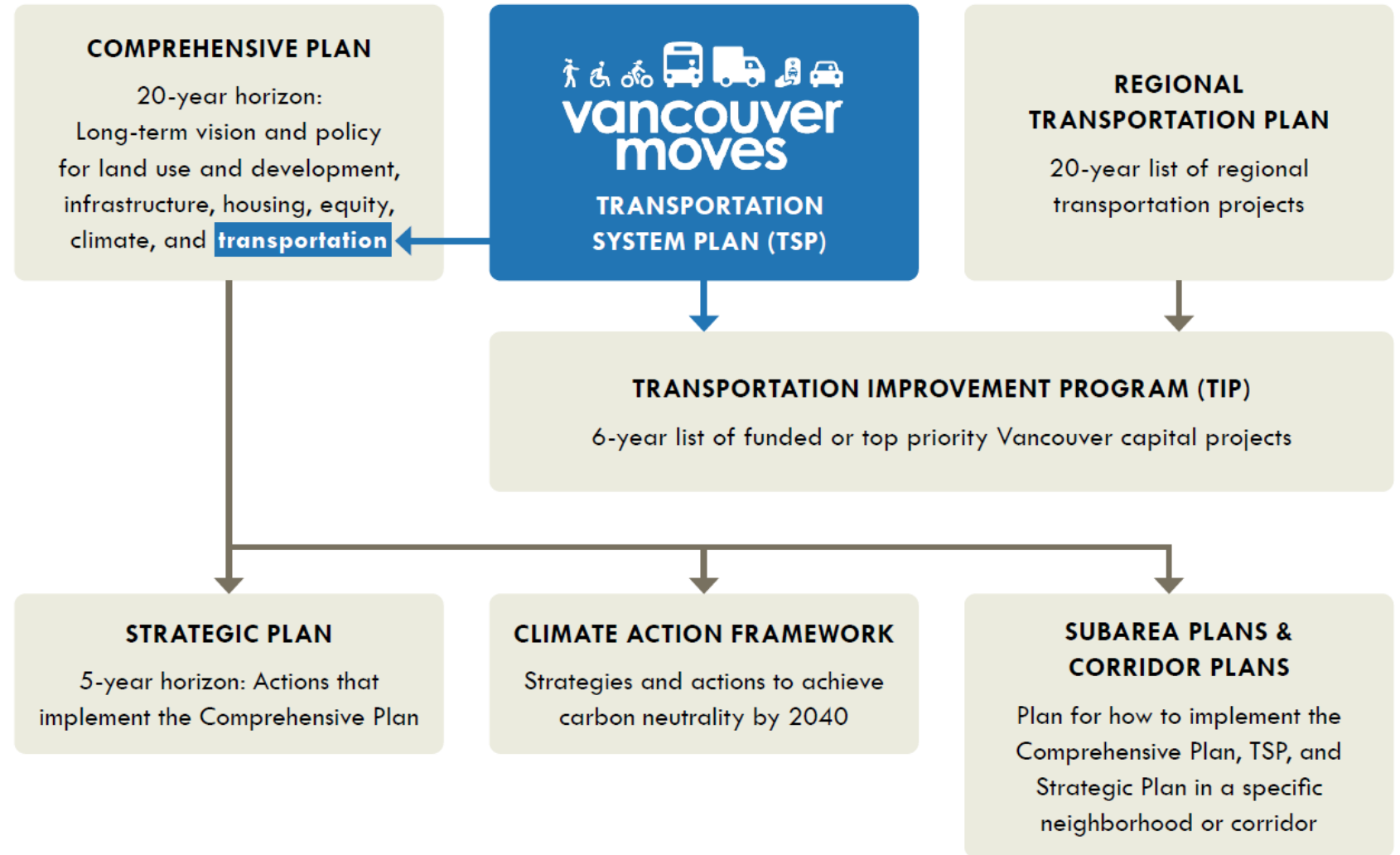
Transportation in Vancouver supports the needs of all and investment counteracts historic and current inequities.



Safety

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

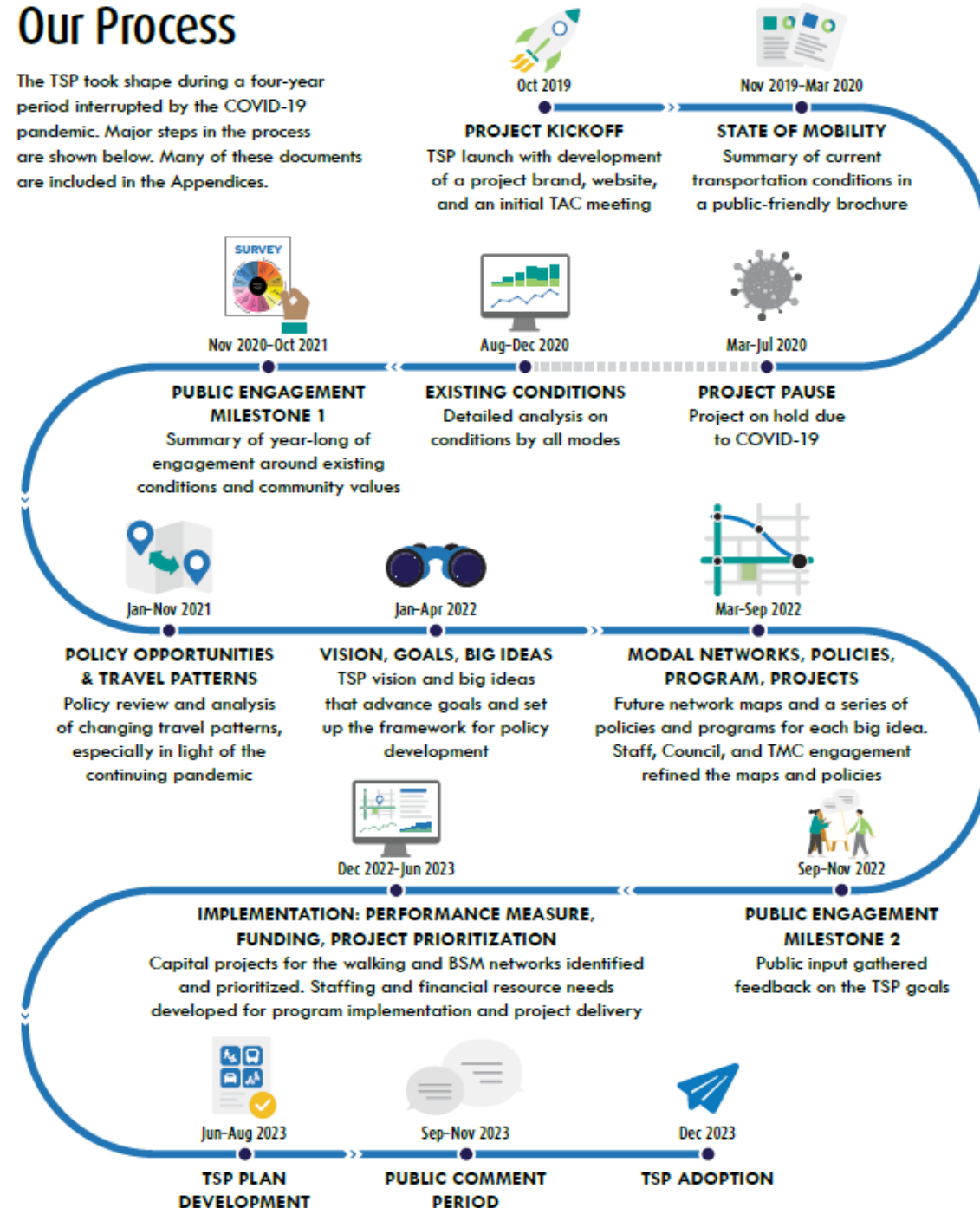
TSP feeds policies and projects into other guiding framework plans



TSP process over 3+ years

Our Process

The TSP took shape during a four-year period interrupted by the COVID-19 pandemic. Major steps in the process are shown below. Many of these documents are included in the Appendices.





Draft TSP Overview

1. City on the Move
2. By Vancouver, for Vancouver
3. Vancouver Moves Vision
4. Big Ideas
5. TSP Networks
6. Capitol Projects
7. Implementation
8. Moving Forward

1. City on the Move

- Key outcomes of the TSP
 - Maintain quality of life in a time of growth.
 - Center equity in transportation.
 - Diversify transportation options.
 - Prioritize safety.
 - Respond to community priorities.
 - Build support for multimodal streets.

