

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

May 23, 2023

REGULAR MEETING

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

CALL TO ORDER

The May 23, 2023, meeting of the Planning Commission was called to order at 4:35 p.m. by Chair Ledell.

ROLL CALL

Present: Marjorie Ledell, Zachary Pyle, Patrick Adigweme, Larry Blaufus, Steve Schulte, and Melissa von Borstel

Absent: Nena Cavel

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

ADOPTION OF MINUTES

Motion by Commissioner Schulte, second by Commissioner Blaufus, and carried unanimously to adopt the April 11, 2023, minutes.

WORKSHOP

CLIMATE ACTION FRAMEWORK UPDATE

Aaron Lande, Program and Policy Development Manager, City Manager's Office (CMO);
Dom Martinelli, Senior Planner & Kate Drennan, Principal Transportation Planner,
Community Development Department (CDD)

Aaron Lande introduced the workshop and presented an overview of the Climate Action Framework (CAF), the various sections included in it, the three primary strategies that focus on transportation and land use, and implementation through the Comprehensive Plan and the Transportation System Plan. Dom Martinelli presented an overview of the Comprehensive Plan update, the relationship between the CAF strategy TLU-1 and the Comprehensive Plans goals for housing options, mixed use and transit-oriented development, and sustainable neighborhood scale development, as well as population growth in Vancouver and historic land use patterns. Kate Drennan presented an overview of the Transportation System Plan (TSP), its overall goals and primary organizing principals- called Big Ideas - and the relationships between overlapping policies and goals in the Comprehensive Plan and Climate Action Framework, and the process to implement projects that meet those goals.

Commission Discussion

- Who will define place and space in redeveloped neighborhoods. Staff responded that this will be defined through the Comprehensive Plan update process and provided the concept of a building that was once a big box store being reconceived as a container for a variety of different land uses as an example of how we might rethink space. The Comprehensive Plan engagement plan will be co-created with community partners, so there will be significant community input in how this develops.
- How to codify the rehabilitation of spaces to new uses. Staff responded that a recent bill passed in the legislative session created more opportunities to convert existing buildings to multi-family housing. There will also be an assessment of zoning and existing buildings and then work with the building code staff to review and assess the limitations within the building code for these spaces to be redeveloped to housing.
- Efforts to mitigate the impacts of the change process to prevent displacement. Staff responded the City has an anti-displacement strategy called *Reside Vancouver* with a variety of mechanisms to help keep people in place and stably housed. There are workforce strategies to increase incomes, efforts to build more housing to address the current housing market, strategies to support small businesses to avoid displacement, and rental assistance programs.
- Climate corridors and greenways. Staff responded greenways in other cities are typically neighborhoods streets for people to walk, bike and play and there are goals for that in Vancouver. The climate corridors take this idea further to address the heat island effect to add plantings and tree canopies.
- How neighboring jurisdictions are involved in addressing climate change. Staff responded more cities and counties are joining this effort due to access to federal and state funding, and state legislation that impacts the built environment and other aspects related to climate.
- Will new buildings meet the goal to reduce emissions by 80% and how much of a reduction in emissions is associated with the current building code? Staff responded after the CAF is implemented, new buildings will meet the goal to reduce emission by 80%, but the current building code does not. There are efforts underway to develop a green building policy for new municipal and private sector buildings.
- Data available for the prioritization index and tracking progress towards stated goals. Staff responded for the identified transportation projects and program, the TSP has a set of performance measures to track investments and the collective outcomes of network improvements over time.
- Anticipated new goals in the Comprehensive Plan and how they will be prioritized. Staff responded there will be new goals as well as review of goals in the existing Comprehensive Plan. Early work in the Comprehensive Plan includes developing an equity framework that will lead into a prioritization framework that will be adopted as part of the Plan. Climate and safety will also be priorities in the framework. There is a requirement to check with the Department of Commerce on implementation every five years. There is periodic review of the Plan throughout the 20 year timeframe.
- City plans for city-owned assets and right of way that will inform the discussion about the Comprehensive Plan. Staff responded City investments in the right of way will respond to the growth centers identified in the Plan. The TSP will be completed first, but it will be reviewed and revised after the Comprehensive Plan is finalized to respond to additional areas identified as growth centers and to ensure overall alignment.

- Is there a mandate to create a tool kit when accepting federal or state funding? Staff responded it's not typical to receive federal or state funding for the planning process. The analysis is specific to Vancouver's built environment and regional context.

EXPANDED DOG KENNEL STANDARDS

Bryan Snodgrass, Principal Planner, CDD; Russ Onkka, Clark County Animal Control

Bryan Snodgrass introduced the workshop and presented the current requirements in Title 20 and VMC 8.24, background information on the applicant's request to expand dog kennel standards, and the proposed expanded standards. Russ Onkka discussed general issues that he sees with larger kennels such as parking concerns, more staff time to inspect a larger facility, and the appropriate level of staffing based on the number of dogs present.

Commission Discussion

- Staffing requirements for facilities that provide overnight care. Staff responded there is generally staff on call overnight, though there is not a requirement to have staff present overnight.
- Importance of screening dogs at facilities. Staff responded most reputable facilities do a screening prior to boarding an animal, including review of behavior, health, and medications.
- Proposal and recommendation is for 175 dog limit. Staff responded that's correct, there is not currently a limit.
- Traffic concerns with a larger facility. Staff responded the application would be reviewed by transportation staff during the site plan review process to assess impacts to traffic.
- Setting a limit of animals based on the size of the site. Staff indicated that the proposed changes allow Clark County animal control to do this at their discretion.
- Any plans to limit dog day care in addition to kennels and shelters? Staff responded this change is focused just on the kennels and shelters.
- Enforcement for Title 8. Staff responded there are restrictive guidelines for sanitation, cleanliness, and annual inspections as well as after a complaint is received.

Commissioner von Borstel left the meeting.

COMMUNITY FORUM

Don Steinke was present to comment on the Climate Action Framework. The local Sierra Club Fossil Fuels Task Force advocated for the Community Solar Project being built at the Port of Camas Washougal and electric buses be used in places with the highest health disparities. When attending Planning Commission meetings in the late 90s, the most frequent question asked was, "does this project comply with the Puget Sound Stormwater Manual?" Today it should be, "will this project increase emissions or per capita vehicle miles traveled?" He also supported the comment by Peter Fels regarding interim ordinances or additional moratoria.

Michael Langsdorf was present to request printed materials available at the Planning Commission meetings.

URBAN FORESTRY MANAGEMENT PLAN

Charles Ray, Urban Forester, PW; Melissa Johnston, Urban Forestry Commission Chair;
Chris Peiffer, Project Manager, PlanIT Geo

Charles Ray introduced the workshop and presented an overview of urban forestry and plan updates, including: data inputs informing the updated Urban Forestry Management Plan (UFMP) and the community engagement timeline for the project; current urban forest status, including an audit of the forestry program, and the ecosystem benefits urban forests provide; external stakeholder and public engagement conducted to date; key strategies identified in the updated plan, including new canopy goals and priority planting areas; the concept of tree equity; and the long term framework to implement the objectives and strategies.

Commission Discussion

- Regional challenges in external stakeholder outreach. Staff responded there are different codes throughout the jurisdictions in the region, as well as invasive species that do not follow jurisdictional lines. To address these challenges, staff work with regional partners and state agencies, and utilize extension services.
- The extent of the issue with Emerald Ash Borer. Staff responded it was identified in Oregon in June 2022. There is an inventory of most of the park trees and some street trees. There is not inventory for natural areas. Of the existing inventory, there are approximately 500 ash trees. The strategy is to identify ash trees that are declining or in poor locations and working to remove those. The high quality ash trees are being treated.
- From the urban forestry audit, defining category 5, inventories. Staff responded this refers to the management of urban forest trees and conducting a canopy assessment on a regular cycle.
- What was the percentage coverage 5 or 10 years ago? Staff responded the tree canopy in 2011 was 16%, with a 3% increase from 2011 to 2021.
- Ways to increase tree canopy over time while also recognizing the urban growth and development happening simultaneously. Staff responded there was an assessment of ordinances for trees and landscaping in Vancouver and other jurisdictions. It showed that updating Vancouver's ordinances to reflect industry best practices would increase the tree canopy.
- Was the growth in tree canopy from trees planted or maintained? Staff responded it's not clear, but there was tree canopy increase across all zoning designations.
- Offset program for developments. Staff responded in the tree conservation ordinance, there are three priorities. The first is to replant on-site, second is replant offsite, and last to pay into the tree fund to plant elsewhere in Vancouver.
- Neighborhood program to plant trees. Staff responded they work with the transportation staff on the traffic calming projects, as well as with neighborhoods directly through several different types of programs.
- Percentage of total tree canopy that is public (not on private property). Staff responded approximately 67% of the tree canopy is on private property.
- Tools to improve tree canopy on higher density lots. Staff responded increasing density and setting aside common space for trees. There is also an effort to look at developments holistically and provide high quality landscaped common space.
- Tree maintenance. Staff responded the management plan includes a systemic risk assessment.

- Forestry review of development proposals and updating the system-wide approach to review. Staff responded forestry reviews each proposal as they are submitted and attempt to build the canopy from property to property. The evaluation looks at the quality of the trees on site and how to retain those quality trees. The City could play a bigger coordination role between multiple developments to build contiguous canopy.
- Varying goals for different zones. Staff responded it's a data driven process to review the averages of each zone, and then using that data to develop the goals.

RECUSAL

Vice Chair Pyle recused himself from the Downtown Building Footprints public hearing and left the meeting.

PUBLIC HEARING

REMOVAL OF DOWNTOWN BUILDING FOOTPRINT TAPERING REQUIREMENTS

Bryan Snodgrass, Principal Planner, CDD

Bryan Snodgrass presented an overview of the current requirements for downtown building footprint tapering requirements and the rationale for changing these to address downtown activation, commercial activities, and to add housing in an area well-served by infrastructure and intended for higher density development and the staff recommendation.

Public Testimony

No members of the public were present to provide public testimony.

Commission Discussion

- Reasoning for the staff recommendation to make this change. Staff responded there has been recent developer interest in utilizing additional building footprint space within existing height limits in the downtown, which is well served by infrastructure. There is also a city desire to fully activate downtown, and accommodate housing demand.

Motion by Commissioner Schulte, seconded by Commissioner Adigweme to recommend to City Council an approval of the proposed elimination of VMC 20.630.050.C.2.c and 20.630.050.D.2 limitations on downtown building footprint sizes, based on the staff report and Commission deliberation of the May 23, 2023 public hearing.

Roll Call Vote

Commissioner Blaufus	Yes
Commissioner Adigweme	Yes
Commissioner Schulte	Yes
Chair Ledell	Yes

Motion carried unanimously.

COMMUNICATIONS FROM CHAIR AND STAFF

No communications from the Chair or staff.

ADJOURNMENT 7:39 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



Burnt Bridge Creek West Zone Change Vancouver Planning Commission Workshop June 13, 2023



Bryan Snodgrass
Principal Planner
Community Development Department

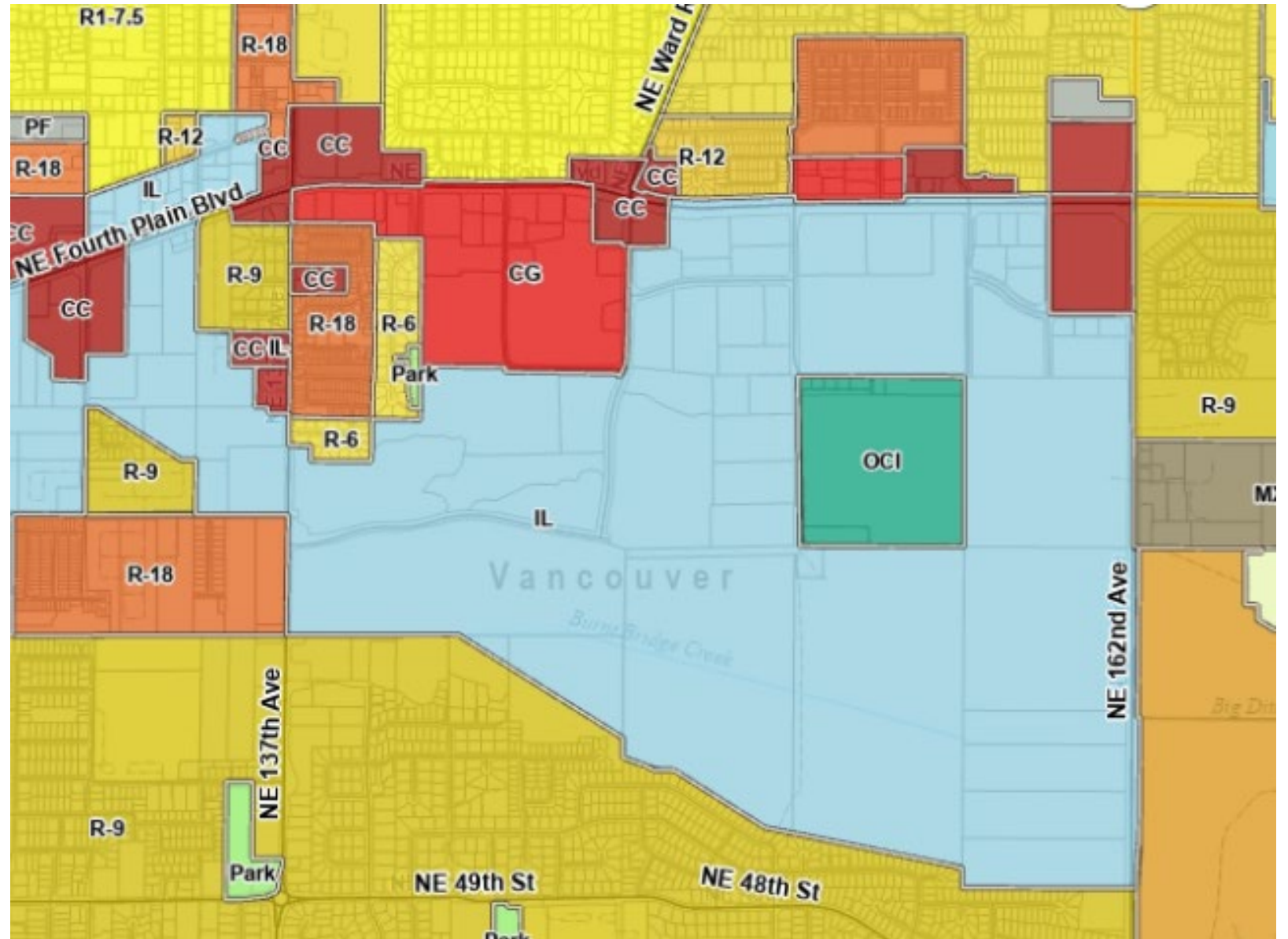
Presentation Overview

- Proposal review – Standalone rezone from Office Commercial Industrial (OCI) to Light Industrial (IL) in order to allow future development of 275,000 square foot warehouse in northern portion of 33-acre property at 6103 NE 152nd Avenue
- Citywide Warehouse Moratorium Background
- Questions & discussion to identify issues or information to address at July 11 Planning Commission public hearing

Change from OCI to IL zoning on 33-acre site at 6103 NE 152nd Avenue



Regional Zoning



Burnt Bridge Creek West Rezone — 4



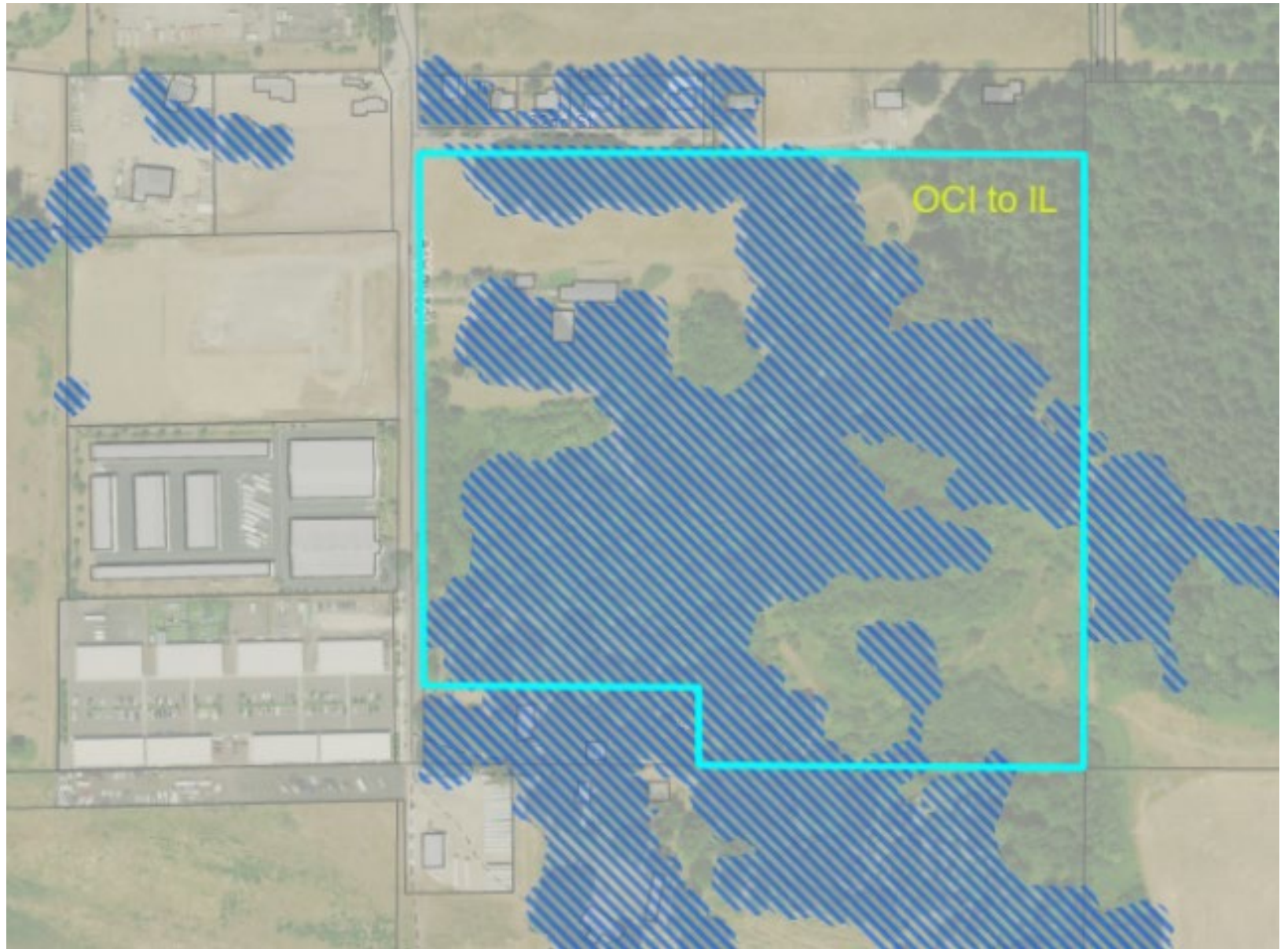
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Vancouver
WASHINGTON



Application

- Standalone rezone proposals must be more consistent than existing zoning with the City Strategic and Comprehensive Plans and must demonstrate a change in circumstances.
- They are not subject to Annual Review timing limits.
- Application argues the proposal offers more flexibility to meet overall industrial goals, will provide 200-300 jobs, help meet current consumer needs, and will provide fiscal benefits.

