



City Center Redevelopment Authority Board Meeting Agenda

July 17, 2025

12:30 PM

Location

City Hall, Council Chambers, FI 2

415 W 6th Street

Vancouver, WA 98660

Virtual Viewing:

[City Center Redevelopment Authority > Clark/Vancouver](#)

[Television](#) (cvtv.org)

1. Call to Order and Roll Call

Richard Krippaehne, Board Member

a. Roll Call

b. Election of Interim President

c. Excusal of Absence, if needed

2. Approval of Minutes

Interim President

a. 6/26/25 Minutes

3. Executive Director Report

Patrick Quinton, Executive Director, Economic Prosperity & Housing

a. Subcommittee Meeting Report

b. Project Updates

c. Development Pipeline Report

4. Comprehensive Plan Update - Draft Environmental Impact Statement (DEIS)

a. Presentation - Rebecca Kennedy, Deputy Community

City Center Redevelopment Authority Board

Members

Marc Fazio
Board President

Michi Slick
Alisa Pyszka
Richard Krippaehne
Ken Anderton
David Copenhaver
Vacant

Economic Prosperity and Housing

415 W. 6th Street
Vancouver, WA 98660
TTY: 711
www.cityofvancouver.us

Development Director

5. Green Building Policy Update

- a. Presentation - Chad Eiken, Community Development Director; Rebecca Small, Senior Policy Analyst; Chim Chune Ko, Real Estate Project Manager

6. Community Forum

To provide public testimony, please see instructions below.

7. Executive Session, if needed

8. Adjournment

Community Forum Instructions

The public is invited to speak regarding any issue on the agenda. Members of the public testifying are asked to limit testimony to three minutes. There are three ways to provide comments:

1. Writing: Public comments can be submitted in writing (name, address, contact information and comments) via email to kimberly.kerlee@cityofvancouver.us by 5pm the day before the meeting.
2. Remotely: Remotely: Pre-register by phone at 360-487-7846 or email kimberly.kerlee@cityofvancouver.us by 5pm the day before the meeting.
3. In Person: Pre-register by phone at 360-487-7846 or email kimberly.kerlee@cityofvancouver.us by 5pm the day before the meeting or fill out a Public Comment form in person prior to the start of the Community Communications portion of the meeting.

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Date: June 26, 2025

Time: 12:30-2:30 pm

Location

City Hall – Council Chambers Fl 2

415 W 6th Street

Vancouver, WA 98668

Regular Meeting (Convened in person and via video conference)

The meeting agenda materials referenced in these minutes can be found [online](#).

Link to meeting video: [25 06 26 CCRA Meeting Video](#).

Item 1: Call to Order and Roll Call

The June 26, 2025, meeting of the City Center Redevelopment Authority was called to order at 12:31 pm by Marc Fazio.

Board Members Present: Marc Fazio, Ken Anderton, David Copenhaver, Richard Krippaehne, Michi Slick

Board Members Absent: Alisa Pyszka

Staff Present: Patrick Quinton, Kimberly Kerlee, Chim Chune Ko

Guests: None

Motion by Slick, seconded by Krippaehne, and carried unanimously to excuse the absence of Board Member Pyszka.

Item 2: Approval of Minutes

Motion by Krippaehne, seconded by Slick, and carried unanimously to approve May 15, 2025, minutes.

Item 3: Executive Director Report

Patrick Quinton provided an update on the May Development Pipeline report activity and the RFP for Phase Two of the Heights District, which include two smaller parcels. Federal budget cuts could potentially impact two of the affordable housing projects from the Heights Phase One RFP. Quinton informed the Board that the Deputy City Manager position was filled and will find time in the Fall for a formal introduction. The CCRA 2025 Workplan was discussed including the agenda item for the July meeting and a reminder that the August CCRA meeting is canceled. The sub-committee received briefings on the two items on the agenda.

Members

Marc Fazio
President

Richard Krippaehne
David Copenhaver
Michi Slick
Alisa Pyszka
Ken Anderton
Vacant



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To request accommodation or other formats, please contact:

Economic Prosperity & Housing | 360-487-7846 | Relay 711 | Kimberly.Kerlee@cityofvancouver.us

Item 4: Housing Action Update

Patrick Quinton provided an update on the Housing Action Plan (HAP). The timeline of housing action work was reviewed. Work completed to date includes progress on Comprehensive Plan, accelerated AHF funding, affordable housing projects at Waterfront Gateway and Heights and initial Fourt Plain for All housing investments. Quinton summarized the immediate actions proposed by the City to address the housing shortage including removing parking minimums for affordable housing projects, Multifamily Tax Exemption (MFTE) incentives, deferring SDC and impact fees, and reducing development review timelines. Board member Krippaehne asked if developers will be required to provide a parking analysis with the removal of the parking minimum. Quinton responded. Further discussion occurred around impact fees. Further actions were also highlighted including additional code changes. President Fazio asked about the population growth of Vancouver and how that compares to housing production. Quinton and Chim Chune Ko responded. Board member Slick also commented on population versus housing production and the social and multi-cultural shifts of owning versus renting as well as the impact of development costs. Board members expressed their appreciation to Quinton and the City for the work being done.

Item 5: Redevelopment Investment Options

Patrick Quinton provided an overview of the following investment options to use for redevelopment projects in Vancouver and examples of when they could be useful: Business Improvement Areas (BIAs), Local Improvement Districts (LID's) and Tax Increment Areas (TIA's). Board member Krippaehne asked how Main Street work was funded. Quinton responded. Other tools were also discussed including special purpose enterprise funds like the Parking Fund and Affordable Housing Fund as well as Opportunity Zones (OZ) and the creation of OZ funds. The timeline and next steps were reviewed starting with a Tax Increment Study occurring in Fall 2025. The Board did not have any questions.