- Key Stakeholders
 - City Council
 - Transportation & Mobility Commission
 - Community Members
 - Agency Partners (C-TRAN, RTC, Schools, County, City of Camas)
- Modal definitions



2. By Vancouver, for Vancouver

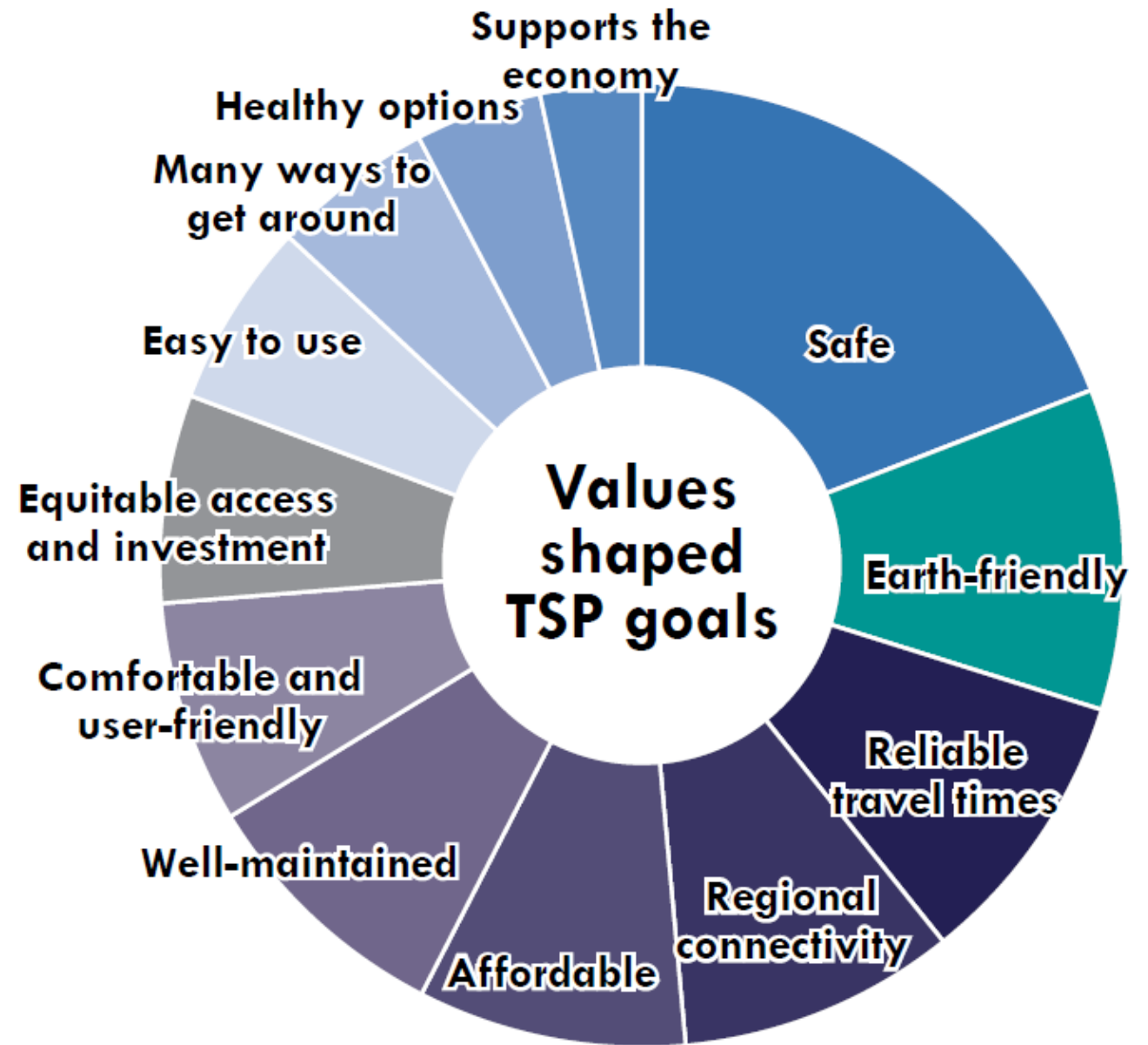
- Overview of outreach conducted, community priorities and values



				
SOCIAL MEDIA	CITY NEWSLETTERS	FLYERS AND MATERIALS	VIDEOS	DIRECT OUTREACH
• Facebook • Twitter • NextDoor • Mobility Mondays	• Vancouver CONNECTS • Vancouver MESSENGER • Office of Neighborhoods	• Mobility Snapshot • FAQ Fact Sheet • Vancouver Moves website • Be Heard Vancouver	• TSP Welcome Video • Transportation stories videos	• Phone • Email • Tabling and events • Community roundtables

3. Vancouver Moves Vision

- Values wheel was used during outreach to identify highest community priorities for the transportation system.
- These were used to shape the Plan goals.



3. Vancouver Moves Vision Cont.

SAFETY



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

1

EQUITY



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

2

CLIMATE



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

3

TRANSPORTATION CHOICE



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

4

REGIONAL CONNECTIVITY



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

5

MAINTAINING OUR ASSETS



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

6

4. Big Ideas

[illegible]

4. Big Ideas Cont.

- Policies and programs operationalize Big Ideas
- Policies guide transportation investment, project design and how success is measured

BIG IDEA

Support Thriving Neighborhoods

Make walking, small mobility, and transit options convenient for neighborhood travel.

Living up to our core values begins in Vancouver's neighborhoods. Slowing down vehicles, providing safe routes to school, and greening our streets contribute to a community where people can safely and comfortably get around.