Critical Lands Issues – Property heavily forested with Oregon White Oak Habitat (blue)



Background - Citywide Warehouse Moratorium

- Citywide moratorium adopted December 2022 with amendments to prohibit new warehouse facilities of 250,000 square feet or more, with exceptions for Port of Vancouver facilities, and for any warehouses that exclusively store goods intended for the traded sector.
- Staff currently working with consultants to complete research, identify new code standards.
- Moratorium scheduled to expire in December 2023, after six-month extension approved by City Council at June 5 public hearing.

Background - Citywide Warehouse Moratorium (cont.)

- Intended to address concerns over rapid recent increases in large scale development on limited industrial lands, with potentially low employment yields and potential traffic and climate impacts.
- Follow up research indicates there are a limited number of large-scale industrial properties citywide likely to accommodate large warehouses after those already vested and in pipeline are complete.

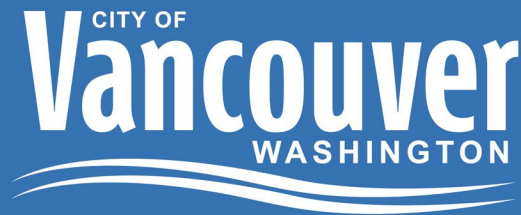


July 11 rezone hearing issues and anticipated staff recommendation

- Department of Fish and Wildlife letter raised concerns about impacts to habitat, suggests conservation covenant be placed on lower portions of site.
- Local industry and environmental groups which commented on citywide moratorium may testify.
- Staff originally anticipated denial recommendation as application was premature pending moratorium, now anticipates approval recommendation based on initial research conducted as part of moratorium, and consideration of site environmental constraints.
- Site still subject to moratorium while its in place, and presumably subject to new development standards anticipated to be adopted prior to lifting moratorium.

Questions?

Bryan Snodgrass, Principal Planner, Community Development Department
bryan.snodgrass@cityofvancouver.us, 360-487-7946



DATE: June 5, 2023

TO: Chair Ledell and Planning Commission members

FROM: Bryan Snodgrass, Principal Planner, Community Development Department

RE: June 13 workshop review of Burnt Bridge Creek West standalone rezone proposal – OCI to IL at 6103 NE 152nd Avenue



This memorandum describes this proposal and issues identified by staff in advance of the June 13 workshop discussion. The proposal would change only the zoning map designation on the property, with no changes to the Comprehensive Plan designation, and so can be reviewed at any time during the year. A Planning Commission public hearing is scheduled for July 11. City Council review is not yet scheduled.

The rezone proposal was originally reviewed by the Commission at a March 14 workshop, at which time staff indicated that a denial recommendation was anticipated because of the ongoing citywide moratorium on large scale warehouse facilities, and the upcoming Comprehensive Plan update process that is underway. Following subsequent moratorium revisions by the City Council, preliminary discussions with consultants assisting City staff on moratorium issues, and further consideration of the critical lands status of rezone site, staff anticipates recommending approval of the rezone.

Proposal

The proposal is to change the zoning designation on a 33-acre property at 6103 NE 152nd Avenue, parcel 159112000, from OCI (Office Commercial Industrial) to IL (Light Industrial). The applicant is Panattoni Development Corporation, represented by Peter Condyles of Toyer Strategic Advisors. Hudlicky Limited Partnership is the listed owner. The rezone application indicates future development of a single building 278,000 square foot warehouse is envisioned. The applicant originally submitted a site plan proposal in September 2022 showing warehouse development at the northern end of the site. See Attachment A herein.

The rezone site contains a single-family home and outbuildings, and is otherwise heavily forested. The central and southern portion of the site contains mapping indicators for Oregon White Oak habitat requiring protection under VMC 20.740, Critical Areas Protection, and for wetlands. The originally proposed site plan locates the warehouse at the northern end of the site, with likely lesser impacts, although compliance with City critical area standards, and a detailed State Environmental Policy Act review would need to be conducted following formal submittal of a site plan. The Washington Department of Fish and Wildlife submitted a comment with concerns about impacts from future development on the Oregon White Oak habitat, and a recommendation to place the southern portion of the site into a conservation easement. See Attachment C on page 15 of this report.

The site lies in the upper Burnt Bridge Creek area in northeast Vancouver, approximately 1400 feet south of Fourth Plain Blvd, 1300 feet west of 162nd Avenue, and 800 feet north of Burnt Bridge Creek. There are several small lot homesites abutting to the north and southwest, also zoned OCI. The site and the abutting small lot OCI properties are surrounded on all sides by larger, mostly undeveloped areas zoned IL. The site is not within a recognized Neighborhood Association.

Preliminary Staff Analysis

[VMC 20.285.060](#) requires proposed standalone rezones to demonstrate the proposed zoning designation is more consistent with applicable criteria of the Vancouver Strategic Plan and Comprehensive Plan than the existing designation, and that there has been a change in circumstances since the existing designation was originally adopted.

Application materials are attached to this memorandum as Attachment B. The application argues that the existing zoning is intended for industrial economic development, and the proposed zoning provides more flexible opportunities for meeting this goal in a manner consistent with surrounding area zoning, while providing approximately 200-300 jobs, and providing warehousing to meet current consumer demands. The application also includes a preliminary economic impact analysis projecting the fiscal benefits from anticipated development.

The Vancouver City Council adopted a temporary moratorium on construction of new warehouse facilities on December 12, 2022, with an affirming resolution on February 6, 2023. Concerns were expressed about significant increases in local as well as national large warehouse development that is consuming limited industrial land supplies with potentially lower employment yields, and traffic and climate impacts. City of Vancouver analysis at that time found there were eight large scale warehouse applications under review citywide encompassing 3.3 million square feet in total, accounting for approximately 14% of Vancouver's available industrial land. A Columbian [article](#) summarized the situation countywide.

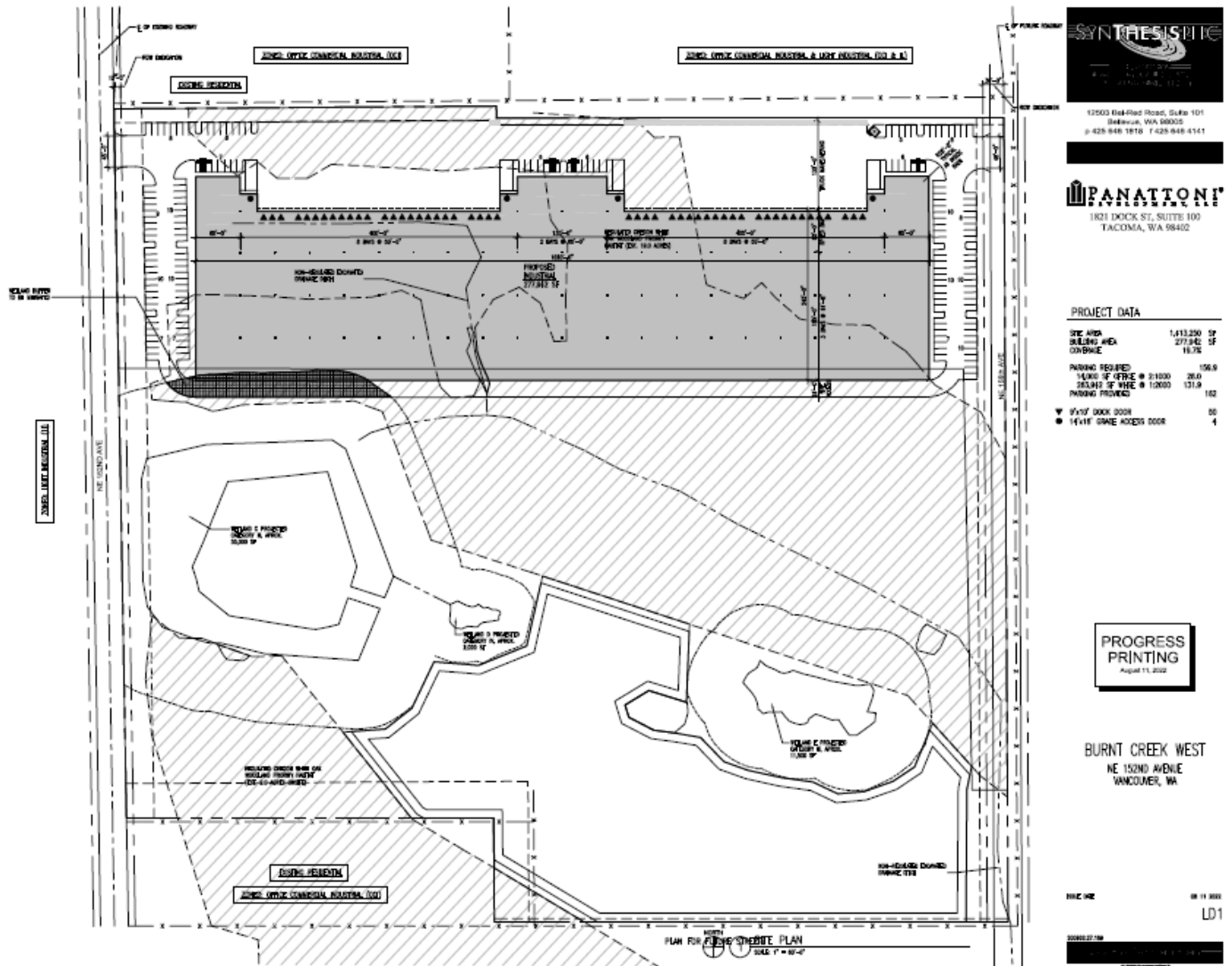
Moratorium discussions recognized that warehousing plays an important role in modern consumer shopping, and future permanent Vancouver regulations will likely not seek to prohibit these uses, but may add some provisions on appropriate locations, mitigation of impacts, requirements to better allow for future adaptive reuse, or other considerations that don't currently exist in City code. On March 6 the Council reduced the moratorium scope by increasing the threshold size of applicable facilities from 100,000 to 250,000 square feet, with exceptions for Port properties on Port-owned land, and any proposals limited to traded sector goods. More information is available [here](#).

The rezone proposal is not subject to the moratorium, but while it remains in effect a development application for a warehouse as large as envisioned in this case would be prohibited. Future development applications submitted after expiration of the moratorium would be subject to any new zoning standards developed as part of the moratorium.

Standards for the industrial zones, including the existing OCI and proposed IL zones at this site, are available [here](#). Both zones accommodate most industrial uses, although the OCI district does not allow some larger or potentially more impactful industrial uses such as warehousing. The OCI district has additional allowances for office and commercial uses, envisioned in a well landscaped and pedestrian friendly setting. As noted, the rezone site contains extensive critical lands and much of the southern and central portions of the property are likely not able to be developed. In staff's view multiple user campus style development involving commercial and office uses as generally envisioned in the OCI district is a worse fit for the site than single industrial users which are more likely in the IL zone, and are proposed in this case.

Approving the rezone would leave thin strips of OCI-zoned lands abutting to the north and south, but these could be rezoned as part of the upcoming Comprehensive Plan update process. The larger surrounding area on all sides is zoned IL.

Attachment A: Future Development Envisioned



Attachment B: Application narrative

Applicant is seeking a standalone rezone from Office Commercial Industrial to Light Industrial. The underlying comprehensive plan land use designation on the site is Industrial, and applicant will not be seeking a change. Below is this project consistency with The Vancouver Comprehensive Plan, and the approval criteria laid out in Vancouver Municipal Code 20.285.060.

1. How the proposal is more consistent with applicable policies of the Vancouver strategic plan and comprehensive plan than the existing designation

City of Vancouver Community Development Policies:

CD-1: Establish land supplies and density allowances that are sufficient to accommodate adopted long-term City of Vancouver population and employment forecast allocations.

This zone was originally designed to spur economic development and job creation in this part of Vancouver. While the underlying industrial comprehensive plan designation allows for certain uses, the ones that are in demand that are most likely to locate to this site are restricted by the OCI zone. With the market cooling for certain types of development, a rezone will allow flexibility in the uses that can use the site.

CD-3: Where compatible with surrounding uses, efficiently use urban land by facilitating infill of undeveloped properties, and redevelopment of underutilized and developed properties. Allow for conversion of single to multi-family housing where designed to be compatible with surrounding uses.

This site is currently underdeveloped, and with industrial development already taking place in the area this rezone would not be incompatible, and neither would any development that would take place as a result of it.

CD-9: Facilitate development that minimizes adverse impacts to adjacent areas, particularly neighborhoods.

Given other development on neighboring properties that are zoned light industrial, this would not be incompatible.

CD-12: Promote cohesive, integrated planning of areas and sites through use of subarea planning, master planning, and planned developments, or other methods.

This area was zoned and planned for industrial development, which has already taken place at various levels in this neighborhood. A rezone that will allow for flexibility in industrial development will help this area continue its already existing development patterns that are cohesive.

City of Vancouver Economic Development Policies:

EC-1: Increase the ratio of jobs to residents in the City of Vancouver and the region.

A rezone of the property would allow for a flexibility of industrial uses on this site, most if not all would bring jobs to Vancouver and help increase the ratio of jobs to residents. According to the economic analysis done on this site, there is the potential for 185 to 302 jobs that could be created on this property.

EC-2: Promote the formation, recruitment, retention and growth of businesses that provide a wide range of employment opportunities, particularly family-wage employment. Prioritize family-wage employment in land use policies and practices.

Oftentimes jobs that are created in industrial zones fill a gap in employment for those that are looking for jobs outside retail and office. These jobs pay family-wages in some cases, depending on the end user of the site once rezoned.

EC-3: Promote development that enhances revenue generation for public services.

Any business that develops this site, or moves to a finished building on this site will be contributing to the City of Vancouver's tax rolls in one way or another.

EC-4: Provide an adequate supply of industrial and/or business park areas with opportunities for family-wage employment and revenue generation.

The industrial land available in Vancouver is quickly being developed, or purchased, leaving very little left for the growing community. Given the city's position near Portland, many employers are looking to locate facilities here to serve both markets. By rezone this property and bringing it into the fold for potential light industrial development, the city is opening this site to potential family wage jobs and assured tax revenue.

EC-5: Restrict zone changes or legislative land use approvals that would lessen long-term capacity for high-wage employment unless accompanied by other changes within the same review cycle that would compensate for the lost capacity or unless the proposed change would promote the long-term economic health of the city.

A rezone of this property would not lessen long-term capacity for high-wage employment.

EC-6: Maximize utilization of land designated for employment through more intensive new building construction and redevelopment and intensification of existing sites.

One of the best ways to maximize land is to rezone it for more intensive and better uses. Given that this rezone would not change the ultimate type of use, a rezone on this property would

Clark County Land Use Planning Policies

1.2.1 The UGAs shall be consistent with the following general goals:

- reduce the inappropriate conversion of undeveloped land into sprawling, low density development

A rezone of this property would allow flexibility of use, and allow for the parcel to be developed as its highest and best use.

- maintain densities which support a multi-modal transportation system

This property is within walking distance to transit, which will allow future employees on this site to utilize transportation options other than single occupancy vehicles.

- support variety, choice and balance in living and working environments

The land in this part of Vancouver designated as industrial was meant to house jobs for residents allowing them to work within the same community they live. By allowing additional uses such as warehousing and freight on this property there is a higher likelihood of job creation.

1.2.3 Ensure coordination of environmental protection, preservation and enhancement programs and regulations.

There will be no adverse effects environmentally to this site if a rezone is approved.

1.2.6 Concentrate development in areas already served by public facilities and services. Use the provision or planned provision of public services and facilities as a means of directing development into desirable areas.

This part of Vancouver has already seen substantial investment by both public and private entities with respect to transit, roads improvements, commercial development, and job creation. Any future development would stand to further this growth.