Item 6: Public Comment

None

Item 7: Executive Session (as needed)

None

Adjournment

2:03 pm

Marc Fazio, Board President

Meetings of the City Center Redevelopment Authority are electronically recorded on audio. The audio tapes are kept on file in the office of the City Clerk for a period of six years.

Development Pipeline Report

June 2025 Activity										
Map	Project	Location	Area	Use	Total Res Units	Total Sq Ft	Parking Spaces	Notes	Contact or Contractor	Applicant, Developer or Owner
Pre-Application										
1	136th & 9th Mixed-Use	800 NE 136th Ave	Fircrest	Mixed Use	36	62,291	60	Proposed mixed use project with two total buildings: one 3-story multi-family building with 36 units and a 1-story office building.	Brandi Ho	MAJ Development
2	Broadway Street Office Building	200 E 22nd St	Arnada	Commercial	0			Proposed 2-story 30 x 30 feet building with 8 offices, an ADA-accessible restroom on the first floor and a standard restroom on the second floor. Use will be for Counseling.		Redwood & Son LLC
3	Hartsell	2012 E Mill Plain Blvd	Central Park	Multi-Family Residential	4		6	Proposed development of a 4-unit, 2-story apartment building on a site in the R-30 zone.	Andrew Gunther	Garry Hartsell
Land Use Review										
	N/A									
Building Plan Review										
4	Home2 Suites Vancouver at The Landing	417 SE Olympia Drive	Emerald Landing	Commercial	104	61,048	130	Proposed 4-story, 61,000 sf, 104-room extended stay hotel.	Kristi Neznanski	P4 Hospitality, LLC
5	117th Ave Apartments	404 NE 117th Ave	Fircrest	Multi-Family Residential	17	8,044	27	Proposed 3-story, 8 unit multi-family residential apartment building with associated parking.	Ryan Wilson	David and Rosena Snyder
6	132nd Avenue Cottages	13210 NE 44th Street,	N Image	Single-Family Residential	32			Proposal to construct two cottage developments on a 1.82 acre parcel with 32 single-family residential homes for Habitat for Humanity.	Josh Townsley	The Evergreen Habitat for Humanity

7	Stapleton Apartments	3411 NE Stapleton Rd	Bagley Downs	Multi-Family Residential	8	16,533	19	Proposed Apartment Development. Either a single 4,745 square foot apartment building, or two separate 2,185 square foot apartment buildings within existing 16,533 square foot parcel.	Barri Halbert	Windsor Engineers
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Building Inspection

8	NW Furniture Bank	14000 SE 6th ST	Mt. View	Commercial	0	12,800	13	Proposed 14,628 SF furniture bank with associated access, parking, utility, and landscaping.	Jeremy Simler	H Lee & Associates
9	Waterfront Gateway Affordable Housing Project	615 W 6th St	Esther Short	Multi-Family Residential	95	91,851	0	Proposed 6-story multi-family building with 95 affordable housing units.	HHPR, Inc Brad Kill	City of Vancouver
10	Pearson Lofts	1800 E 5th St	Hudsons Bay	Multi-Family Residential	6	8,500	6	Proposed 6 unit, multi-family residential building with private entries.	Trevor Chayce	Wollam Associates

Completed

11	Sparrow Landing	4202 NE Morrow Rd	Kevanna	Multi-Family Residential	17	18,364	17	Completed 2-story, 17-unit multi-family apartment complex.	Jim Toporek	Studio 3 Architecture Inc
12	Vancouver Toyota Car Wash	10455 NE 53rd ST	Kevanna	Commercial/Industrial	0	1,184		Completed private use automatic car building with minor site improvements	Cascade Improvements	MNM Properties, LLC

OUR VANCOUVER

OUR FUTURE 2045

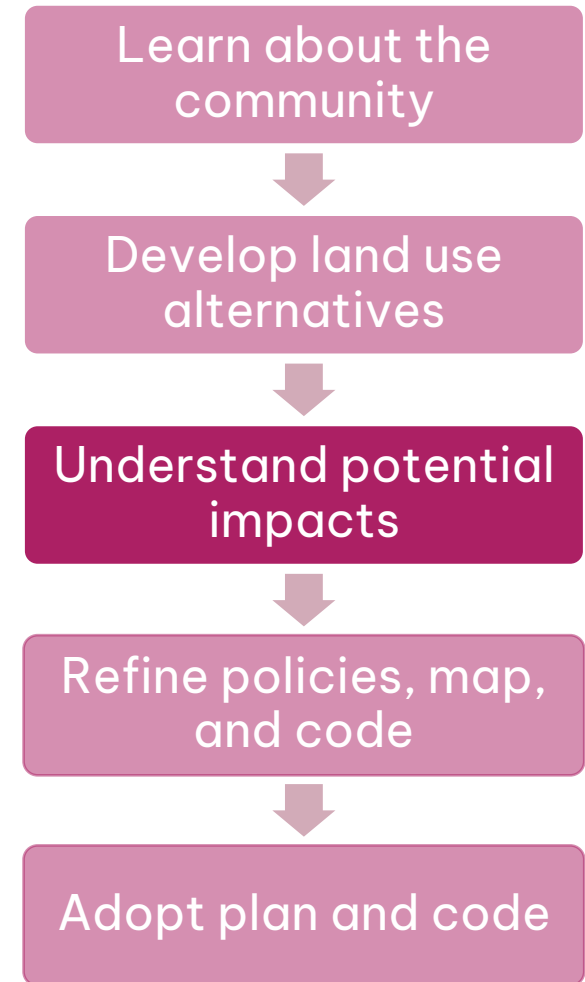
Comprehensive Plan Update Draft EIS Findings

Rebecca Kennedy (she/her), Deputy Director, Community Development
Meredith Herbst (she/her), Associate Planner, Community Development

City Center Redevelopment Authority | July 17, 2025

Agenda

- **Recap:**
 - Comprehensive Plan
 - Alternatives for Vancouver's growth and development
- **Environmental Impact Statement (EIS) Process**
- **Draft EIS Findings (by topic)**
 - Potential Impacts
 - Mitigation
- **Comment Period: July 8 – September 8**
- **Next steps and Discussion**



OUR VANCOUVER Comprehensive Plan

- A guide for the city's growth and development over the next **20 years** (2025-2045).