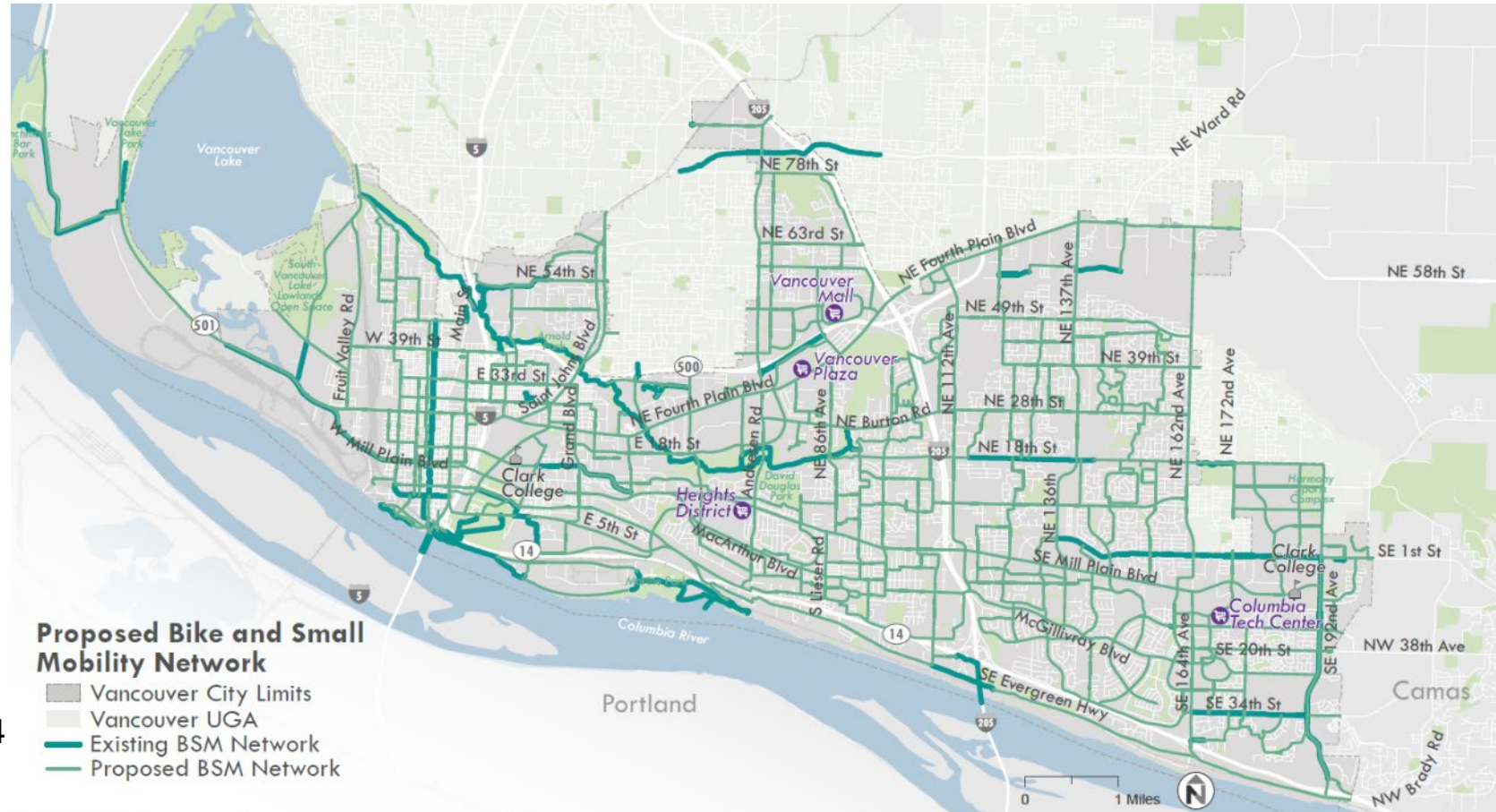
Policies and Programs

ID	Program or Policy	Name	Description
★ TN1	Key Policy	15-Minute Neighborhoods	Make walking and small mobility convenient through mixed-use zoning and investment in complete corridors to serve all travel modes. Foster redevelopment within strategic development nodes to support 15-minute neighborhoods.
TN1.1	Program	Neighborhood Traffic Calming	Expand Neighborhood Traffic Calming program with additional funding to make streets feel safer for walking and small mobility.
TN1.2	Program	Safe Routes to School	Develop a Vancouver Safe Routes to School (SRTS) program that enables and encourages students and families to use active and shared transportation when getting to and from school. The City will work with schools to understand student travel patterns, identify barriers to safe walking, biking and rolling, and take action to address those challenges.
★ TN2	Key Policy	Climate Corridors	Develop climate corridors to mitigate climate impacts through greener streets, street tree canopies, natural plantings for stormwater management, linear parks, and other climate resilient techniques. Use City-owned right-of-way to create a network of corridors that support climate adaptation and safe and healthy mobility as climate change occurs.
TN2.1	Policy	Natural Resources	Use green materials and practices when carrying out maintenance functions (asphalt alternatives, reducing pesticide usage, etc.). Incorporate naturescaping where feasible in new projects.
TN2.2	Program	Street Trees	Increase street tree canopy in partnership Urban Forestry and Parks, targeting high equity index areas first.
TN2.3	Program	Stormwater Management	Adopt a palette of low-impact design stormwater treatment tools that can be integrated into maintenance and capital projects. Evaluate cost and maintenance and build into project estimates.
★ TN3	Key Policy	Community Streets	Develop guidance and encouragement for community use of the right-of-way, including plazas, parklets, "streateries," open streets events, public art, and demonstration projects.
TN3.1	Program	Open Streets	PuMlicize permit program for resident use of streets (MLock parties). Work with community partners to develop a series of annual events that close down neighborhood thoroughfares to vehicle traffic for community use.
TN3.2	Program	Street Art	Create a community grant program to allow murals, etc., on streets and develop a palette of materials for use in the program that meet safety requirements.

5. TSP Networks

Creating networks for all types of transportation modes provides a policy framework and roadmap for capital investment

- Network maps include city-wide at-a-glance
- Modal network by city zone (5 zones)
- Modal 'overlay' maps by zone showing where primary modal networks overlap



5. TSP Network Categories



- Bicycle & Small Mobility (BSM)
 - Provide a low-stress BSM facility every half-mile
 - Appeal to a wide market of users with all ages and ability design



- Walk/Rolling
 - Identify Pedestrian Corridors & Centers



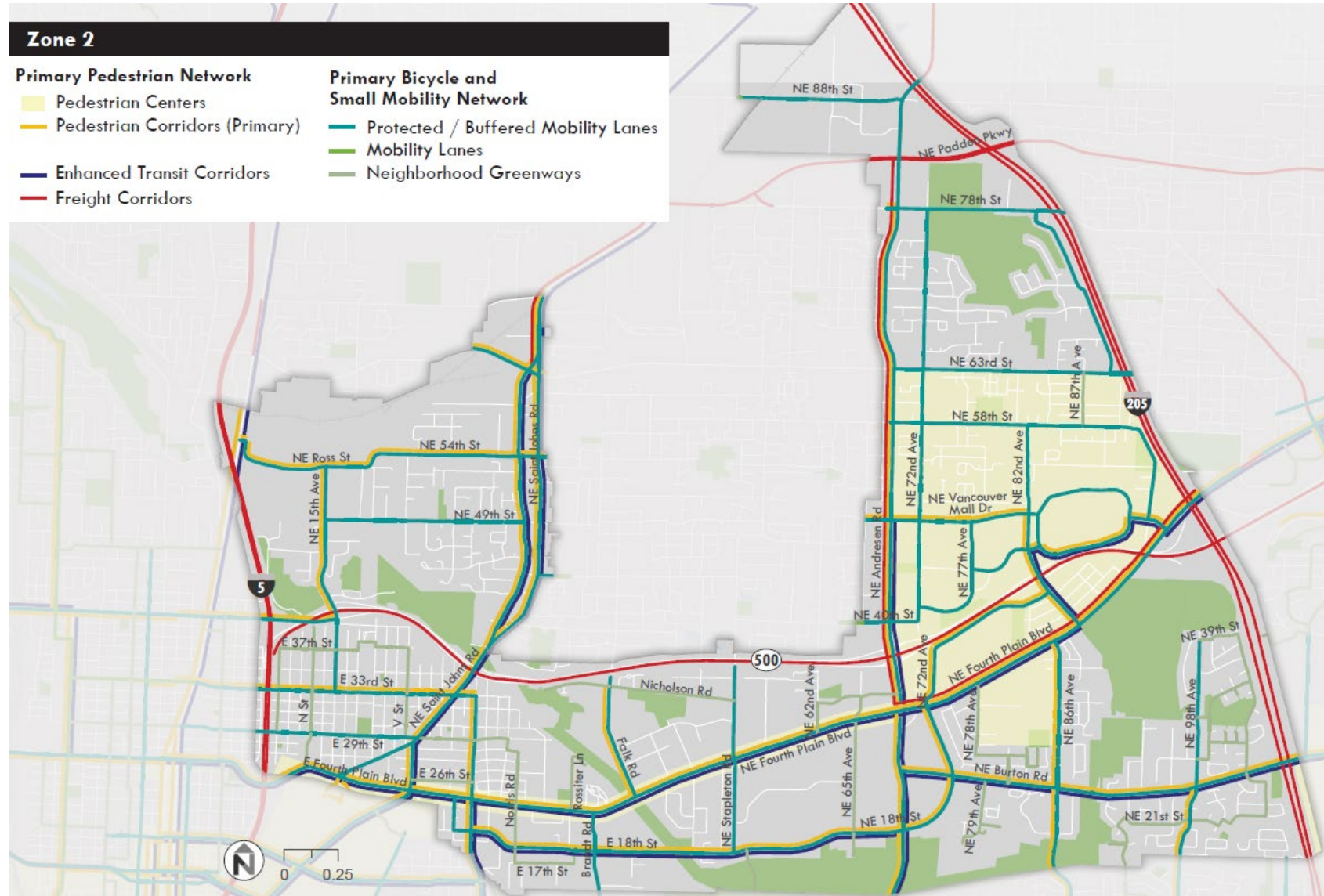
- Transit
 - A set of Enhanced Transit Corridors will serve as a key transit policy guiding City investment



- Freight
 - Created categories to align with state, regional, and national designations

5. Overlapping Modal Networks

Sometimes a street is part of multiple networks. In places where a key corridor does not have a good parallel route, the corridor must serve multiple modes



6. Capitol Projects

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



When should we invest?