1.3.1 Urban densities and uses may occur throughout the urban growth area if it is provided with adequate services. Development and redevelopment in the UGA should be strongly encouraged to occur in greater intensity in major centers, transit routes and other areas characterized by both existing higher density urban development and existing urban services. Development and redevelopment should be encouraged to occur with less intensity in areas where urban development is of lower density or has not yet occurred, or in areas where urban services do not yet exist.

This area has already seen industrial development at a level greater than or equal to the development that would be expected on this property if a rezone is approved. Given the site is near developed roads and transit opportunities, this site would be compatible to neighboring ones.

1.4.1 Interrelated uses should generally be encouraged to locate in close proximity of each other:

- Commercial, industrial or other employers and the residential areas they serve should be allowed and encouraged to locate near to one another, as long as negative impacts from non-residential uses on the residential areas are mitigated.

This neighborhood has already been designated and developed for industrial uses. A rezone would serve as a continuation of this and help realize a goal of the city to create jobs for residents.

1.4.7 Higher intensity uses should be located on or near streets served by transit.

Transit is located less than a mile away from this site.

Clark County Housing Policies

2.1.2 Link economic development and housing strategies to achieve parity between job development and housing affordability.

In order to create a parity between job development and housing affordability, there must be adequate land for that job development. This rezone would help make this property for flexibility for potential job creators.

Clark County Economic Development Policies

9.1.1 The county and cities will demonstrate their commitment to long-term economic growth by promoting a diverse economic base, providing opportunity for all residents, including unemployed and disadvantaged persons. Growth which helps to measurably raise the average annual wage rate of community residents and preserves the environmental quality and livability of our community, is viable growth and will improve the lifestyle of Clark County residents.

Jobs that are created within industrial zones help create a diversity of jobs types, and in many cases pay wages that can support a family. This type of job development helps keep residents within their existing communities and can help spur economic development in other ways with their buying power. This rezone will create flexibility in what jobs can be located here, with a recent economic analysis estimating that between 185 and 302 jobs could be created on the property.

9.1.3 The county and cities will encourage long-term growth of businesses of all sizes, because economic diversification and stratification are important factors in overall job growth for the county and cities.

Industrial type jobs are very important to the economic diversity and economic health of a community. They are outnumbered greatly by retail and commercial jobs, meaning any opportunity to expand industrial uses in a community will help reach this goal overall.

9.1.4 The county and cities will promote productivity and quality among its businesses to meet world and market standards for their products and services.

Even as we see the economy begin to slow down from the boom years we saw previously, the reality is that people are now purchasing products online now more than ever. This requires distribution centers and warehousing to ensure these goods make it to the consumers safely, and in a timely manner. This is what the market is currently demanding and will be for the foreseeable future. The city and county can meet this demand by allowing these types of uses on this property, where it is already allowed on all neighboring parcels.

9.1.8 The county and cities will provide for orderly long-term commercial and industrial growth and an adequate supply of land suitable for compatible commercial and industrial development.

A large portion of the land designed and zoned for industrial uses in Vancouver have already been developed as such or have been purchased with that intention. A rezone of this property would help increase the “adequate” supply for land for industrial development, which leads to job growth and economic development overall.

9.1.9 The county and cities will encourage the recruitment of new business employers to absorb the increasing labor force and to supply long-term employment opportunities for county's residents who are currently employed outside of the State.

According to a recent economic analysis of this property, there is the potential to create between 185 and 302 jobs on this site. Much of this is dependent on a rezone.

9.1.11 Conversion of industrial or employment center lands to non-industrial or nonemployment center districts may occur within the following parameters:

- a. Protect and preserve lands zoned heavy industrial for heavy industrial uses.

This rezone would not change any land zoned for heavy industrial use.

- b. Protect employment center lands from conversion to residential.

This rezone would not change any land from industrial to residential.

2. That a change in circumstances has occurred since the existing designation was established.

In the time since this zone was established much of the land designated as industrial in this part of Vancouver has been purchased with the intention of industrial development or been developed. The zoning of this property makes it an island of OCl zoning among the neighboring LI zoning on all sides. It is not an accident that a large majority of these properties around this site have been developed, while this one has remained vacant. Even at the height of the real estate market during the last few years this site did not see much activity. Now as the real estate market begins to cool and companies limit expansions due to economic uncertainty, circumstances have changed enough to warrant a rezone of this property. This will allow greater flexibility in uses, such as allowing warehousing, distribution, and freight movement, all uses that are still in demand. While the economy has slowed, the demand for items ordered online has not. This demand will only increase in the coming years, and to assure these items get to the consumer in a safe and timely manner, distribution centers, and other freight facilities are going to need to locate in and around metro areas such as Vancouver-Portland. This site is a good location for this type of development that is needed within this part of the region, and a rezone will help accomplish that.



TOYER STRATEGIC ADVISORS, INC.
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LAKE STEVENS, WA 98258
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November 4, 2022

Bjorn Brynestad
Panattoni Development
1821 Dock St. , Suite 100
Tacoma, WA 98402

PRELIMINARY ECONOMIC IMPACT ANALYSIS FOR BURNT CREEK WEST

Dear Mr. Brynestad:

You have asked our firm to provide a preliminary analysis of three development scenarios based on construction of a 278,000 speculative industrial building designed to accommodate one or more users. This is close to the maximum likely footprint. The intent of this analysis is to support public agency and private citizen engagement during a rezone process, recognizing that the building's ultimate use may be a single tenant or multiple tenants that range from office and R&D tenants to warehousing and from light manufacturing and kitting to breweries or wineries.

Although the scenarios that could be studied are many, we have attempted to narrow our analysis to three potential scenarios. The following highlights the process for how we model the likely impacts based on the conceptual site plan and summarizes our preliminary findings:

STEP ONE: DETERMINING A BASE EMPLOYMENT FIGURE

- A. Where feasible our model utilizes the specific employment figure provided by the project's end user (i.e. tenant). However, this is not possible in the case of a speculative buildings.
- B. Absent specific end-user data, we evaluate local and regional information, including but not limited to:
 1. Employment densities from similar projects completed by the developer
 2. Local employment density data from sources such as local reports (e.g. buildable lands reports; economic development plans; etc.), as well as proprietary data sources and our company's own database
- C. Our model anticipates this project is likely to have a mix of future tenants engaged in light manufacturing, wholesale trade, technology, and warehousing/distribution. For the single tenant, distribution facility scenario we assumed 1 job to 1,500 square feet. For the mixed tenant scenarios the average employment density was 1 job per 919 and 954 square feet.

STEP TWO: APPLYING MULTIPLIERS

- A. Multipliers for the model are pulled from the Bureau of Economic Analysis (BEA) RIMS II Multipliers which are based on the 2012 benchmark input-output (I/O) national table with updated 2020 regional data. This model reflects multiplier data specific to the Vancouver-Portland-Hillsboro, OR-WA Metropolitan Statistical Area.

STEP THREE: MODELING IMPACTS

- A. Direct and indirect jobs are those related to/tied to the new activity. Induced jobs are those jobs that are created because of the overall increase in activity. This type of analysis does not distinguish between full and part time jobs.

- B. Using the base job estimates we apply output, earnings, and value-add multipliers for each industry segment to determine the projected final demand change in economic output and projected earnings (wages, salaries and proprietor's income) as a result of the project. These figures are shown in 2020 dollars unless otherwise noted.

MODELED IMPACT (PRELIMINARY)

The following table highlights three scenarios modeled for future occupancy of a conceptual 278,000 square foot industrial building that could accommodate up to four tenants. Scenario 1 assumes the building is fully occupied by a warehouse and distribution user. Scenario 2 assumes two tenants include warehousing and distribution, as well as manufacturing. Scenario 3 assumes four tenants including warehousing and distribution, manufacturing, and technology related uses.

	Scenario 1	Scenario 2	Scenario 3
Employment	185	291	302
Related Jobs [^]	189	279	305
Total Jobs Impact	374	570	607
Direct Output (in millions)	\$ 29	\$ 57	\$ 54
Local GDP (in millions)	\$ 24	\$ 44	\$ 44
Earnings* (in millions)	\$ 7.71	\$ 14.14	\$ 17.81

[^]This includes indirect and induced jobs attributable to the estimated employment created by this project

*Earnings as defined by the model include wages, salaries, and proprietor's net income, plus employer contributions to health insurance

PROJECTED SALES TAXES FROM CONSTRUCTION

The construction of the building will generate approximately \$25.57 million in one-time sales tax revenues that benefit the City of Vancouver, Clark County, and the State of Washington. The following estimates the breakdown by tax authority:

Estimated Sales Tax from Construction		
Building SF (Approx)		277,942
Construction Cost per SF		\$92
Total Construction Cost		\$25,570,664
State	6.50%	\$1,662,093.16
City of Vancouver	0.85%	\$217,350.64
C-Tran	0.70%	\$178,994.65
Clark County	0.15%	\$38,356.00
E911	0.10%	\$25,570.66
Mental Health	0.10%	\$25,570.66
Affordable Housing	0.10%	\$25,570.66
	8.50%	\$2,173,506.44

REAL PROPERTY TAXES

The proposed development could generate over \$303,000 annually in property at full buildout, including approximately \$55,000 to the City of Vancouver. The example below is based on an estimated total valuation and the 2022 current tax levy broken down by taxing district and shown on the next page. This is roughly \$300,000 more in total annual property taxes than are being generated on the existing vacant parcel.

Burnt Bridge Creek West proposed zone change

Page 13 of 16

		Potential Taxable Value
Property Tax Broken Down by Levy		\$28,000,000
COUNTY GENERAL	0.92759	\$ 25,972
COUNTY GENERAL ADREF	0.00166	\$ 47
DEV DISABILITY	0.01087	\$ 304
MENTAL HEALTH	0.01087	\$ 304
VETERANS ASST	0.00979	\$ 274
CONSERVATION FUTURES ADREF	0.00007	\$ 2
CONSERVATION FUTURES	0.03615	\$ 1,012
FT VANCOUVER REG LIBRARY	0.34275	\$ 9,597
METROPOLITAN PARK DIST	0.17147	\$ 4,801
METROPOLITAN PARK DIST ADREF	0.00041	\$ 12
PORT VANCOUVER BONDS	0.11449	\$ 3,206
PORT VANCOUVER GENERAL	0.15073	\$ 4,220
SD114 EVERGREEN DEBT SVC	1.76351	\$ 49,378
SD114 EVERGREEN ENRICHMENT	1.71968	\$ 48,151
SD114 EVERGREEN TECHNOLOGY LE	0.42022	\$ 11,766
STATE SCHOOLS - PART 1	1.91284	\$ 53,559
STATE SCHOOLS - PART 2	1.03016	\$ 28,845
CITY VANCOUVER AFFORDABLE HOUS	0.22586	\$ 6,324
CITY VANCOUVER GENERAL	1.97136	\$ 55,198
CITY VANCOUVER GENERAL ADREF	0.00595	\$ 167
Total All	10.82644	\$ 303,140

OCCUPATIONS & WAGES

The following graphic depicts the hourly wage distribution data of full-time equivalent employees in manufacturing (allowed use in the OCI zone) and transportation and warehouse (allow in the LI zone). This data indicates that wages in both industries are very similar with the percentage of workers in manufacturing making \$38/hour or greater accounting for 22% of the manufacturing total while the same wage ranges account for 23% of the total.

NAICS	Industry	FTE	<\$14.00	\$14.00 - \$19.99	\$20.00 - \$25.99	\$26.00 - \$31.99	\$32.00 - \$37.99	\$38.00 - \$43.99	\$44.00 - \$49.99	\$50.00 - \$55.99	\$56.00+
31-33	Manufacturing	12,506	385	2,991	2,884	2,192	1,301	805	491	351	1,106
	Percent Distribution		3.1%	23.9%	23.1%	17.5%	10.4%	6.4%	3.9%	2.8%	8.8%
48-49	Transportation and warehousing	2,937	106	614	708	580	257	189	154	98	230
	Percent Distribution		3.6%	20.9%	24.1%	19.7%	8.8%	6.4%	5.2%	3.3%	7.8%

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

OTHER ECONOMIC IMPACTS

Although not modeled in this analysis, it is also important to point out that this project will generate additional local and state revenues, including:

- real estate excise taxes generated from the sale of the property from its current owner
- permit revenues generated from the project's application, review, and inspection fees which typically fund the community development department by reducing the amount of general fund dollars which might be required for the community to provide these services
- personal property taxes on the machinery, equipment, racking, office furniture, etc. that will be within these buildings
- water and sewer connection charges, which help fund improvements to the city's water and sewer infrastructure

- traffic impact fees, which help fund identified transportation improvement needs in the community
- utility taxes, business and occupation taxes, etc. the completed project will generate these other state and local recurring tax receipts

ABOUT PRELIMINARY MODELING

The impacts modeled at this stage are very preliminary and should not be construed as final. As specific tenants are confirmed, this analysis can be updated to reflect specific tenant information including the actual number of employees, final building square feet, construction value, etc.

Should you have any questions or require additional information, please do not hesitate to contact us.



DAVID K. TOYER
PRESIDENT

Attachment C: SEPA comment received



State of Washington
DEPARTMENT OF FISH AND WILDLIFE
Southwest Region 5 • 5525 South 11th St Ridgefield, WA 98642
Telephone: (360) 696-6211 • Fax: (360) 906-6776

April 6, 2023

Bryan Snodgrass, Principal Planner
Vancouver Community and Economic Development
415 W 6th St
Vancouver, WA 98660

RE: Burnt Bridge Creek West Zone Change

Dear Mr. Snodgrass

Thank you for the opportunity to comment on the Burnt Bridge Creek West Zone Change. The Washington Department of Fish and Wildlife (WDFW) has reviewed the proposal and offers the following comments for your considerations.

WDFW is concerned that the proposed rezone and subsequent future development of the parcel will lead to unavoidable impacts on the priority Oregon white oak (OWO) woodland. WDFW recommends that the City of Vancouver explore other zoning options that reduces conflict between protecting the resource and reasonable use of property.

The *Proposed Burnt Bridge Creek West Zoning Map Designation Change* presentation presented by Bryan Snodgrass, Principal Planner for the City of Vancouver on March 14, 2023, indicates that a 275,000 square foot warehouse is proposed in the northern portion of this parcel tentative on zoning approval. We are concerned that changing the zoning to light industrial will not allow flexibility in avoiding impacts to the priority OWO woodland and the resulting development will degrade habitat. While we recognize the need for Light Industrial zoning and development, we do not believe this parcel is best suited to meet those needs. The OWO woodland within this parcel occupies approximately 27* of the 33 acres and is a part of a larger, contiguous OWO woodland that is approximately 41 acres*. Additionally, several acres of this contiguous oak stand are actively managed by the Terrace Oak Mitigation Bank. Stands this large are rare in Clark County and almost completely absent within the City of Vancouver. Because of the rare and valuable nature of the OWO woodland of this size, we recommend for the City of Vancouver to explore ways to keep this parcel as green space while encouraging industrial development on parcels that do not have significant conflict with priority habitats of this significance.

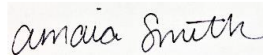
* Calculations are estimates based on WDFW PHS aerial imaging and have not been field verified.

Page 2

If this zoning is approved, however, we recommend placing the southern portion of this parcel, outside of the proposed development footprint, into a conservation easement. A significant portion of the stand is located outside the proposed footprint and protecting it in an easement would prevent future development impacts that would be difficult, if not impossible, to mitigate for. We also request being consulted for the review of the compensatory mitigation plans prior to the City approving any development on this site. We are currently updating our recommendations for mitigating for Oregon white oaks and the best available science indicates mitigation is needed to offset the temporal loss of habitat *in addition to* the physical loss of trees. Based on this information, compensatory mitigation requirements will likely be greater than what has been required in previous development proposals. Due to the significant acreage of OWO woodland on site, the compensatory mitigation required will likely be complex and we want to ensure that any mitigation achieves no net loss of function.

Thank you for considering our recommendations to protect this priority habitat. We hope that the City gives special consideration to this property due to the size and location of this priority OWO woodland. Furthermore, we encourage the City to have additional conversation to determine the best use of this property, given the valuable habitat on site.

Sincerely,

A handwritten signature in cursive script that reads "Amaia Smith". The signature is written in black ink on a light-colored background.