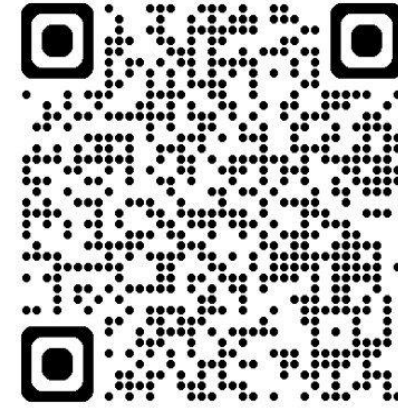
	2024	Growth	2045 Targets
Population	~200,000	+ 81,000	~281,000
Housing Units	~86,000	+ 38,000	~124,000
Jobs	~100,000	+ 43,100	~143,100

Vancouver is an equitable and prosperous community, which ensures that all residents, businesses and organizations benefit from the growth and advancement we make together.

Vancouver will be recognized for our quality of life, as evidenced by affordable housing in vibrant, safe and walkable neighborhoods, access to jobs and economic opportunity for all, and leading-edge efforts to address climate change.

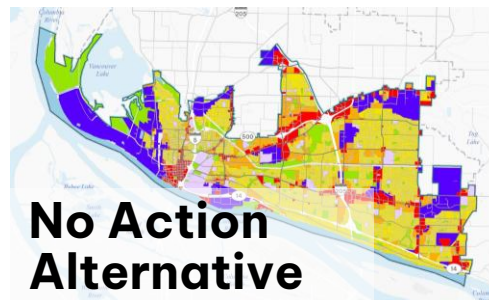
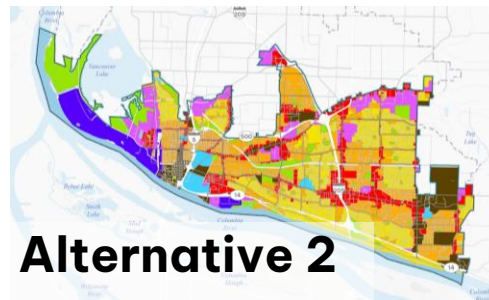
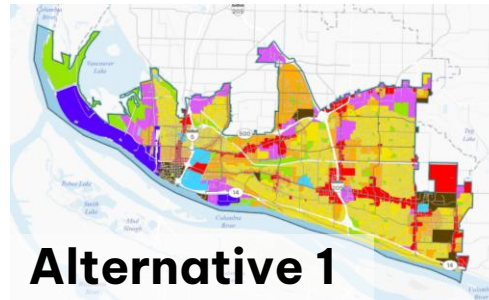


About the Alternatives



www.beheardvancouver.org/plan2045

City priorities
State requirements
Community engagement
Existing and anticipated future conditions



Existing plan + automatic State laws

Draft Environmental Impact Statement (Draft EIS)

Public comment period



Preferred Alternative combines features from maps

Goals, Policies, Code

Final EIS

Adopted Plan, Map, and Zoning Code

4



Downtown Considerations



- Since 2007, Guided by Vancouver City Center Vision
 - ➔ Public investment in open space, infrastructure, affordable housing, placemaking
 - ➔ Private investment in housing, retail, and commercial/office
 - ➔ Recently completed and underway work supports more investment: Parking Plan, Economic Development Strategy, Downtown Redevelopment Study, updated downtown design guidelines, Library Square/transit district planning, etc.
 - ➔ Comprehensive Plan aims to continue this trend through greater flexibility, density