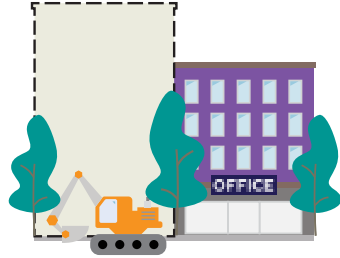


7. Implementation

- Funding and resource needs & opportunities
- Performance measures and metrics
- Near-term priorities



Complete
Corridors Program



Leveraging
Development

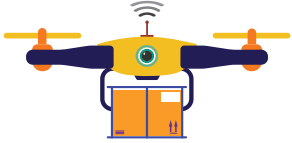


Vision Zero



Safe Routes to
School

8. Moving Forward - Innovations and Trends



What are the Trends?

- Emerging mobility options
- Mobility-as-a-Service apps
- Leveraged data from mobility service providers
- Electric vehicles
- Autonomous vehicles
- Changing travel patterns

8. Moving Forward

- Aligning with other parallel efforts
- Minor TSP updates will be made post-Comprehensive Plan adoption to ensure alignment with updated land use map

What's Coming Next

The Vancouver TSP is one of several parallel efforts that will come to fruition during the next few years. These initiatives will help advance the policies in the TSP:



VANCOUVER COMPREHENSIVE PLAN UPDATE

The TSP is the transportation element of the Comprehensive Plan, set to be updated by 2025. The Comprehensive Plan guides land use patterns—a major factor in the ability to walk, bike, or take transit.



VINE BRT EXPANSION

C-TRAN is opening its second BRT line on Mill Plain Boulevard, and plans to open its third line on Main Street/Highway 99 in 2027. C-TRAN will extend the Fourth Plain Vine to 162nd Avenue and south to Columbia Tech Center. This will create a connected ring of Vine corridors across the city.



VANCOUVER STRATEGIC PLAN

The recently updated Strategic Plan lays out the City's direction for the next six years and beyond. One of the Plan's focus areas is to ensure Vancouver has a safe, future-ready, and convenient transportation system that offers affordable and climate-friendly options.



CARBON NEUTRALITY BY 2040

Meeting the goals of the Climate Action Framework require changes to how we travel. Implementing the framework requires implementing the policies and programs of the TSP.

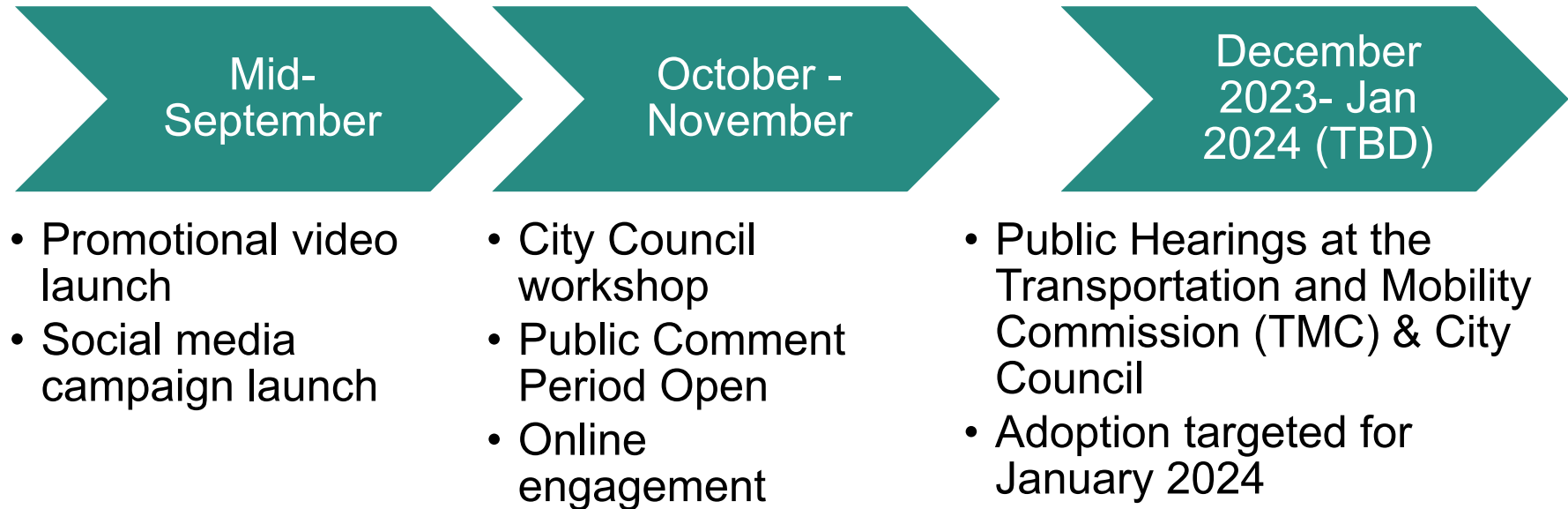


INTERSTATE BRIDGE REPLACEMENT (IBR)

IBR will provide a critical connection between Oregon and Washington. While the locally preferred alternative is set, a wealth of details remain on how the project can be designed to support Vancouver's goals. IBR has the potential to transform Vancouver and how people travel between the waterfront and downtown.

Plan Engagement Activities

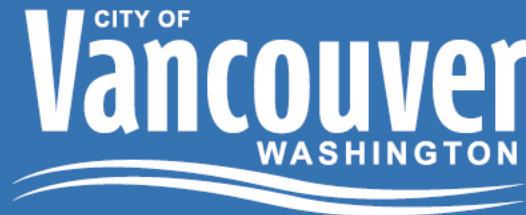
TSP Public comment period targeted for Mid-September to mid-November



Questions or comments?

Thank You

Contact: Kate.Drennan@cityofvancouver.us





Heights HX Plan District Changes Planning Commission Public Hearing September 26, 2023



Amy Zoltie

Real Estate Project Manager, Economic Prosperity & Housing

Agenda

- Purpose and Objectives
- Review HX Code Changes
- Next Steps
- Questions & Discussion



- # Purpose & Objectives
- Review proposed HX Code changes
 - Pending public hearing review, provide recommendation to Council to approve proposed HX Code changes
- 
- The logo for the City of Vancouver, Washington, is located in the bottom right corner. It features the word "Vancouver" in a large, blue, sans-serif font, with "CITY OF" in a smaller font above it and "WASHINGTON" in a smaller font below it. A blue wavy line is positioned at the bottom of the logo.

Summary of Proposed HX Code Changes

- Update the *Ground Floor Use Map*, Figure 20.670-2 consistent with the Master Plan refinements for street layout and block formation and the proposed code changes.
- Modify the Ground-Floor Use Regulations by Frontage Type to promote active retail, entertainment, and dining oriented to the Civic Plaza and differentiate commercial frontage definition between active retail and all other commercial uses, except office.
- Adjust portions of text to maintain consistency and delete some unclear or non-essential narrative.
- Add a new standard to regulate off-street parking access by limiting vehicle, pedestrian, and bicycle conflicts and better promoting non-motorized access and use of the Grand Loop.
- Increase building height limits in District Gateway subarea.