Amaia Smith
Habitat Biologist,
Washington Dept of Fish and Wildlife
5525 South 11th St.
Ridgefield, WA 98642

Evergreen and Grand Commercial Corridors Strategy Implementation

Planning Commission
Workshop
June 13, 2023



Becky Coutinho, Associate Planner
Bryan Snodgrass, Principal Planner
Community Development Department

Pauline Ruegg, Senior Associate
Jamin Kimmel, Partner
Cascadia Partners

Agenda

- Project Update
- Design Standards
- Implementation Plan
- Next Steps

Cascadia Partners Presentation





EVERGREEN GRAND **PROJECT UPDATES**

PROJECT UPDATE | WORK COMPLETED TO DATE

- **Refined development standards** based on Planning Commission feedback/staff review
- Drafted design standards that **balance high quality design outcomes with encouraging development in Corridor**
- Held **Developer Focus Group** to gather feedback on draft development and design standards
- Prepared draft **Implementation Plan** to help guide the City in how to enact Corridor Strategy Vision above and beyond code amendments

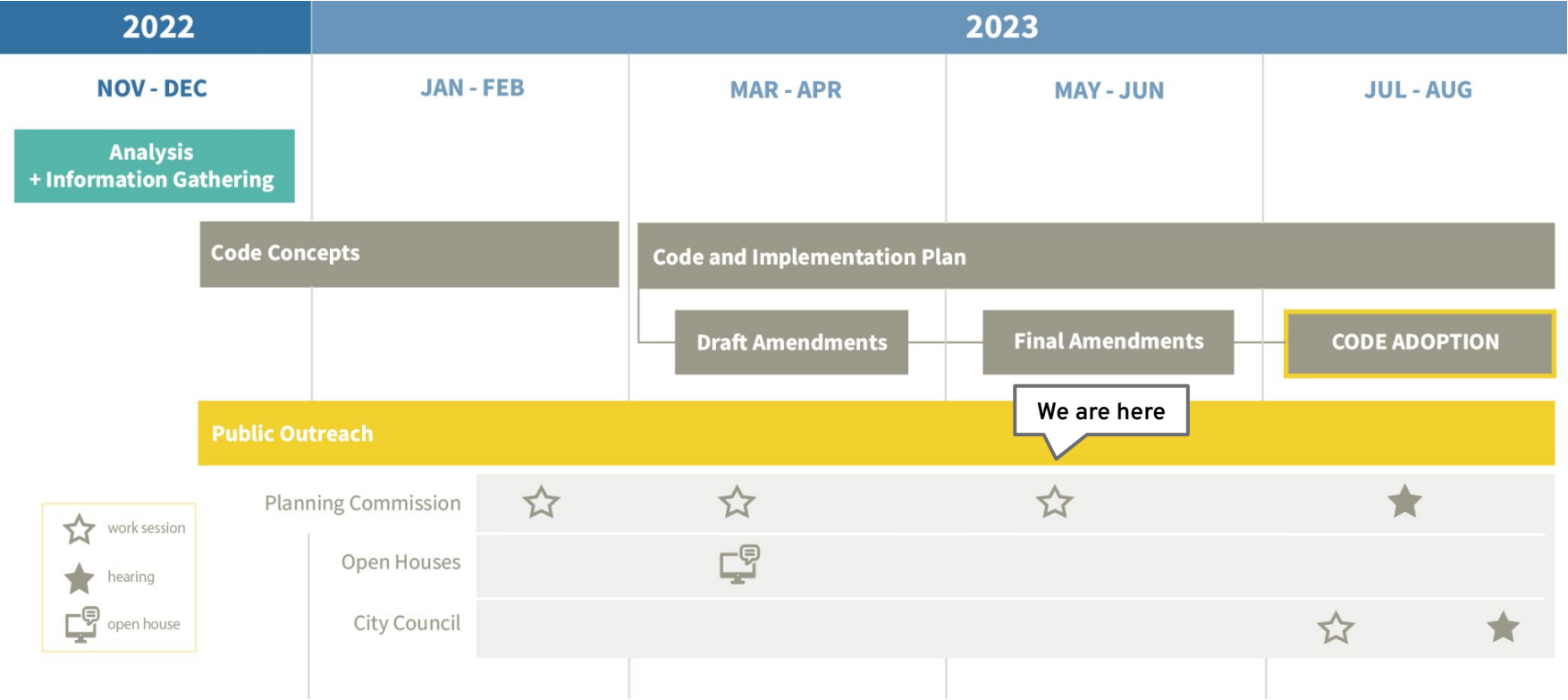
CODE AMENDMENTS



IMPLEMENTATION PLAN



PROJECT UPDATE | **TIMELINE**



PROJECT UPDATE | WHAT WE HEARD FROM YOU

The Planning Commission shared its thoughts at last work session (April 11). We heard:

- Planning Commission agreed Design Standard Code Concepts **responded to the existing character and context of the corridor** and **promoted Strategy goals**.
- While a **points based system** for additional design standards sounds interesting, more information is needed to determine if it is appropriate code approach for small corridor and what cost impacts are.
- Concerned about perception of **reduction in parking** requirement.
- Concerned about **accessibility of units** with ground floor separation requirement.
- Interested in **more climate-friendly measures** integrated into code.



CODE AMENDMENTS

DESIGN STANDARDS

DESIGN STANDARDS | OVERVIEW

- Development standards refined with staff input.
- Set of code amendments for Design Standards prepared based on Code Concepts shared with Planning Commission.
- Proposed new code language will be adopted as an overlay district in Chapter 20.500.
- Tonight we would like your input on key remaining questions.

Chapter 20.590 **EVERGREEN/GRAND CORRIDOR OVERLAY DISTRICT**

Sections:

<u>20.590.010</u>	<u>Purpose</u>
<u>20.590.020</u>	<u>Applicability</u>
<u>20.590.030</u>	<u>Regulation of Uses</u>
<u>20.590.040</u>	<u>Design and Development Standards</u>

20.590.010 Purpose

- A. Purpose. This chapter establishes standards for the Evergreen/Grand Corridor Overlay District ("Corridor") in order to ensure new development contributes to achieving the goals of the Evergreen/Grand Corridor Strategy ("Strategy") as follows:
1. Strengthen current businesses while providing an appropriate mix of commercial and residential uses.
 2. Establish a balanced, multi-modal network of motor vehicle, transit, walking, and biking routes through the corridors.
 3. Provide adequate parking to serve existing uses and future development.
 4. Create public and private spaces that are inclusive, integrated, and contribute positively to the livability of the corridors.
 5. Provide ample opportunities for small-scale, locally owned businesses to thrive.
- B. This chapter is not intended to prevent continued use, repair or modest expansion of lawfully existing buildings, or to render otherwise lawful development as nonconforming.

20.590.020 Applicability

- A. Establishment of Boundaries. The standards of this chapter apply to properties along Evergreen Boulevard and Grand Boulevard as indicated in Figure 20.590-1.

DESIGN STANDARDS | POINTS-BASED SYSTEM

- Proposed points-based system at Planning Commission Meeting #2. Planning Commission tentatively concluded that **base standards may be sufficient** to get high quality design outcomes.
- After further review, Staff recommends to **not include points-based system.**
- Many proposed standards from points-based system can be **addressed through incentives and public projects in the Implementation Plan:**
 - Transportation demand management
 - Extra public plaza space and public seating
 - Public art features
 - Sustainable design

DESIGN STANDARDS | POINTS-BASED SYSTEM

Topics addressed with clear and objective **uniform design standards**:



Height
Transparency
Weather Protection

Ground Floor
Design - Commercial



Height
Transparency
Horizontal Separation

Ground Floor
Design - Residential

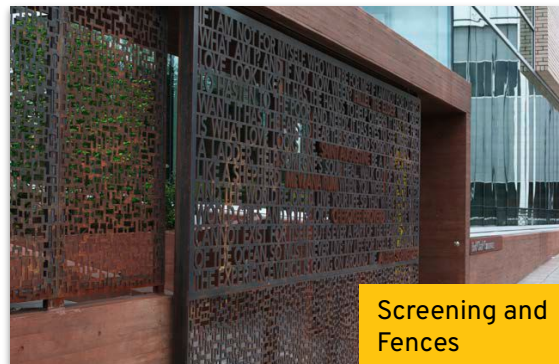


Facade
Articulation



Back of site
utility rooms

Location of Utilities



Screening and
Fences

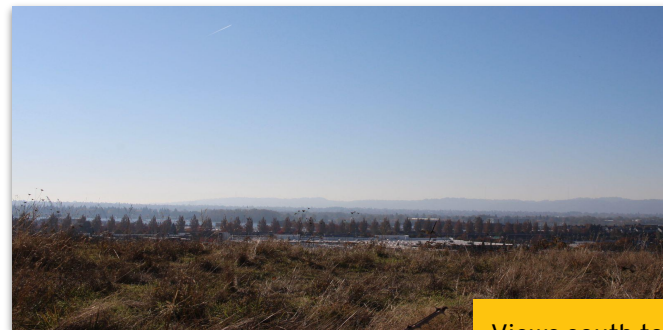
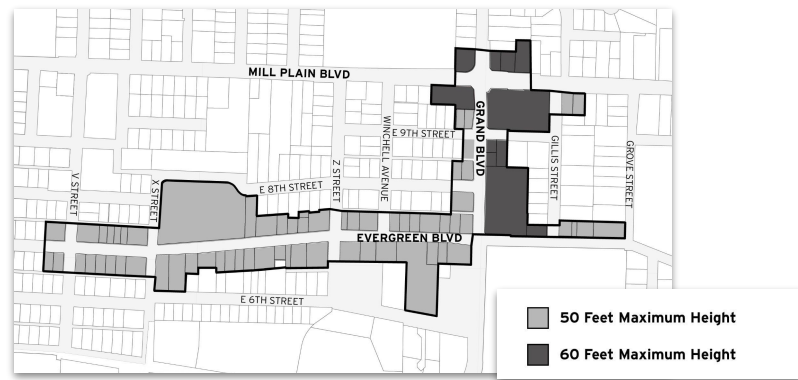
DESIGN STANDARDS | DEVELOPER FOCUS GROUP

What we heard from the development community:

- Advocated for **increasing height to 5 stories along Evergreen** for project feasibility and to open up more views
- Concern about the **maximum building length** and its impact on buildable floor area
- **Maximum setback of 5 feet may need to be increased** to ensure that sidewalk cafes and outdoor seating can be comfortable on busy streets like Grand.
- **Parking minimum is on the right track** and they appreciate the flexibility
- Implementation Plan should include **public works improvements** in the Corridor so it doesn't solely fall on the private market to fund/improve

DESIGN STANDARDS | BUILDING HEIGHT

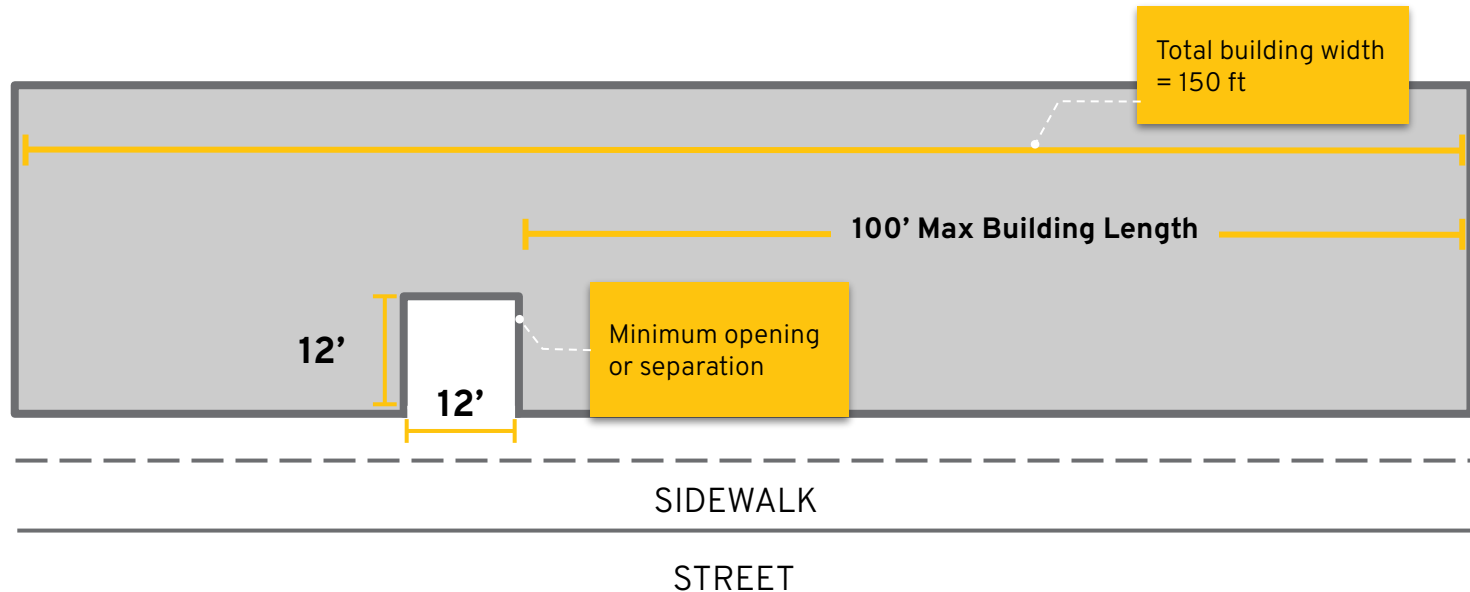
- **Developer discussion:** Recommended increasing maximum height along Evergreen to 5 stories (60 feet) to improve project feasibility and allow for more views from upper stories
- **Recommendation:** Retain current height standards due to community's desire for shorter building heights expressed in Corridor Strategy



Views south to the river

DESIGN STANDARDS | MAXIMUM BUILDING LENGTH

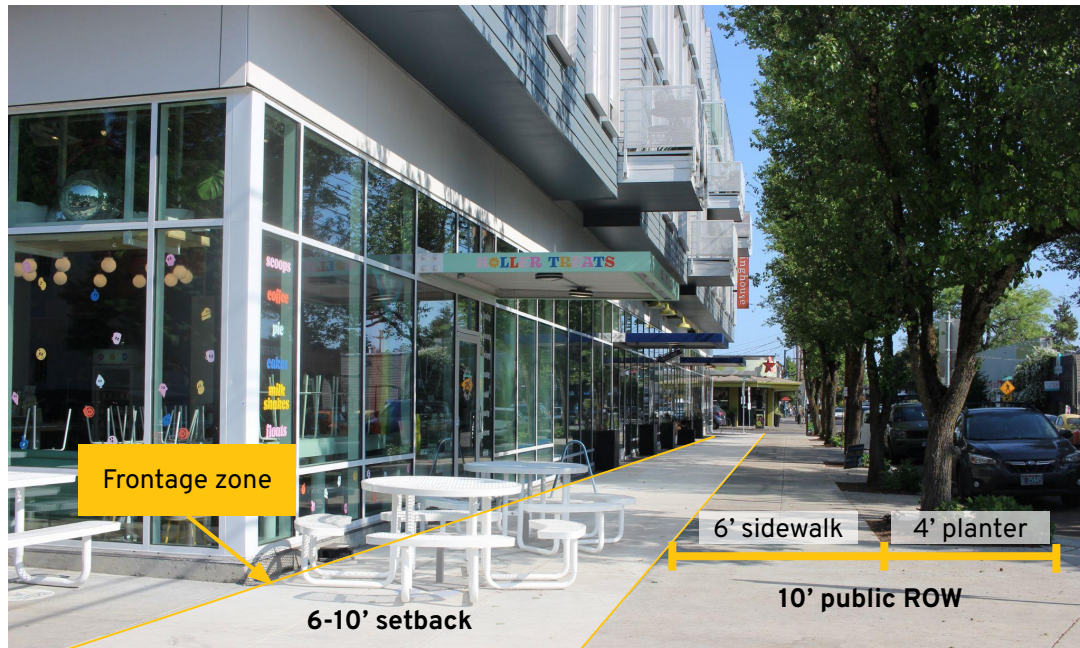
- **Developer discussion:** Maximum building length reduces buildable floor area which impacts overall development feasibility
- **Recommendation:** Retain current standard to ensure there aren't long, uninterrupted buildings that could contribute to concerns of a 'canyoning effect' along the Corridor



DESIGN STANDARDS | SETBACKS

02

- **Developer discussion:**
Maximum setback of 5 feet may need to be increased to ensure that sidewalk cafes, outdoor seating can be comfortable on busy streets like Grand
- **Recommendation:**
 - Increase the maximum setback to 10 feet.
 - Continue to not require a minimum setback





QUESTIONS?
DESIGN STANDARDS



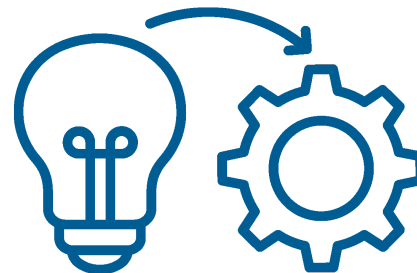
IMPLEMENTATION PLAN **OVERVIEW**

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IMPLEMENTATION PLAN | OBJECTIVES

The purpose of the Implementation Plan is to:

- Provide a set of **parallel, complementary actions** to pair with Code Amendments to implement the Vision from the Corridor Strategy
- **Prioritize actions** to help City determine the sequence of implementation
- Clearly **identify roles, first steps, and the level of effort and resources** necessary so City has an achievable and thoughtful course toward a more vibrant Corridor



IMPLEMENTATION PLAN | CORRIDOR STRATEGY VISION

- The Corridor Strategy called for both **code amendments** and a set of **policies and actions** to collectively **achieve long-term vision**
- **Recommendations based on input** from community, property owners, Planning Commission, and City Council.
- **Short-term changes to LUC standards** to ensure new development meets goals
- **Mid- to long-term policies, programs, and tools** to support and promote Corridor Goals.



CODE AMENDMENTS



IMPLEMENTATION
PLAN

IMPLEMENTATION PLAN | GOALS & ACTIONS

The implementation plan is organized into four sections:



**HOUSING AND
ECONOMIC
DEVELOPMENT**



URBAN DESIGN



MOBILITY



PARKING

IMPLEMENTATION PLAN | GOALS & ACTIONS



HOUSING AND ECONOMIC DEVELOPMENT

Provide ample opportunities for small-scale, locally owned businesses to thrive, while maintaining livability for current and future residents.

Actions:

- **Economic Development 1.1:** Provide seed support for a locally based, grassroots Business District Organization that can meet shared Corridor needs.
- **Economic Development 2.5:** Meet with a representative from the Greater Vancouver Chamber of Commerce to explore the possibility of greater partnership, such as creating an Evergreen-Grand business cohort to participate in GVCOC programming
- **Housing 1.2:** Access recently reapproved Vancouver Affordable Housing Levy funds to support the creation or preservation of affordable housing in the neighborhood.