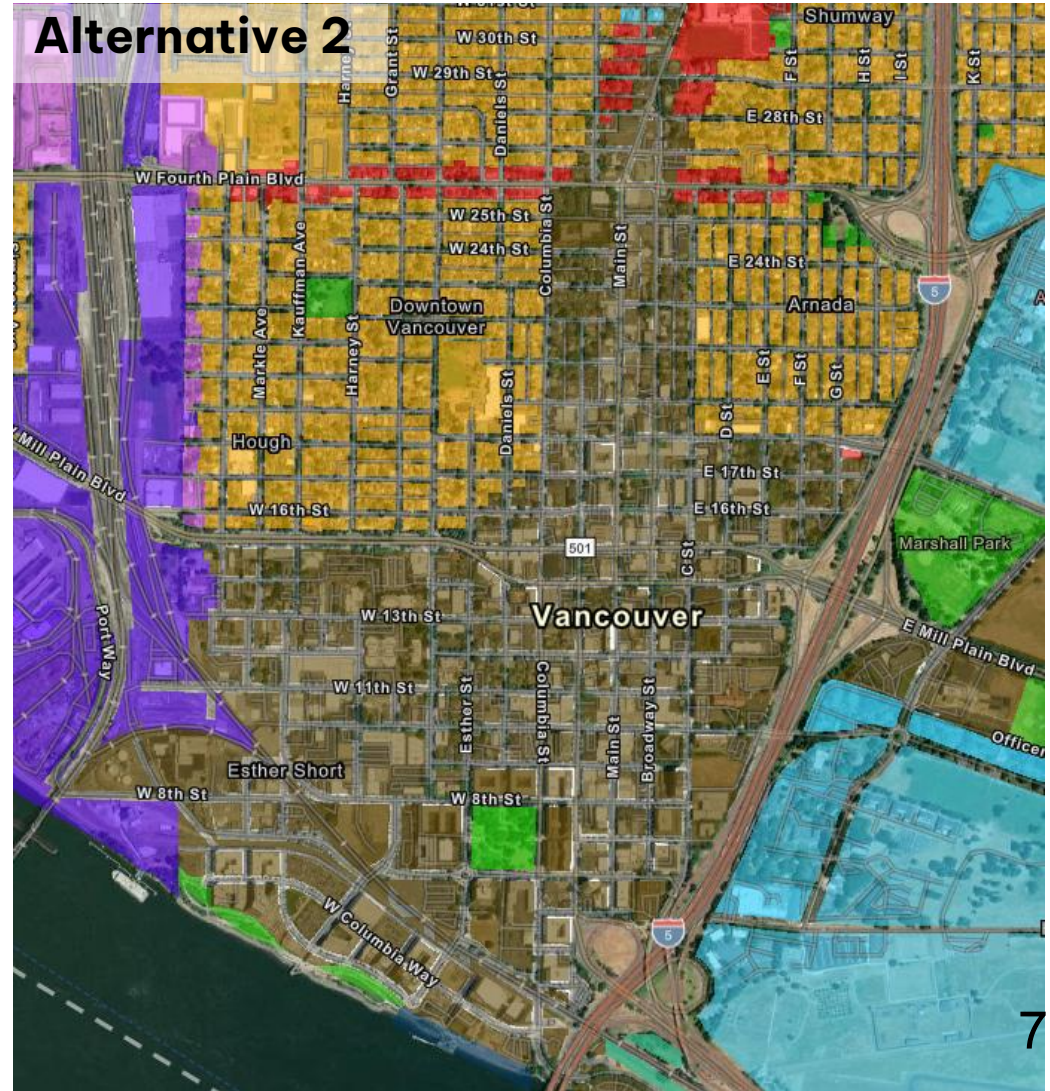
Downtown Considerations



- Community Feedback
 - ➔ Included as a favorite place among community members – the library, local businesses, the waterfront, farmers market
 - ➔ Great place to live and work, attractive amenities
- Future
 - ➔ Continuing to add jobs and add housing in downtown
 - ➔ Increased transportation options
 - ➔ Code Update/Downtown Specific Elements:
 - FAA Height Overlay
 - Downtown Design Guidelines
 - Existing regulations around blank walls, rain protection, limits on surface parking, etc.



Alternatives: VCCV



Zoning District Comparison

	No Action	Alternative 1	Alternative 2
Zoning District	City Center (CX) <ul style="list-style-type: none"> Uptown – Community Commercial (CC) 	Regional Activity Center (RAC) <ul style="list-style-type: none"> Uptown and Mill Plain – Mixed-use Neighborhood 	Regional Activity Center
Building heights	1 to 20+ stories, up to 300 feet, with existing FAA height restrictions <ul style="list-style-type: none"> Uptown - 1 to 5 stories, up to 50 feet 	At least 3 stories, no maximum height or density <ul style="list-style-type: none"> Uptown and Mill Plain - 3 to 8 stories, up to 110 feet 	At least 3 stories, no maximum height or density
Housing Types	Multifamily, attached single family <ul style="list-style-type: none"> Uptown – same 	Typically mixed-use residential, apartment, mid-rise, and podium buildings. <ul style="list-style-type: none"> Uptown and Mill Plain - Includes multifamily buildings at a variety of scales. 	Typically mixed-use residential, apartment, mid-rise, and podium buildings.
Additional Notes and Uses	<ul style="list-style-type: none"> CX only applies in Downtown Retail, office, institutional, civic, and residential uses allowed. Uptown - Retail and services, offices, institutional, and mixed-use residential uses allowed. 	<ul style="list-style-type: none"> Regional Activity Center most flexible proposed new zone Entertainment, civic, institutional, housing, lodging, commercial, office and open space uses allowed Uptown and Mill Plain - Mixed Use (MU) neighborhood allows many of the same uses as the RAC with height limits Both RAC and MU have density minimums to ensure efficient use of land 	

EIS Process

- Draft EIS describes how each alternative could impact different aspects of the built and natural environment.
- Describes **general** impacts, not super specific, because plan is high-level policy / “nonproject” EIS.
- Required by State.
- Comment period: Jul 8 – Sep 8
- Focuses on:
 - Impacts *inside* City limits
 - *Citywide* impacts, some by W/C/E
 - Comparing by *order of magnitude* (lowest, higher, highest)

- Land and shoreline use
- Housing
- Aesthetics (light and glare)
- Historic and cultural preservation
- Transportation
- Noise
- Public services and utilities (emergency services, water, sewer, schools, parks and recreation)
- Air quality, greenhouse gases, and climate
- Earth (geological hazard areas, soils, topography)
- Water resources
- Plants and animals



Draft EIS Findings

Potential impacts and mitigation by
topic



Key Themes

- All alternatives have impacts, including No Action.
 - Growth and change will occur no matter what.
- *Generally:*
 - Lowest new housing (No Action) = lowest impacts
 - Higher/highest new housing (Alternatives 1 and 2) = higher / highest impacts
 - Some "impacts" are beneficial, like having more and diverse housing, making it easier to site small grocery stores and childcare in neighborhoods, etc.
 - Some differences because of differences in where housing and jobs are placed.
- While **overall** impacts generally increase with housing, some **per household** impacts may decrease. For example, number of per capita vehicle miles traveled decreases in the action alternatives.
- If the updated goals, policies, and regulations are better at improving our community and environment, then more re/development can improve the community and environment.
 - For example: Updates to Shoreline Master Program, Critical Areas Ordinance, and tree code; more efficient service delivery
- Different policies, regulations, actions that are being developed **ARE mitigations.**



Housing: Potential Impacts

All alternatives would increase the amount and diversity of housing to some extent.