Revised TMRA Plan



Revised Ground Floor Uses Map

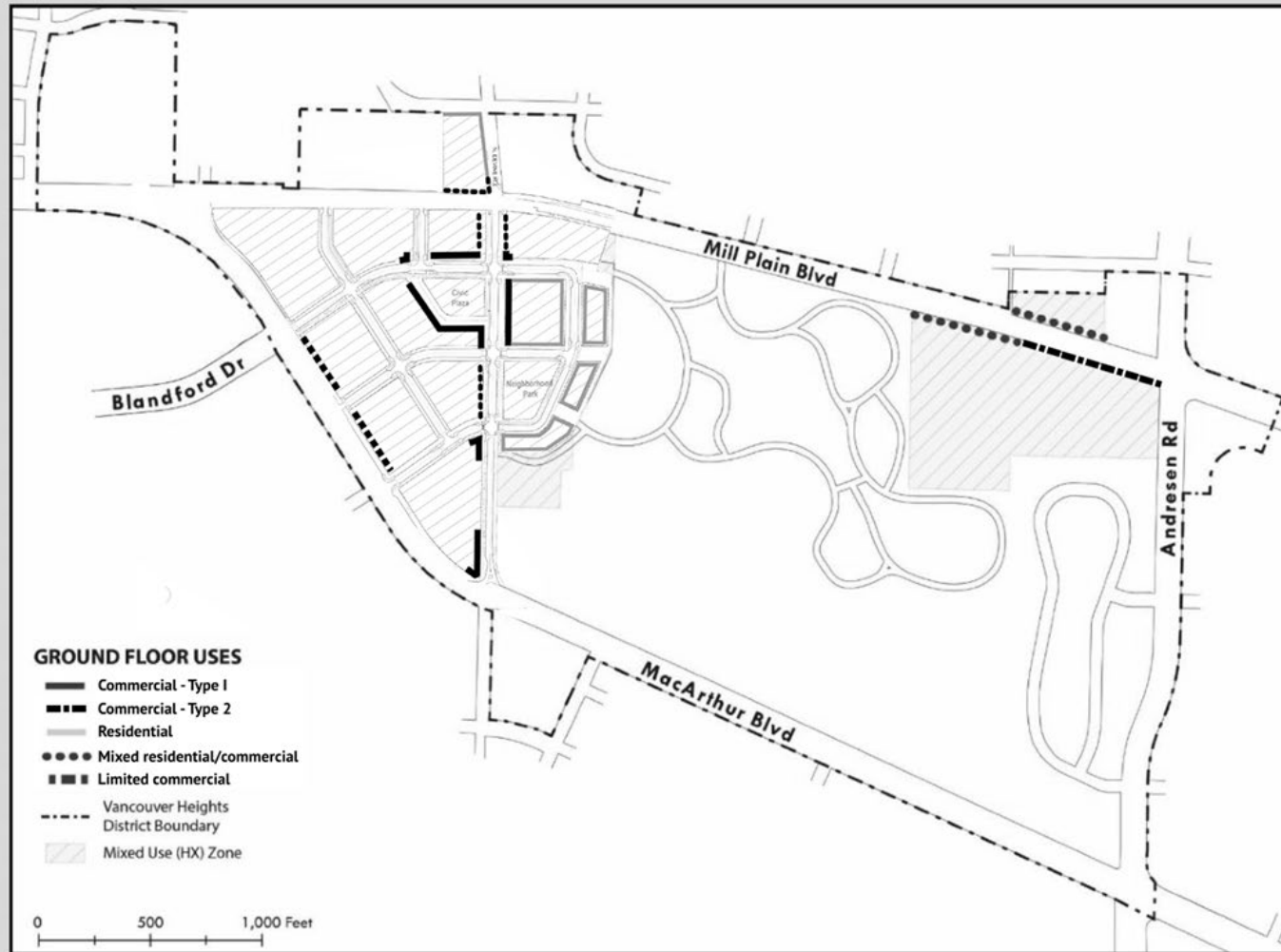


Figure 20.670-2
Ground Floor Uses

- A. *Ground Floor Use Regulation by Frontage Type.* Ground floor uses shall be regulated by Frontage Type as shown in Figure 20.670-2.

1. **Active Commercial frontage:**

~~a. All commercial uses, except office uses allowed—~~

RECOMMENDATION

a. Only the following commercial uses are allowed—sales-oriented retail; eating, drinking and entertainment establishments; fitness center and community center.

~~a. Residential uses prohibited except residential lobbies and entrances associated with upper story residential uses are allowed but limited to 25% of the total length of the street frontage~~

RECOMMENDATION

b. Residential and office uses prohibited except lobbies and entrances associated with upper story-uses are allowed but limited to 25% of the total length of the street frontage

a. Institutional uses prohibited (No change)

2. **Commercial frontage:**

a. All commercial uses permitted in the HX District, except office uses allowed

District Gateway Building Height Changes

Table 20.670.040-2 Maximum Building Heights

Sub-District	Maximum Height
Activity Center	Maximum of 85 feet
Residential Neighborhood	Maximum of 85 feet
Innovation Hub	Maximum of 50 feet
District Gateway	Maximum of 50 55 feet not abutting residentially zoned properties
Sub-District	Maximum Height
	Maximum of 40 feet abutting residentially zoned properties
	Maximum of 35 feet fronting Idaho Street

Note: For the Heights District, abutting is defined as sharing a property line with residentially zoned property

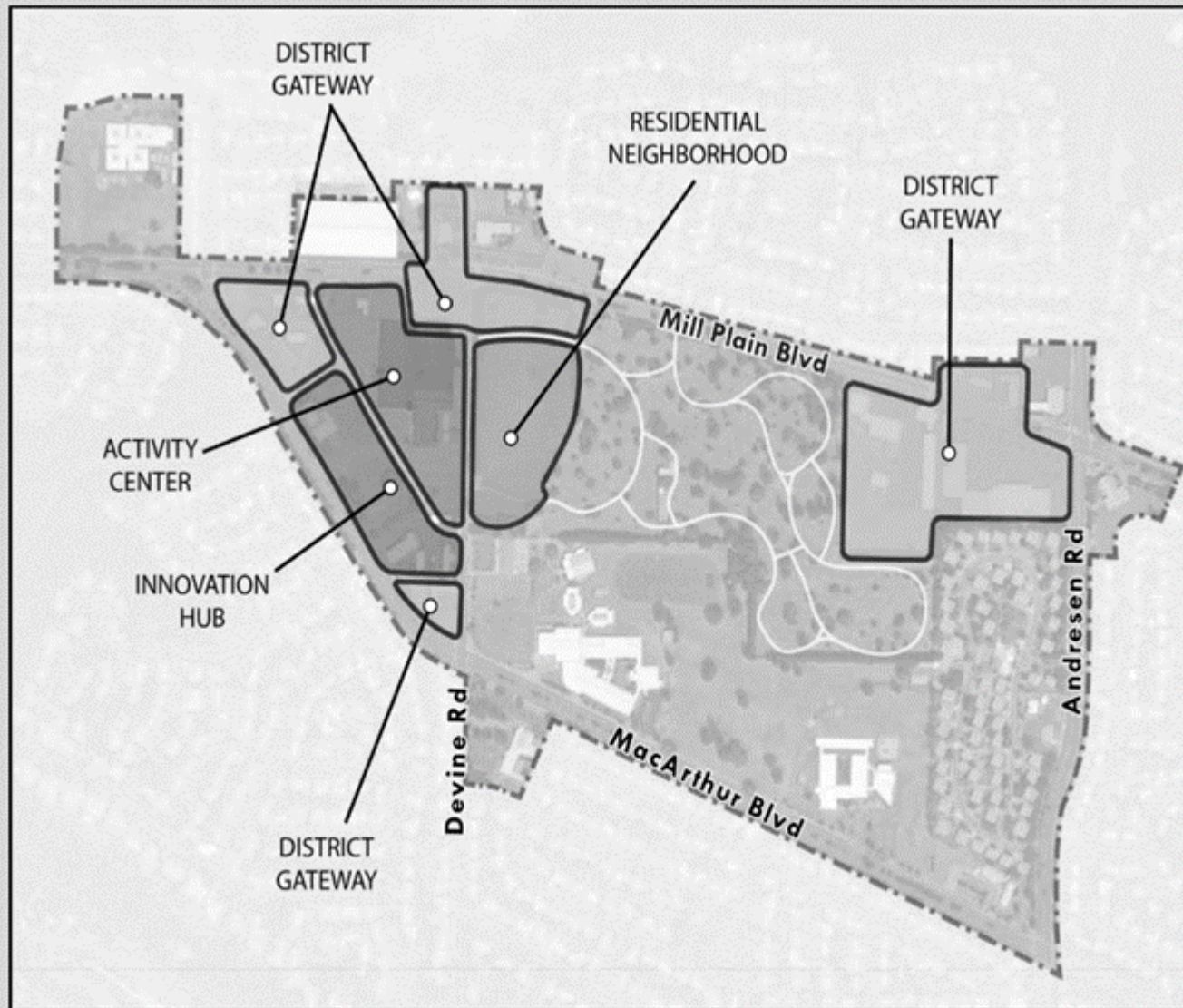


Figure 20.670-1

District and Sub-District Map

VMC 20.670.040

A. MASSING AND SCALE

Ground floor plane. For buildings five stories and above, the maximum ground floor plate area shall not exceed 16,000 square feet. An option to this standard is to demonstrate significant massing breaks in the building façade to include **recessed** breaks **(minimum of 20 feet in length and depth)** and ground plane openings as pedestrian connections.