IMPLEMENTATION PLAN | GOALS & ACTIONS



URBAN DESIGN

Create public and private spaces that are inclusive, integrated, and contribute positively to the livability of the corridor.

Actions:

- **Urban Design 1.3:** Partner with the Business District Organization to execute programmatic and tactical urbanism interventions in the public realm to promote pedestrian-friendly, activated, and inviting spaces.
- **Urban Design 2.1:** Coordinate with Surface Water Management to implement stormwater best management practices in alignment with the City's Low Impact Development standards and the Climate Action Framework.



MOBILITY

Establish a balanced, multi-modal network of motor vehicle, transit, walking, and biking routes through the corridor.

Actions:

- **Mobility 1.2.** Ensure the designs for future transportation projects and real estate developments prioritize creating safe, multi-modal streets throughout the corridor
- **Mobility 3.2.** Study and construct enhanced safe crossings at Grand & 6th and Evergreen & V as well as traffic calming measures along the length of Grand (e.g. school zone near Washington School for the Deaf, speed cushions)

IMPLEMENTATION PLAN | GOALS & ACTIONS



PARKING

Provide adequate parking to serve existing uses and future development.

Actions:

- **Parking 1.1.** Conduct a parking study to inventory all on-street parking available and current utilization rate
- **Parking 2.1.** Advance availability of short-term bike parking amenities by identifying suitable right of way sections for bike parking on or near residential and commercial sites; support implementation of the new parking stations

IMPLEMENTATION PLAN | QUESTIONS/FEEDBACK

- Do you have general questions or feedback about the Implementation Plan?
- Is the Implementation Plan missing:
 - Specific actions to better align with Citywide goals and initiatives?
 - Actions reflecting prior community input?
- Are there actions that should be considered high priority for work to begin on as soon as possible?

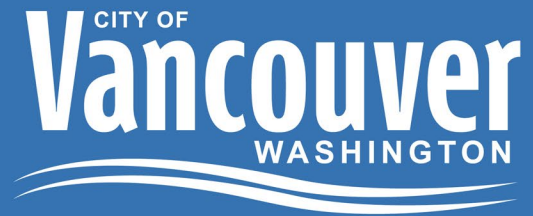


QUESTIONS?
IMPLEMENTATION PLAN

Project Next Steps

- Stakeholder engagement through direct outreach to developers, businesses, and online feedback gathering
- City Council Workshop on July 17
- Planning Commission Public Hearing on July 25
- City Council Public Hearing on August 28
- Implementation efforts beyond development code requirements

Thank You



DATE: June 1st, 2023

TO: Chair Ledell and Planning Commission members

FROM: Becky Coutinho, Associate Planner and Bryan Snodgrass, Principal Planner
Community Development Department

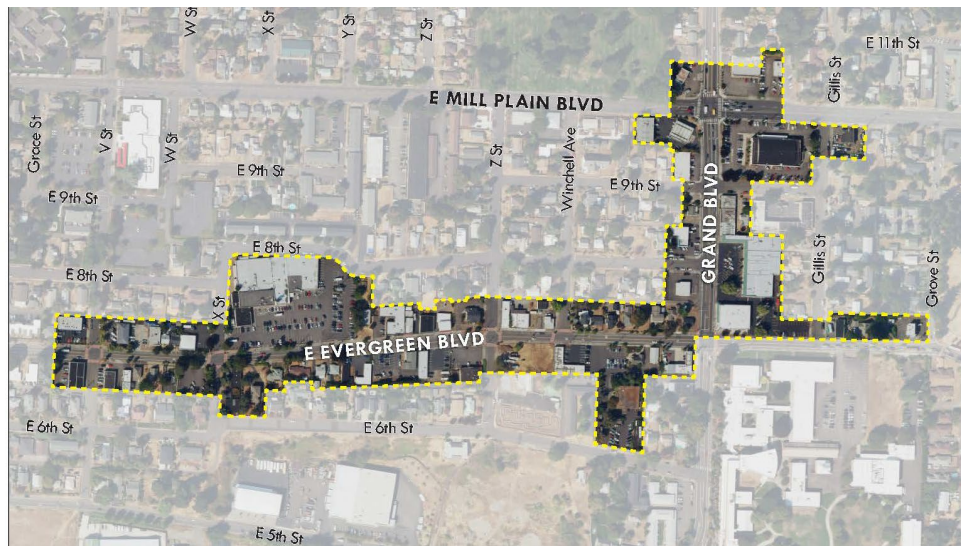
CC: Rebecca Kennedy, Deputy Director, Community Development Department

RE: June 13 workshop review of Evergreen and Grand Commercial Corridors Strategy Implementation

Introduction

The June 13 workshop is intended to update the Planning Commission on the status of the Evergreen and Grand commercial corridors implementation process. This memorandum includes a recap of recent and upcoming work that will result in zoning code changes and various other implementation measures in 2023 and beyond. This workshop will feature an overview of the draft Evergreen and Grand Overlay district code language, which now includes both development and design standards, as well as community outreach conducted to date and a longer-term implementation plan for non-regulatory strategy recommendations.

Brief Summary of Strategy Document



The Evergreen and Grand Commercial Corridor study area is focused on Grand Blvd. between Mill Plain and Evergreen Blvd., and on Evergreen Blvd. between V and Grove Streets as indicated in the study area map above. The area is an emerging small business district with smaller-scale buildings oriented to the street adjacent to established neighborhoods. The desired outcomes of the Evergreen and Grand Commercial Corridors Strategy include the following: enhance the existing commercial corridors, increase walkability, ensure access to services and amenities, establish a balanced multi-modal transportation network, support locally owned businesses, increase housing opportunities, and create public and private spaces that are inclusive and integrated into the community.

The Evergreen and Grand Commercial Corridors Strategy document was adopted by City Council on February 28, 2022, intended to guide future zoning code text changes and other longer-term community placemaking, economic development and transportation implementation. Implementation efforts began in late 2022 and are ongoing. The Evergreen and Grand Commercial Corridors Strategy can be viewed here: [Commercial Corridors Strategy | City of Vancouver, Washington, USA](#).

Draft Evergreen and Grand Overlay District Language

The project team presented at the [February 14th, 2023](#), Planning Commission workshop on four development code concepts and at the [April 11th, 2023](#) Planning Commission workshop on design standards. Using Planning Commission input, community outreach, and staff feedback the Evergreen and Grand Overlay District language has been refined into a working draft (see Attachment A). The overlay district outlines the types of land uses that are permitted in the district and development standards around density, building orientation, building setbacks and buffers, building heights, building massing, and parking.

Objective design standards are also incorporated in the proposed overlay district code to meet the vision of the Strategy Document, with a focus on the ground floor of buildings to create a vibrant street and pedestrian experience, and to address the unique challenges of creating an active street while preserving resident privacy. The standards are not intended to promote a particular architectural style or aesthetic. Use of objective standards is intended to allow for consistent administration and interpretation as opposed to more discretionary guidelines, with the goal of striking a balance between the number/complexity of standards and encouraging new development in the Corridor.

While a points-based system for additional design criteria was proposed at the April 11th meeting, the project team and development review staff believe that base standards are sufficient to get high quality design outcomes and are no longer proposing to include a points-based system. The project team also believes some of the desired outcomes of the points-based system can be achieved through other implementation efforts as highlighted in the implementation plan (see Attachment C).

The below chart summarizes key differences between what was recommended in the Strategy document and what is proposed in the draft overlay. These changes are the result of new State laws requiring lower parking minimums for developments near high frequency transit as well as new State established targets for housing that jurisdictions must demonstrate their zoning allows. Reduced parking minimums and slightly increased building heights in some areas will incrementally increase

housing production over what would likely develop under the Strategy document recommendations. These changes are also informed by a proforma analysis performed by Cascadia Partners that reflects current market conditions and development feasibility, which have significantly shifted in the last 18 months since the Strategy document was adopted.

	Current Development Code	2022 Strategy Document	Proposed New Code
Maximum Building Height	• 50-feet throughout, typically 4 stories	• 3-5 stories, varying by parcel	• 4 stories along Evergreen and west Grand, 5 stories at Mill Plain/Grand transit node.
Building Bulk and Massing	• Silent beyond height limits and setbacks. Commercial abutting lower density residential requires 10-foot setback • Upper portions need ½ foot setback for each foot of building height above 20 feet.	• No standard directly proposed to address the development form beyond active edge requirements, maximum front setback of 0-5 feet at the ground floor	• Maximum height step down only on rear face within 25 feet of a residentially zoned site • Maximum building width, with breaks within the building
Required Ground Floor Commercial	• At least half of frontage along arterial/collector streets must be commercial or office	• More flexibility along Evergreen, keep existing requirement on Grand	• Allow for either ground floor commercial or residential along Evergreen. Require ground floor commercial along Grand
Required Minimum Off-Street Parking Spaces	• 0.75 per multi-family unit near frequent transit such as Evergreen and Grand • 1/300sf for goods and services, 1/250sf for eating and drinking, 1/400sf office	• Zero for ground floor retail • 1/1000sf for commercial uses • 1 per unit for residential	• 0.5 per multi-family unit • 1/1000sf commercial, zero for ground floor retail

Community Outreach summary

Following the February Planning Commission meeting, a virtual open house was held on March 16th. Roughly 20 people were in attendance, business owners, developers, and community members. At the open house the project team presented the four code concepts and facilitated a discussion on each. Overall, attendees continued to broadly support the goals of the Corridor Strategy, with a desire to see the area redevelop and with the acknowledgment that increased activity along the corridor will

result in some changes, including taller buildings and less parking. Questions were raised about what other programmatic activities were planned to support the corridor's growth.

In addition to the open house, there was a survey posted on the project BeHeard page. Below are excerpts from the survey responses:

- *Code changes proposed will likely push residential development along evergreen to replace businesses rather than promote an increasingly walkable neighborhood.*
- *Zoning to go at least 5 stories please. Less parking requirements.*
- *I encourage deeper thought being given to encouraging connections with the Historic Reserve.*
 - *With increasing density at Grand and Evergreen, residents and businesses will benefit from a heightened awareness of a large open space nearby a short distance to the west for recreation and education.*
 - *Consider opportunities for the installation of interpretive information on Evergreen between Grand and the Reserve.*
 - *Give the inclusion of historical information the same importance as inclusion of public art.*

The implementation plan directly responds to comments and feedback received through the engagement process, including goals and actions related to placemaking, district branding and capacity building, events and street level activation, and tactical urbanism projects.

Developer Focus Group Summary

On May 22nd, the project team organized a developer focus group to get feedback on the draft code standards and understand if they strike an appropriate balance between high quality design outcomes and development feasibility. Input from the developers included:

- Would like to see height limit of 5 stories in the entire corridor.
- Support having no height minimum.
- Question if 0-5ft setback for commercial uses along Grand is enough to create comfortable outdoor space.
- Supportive of step-down requirement as it gives opportunity for more outdoor living space which in turn can activate the street.
- Concern if requiring maximum building length and breaks in buildings could make development less feasible as the project would be losing developable space.
- Would like to see additional transportation and right-of-way improvement projects led by the City.
- Support investing in public realm with signage and flower planters to create a pleasant experience in the Corridors.
- No major concerns regarding the design standards proposed.

Based on this feedback, the project team is proposing one change to the draft design standards to allow for an increase of the maximum setback to 10 feet while also maintaining no minimum setback.

Implementation Plan Summary

Realizing the full extent of the vision outlined in the Evergreen and Grand Commercial Corridors Strategy requires both development code regulations and other programmatic efforts. The Evergreen and Grand Implementation Plan has been drafted to guide the work that falls outside the purview of the development code (see Attachment B & C) and is intended to guide internal staff and departments, while also bringing in key partners like neighborhood associations, business alliances and technical assistance providers, affordable housing developers, and the community at large. The tasks have been broken down to four main focus areas including housing and economic development, urban design, mobility, and parking, as outlined below. All will require resources to implement in the coming years.

- *Economic Development:*
 - Foster a unique and attractive corridor identity
 - Establish a business-friendly climate that supports a diversity of neighborhood-serving businesses
- *Housing:*
 - Maintain economic diversity and housing affordability, especially for low- and moderate-income households
- *Urban Design:*
 - Support a vibrant and active corridor
 - Pursue opportunities for climate resilient design
- *Mobility:*
 - Leverage ongoing corridor and neighborhood-wide infrastructure projects
 - Support targeted interventions to improve walkability, bike ability, and connectivity to transit
 - Improve safety for all corridor users
- *Parking:*
 - Evaluate and manage vehicular parking impacts to local residents
 - Support climate and parking goals by increasing micro mobility, shared parking options, and EV infrastructure

The two tasks below are highlighted here as shorter term non-regulatory implementation priorities, as they play a critical role in catalyzing several of the other implementation tasks.

- *ED 1.1:* Provide seed support for a locally based, self-created neighborhood Business District Organization that can meet the shared needs of new and future businesses through networking, marketing, promotions, special events, beautification, and advocacy

- *ED 1.2:* Provide staff and resource support to the Business District Organization so it can develop into a fully-fledged, self-sustaining, and independent organization.

The goals and associated tasks that fall under them reflect input and expertise from various City departments who will lead them, with a particular emphasis on feasibility. Timing and resource needs. It will continue to be refined as the team collaborates with other partners.

City Council Direction

On June 5th staff presented to City Council to provide a high-level overview of the project work to date and draft proposal and get initial Council feedback prior to further advancing the draft concepts. Council comments indicated overall support, including for the step-down proposal when new development abuts single family development. One comment was a concern regarding height requirements and ensuring that they account for taller ceiling heights in ground floor commercial space and still allow for the intended number of floors within a development. For example, if the intent is to have five-story buildings with ground floor commercial spaces, the overall height maximum needs to factor in the additional ceiling heights associated with the ground floor commercial.

Project Next Steps

Further community outreach is planned, including physical mailing, email, and website updates, and direct outreach to neighborhood associations, to review the draft overlay language and implementation plan and inform any additional refinements. Outreach will focus on the draft proposed changes and will also be clear about where this deviates from or refines recommendations included in the original Strategy document.

A City Council Workshop is scheduled for July 17th.

The Planning Commission Public Hearing is scheduled for July 25th and the City Council Public hearing is tentatively scheduled for August 28th.

Staff Contact

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Attachment(s):

- A. Draft Evergreen and Grand Overlay District Code Language
- B. Evergreen and Grand Implementation Plan memo
- C. Draft Evergreen and Grand Implementation Plan

Chapter 20.590

EVERGREEN/GRAND CORRIDOR OVERLAY DISTRICT

Sections:

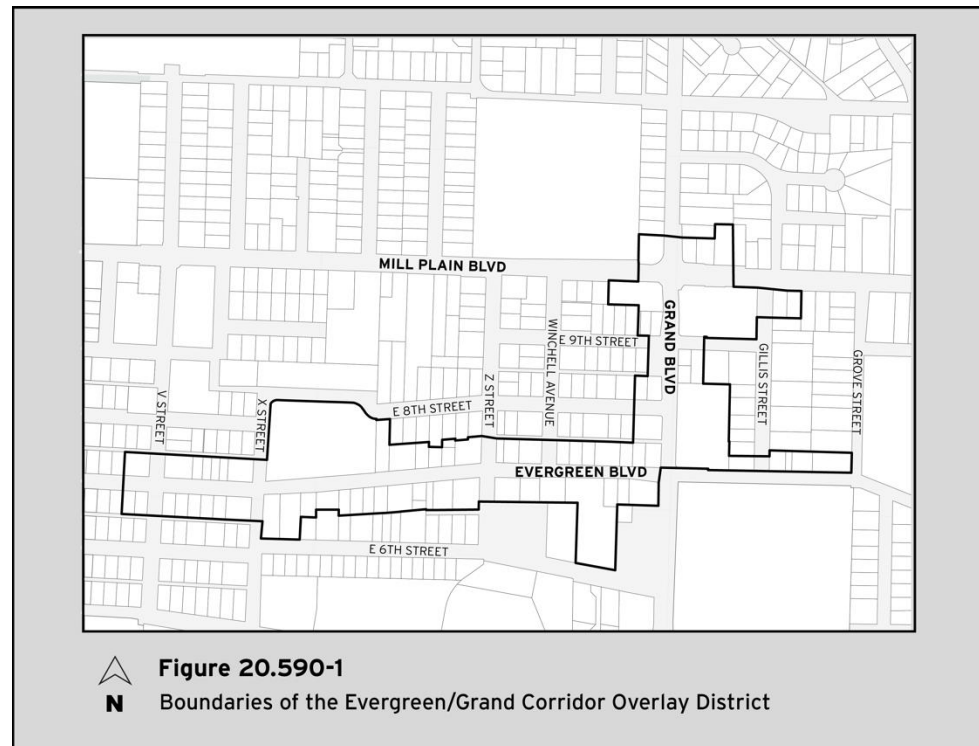
20.590.010	Purpose
20.590.020	Applicability
20.590.030	Regulation of Uses
20.590.040	Development Standards
20.590.050	Design Standards

20.590.010 Purpose

- A. *Purpose.* This chapter establishes standards for the Evergreen/Grand Corridor Overlay District (“Corridor”) in order to ensure new development contributes to achieving the goals of the Evergreen/Grand Corridor Strategy (“Strategy”) as follows:
1. Strengthen current businesses while providing an appropriate mix of commercial and residential uses.
 2. Establish a balanced, multi-modal network of motor vehicle, transit, walking, and biking routes through the corridors.
 3. Provide adequate parking to serve existing uses and future development.
 4. Create public and private spaces that are inclusive, integrated, and contribute positively to the livability of the corridors.
 5. Provide ample opportunities for small-scale, locally owned businesses to thrive.
 6. Contribute to a vibrant public realm that encourages interaction with an active edge along the ground floor, high-quality public spaces, and a walkable pedestrian environment.
- B. This chapter is not intended to prevent continued use, repair or modest expansion of lawfully existing buildings, or to render otherwise lawful development as nonconforming.