	No Action Alternative	Alternative 1	Alternative 2
Housing targets	Would not meet <ul style="list-style-type: none"> Estimated capacity for 29,600 new housing units 	Exceeds <ul style="list-style-type: none"> Estimated capacity for 45,100 new housing units 	Exceeds <ul style="list-style-type: none"> Estimated capacity for 50,700 new housing units
Potential for diversity of housing types and affordable housing supply	Lowest	Higher than No Action	Highest
Potential for new housing units to be built in displacement risk areas	Highest	Lowest	Higher than No Action



Housing: Mitigation

"Avoidance, Minimization, and Mitigation Measures"

- Alternatives 1 and 2 would be subject to the City's Comprehensive Plan Update goals and policies and proposed revisions to development regulations.
- Potential goals and policies
 - Enact regulations that allow for and incentivize different types and sizes of housing
 - Provide more housing that is affordable to households with incomes below the area medium
 - Facilitate greater access to homeownership
 - Reduce and mitigate displacement pressures
 - Allow for innovative and more affordable construction methods
 - Increase public resources for income-based housing
 - Implement Housing Action Plan recommendations



Land and Shoreline Use: Potential Impacts

- All alternatives would focus job growth in industrial and mixed-use or commercial areas, which would result in similar average wages.

	No Action Alternative	Alternative 1	Alternative 2
Jobs targets	Would not meet <ul style="list-style-type: none"> • Estimated capacity for 16,600 new jobs 	Exceeds <ul style="list-style-type: none"> • Estimated capacity for 46,000 new jobs 	Exceeds <ul style="list-style-type: none"> • Estimated capacity for 49,300 new jobs
Commercial displacement potential	Lowest <ul style="list-style-type: none"> • But fewest new spaces for businesses 	Moderate <ul style="list-style-type: none"> • But more new spaces for businesses than No Action 	Similar to Alternative 1 <ul style="list-style-type: none"> • Most new spaces for businesses



Note: This section of the Draft EIS also includes information about compatibility with land and shoreline use plans and existing land uses.

Land and Shoreline Use: Mitigation

"Avoidance, Minimization, and Mitigation Measures"

- All alternatives would be subject to the requirements in current applicable state, county, and city land and shoreline use laws and policies (e.g., GMA, Clark County CPPs, City SMP)
- Potential regulations that:
 - ➔ Allow for more efficient development patterns / more Connected and Accessible Neighborhoods
 - ➔ Allow for a greater mix of uses in more areas
 - ➔ Provide buffers between different zoning districts
- Potential goals and policies that support:
 - ➔ Retrofits and repurposing of underutilized buildings
 - ➔ Infill development and efficient use of currently underutilized lots
 - ➔ Protection of environmental resources, critical areas and shoreline
 - ➔ Fewer barriers to siting essential services like grocery stores and daycares
 - ➔ Affordable commercial space



Transportation: Potential Impacts

All alternatives would result in

- An increase the **total** miles driven citywide to some extent, because of population growth.
- Similar rates of trips by a particular type of transportation
 - Walking/rolling, biking, by transit, or by vehicle.
- Similar average distance of each trip – about 4 miles.

	No Action Alternative	Alternative 1	Alternative 2
Miles traveled by vehicle	Highest per household <ul style="list-style-type: none"> • But lowest overall 	Lower per household than No Action <ul style="list-style-type: none"> • But higher overall than No Action 	Lowest per household <ul style="list-style-type: none"> • But highest overall
Traffic on City safety corridors*	Lowest	Higher than No Action	Slightly higher than Alternative 1



*Roads identified for safety-related improvements. Potential impacts vary by specific road.

Transportation: Mitigation

"Avoidance, Minimization, and Mitigation Measures"

- Updates to 6-year Transportation Improvement Program (TIP) and adhere to current Transportation System Plan (TSP) projects
- Potential goals and policies
 - More multimodal travel options
 - Locate housing near transit investments and commercial services
 - Expand community use of the right-of-way
 - Updated street standards and multimodal level of service standards
 - Implement Transportation System Plan (TSP) plans, policies and projects



Public Services and Utilities: Potential Impacts

- All alternatives would
 - Increase the demand for the City’s public services and utilities.
 - Have the highest new demand for public services and utilities in East Vancouver (east of I-205 to the eastern city limits).

	No Action Alternative	Alternative 1	Alternative 2
Additional need for public services and utilities	Lowest	Higher than No Action	Highest



Public Services and Utilities: Mitigation

"Avoidance, Minimization, and Mitigation Measures"

- Continue to conduct regular capital project planning effort for facilities consistent with the Capital Facilities Element, other city functional plans, and service provider plans
- The school districts would continue to address changes in student enrollment through their individual planning processes.
- Potential goals and policies
 - ➔ Compact, efficient development within City limits
 - ➔ Regularly update 20-year and 6-year Capital Improvement Plans, adjust rates/SDCs as needed
 - ➔ Invest in emergency services, redundant and multi-use infrastructure and community preparedness to build resilience



Air quality, greenhouse gases, and climate: Potential Impacts

- All alternatives would have
 - Similar capacity for new housing units in areas with air pollution exposure risks.
 - Lower emissions than Vancouver does in 2025.