Rationale for Change:

This standard and guideline is intended to accentuate openings and connections. A “recess” does not ensure through access. The 20’ min length and depth recess does not allow access or connection to internal portions of the block.

VMC 20.670.040

B. MODULATION AND FAÇADE ARTICULATION

4. Building entry. Main entrances shall be easily identifiable through the use of building articulation and modulation. ~~Avoid recessed doorways to provide high visibility from the public way.~~

Rationale for Change:

Addressed elsewhere

C. ENTRANCES

3. Recessed ground floor level. Recessed ground floors shall be restricted to one level height, except at main entrances.

VMC 20.670.040

D. ROOF FORMS

1. *Roof lines.* The length of any continuous flat roofline shall not exceed more than **165 feet** ~~100 feet~~ without modulation. ~~The minimum modulation for roof lines is 3 feet.~~

Rationale for Change:

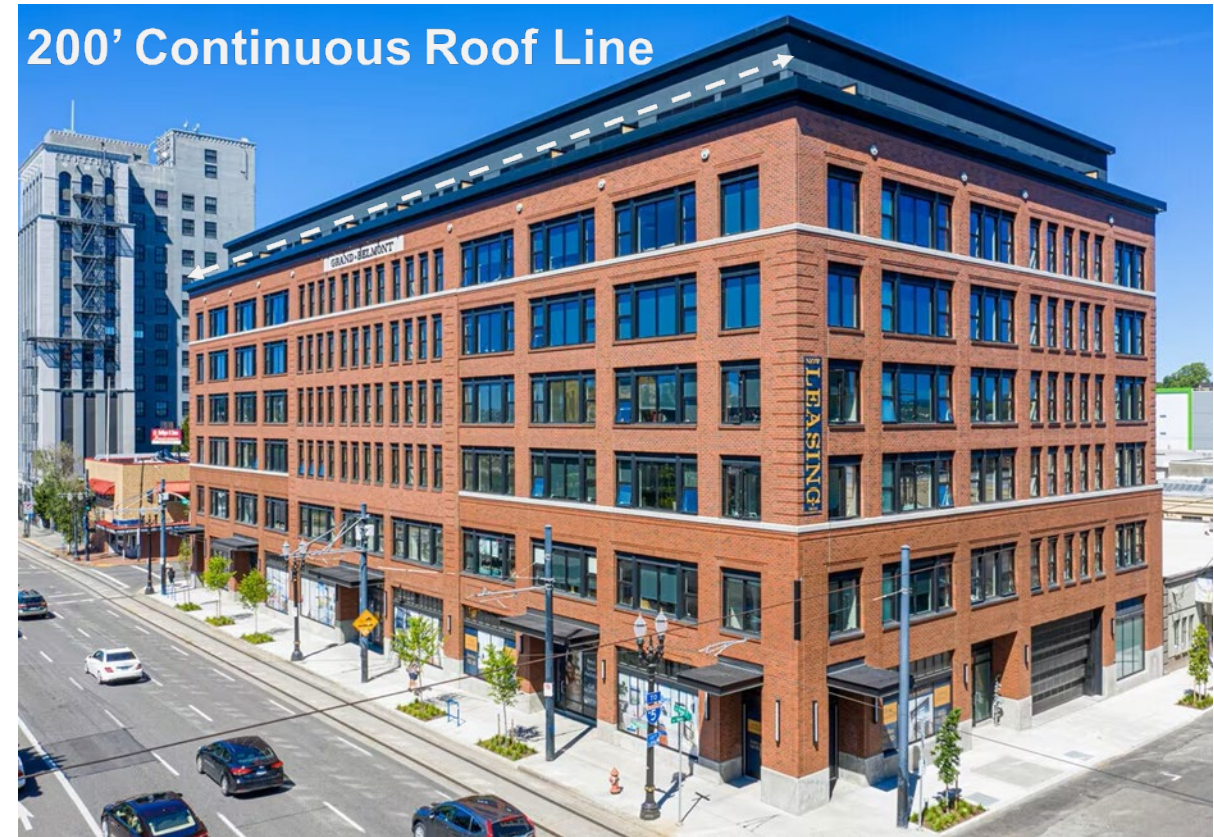
Consistency with:

- 1) Section A. Massing and Scale., 5. Building Facades; *Building facades shall not exceed 165 feet in length without an intervening break*
- 2) Section B. Modulation and Façade Articulation., 3. Modulation; *A minimum building modulation along the façade shall be one foot in depth and the minimum width shall be five feet.*

Examples of Roof Form Changes



Belmont Dairy, SE Portland



Grand Belmont, East Portland

Limited Access Standard



Summary of Code Changes

- Update the *Ground Floor Use Map*, Figure 20.670-2 consistent with the Master Plan refinements for street layout and block formation and the proposed code changes.
- Modify the Ground-Floor Use Regulations by Frontage Type to promote active retail, entertainment, and dining oriented to the Civic Plaza and differentiate commercial frontage definition between active retail and all other commercial uses, except office.
- Adjust portions of text to maintain consistency and delete some unclear or non-essential narrative.
- Add a new standard to regulate off-street parking access by limiting vehicle, pedestrian, and bicycle conflicts and better promote non-motorized access and use of the Grand Loop.
- Increase building height limits in District Gateway subarea from 50 ft to 55ft in areas not abutting residentially zoned properties.