20.590.020 Applicability

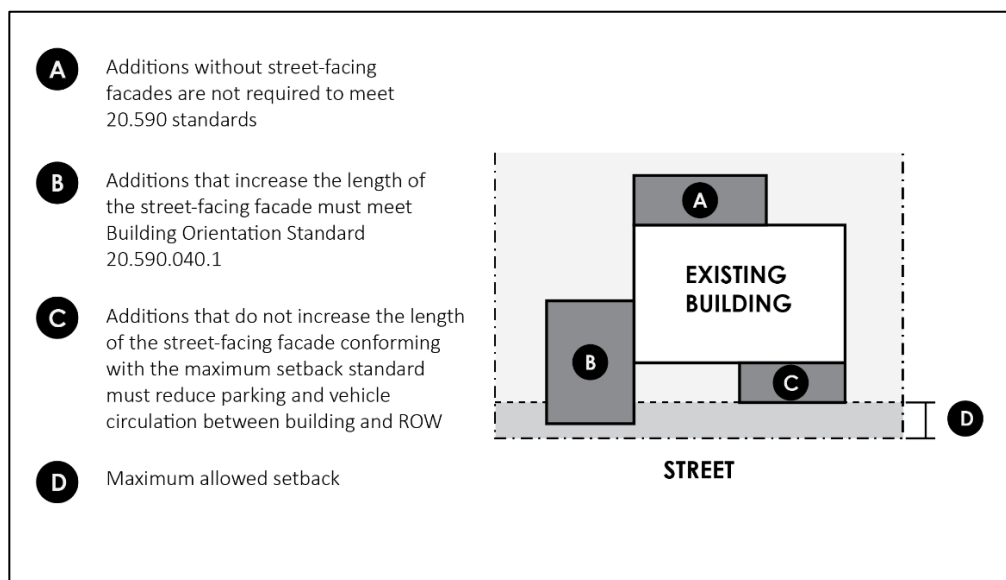
- A. *Establishment of Boundaries.* The standards of this chapter apply to properties along Evergreen Boulevard and Grand Boulevard as indicated in Figure 20.590-1.

Figure 20.590-1. Boundaries of the Evergreen/Grand Corridor Overlay District

- B. *Relation to Other Standards.* These standards shall be in addition to other applicable standards of Vancouver Municipal Code or state law and shall supersede those standards where they conflict.
- C. *Types of Development.* All projects that involve new construction, modification of the exterior of an existing building or parking lot located within the area defined in Figure 20.590-1 shall be subject to approval by the Planning Official pursuant to this Chapter.
- D. *Exemptions:* The following activities shall be administratively exempt from complying with these standards
1. Exterior work not visible from the public way;
 2. Placement of permanent signs, unless a) inconsistent with adopted design guidelines, such as pole signs; or b) potentially inconsistent with nearby uses;
 3. Public art; and
 4. Other minor construction such as replacement of doors, windows, awnings, etc., determined by the Planning Official to be exempt.
 5. Additions or modifications to single family dwellings and duplexes.
 6. Replacements for buildings or structures destroyed by fire or calamity as provided in VMC 20.930.
- E. *Nonconforming Development:* Existing lawful structures and/or improvements that exist at the effective date of this chapter may be continued so long as it remains otherwise lawful per Section 20.930.030.B.

- F. *Expansions and Alterations to Existing Nonresidential Buildings.* The standards of this chapter apply to expansions and alterations to nonresidential buildings that are subject to Site Plan Review. The standards are applicable as follows:
1. Expansions or additions to nonresidential buildings of over 500 square feet that are visible from a public street are required to be in conformance with the standards of this chapter. The standards only apply to the expansion or addition.
 2. Expansions or additions to nonresidential buildings must not increase the length of street-facing façade that does not conform to the maximum setback standard. The expansion or addition must, to the extent feasible, reduce the area dedicated to parking and vehicular circulation between the building and the right-of-way. See Figure 20.590-2.
 3. Exterior alterations or remodels of existing nonresidential buildings that do not conform to the design standards of Section 20.590.050 must improve compliance with these standards where possible, and at a minimum must not increase nonconformance.

Figure 20.590-2. Applying the Maximum Setback Standard to Additions/Expansions



20.590.030 Regulation of Uses

- A. *Uses.* Uses on properties in the Corridor shall be permitted, conditional, limited, or prohibited as per Table 20.430.030-1 Commercial and Mixed-Use Districts Use Table, with the following exceptions in Table 20.590.030-1.

Table 20.590.030-1. Special Use Regulations for Evergreen/Grand Corridor Overlay District

USE	
Household Living	L ¹

Group Living	L ¹
Home Occupation	L ^{1, 2}
HOUSING TYPES	
Single Dwelling Units, Attached	L ¹
Duplexes	X
Multi-Dwelling Units	L ¹
Affordable Housing Projects	L ^{1, 3}
CIVIC	
Park & Ride Facilities	
-Surface	X
-Structure	X
COMMERCIAL	
Motor Vehicle Related	
- Motor Vehicle Sales/Rental	X
- Motor Vehicle Servicing/Repair	X
- Vehicle Fuel Sales	X
Non-Accessory Parking	X
Self-Service Storage	X

¹ Residential uses are limited in some locations as specified by VMC 20.590.030(B)(1).

² Subject to the provisions of Chapter 20.860 VMC, Home Occupations.

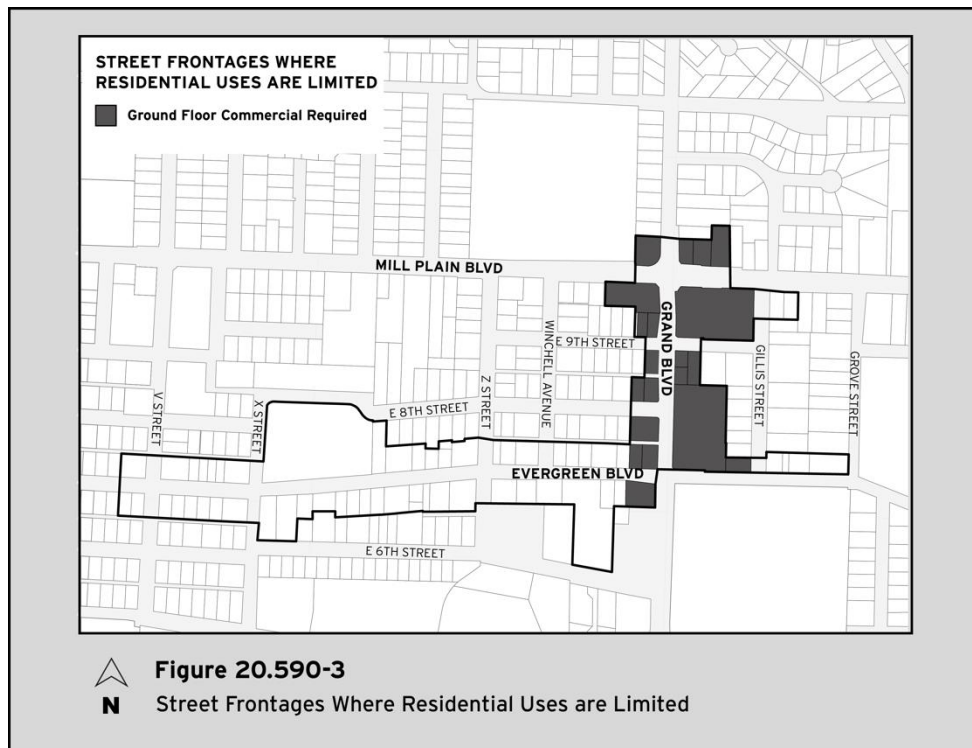
³ Eligible affordable housing projects must (a) demonstrate eligibility for Washington State Housing Finance Commission Low Income Housing Tax Credits by providing at least 40 percent of units affordable to households at 60 percent of Area Median Income or otherwise as demonstrated eligible for credits; (b) include a guarantee that the threshold is maintained for at least 30 years unless specified longer by the finance commission; and (c) be located on properties whose borders are within 1,000 feet of a bus rapid transit or other high capacity transit corridor, or transit corridors with existing weekday peak service frequencies of 35 minutes or less, as indicated in the C-Tran 2018-2033 Transit Development Plan.

B. Additional Use Standards.

1. A minimum of 50% of the lineal street front of the ground floor buildings along streets designated in Figure 20.590-3 must be devoted to commercial uses.
2. Drive-through facilities are prohibited on all properties.

C. Existing Uses. Limitations on uses set forth in Section 20.590.030 do not apply to existing uses continuing in existing buildings or structures, or in buildings or structures permitted to be replaced in the event of fire or calamity pursuant, as provided in VMC 20.930.

Figure 20.590-3. Street Frontages Where Residential Uses are Limited

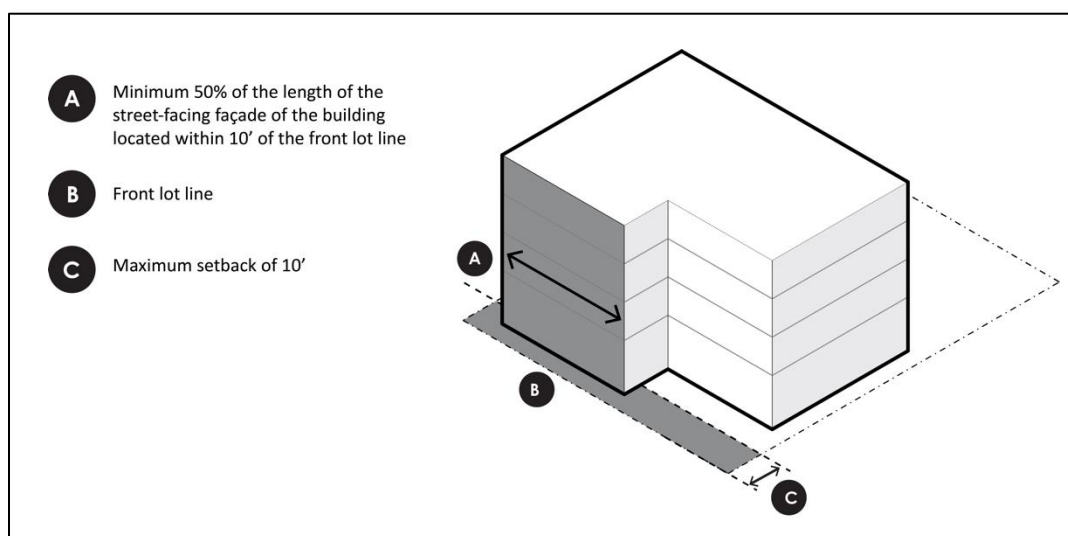


20.590.040 Development Standards

- A. *Minimum Density.* Any development that includes residential uses must include a minimum of the following number of dwelling units per acre of site area:
 1. *Sites on Grand Avenue:* 30 dwelling units per acre
 2. *Sites on Evergreen Avenue:* 22 dwelling units per acre
- B. *Building Orientation*
 1. *Maximum Setback.* A minimum of 50 percent of the length of the street-facing façade of the building must be located within ten feet of the front lot line. See Figure 20.590-4 below.
 2. *Ground Floor Residential Setbacks.* A minimum setback of five feet and a maximum setback of ten feet is required for ground-floor residential uses. A transition area must be provided per VMC 20.590.050.3 Ground Floor Separation standard.
 3. *Improvements Between the Building and the Street.* Off-street parking is not allowed between a building and a street lot line along the following streets in the Corridor: E. Evergreen Boulevard, Grand Boulevard, and E. Mill Plain Boulevard. The land between any building and a street lot line must be landscaped to at least the L1 level (see VMC 20.925) and/or hard surfaced for use by pedestrians.
 4. *Main Entrance.* These standards apply to the primary building(s) on a site (e.g., not to accessory structures).

- a. *Entry Orientation.* All buildings must have at least one primary entrance facing the street (i.e., within 45 degrees of the street property line). For multi-tenanted nonresidential buildings, buildings with multiple entrances, or buildings with multiple frontages, only one primary entrance must comply with this standard.
- b. *Walkway Connection.* All primary entrances to a building (e.g., tenant entrance, lobby entrance, breezeway entrance, or courtyard entrance) must comply with VMC 20.945.040(H)(7) Pedestrian access, circulation and connections.
- c. *Ground Floor Residential Entrances.* A minimum of 50 percent of all ground floor residential units abutting the street must have individual main entrances that open directly onto the right of way rather than the interior of the building or parking lot. Entries must meet the Ground Floor Separation Design Standard (VMC 20.590.050.C.3). For buildings with a central common open space opening to the street, primary entries for ground floor units abutting the courtyard must open directly onto the courtyard.

Figure 20.590-4. Building Orientation Standards



C. Building Setbacks and Buffer Landscaping.

1. *Front Yard or Street Side Yard.* No front or street-side yard setback is required except for residential uses as provided in 20.590.040(B). Buildings must meet the maximum setback standard of VMC 20.590.040(B).
2. *Side or Rear Yard.*
 - a. *Abutting a Residential Zone.* Minimum building setback of 10 feet. Parking or open space areas may be placed within the side or rear setback. A 5-foot buffer that is landscaped to the L4 High Wall standard (see VMC 20.925) is required.
 - b. *Abutting a Commercial or Mixed-Use Zone.* No side or rear yard setback required.

D. Building Height

1. *Maximum Height.* Maximum building height varies by location as provided in Figure 20.590-5.

2. *Height Step Down.* Buildings must be stepped down to create a transition to adjacent residential zones with lower maximum building heights:
 - a. Sites with property lines that abut residential zones for less than a five-foot length are exempt from these standards.
 - b. Any portion of a building within 25 feet of a Lower Density Residential Zone, shall be no higher than 35 feet. See Figure 20.590-6.
 - c. No height step down is required on the portion of a site adjacent to a Higher Density Residential Zone or Commercial and Mixed Use Zone.

Figure 20.590-5. Maximum Building Height

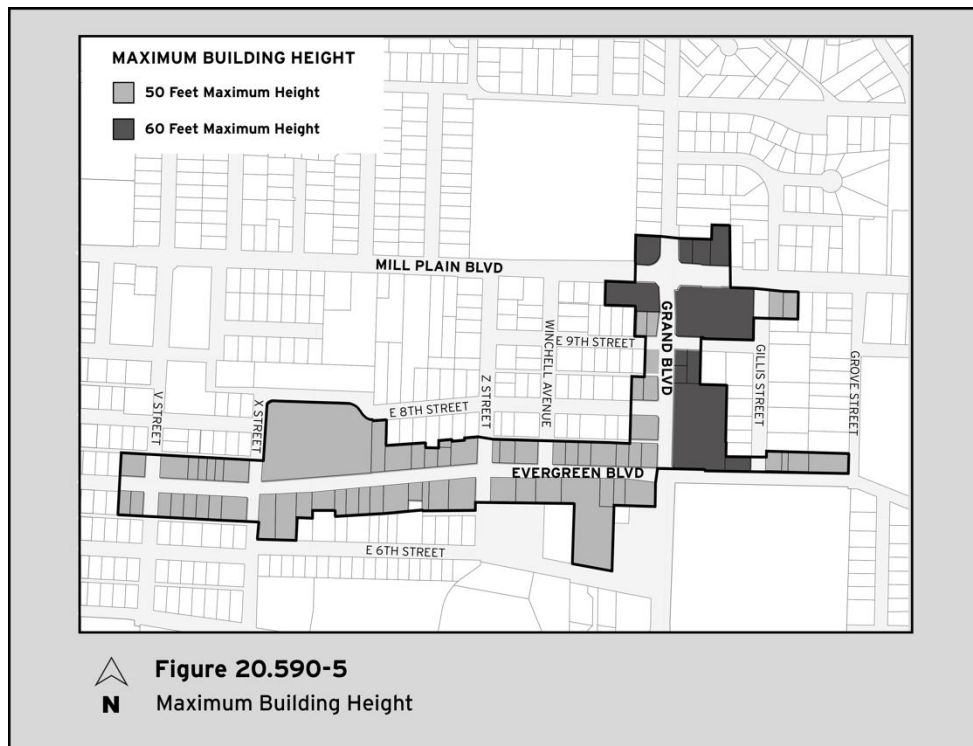
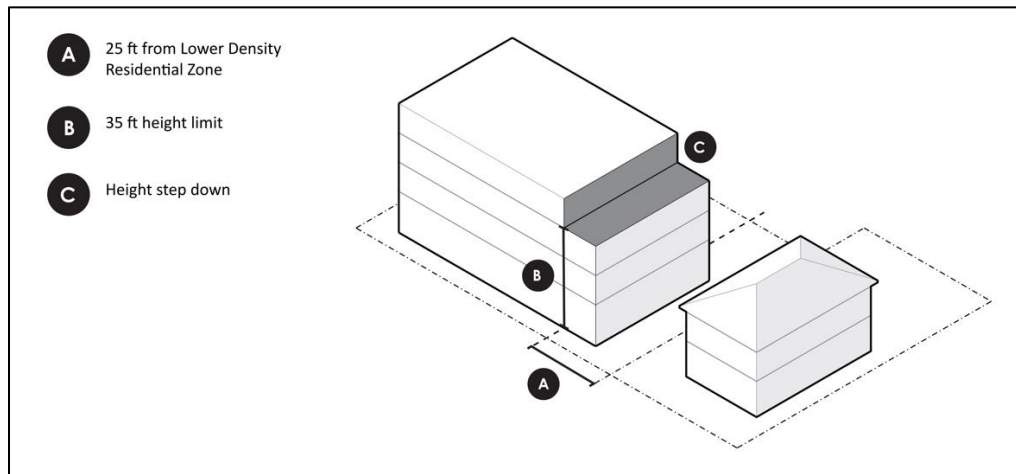
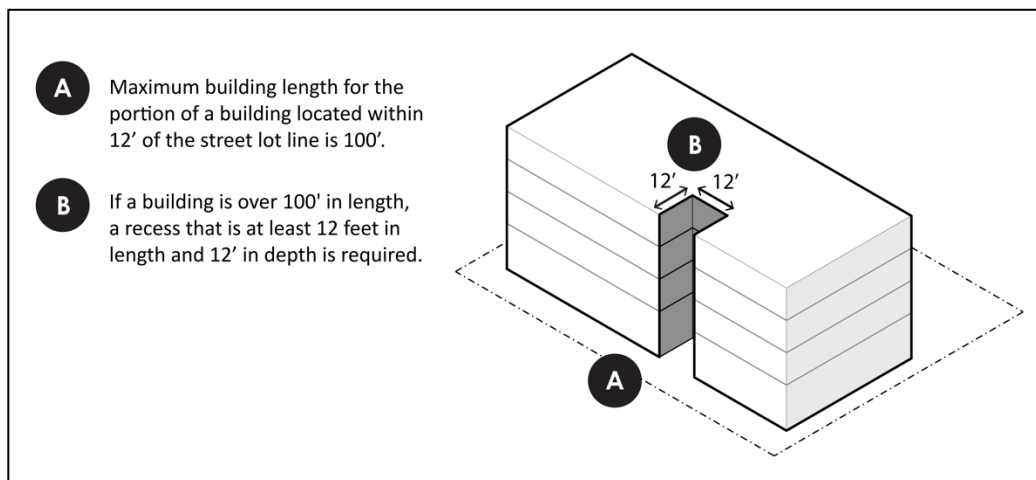


Figure 20.590-6. Height Step Down**E. Building Massing**

1. **Maximum Building Length.** The maximum building length for the portion of a building located within 12' of the street lot line is 100'. This standard is met if two buildings are entirely separated, or when one building over 100' includes a recess that is at least 12 feet in length and 12 feet in depth (see Figure 20.590-7).