	No Action Alternative	Alternative 1	Alternative 2
Modeled 2045 <i>total</i> emissions	Lowest	Higher than No Action <ul style="list-style-type: none"> • But still lower than current 	Slightly higher than Alternative 1 <ul style="list-style-type: none"> • But still lower than current
Potential for new housing and jobs in existing high-heat areas	<ul style="list-style-type: none"> • Lowest for housing • Lowest for jobs 	<ul style="list-style-type: none"> • Highest for housing • Higher than No Action for jobs 	<ul style="list-style-type: none"> • Higher than No Action for housing • Highest for jobs



Air quality, greenhouse gases, and climate: Mitigation

"Avoidance, Minimization, and Mitigation Measures"

- Future air pollutant emissions under all alternatives are expected to be lower than existing emissions due to improvements in vehicle technology, stricter fuel and engine regulations, and decarbonization of electricity supply.
- Potential goals and policies
 - Increase resilience to climate change - community and infrastructure
 - Expand access to clean energy options and alternative fuel vehicles
 - Implement land use patterns that reduce congestion and travel distances
 - Implement Climate Action Framework policies and actions



Additional Topics: Similar Potential Impacts

To some extent, **all alternatives** would have potential impacts on

- Tree canopy, vegetation, wildlife, and plant populations and habitat
- Historic and cultural preservation.
- Aesthetics
- Noise
 - Similar room for new housing in areas with high transportation noise.
- Geologic hazards and erosion risks
- Surface water, wetland areas, and groundwater

Note:

- Under all alternatives, new development would need to be consistent with City regulations that help protect these resources and protect against these risks.



Additional Topics: Different Potential Impacts

	No Action Alternative	Alternative 1	Alternative 2
For potential impacts listed below	Lowest	Higher than No Action	Slightly higher than Alternative 1

- Potential for
 - larger-scale buildings and associated **aesthetic / visual** impacts
 - disturbance of **historic/cultural sites**.
 - But greater allowed density could result in less pressure to redevelop historic sites.
 - construction and long-term transportation **noise** impacts in noise-sensitive areas
 - new **impervious surfaces** and associated runoff
 - impacts to **vegetation and habitat** areas
 - But more new development would be subject to updated Shoreline Master Program and Critical Areas regulations **protecting ecosystems** in Alternatives 1 and 2 than in No Action.
 - new housing units in areas with **existing low tree canopy** cover



Additional Topics: Mitigation

"Avoidance, Minimization, and Mitigation Measures"

- Continue to require new development to comply with local, state, and federal regulations that protect natural and historic/cultural resources.
- Potential goals and policies
 - ➔ Enhance green infrastructure, adopt a citywide green building policy
 - ➔ Increase urban canopy and reduce heat islands
 - ➔ Protect and restore natural habitats, increase pollinator habitat
 - ➔ Address pollution and environmental health disparities
 - ➔ Preserve and promote cultural and historic resources
 - ➔ Build inclusive public spaces, incorporate culturally specific design elements
 - ➔ Require building design elements that emphasize walkability and integrate with adjacent development



Comment Period

- **Public comment period from July 8 to September 8**
 - Comments will help create a final map (“preferred alternative”) for Vancouver.
 - Can comment on alternatives, potential impacts, etc.
- Online comment form, plus email, mail, and voicemail
- Updated online StoryMap, with Draft EIS information
- Interactive public meetings (drop-in)
 - Wednesday, July 30 from 4p-7p at Firstenburg
 - Saturday, August 9 from 11a-2p at City Hall
- Virtual sessions (presentation and Q&A)
 - Tuesday, July 22 from 4p-6p via Zoom
 - Monday, August 4 from 11a-1p via Zoom



More information at www.beheardvancouver.org/plan2045

Staff will use

- information in the Draft EIS
- **comments on the Draft EIS and other feedback from engagement**
- City policy priorities (including equity, climate, and safety)
- direction from City Council

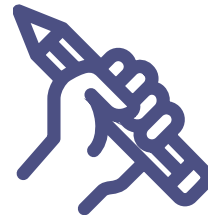
to draft a preferred alternative that **combines the best features** from the different alternatives.

Next Steps and Discussion



Understand potential impacts

- Draft Environmental Impact Statement (Draft EIS)
- **Public comment period (Jul 8 – Sep 8)**



Refine map, policies, & code

- Determine preferred alternative based on Draft EIS comments
- **Drafts of plan, code, and map for public comment**



Adopt plan and code

- Final Environmental Impact Statement (Final EIS)
- City Council adopts plan, code, and map



www.beheardvancouver.org/plan2045

OurVancouver2045@CityOfVancouver.us

26

Draft Environmental Impact Statement: Executive Summary

The City is working together with community members to create **OUR VANCOUVER**, a Comprehensive Plan Update that will guide growth and development through 2045. This update is required by state law and must accommodate at least 38,129 new housing units and 43,198 new jobs over the next 20 years to support our growing city's needs.

The State Environmental Policy Act (SEPA) requires the City to study, at a high level, the potential environmental effects of the Comprehensive Plan Update. On July 8, 2025, the City published an environmental report, called a Draft Environmental Impact Statement (EIS), to comply with SEPA and provide community members, government agencies and tribes with information to consider in the decision-making process for the Comprehensive Plan Update. The Draft EIS is available for public comment through September 8, 2025. This executive summary gives an overview of key information from the Draft EIS, how you can comment on the report, and what comes next.

What did the Draft EIS study?

The Draft EIS looked at the potential environmental effects of three future scenarios: a No Action Alternative and two “action” alternatives. The Draft EIS compares the alternatives and describes the potential impacts and benefits of each alternative. Keep reading to learn more about the alternatives or visit beheardvancouver.org/plan2045 to explore larger maps of the alternatives.

You can also learn more details about the alternatives in Chapter 2 of the Draft EIS.