Next Steps

- October 9 Council first reading
- October 16 Council public hearing

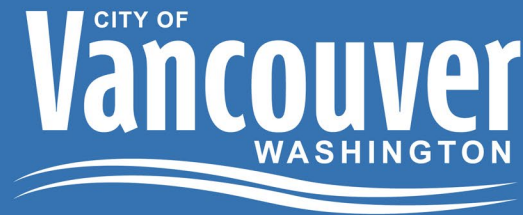
OVERVIEW



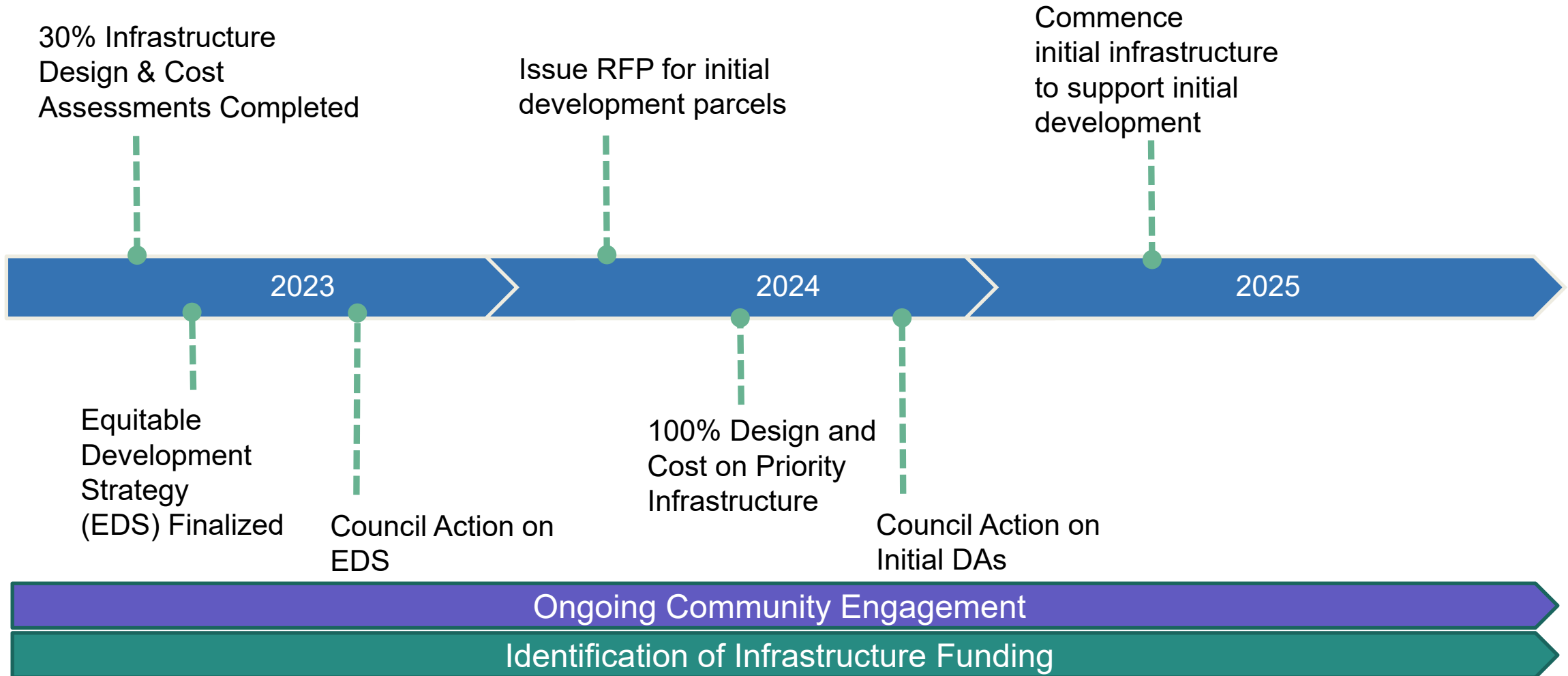
Questions & Discussion

Thank You

To learn more, visit www.beheardvancouver.org/heights-district-plan



Project Timeline



TO: Planning Commission **HEARING DATE:** 9/26/2023
FROM: Amy Zoltie, Real Estate Project Manager, Economic Prosperity & Housing
SUBJECT: Heights Mixed-Use HX Zone Amendments



Report Date: 9/11/2023
Hearing Date: 9/26/2023
Proposal: Amend VMC 20.670.030 B, Figure 20.670-2; Table 20.670.040-2; 20.670.040 A.7; 20.670.040 B.4; 20.670.040 D.1 and ADD a Limited Access Standard
Proponent: City of Vancouver
City Staff: Amy Zoltie, Real Estate Project Manager, Economic Prosperity & Housing
Recommendation: Forward to City Council recommendation to **approve** the Heights HX Plan District amendments as presented in this staff report and associated presentation

I. PRIOR COMMISSION REVIEW (IF APPLICABLE):
Workshops on March 14, 2023 and July 25, 2023

II. BACKGROUND AND REVIEW PROCESS:

The Heights Mixed Use (HX) Plan District was adopted in 2021 following City Council's approval of the Heights District Subarea Plan in 2020 and after a lengthy community planning process that started with the acquisition of the Tower Mall property in 2017. The Heights District is envisioned as a vibrant 15-minute walkable neighborhood that is safe, accessible, equitable and sustainable, and includes a variety of amenities such as a civic plaza, neighborhood park, linear park looping around the Tower Mall site (Grand Loop), mixed-income housing, a variety of commercial space to offer entertainment and services to the community and multimodal travel opportunities throughout the district.

Since the adoption of the HX code, staff has been working to advance the next phases of plan implementation. The City entered into a contract with urban design firm First Forty Feet (FFF) to refine the layout of the district and design the infrastructure. FFF reviewed the Plan recommendations for the Tower Mall Redevelopment Area (TMRA) as well as the Heights (HX) Plan District overall and recommended a suite of refinements to ensure future development meets the Plan goals and intent, which require several updates to the HX code.

Proposed changes to the Vancouver zoning code text not involving Comprehensive Plan changes may be considered at any time, subject to public hearing review before the Planning Commission and City Council. Code amendments were previously brought to Planning Commission workshops on March 14th and July 25th and to Council on April 10th and August 21st, with both indicating overall support for the code refinements. Staff now return to the Planning Commission with the package of code refinements for a public hearing and request the Planning Commission to make a recommendation to City Council to approve the Heights (HX) Plan District amendments.

III. SUMMARY OF PROPOSAL:

Summary of Proposed Plan Refinements and Code Changes

Proposed refinements to the Tower Mall Redevelopment Area (TMRA) Plan include the following:

- Relocation of the Civic Plaza east to front Devine Road and be visible from the Mill Plain Boulevard, thus improving both access and visibility to this major public gathering area. As a major attractor, the Civic Plaza is an opportunity to promote ground-floor uses to create a retail, dining, and entertainment destination and a focus for activity in the district.
- Realignment and extension of the Grand Loop to promote its identity and increased use by connecting to the Greenbelt Park and planned walk and bike facilities along MacArthur Boulevard.
- Relocation of the Neighborhood Park to promote increased visibility, use and function and a clear and identifiable "entry gateway" to the Grand Loop. Future development provides active edge uses surrounding the park that increase the value and function of redevelopment properties.

The revised plan and notations of the changes is shown below.



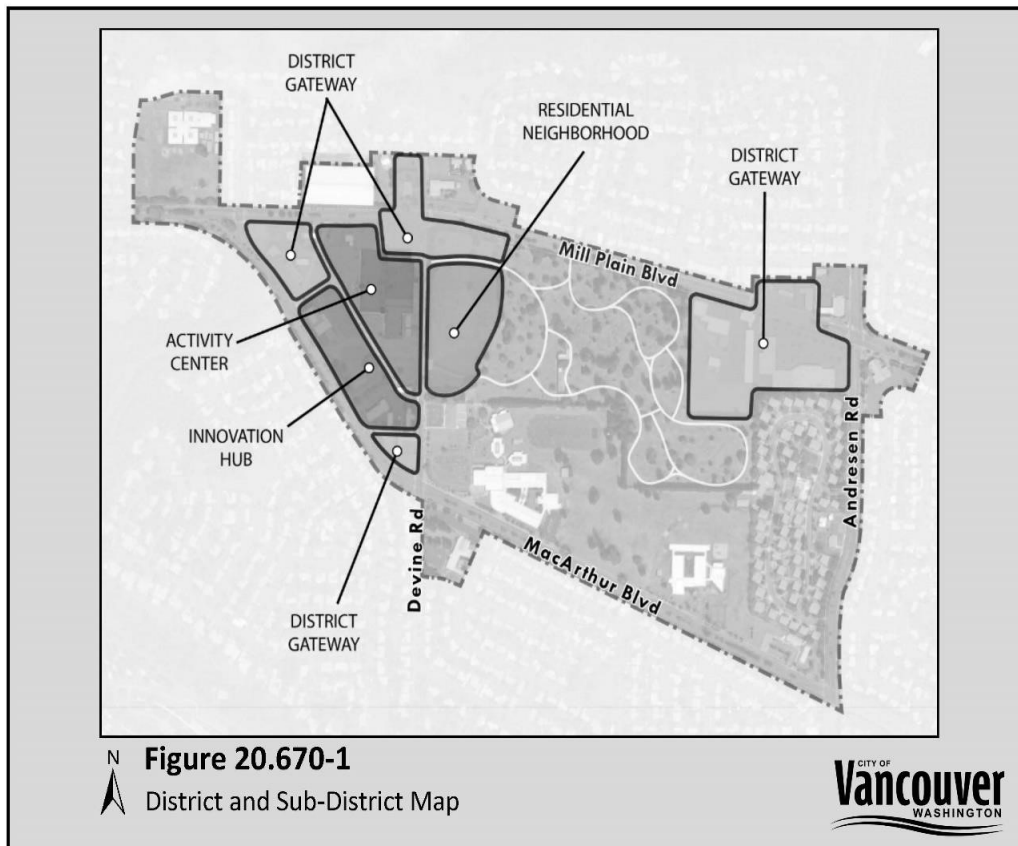
Proposed code changes will amend The Heights (HX) Plan District, VMC 20.670 to align with refinements to the Tower Mall Redevelopment Area (TMRA) Plan as detailed above.

These modifications include:

1. Update the *Ground Floor Use Map*, Figure 20.670-2 consistent with the Master Plan refinements for street layout and block formation.
2. Modify the Ground-Floor Use Regulations by Frontage Type to promote active retail, entertainment, and dining oriented to the Civic Plaza.
3. Adjust portions of text to maintain consistency and delete some unclear or non-essential narrative.
4. Add a new standard to regulate off-street parking access by limiting vehicle, pedestrian, and bicycle conflicts and promoting better non-motorized access and use of the Grand Loop.

As part of discussions about the project with interested developers, staff were informed that buildings in the District Gateway subdistrict that do not abut residentially zoned properties cannot develop to their intended building height of four stories and include ground floor commercial. This is because of the requirement in VMC 20.670.040 B 2 that the ground floor of buildings must have a minimum of 16 feet floor to floor height. Increasing the overall building height to address this allows for mixed use buildings that include ground floor retail and three stories of housing above as envisioned in the Heights District Plan and maintain a consistent pedestrian retail experience throughout the district. This raised additional code changes as detailed below.