Figure 20.590-7. Maximum Building Length**F. Parking**

1. **Minimum Spaces Required.** Parking and loading requirements shall be as specified in VMC 20.945, with the following exceptions for properties in the Corridor:
 - a. Market Rate Multifamily Dwelling Units: 0.5 spaces per dwelling unit.
 - b. Housing for Low-Income Households Earning Under 60% Median Area Income: 0.5 spaces per dwelling unit.
 - c. All Commercial Uses permitted in the CC zone: 1 space/1,000 gross square feet.

- d. Commercial uses on the ground floor of a mixed-use building that includes residential uses are exempt from minimum off-street parking requirements in Table 20.945.070-2.
- 2. *Location of Parking Areas.* Parking and loading areas are prohibited per VMC 20.590.040.B.3. The following additional standards apply:
 - a. *Attached single dwelling units.* Garage entrances are prohibited on the street-facing façade of attached single dwelling units. A shared drive aisle may be used to access parking located to the rear of dwelling units. Where possible, access shall be provided from an alley or, if located on a corner parcel, from a secondary street.
 - b. *Multi-tenant building.*
- G. *Bicycle Parking.* Bicycle parking shall meet the standards contained in Table 20.590.040-1, and shall be consistent with the standards of VMC 20.945.050 and the city of Vancouver Bicycle Parking Guidelines.
 - 1. *Standard.* Up to 50 percent of long-term bicycle parking spaces shall be provided in individual residential dwelling units, if they meet the following criteria:
 - a. The bicycle parking is located within 15 feet of the entrance to the dwelling unit.
 - b. The bicycle parking is located in a closet or alcove of the dwelling unit that includes a rack.
 - c. For buildings with no elevators, only ground floor units can utilize in-unit long-term bicycle parking provision.

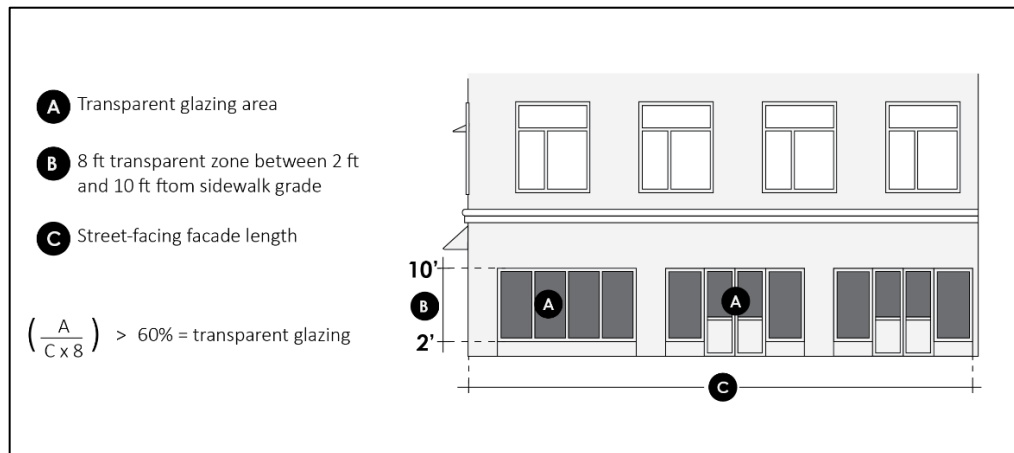
Table 20.590.040-1. Bicycle Parking Minimums

Uses	Required Short-Term Bicycle Parking	Required Long-Term Bicycle Parking
Residential	0.05 per dwelling unit, 2 spaces minimum	1 per dwelling unit for buildings with 5 or more dwelling units
Commercial	1 per 5,000 sf of floor area, 2 spaces minimum	1 per 15,000 sf of floor area, 2 spaces minimum
Office	1 per 25,000 sf of floor area, 2 spaces minimum	1 per 5,000 sf of floor area, 2 spaces minimum
Civic/Institutional Buildings	1 per 5,000 sf of floor area, 2 spaces minimum	1 per 15,000 sf of floor area, 2 minimum
Lodging	2 spaces minimum	1 per 10 rooms, 2 spaces minimum
Parks	1 per 5,000 sf park area, 2 spaces minimum	None

2. *Additional Development Standards.* The following standards apply to sites where more than 20 long-term bicycle parking spaces are required and provided in one or more shared bicycle parking facilities outside of individual dwelling units:
 - a. *Minimum Number of Horizontal Bicycle Parking Spaces.* At least 20 percent of spaces must be in a horizontal rack, or on the lower level of a stacked bicycle parking rack.
 - b. *Parking for Larger Bicycle Spaces.* At least five percent of spaces must accommodate a larger bicycle space for cargo bikes, placed in a horizontal rack. These spaces must be a minimum of three feet (36 inches) in width, 10 feet (120 inches) long with three feet and four inches (40 inches) of height clearance.
 - c. *Electrical Outlet Requirement.* At least 20 percent of spaces must have electrical sockets within four feet of the spaces. Each electrical socket must be accessible to horizontal bicycle parking spaces.

20.590.050 Design Standards

- A. *Exceptions:* If a project cannot meet the requirements of design standards noted below, the planning official may make a determination of equivalent design or grant an exception.
- B. *Ground Floor Design, Nonresidential Uses.*
 1. *Applicability.* These standards apply to all multi-story buildings with non-residential uses on the ground floor. The following standards apply to the portions of ground floor walls of a street-facing façade that is 20 feet or closer to a street lot line or a publicly-accessible plaza.
 2. *Intent.*
 3. *Minimum Height.*
 - a. The minimum distance from the finished floor to the bottom of the ceiling structure must be at least 12 feet.
 - b. The area meeting this standard must be at least 25 feet deep, measured from the street-facing façade.
 4. *Transparency.* The ground floor wall of street-facing facades must provide at a minimum 60 percent transparency between 2 and 8 feet above sidewalk grade.
 - a. Windows and/or doors may be used to meet this standard.
 - b. Windows shall not be mirrored or treated in such a way to block visibility into the building.
 - c. Windows into storage areas, vehicle parking areas, mechanical and utility areas, and garbage and recycling areas do not qualify.

Figure 20.590-8. Ground Floor Transparency, Non-Residential Uses

5. **Weather Protection.** Weather protection must be provided along at least 50 percent of the street-facing façade located within 20 feet of a street property line. For the purposes of this standard, weather protection may be in the form of awnings, canopies, overhangs, or other architectural features. The weather protection must:
 - a. Project out at least 4 feet from the adjoining wall;
 - b. The height must be between 9 and 15 feet above the grade underneath it and consistent with the provisions of VMC 20.630.030; and
 - c. Where applicable, weather protection shall be designed to accommodate pedestrian signage (e.g., blade signs) while maintaining required vertical clearance.

B. Ground Floor Design, Residential Uses

1. **Applicability.** These standards apply to any residential dwelling unit that is located on the ground floor of a building and that is 20 feet or closer to a street lot line or a publicly accessible plaza.
2. **Intent.**
3. **Minimum Height.** The minimum distance from the finished floor to the bottom of the ceiling structure must be at least 10 feet.
4. **Transparency.** The ground floor wall of street-facing facades must provide at a minimum 25 percent transparency between 2 and 8 feet above sidewalk grade.
 - a. Windows and/or doors may be used to meet this standard.
 - b. Windows shall not be mirrored or treated in such a way to block visibility into the building.
 - c. Windows into storage areas, vehicle parking areas, mechanical and utility areas, and garbage and recycling areas do not qualify.
5. **Ground Floor Separation.** For the purposes of this standard, separation is required between the public right of way and residential entrances. Entrances must be set back at least 5 feet

from the street lot line but no more than 10 feet and have at least two of the following elements within the setback to create a sense of transition from the public space to the private dwelling space and encourage interaction between residents and passerby:

- a. A low wall, railing, or fence that is less than 30 inches high and at least 75 percent transparent;
- b. Raised landscape planters a minimum of 18 inches in height and a maximum of 30 inches in height with a minimum horizontal depth of 2 feet that contains landscaping;
- c. One small canopy tree per unit in compliance with VMC 20.925.060;
- d. Individual private space of at least 48 square feet with a minimum dimension of 4 feet in width that is 20% paved and areas not paved are landscaped with a combination of shrubs, groundcover, and perennials; or
- e. A change of grade where the door to the dwelling unit is 18 to 36 inches above the grade of the right of way.

C. Façade Articulation.

1. *Applicability.* The standard applies to the street-facing elevations of buildings more than 20 feet in height.
2. *Intent.*
3. *Standard.* Buildings must incorporate vertical and horizontal articulation and divide the vertical mass of the building into a base, middle, and top using distinct physical transitions.
 - a. Base: The ground level of the building must be articulated using at least one of the following elements:
 - i. Materials that are different than upper stories
 - ii. Awning or canopy line
 - iii. Molding, belt course or other horizontally articulated transition piece that makes ground floor distinguishable from upper floors
 - iv. Transom windows
 - b. Middle: The middle of the building must be articulated using at least one of the following elements:
 - i. Recesses or extensions a minimum depth of two feet
 - ii. Vertically oriented windows
 - iii. Pilasters that project from the façade
 - c. Top: The top of the building must be articulated using at least one of the following elements:
 - i. Cornice that is a minimum of eight inches tall and projects a minimum of three inches beyond the façade of the façade
 - ii. Change in material or color

- iii. Upper-level setback
- iv. A roof overhang that is a minimum of eight inches beyond the face of the façade
- v. Change in roof form

D. *Materials.*

1. *Intent*
2. *Standard.* The following building materials are prohibited on street-facing building façades and shall not collectively be used on more than 35% of any other building façade:
 - a. Vinyl PVC siding
 - b. T-111 Plywood
 - c. Exterior insulation finishing (EIFS)
 - d. Corrugated metal
 - e. Plain concrete or concrete block
 - f. Sheet pressboard

E. *Location of Utilities.*

1. *Applicability.* These standards apply to any roof-mounted mechanical equipment under two feet in height or ground level mechanical or service equipment located at grade. These standards shall not apply to any solar energy production equipment, wind energy production equipment, and/or green roof features.
2. *Intent.*
3. *Standard.* Utilities shall be located away from primary streets and pedestrian sidewalks and located on alleys or secondary streets wherever possible. Utilities shall be located below grade in vaults or inside buildings where possible. If not possible, the following standards apply:
 - a. *Ground Level:* Ground level mechanical and service equipment shall be located behind or beside buildings. Equipment must be set back a minimum of five feet from the front lot line. Ground level mechanical and service equipment, including but not limited to electric meters, gas meters, HVAC equipment, and waste receptacles, shall be screened with landscaping or a site-obscuring fence or wall per VMC 20.970 and may not be visible from the street, ground-level private open space, or common open space.
 - b. *Rooftop:* Rooftop mechanical equipment shall be set back at least 15 feet from roof edges on street-facing facades and include screening to minimize visual impact on the public right-of-way by one of the following methods:
 - i. A screen around the equipment that is made of a primary exterior finish material used on other portions of the building, wood fencing, or masonry.
 - ii. Green roof features or regularly maintained dense evergreen foliage that forms an opaque barrier when planted.

Required screening shall not be included in the building's maximum height calculation.

- c. *Venting System Locations.* Venting of air exhaust and mechanical building systems shall be away from primary streets and main pedestrian areas and shall be architecturally incorporated into buildings.
- d. *Wall-Mounted Utilities.* Utilities mounted on building walls shall not intrude on the public right-of-way space adjacent to a pedestrian path of travel, shall be set back, or have a landscape zone for a buffer.
- e. *Mechanical Vents.* Mechanical vents required on building exteriors shall be located eight feet above grade or between grade and 18 inches and shall be integrated into the facade design to minimize visual impacts.

F. Fences.

- 1. *Applicability.* These standards shall be in addition to VMC 20.912 and shall supersede those standards where they conflict.
- 2. *Intent.*
- 3. *Standard.*
 - a. Solid free-standing walls, fences, or hedges higher than 3 feet shall be prohibited between the street-facing façade of a building and a street lot line. Fences greater than 36" must be at least 75% transparent.
 - b. New barbed razor wire, electric, vinyl, or chain link fences shall be prohibited in the Overlay district.
 - c. Off-street parking areas shall be screened per VMC 20.945.040(1)(2).



MEMORANDUM

TO: Becky Coutinho, Bryan Snodgrass, Mark Person
FROM: Jamin Kimmell, Pauline Ruegg, Paul Runge
DATE: June 1, 2023
PROJECT: City of Vancouver: Evergreen-Grand Commercial Corridor Code Update & Implementation Plan
RE: **Overview of the Evergreen-Grand Corridor Implementation Plan**

Executive Summary

The Evergreen-Grand Corridor Implementation Plan (the Plan) recommends City actions to take alongside zoning changes to support the intent of the Evergreen-Grand Corridor Strategy. The Plan contains four sections, each pertaining to a different action area: Housing and Economic Development, Urban Design, Mobility, and Parking. The bullets below offer a high-level summary of the core approaches recommended for each section.

Housing and Economic Development

- Support the creation and operation of a Business District Organization that can take targeted action to improve economic conditions along the corridor
- Leverage existing funding streams and programs to support the corridor's economic activity and development

Urban Design

- Find partners, funding, and champions for small-scale physical improvements to the corridors as well as programming that activates the corridor as a gathering space
- Create and reinforce a corridor identity through collective branding and brand-aligned improvements to the urban fabric.

Mobility

- Leverage ongoing infrastructure investments in the area to make incremental improvements to the corridors' connectivity and function
- Invest in targeted safety and traffic calming improvements

Parking

- Study on-street parking inventory, utilization, and expansion opportunities
- Support non-car transportation modes to reduce demand for car parking

Understanding The Implementation Plan

Purpose

The purpose of the implementation plan is to:

- Augment forthcoming development code updates with a set of parallel, complementary actions and programs
- Prioritize actions to aid the City in determining the sequence of implementation
- Clearly delineate roles, steps to completion, and the level of effort and resources necessary to outline the way forward

Together with the LUC updates, the Plan should set the City on an achievable and thoughtful course toward a more vibrant Evergreen and Grand corridor.

Structure

The implementation plan is organized into four sections, each with a high-level goal:

1. **Housing and Economic Development:** Provide ample opportunities for small-scale, locally owned businesses to thrive, while maintaining livability for current and future residents.
2. **Urban Design:** Create public and private spaces that are inclusive, integrated, and contribute positively to the livability of the corridor.
3. **Mobility:** Establish a balanced, multi-modal network of motor vehicle, transit, walking, and biking routes through the corridor.
4. **Parking:** Provide adequate parking to serve existing uses and future development.

Each goal is broken down into corresponding subgoals and actions. Each subgoal and action has a text description as well as additional space for the City to clarify key

implementation details: the lead department responsible, key partners, the resources and processes needed, and the level of urgency or time priority. These goals stem directly from the Evergreen Corridor Strategy adopted by the City in 2022 and reflect the City and community input solicited through extensive community engagement.

As a comprehensive matrix, the Plan will help guide the City and map a comprehensive course of action to implement the Evergreen Corridor Strategy. The detailed strategies around delegating responsibilities, identifying contingencies, and triaging actions based on priority and resource-intensiveness position the City to act quickly and effectively. The City will be poised to act quickly on top priorities, as well as low-hanging fruit, supporting LUC amendments with complementary policies and programs that demonstrate the City's full commitment to the Evergreen Grand Corridor Vision.