No Action Alternative

- The No Action Alternative, required by SEPA, assumes future growth and development would occur under the current Comprehensive Plan and zoning code and no updates to the Plan or zoning code would be made.
- The zoning map would remain the same as it is today, as shown in **Figure 1**. Appendix C of the Draft EIS explains what these zoning districts are and what they allow today.
- Automatic state laws about housing would still take effect: specifically, per new state requirements, most Washington cities now must allow at least 4 housing units per residential lot, and at least 6 units per residential lot if it is near transit or if 2 of the units are affordable to all income levels.
- The No Action Alternative has the lowest levels of density, intensity, and mix of land uses citywide; therefore, the City would not meet its minimum 2045 housing and jobs targets.

Figure 1. No Action Alternative Zoning

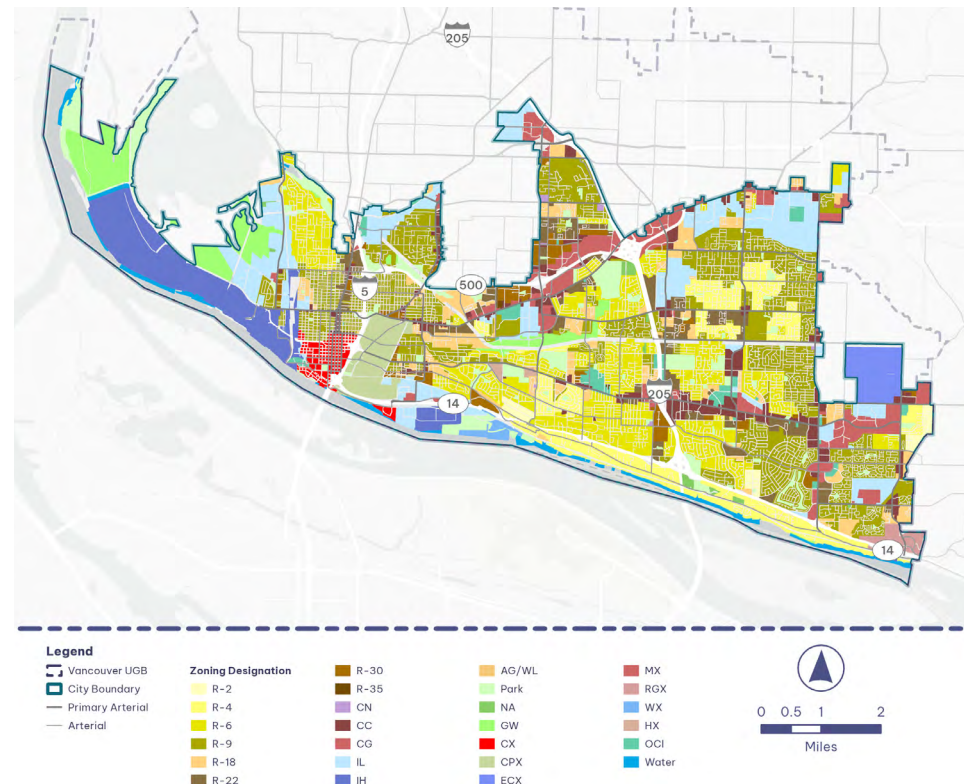


Figure 2. Alternative 1 Proposed Zoning Districts

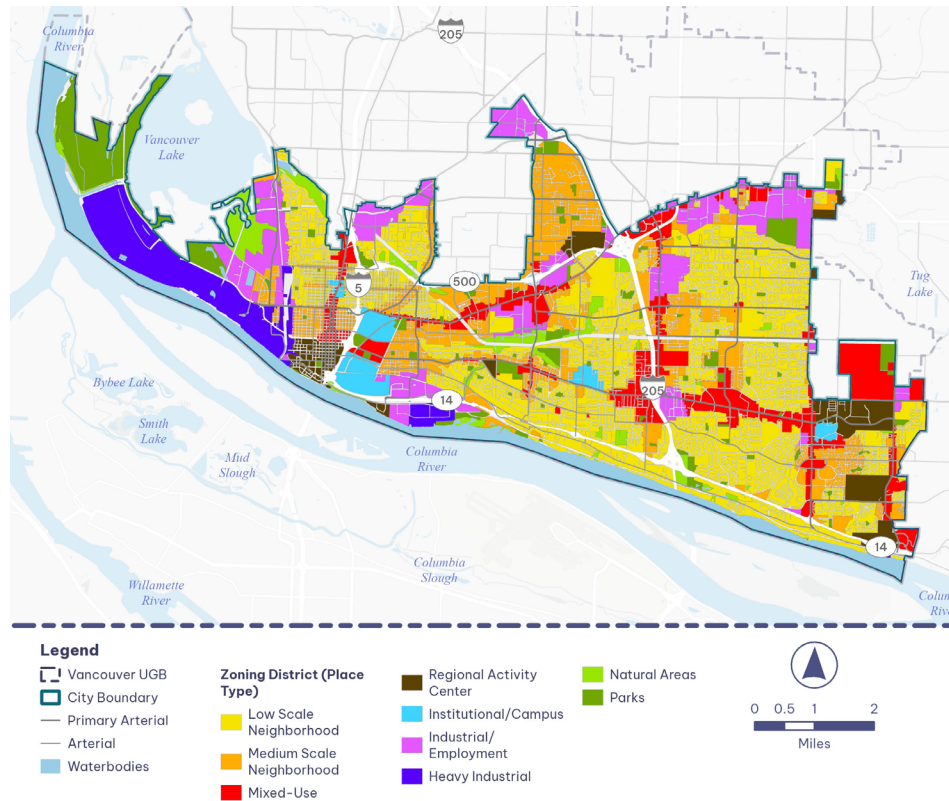
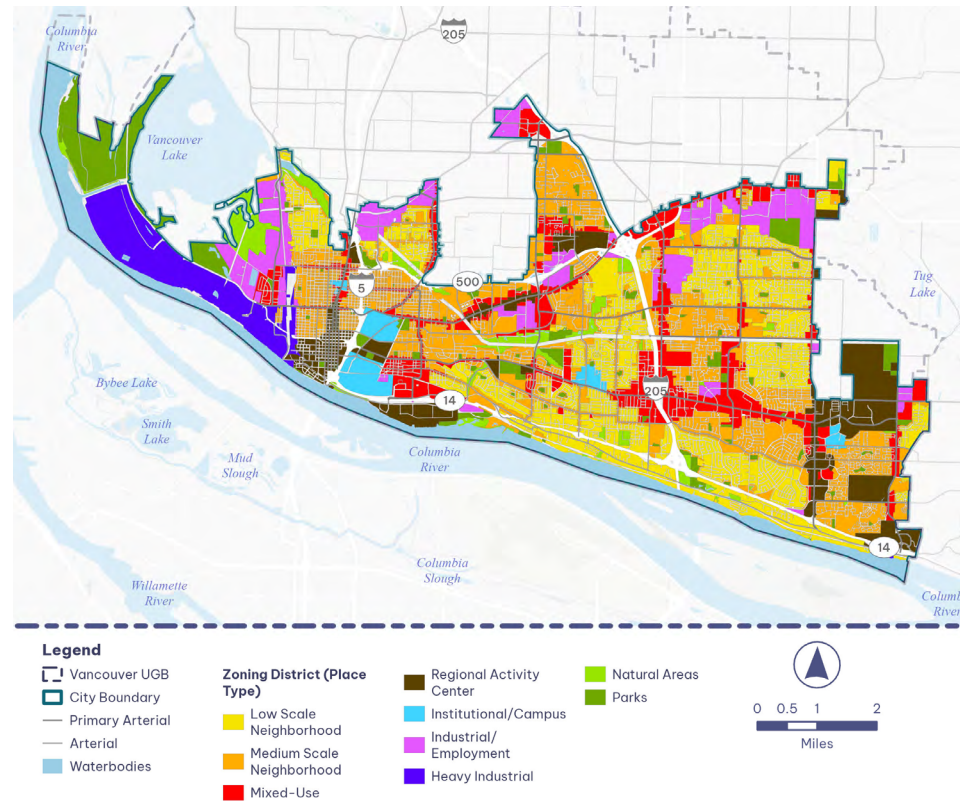