5. Increase maximum building height in the District Gateway subdistrict from 50 feet to 55 feet for properties not abutting residentially zoned properties. For ease of reference, below is the District and Sub-District Map, Figure 20.670-1.



6. Differentiate the definition of commercial frontage between active uses surrounding the Civic Plaza and Devine Road and all other commercial uses, except office. Thus, creating two definitions of commercial frontage in VMC 20.670.030 B. Ground Floor Use Regulation by Frontage Type.
7. Modify the Ground-Floor Uses diagram to account for the two definitions of commercial frontage, explained in bullet number 6 above.

IV. REVIEW CRITERIA AND FINDINGS:

Applicable Zoning Code Standards:

Section 20.285.070 Comprehensive Plan or Zoning Code Text Amendments

A. Text amendments to the Comprehensive Plan or VMC Title 20 zoning standards shall demonstrate the following:

1. The proposal is consistent with the applicable provisions of the Vancouver Strategic Plan and Comprehensive Plan; and
2. The proposed change is necessary to further the public interest based on present needs and conditions.

Applicable Strategic Plan Provisions:

Economic Opportunity Vancouver is a place where a of businesses of all sizes, from new startups to established enterprises, grow, and thrive.

Vibrant and Distinct Neighborhoods Vancouver offers a variety of accessible places and spaces to interact and enjoy nature, art, culture, food, shopping, and community.

Applicable Comprehensive Plan Provisions:

CD-4 Urban centers and corridors

Achieve the full potential of existing and emerging urban activity centers and the corridors that connect them, by:

- (a) Promoting or reinforcing a unique identity or function for individual centers and corridors*
- (b) Planning for a compact urban form with an appropriate mix of uses*
- (c) Working with stakeholders to develop flexible standards to implement the vision for that center or corridor*
- (d) Encouraging innovative, attractive private development that efficiently uses available land and resources*
- (e) Establishing connectivity within each center and to other areas to provide accessibility*
- (f) Providing a range of transportation options*
- (g) Investing in public facilities and amenities to enhance livability*

CD-5 Mixed use development

Facilitate development that combines multiple uses in single buildings or integrated uses.

CD-6 Neighborhood livability

Maintain and facilitate development of stable, multi-use neighborhoods that contain a compatible mix of housing, jobs, stores, and open and public spaces in a well-planned, safe pedestrian environment.

CD-8 Design

Facilitate development and create standards to achieve the following:

- (a) Increased streetfront use, visual interest, and integration with adjacent buildings*
- (b) Improved pedestrian connections and proximity of uses within developments*
- (c) Enhanced sense of identity in neighborhoods and subareas*
- (d) Publicly and/or privately owned gathering places facilitating interaction*

CD-9 Compatible uses

Facilitate development that minimizes adverse impacts to adjacent areas, particularly neighborhoods.

CD-10 Complementary uses

Locate complementary land uses near one another to maximize opportunities for people to work or shop near where they live.

CD-12 Integrated area planning

Promote cohesive, integrated planning of areas and sites through use of subarea planning, master planning, planned developments, and other methods.

CD-14 Sustainability

Facilitate sustainable land use development through measures including but not limited to the following:

- (a) *Develop integrated land use patterns and transportation networks that foster reduced vehicle miles traveled and associated greenhouse gas emissions*
- (b) *Develop individual buildings that minimize energy and resource consumption. Encourage home-based efficiencies such as installation retrofits, efficient water and air, heating systems, and use of solar panels or other forms of energy capture.*
- (c) *Implement recommendations of the Vancouver-Clark County Sustainable Affordable Residential Development Report*

PFS-5 System balance

Allocate resources to balance transportation choices. Promote development of a broader range of transportation options including pedestrian, bike, and transit systems, rather than focusing all resources on satisfying peak commuting demand with roadway capacity alone.

Existing Vancouver [zoning code](#), [Comprehensive Plan](#), and [Strategic Plan](#)

Staff Findings: The proposed zoning code text changes are consistent with applicable portions of the Vancouver Strategic and Comprehensive Plans, and are necessary to further the public interest. The updates to the Ground Floor Use Map and Regulations improve the function of area, consistent with Comprehensive Plan policies CD-4 and CD-5. Adding a new off-street parking standard is consistent with PFS-5. Slightly increasing the height allowance in the District Gateway allowing for better implementation of the Heights District Plan, consistent with Comprehensive Plan policies CD-4, CD-8 and CD-12.

V. RECOMMENDED ACTION:

Staff recommends the Planning Commission forward to City Council a recommendation to approve the proposed amendments to the Heights HX Plan District.

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Attachments: VMC 20.670 Code Amendment Language

VMC 20.670.030 Regulation of Uses

B. Ground Floor Use Regulation by Frontage Type. Ground floor uses shall be regulated by Frontage Type as shown in Figure 20.670-2.

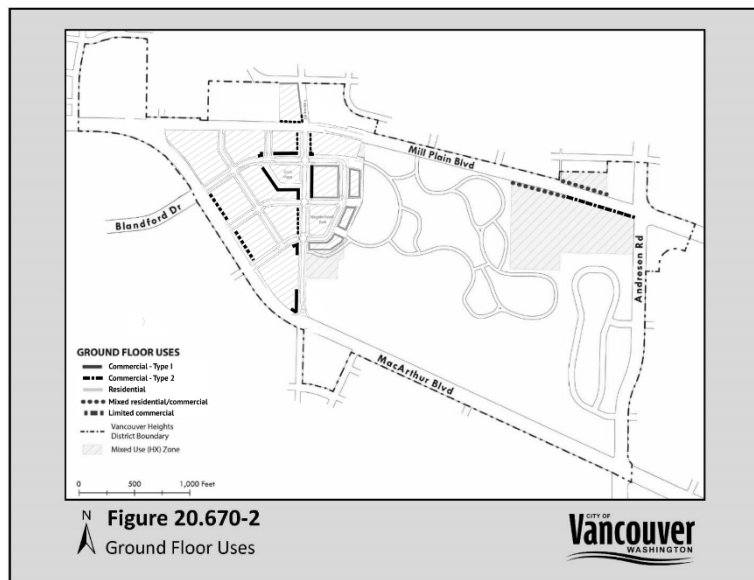
1. Active Commercial frontage:

- a. Only the following commercial uses are allowed - sales-oriented retail; eating, drinking and entertainment establishments; fitness center and community center.
- b. Residential and office uses prohibited except lobbies and entrances associated with upper story uses are allowed but limited to 25% of the total length of the street frontage.

2. Commercial frontage:

- a. All commercial uses permitted in the HX District, except office uses allowed.

Figure 20.670-2 Ground Floor Use Map



VMC 20.670.040 Design and Development Standards

2. Building Heights. The building height standards in Table 20.670.040-2 shall apply in the HX District.

Table 20.670.040-2 Maximum Building Heights

Sub-District	Maximum Height
Activity Center	Maximum of 85 feet
Residential Neighborhood	Maximum of 85 feet
Innovation Hub	Maximum of 50 feet
District Gateway	Maximum of 55 feet not abutting residentially zoned properties
Sub-District	Maximum Height
	Maximum of 40 feet abutting residentially zoned properties
	Maximum of 35 feet fronting Idaho Street

Note: For the Heights District, abutting is defined as sharing a property line with residentially zoned property

7. *Ground floor plane.* For buildings five stories and above, the maximum ground floor plate area shall not exceed 16,000 square feet. An option to this standard is to demonstrate significant massing breaks in the building façade to include breaks and ground plane openings as pedestrian connections.

B. MODULATION AND FAÇADE ARTICULATION

4. *Building entry.* Main entrances shall be easily identifiable through the use of building articulation and modulation.

D. ROOF FORMS

1. *Roof lines.* The length of any continuous flat roofline shall not exceed more than 165 feet without modulation.

VMC 20.670.040.L Limited Access Frontages

Vehicular access to development sites is prohibited along key frontages, where indicated, to reduce conflicts between automobiles and pedestrians and promote a safe and pleasant experience for walking. Vehicular access is restricted to one-curb-cut per block frontage where indicated.