[illegible]

Urban Design 1.2	Identify potential locations for a food cart pod to affordably activate the corridor, providing a local amenity, and offer opportunities for new low-barrier businesses.	City Staff	Economic Prosperity and Housing Department															
Urban Design 1.3	In partnership with the Business District Organization, execute programmatic and tactical urbanism interventions in the public spaces (such as farmers markets, arts installations, cultural events, pop-up parklets, painted intersections, bikes lanes, etc) to promote pedestrian-friendly, activated, and inviting spaces.	(1) Reside Vancouver (2) Vancouver Culture, Arts, & Heritage Plan	Community Development Department	Business District Organization, Office of Neighborhoods									X					
Urban Design 1.4	In pursuit of a complete arts and culture ecosystem, leverage Culture, Arts, and Heritage Grant funding to fulfill critical gaps in the corridor's arts and cultural network, such as performance spaces, public art, or historical plaques in the public realm.	(1) Vancouver Culture, Arts, & Heritage Plan	Business District Organization	Parks and Recreation											X			
Urban Design 1.5	Explore the possibility of seeking a historic district designation for the corridor, so long as it does not undermine the intent and purpose of this work's parallel updates to development code.	City Staff	Economic Prosperity and Housing Department	Community Development Department														
Urban Design 2: Pursue opportunities for climate resilient design		Climate Strategy NS-1 - NS-3																
Urban Design 2.1	Coordinate with Surface Water Management to implement stormwater best management practices in alignment with the City's Low Impact Development standards and the Climate Action Framework.	(1) Corridor Strategy (2) Climate Strategy NS-3	Community Development Department	Environmental advocacy and educational groups (Watershed Alliance, Columbia Springs, Lower Columbia Nature Network, Water Resources Education Center) and Residential and commercial building owners												X		
Urban Design 2.2	In accordance with the Complete Streets Program and the Climate Action Plan, preserve existing street trees and identify opportunities to introduce additional climate resilient tree canopy	(1) City's Tree Canopy Assessment (2021) (2) Climate Strategy NS-1 and NS-2	Urban Forestry Department	Community Development Department, City Manager's Office													X	
Urban Design 2.3	Increase community awareness by using educational plaques or public art to commemorate climate-resilient infrastructure or design elements.	Cascadia Partners																
MOBILITY Establish a balanced, multi-modal network of motor vehicle, transit, walking, and biking routes through the corridors.																		
Mobility 1: Leverage ongoing corridor and neighborhood-wide infrastructure projects																		
Mobility 1.1	Explore funding strategies for transportation investments that serve the entire district, such as improvements at critical intersections that connect the corridor with neighborhoods to the North.	(1) Corridor Strategy	C-Tran	Community Development Department										X				
Mobility 1.2	Ensure the designs for future transportation projects and real estate developments prioritize creating safe, multi-modal streets throughout the corridor.	(1) Complete Streets Policies	Community Development Department														X	
Mobility 1.3	Improve the neighborhood's connectivity to nearby destinations such as Downtown Vancouver, the Fort Vancouver National Historic Site, and the Pearson Field Airport by identifying and being at the table for key transportation projects (e.g. Vine BRT)	(1) Corridor Strategy	Economic Prosperity and Housing Department	Community Development Department													X	
Mobility 2: Support targeted interventions to improve walkability, bikeability, and connectivity to transit		Climate Strategy TLU-1																
Mobility 2.1	Develop a funding strategy for projects that retrofit Evergreen and Grand with a street design aligned with the corridor's TSP Modal Designation.	Corridor Strategy	Public Works	City and State Transportation Departments						Would require FTE							X	
Mobility 2.2	Boost the effect of the forthcoming Transportation Demand Management program through complementary programming and built environment interventions that promote multimodal travel to and through the corridor and manage overall commuting activity.	Corridor Strategy	Community Development Department	Public Works, Economic Prosperity and Housing						Grant funding		X	X					
Mobility 3: Improve safety for all corridor users																		
Mobility 3.1	Improve user safety and comfort through crossing signage, speed limits, and school zone demarcations in key areas.	Corridor Strategy	Public Works Department														X	
Mobility 3.2	Study and construct enhanced safe crossings at Grand & 6th and Evergreen & V as well as traffic calming measures along the length of Grand (e.g. school zone near Washington School for the Deaf, speed cushions)	Corridor Strategy (pg 45)	Public Works Department							Funding for design and construction needed							X	
Mobility 3.3	Create an intake process for residents to request traffic calming measure for vehicle speeds and traffic volumes when thresholds for the City's existing Neighborhood Traffic Calming Program are met	Corridor Strategy	Public Works Department	Hudson's Bay and Edgewood Park Neighborhood Associations, Business District Organization													X	
PARKING Support adequate parking to serve existing uses and future development.																		
Parking 1: Evaluate and manage vehicular parking impacts to local residents																		
Parking 1.1	Conduct parking study to inventory all on-street parking available and current utilization rate	Cascadia Partners	Economic Prosperity and Housing Department										X					
Parking 1.2	Create a parking mitigation plan once parking occupancy exceeds 85% on adjacent residential streets, as found through a parking study.	Corridor Strategy	Economic Prosperity and Housing Department											X				
Parking 1.3	Explore the possibility of a parking benefit district with permitted parking for residents to address concerns related to spillover parking	Cascadia Partners	Economic Prosperity and Housing Department														X	
Parking 1.4	Apply the Vancouver Curb Policy to the corridor	Curb Policy Document	Economic Prosperity and Housing Department														X	
Parking 2: Support climate and parking goals by increasing micromobility, shared parking options, and EV		Corridor Strategy																
Parking 2.1	Advance availability of short-term bike parking amenities by identifying suitable right of way sections on or near residential and commercial sites; support implementation of new parking stations.	TSP	Public works														X	
Parking 2.2	Support the Vancouver Climate Strategy by setting evidence-based EV charging station targets in the corridor and participating in any citywide code updates related to EV charging	Climate Strategy TLU-3 (19)	Economic Prosperity and Housing Department	Community Development Department, Private Developers						Federal grant money							X	



Expanded Dog Kennel Standards Vancouver Planning Commission Public Hearing June 13, 2023



Bryan Snodgrass
Principal Planner
Community Development Department

Presentation Overview

- Review proposal to amend VMC 20.160 and 20.895 standards to allow dog kennels to include day care functions, and establish limits on the number of dogs allowed if approved by Clark County Animal Control staff
- Planning Commission questions, public testimony, deliberations and recommendation



Dog Kennels - Current Title 20 Requirements

- Animal Kennels/Shelters defined by VMC 20.160 as overnight boarding of unspecified number of animals, exclusive of day care or veterinary uses, allowed in the CC, CG, IL and UH zones. VMC 20.895 requires 50-foot building setback, along with compliance with off-site impact standards.
- Dog Day Care defined as day keeping of dogs exclusive of boarding, breeding, or sales. Allowed in all multi-family, commercial, and industrial zones. Specific sound wall and fencing required, and hours of operation limited. Maximum number of dogs varies from 30 (multi-family residential zones) to 40 (commercial zones) to unlimited (Industrial zones).



Dog Kennels - Current VMC 8.24 (Animals) Requirements

- Annual license and fee required, including allowance for on-site inspection by County Animal Control officers, and indication of maximum number of animals envisioned.
- Facilities must be structurally sound, maintained, designed to prevent injury, and provide adequate standing, resting, and turning space. Bedding, refrigeration, washrooms, waste removal required, along with provisions for sick or injured animals.
- Feeding required twice daily, along with daily exercise consistent with the age and species of dog.
- Indoor facilities require adequate heat, ventilation, light, interior walls, drainage, and overall cleanliness. Outdoor facilities require protection from excessive sun and weather, adequate space for exercise, suitable drainage, and separation from other animals. On site employees are required.

Expanded Dog Kennel Standards- Background

- Applicant seeks to locate a Dogtopia facility for combined overnight boarding and day care in an existing building at 2100 SE 164th Avenue, in the CG zone.
- Original application was to amend Dog Day Care standards to allow up to 175 dogs and overnight boarding. Staff believes changes to kennel standards are more appropriate as kennels are limited to commercial and industrial zones.



Expanded Dog Kennel Standards— 5

Expanded Dog Kennel Standards- Proposal

- Proposal amends VMC 20.160 definition and VMC 20.895 Kennel/Shelter standards to include dog day care, exclude breeding. Upper limit of 175 dogs, with authority for Animal Control to reduce limit in individual cases if needed to comply with applicable standards.
- Approval criteria for proposed Title 20 text changes is consistent with Vancouver Strategic and Comprehensive Plan policies, and public interest.
- VMC 8.24 animal standards not subject to Commission review. Staff anticipates City Council reviewing potential VMC 8.24 changes to kennel fees and staffing requirements, and minor changes unrelated to kennels.

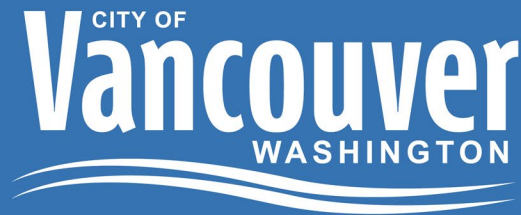
Expanded Dog Kennel Standards-

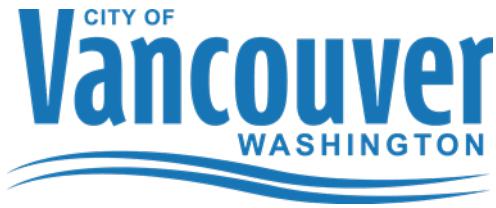
Staff Findings and Recommendation

- The proposal is consistent with VMC 20.285.070 text change approval criteria, through consistency with Comprehensive Plan and furtherance of the public interest by allowing combined dog boarding and day care functions in a single facility subject to Clark County Animal Control inspection, review and approval
- Sample Motion: Based on the June 13, 2023 staff report and public hearing discussion, the Planning Commission recommends approval of proposed changes to Kennel definitions and standards in VMC 20.160.020.E.3 and 20.895.020.B as described in the staff report.

Questions, Testimony and Deliberation

Bryan Snodgrass, Principal Planner, Community Development Department
bryan.snodgrass@cityofvancouver.us, 360-487-7946





Planning Commission

TO: Planning Commission

FROM: Bryan Snodgrass, Principal Planner, bryan.snodgrass@cityofvancouver.us, 360-487-7946

SUBJECT: Public hearing review of proposed zoning code text change to allow dog kennels to include day care functions, and establish limits on the number of dogs allowed if approved by Clark County Animal Control staff.

HEARING DATE: 6/13/2023

REPORT DATE: 6/1/2023

RECOMMENDATION: Approve zoning text change.

I. Background and review process:

The Growth Management Act requires Comprehensive Plan changes to be reviewed collectively and no more than once per year. Zoning map or text changes that do not require a Comprehensive Plan change may be reviewed at any time and independent of one another if needed. This item was reviewed at a May 23, 2023 Planning Commission workshop. Notice of the June 13, 2023 Planning Commission public hearing was provided through publication in the *Columbian* newspaper. A SEPA Determination of Non-significance (DNS) was published in the *Columbian* and circulated on May 26.

II. Proposal:

Commercial dog keeping is currently regulated in the City of Vancouver through two sections of the Vancouver Municipal Code. Zoning standards under Title 20 address land use considerations with a general focus on impacts to surrounding properties and uses, while Section 8.24 contains more detailed standards focused on facility features and operation, with a general focus on the conduct and operations and the welfare and safety of the animals. A zoning code text change application has been submitted by Josh Oliva to allow for the siting of a new Dogtopia facility with capacity for up to 175 dogs with both overnight boarding and day care options in an existing building space at 2100 SE 164th Avenue, in the CG zoning district. Current CG district standards allow both dog day care and overnight boarding uses, but as separate uses with day care capacity limited to 40 dogs or less.

The proposed code change would allow non-ancillary dog day care activities within a kennel facility, and would allow facilities with capacity for up to 175 dogs subject to review and approval by Clark County Animal Control staff. Breeding would be prohibited. Current kennel standards do not limit the number of dogs allowed. As with any zoning text changes, amendments to kennel provisions would apply at eligible sites throughout the City, not just the particular location envisioned by the application.

Existing Standards

Title 20: Kennels

- [VMC 20.160.020.E.3](#) defines kennels/shelters as for overnight boarding of unspecified numbers of dogs, cats and other animals, exclusive of dog day care and veterinary facilities.
- [VMC 20.895.020](#) requires a 50-foot building setback from property lines, with opportunities for waiver if adequate sound proofing is provided.
- Also required are auto and truck access, parking and loading to minimize hazards and congestion, and compliance with VMC [20.935](#) VMC, Off-Site Impacts.
- Kennels/shelters are allowed in the CC, CG, IL and IH zoning districts.

Title 20: Dog Day Care

- [VMC 20.160.020.E.6](#) defines dog day care for day keeping of dogs, but with no overnight boarding, breeding, sales, or rental functions.
- Dog day care facilities are allowed in the multi-family residential, commercial, and all industrial districts.
- Under [VMC 20.850](#), all require compliance with VMC 8.24 animal standards, sound transmission class (STC) walls, partitions, and floors separating the facilities from adjacent residential uses, and outdoor area fencing that is site obscuring and prevents escape of the dogs.
- In the multi-family residential zones, up to 30 dogs are allowed with operating hours from 6 a.m. to 9 p.m., on sites of at least one-acre. In the commercial zones, up to 40 dogs are allowed from 6 a.m. to 10 p.m. Industrial area dog day care facilities similarly limit operation to 6 a.m. to 10 p.m. but do not limit the number of dogs allowed.

VMC 8.24 Non-Land Use Standards for Animals in general

- An annual license with fee (\$150 flat fee for day care facilities, \$200 for kennels) is required, along with contact information, an allowance for on-site inspection by County Animal Control officers, and indication of maximum number of animals envisioned. The license is revocable if the facility does not comply with chapter 8.24.
- Facilities must be structurally sound, maintained, designed to prevent injury, and provide adequate standing, resting, turning space for each animal. Food, bedding and refrigeration is required to avoid contamination or perishing. Provisions are required for removal of waste, bedding, and debris. Washroom facilities are required, as are provisions for separating sick or injured animals. Feeding is required twice daily, along with daily exercise consistent with the age and species of the dog.

Indoor facilities require adequate heat, ventilation, light, interior walls, drainage, and overall cleanliness.

- Outdoor facilities require protection from excessive sun and weather, adequate space for exercise, suitable drainage, and separation from other animals. On site employees are required.

Proposed new standards:

- VMC 20.160.020
E.3 Animal Kennel/Shelters. Animal kennel and shelter facilities for the overnight boarding and day care of dogs, cats and other domestic pets. Excludes breeding, dog day care (see subsection (E)(6) of this section, Dog Day Care); and veterinary clinics (see subsection (C)(6)(e) of this section, General Office).
- VMC 20.895.020
A. *Defined. The development standards in subsection B of this section apply to any facility that falls within the use classification for Animal Kennels/Shelters, pursuant to VMC 20.160.020(E)(3) as reviewed during site plan review, as governed by Chapter 20.270 VMC.*
B. *Site requirements. Where allowed, kennels and shelters shall be located not less than 50 feet from any property line. Kennels providing adequate sound-proofing pursuant to the off-site noise provisions of Chapter 20.935 VMC may have said setback wholly or partially waived to no less than the extent of any main or accessory building setbacks as may also be applicable. Such facilities shall provide automobile and truck ingress and egress; and shall also provide parking and loading spaces so designed as to minimize traffic hazards and congestion. Applicants shall demonstrate compliance with all of the requirements of Chapter 20.935 VMC, Off-Site Impacts, and VMC 8.24, Animals. Capacity shall be no more than 175 animals at one time, provided that the Animal Control Agent has the authority to limit proposed facilities to lower capacity levels where necessary to achieve full compliance with all applicable standards. Dog day care activities within kennels shall comply with VMC 20.850, except that limits on the number of dogs shall be*

Although not subject to Planning Commission review and recommendation under City Code, staff also envisions developing proposed updates to VMC 8.24 for City Council consideration in the following areas:

- Updates to kennel fees to scale according to the number of dogs rather than the current flat fee
- Potential minimum staffing requirements for kennels
- Other Animal Control issues not related to kennels – individual dog citation appeal provisions, and rabies reporting provisions

III. Analysis, findings, and recommendation

Staff finds that the proposed zoning code text change is consistent with VMC [20.285.070](#) approval criteria for Comprehensive Plan and Zoning text amendments, and recommends that the Planning Commission forward a recommendation of approval to the City Council.

The proposed change of the definition of animal kennels and shelters in VMC 20 to no longer exclude dog day care activities recognizes changing market trends, and the benefits of allowing related dog services in a single facility in commercial and industrial zones, subject to review by Clark County Animal Control staff, consistent with Comprehensive Policy CD-2, Efficient Development Patterns, and CD-10, Complimentary Uses.

The proposed code change furthers the public interest by allowing for overnight boarding and day care activities at a single site, and establishing a limit for the number of dogs allowed in kennels. The requirement that Animal Control officials must approve proposals and can establish lower limits on the number of dogs allowed can help ensure kennel facilities are appropriately designed and operated to ensure animal safety and welfare.

Staff recommends approval of proposed zoning code text changes to VMC 20.160.020 and 20.895.020 as described in this staff report.

Links:

[May 9, 2023 Planning Commission workshop memorandum](#) also containing the original application narrative, an informal inventory of local facilities, and a summary of regulations in other jurisdictions.

[Vancouver zoning code](#)

[Vancouver Comprehensive Plan](#)

[Vancouver Strategic Plan](#)