Figure 3. Alternative 2 Proposed Zoning Districts



Alternative 1

- The City would implement the Comprehensive Plan Update, as well as rename and simplify its land use designations and zoning code to focus on a smaller set of zoning districts.
- The zoning map proposes the new zoning districts shown in **Figure 2**.
- More density and greater mixes of land uses would be allowed in more parts of the city than with the No Action Alternative.
- The City would exceed its minimum 2045 housing and jobs targets (estimated room for 45,100 new housing units and 46,000 new jobs).

Alternative 2

- Similar to Alternative 1, the City would implement the proposed Comprehensive Plan Update and associated changes to the land use designations and zoning code.
- The zoning map includes the new zoning districts shown in **Figure 3**.
- Higher-density development and greater mixes of land uses (e.g., Medium-Scale Neighborhood, Mixed Use, Regional Activity Center) would be allowed in more areas of the city than Alternative 1.
- The City would exceed its minimum 2045 housing and jobs targets by a greater amount than Alternative 1 (estimated room for 50,700 new housing units and 49,300 new jobs).

What do the map colors and zoning districts mean?

The maps are color-coded by different categories of development designations that differ in scale and allowed uses, called zoning districts. The No Action Alternative keeps the same zoning districts as today, while Alternatives 1 and 2 propose simplifying to nine new zoning districts:

- Low-Scale Neighborhood:** Allows up to 6 housing units per parcel and building heights of up to 3 stories (maximum of 45 feet tall).
- Medium-Scale Neighborhood:** Allows a broad range of housing types and building heights of 2 to 5 stories (maximum of 75 feet tall), as well as civic/institutional buildings and some neighborhood commercial activities.
- Mixed-Use Neighborhood:** Allows a broad range of housing, commercial, and civic/institutional use types, with building heights of 3 to 8 stories (maximum of 110 feet tall).
- Regional Activity Center:** Allows opportunities for economic, entertainment, civic, and denser housing needs, with minimum building heights of 3 stories and no maximum building heights.
- Institutional/Campus:** Includes lands that support academic, civic, or medical buildings up to 12 stories (maximum of 150 feet tall) and denser housing types.
- Industrial/Employment:** Includes lands with large-scale, single-tenant industrial, warehouse and flex space buildings, and smaller, multi-tenant industrial buildings ranging from up to 12 stories (maximum of 150 feet tall). No new housing allowed.
- Heavy Industrial:** Includes lands that are currently zoned for heavy industrial uses, such as manufacturing and production, within the city and would remain unchanged from today's zoning regulations. No new housing allowed.
- Parks:** Includes lands currently zoned as public community and neighborhood parks. No housing allowed.
- Natural Areas:** Includes lands currently zoned for greenways and natural areas, which are generally undeveloped lands. No housing allowed.



Explore more detailed maps of the alternatives

BeHeard Vancouver

beheardvancouver.org/plan2045

What do all of the alternatives have in common?

- 1 Growth, development, and change will occur in all areas of Vancouver over the next 20 years.
- 2 Residential neighborhoods would make up about half the City's total land area. Per state law, at least 4 housing units would be allowed per residential lot, and at least 6 units per residential lot if it is near transit or if 2 of the units are affordable.
- 3 All have a similar amount and location of Parks, Natural Areas, Institutional/Campus, and Heavy Industrial lands.

What are the potential effects of the alternatives on our environment?

The table on the following pages summarizes potential differences in impacts between the No Action and Action Alternatives (1 and 2). Alternatives 1 and 2 generally have similar impacts and benefits but to different degrees. Chapters 3, 4, and 5 of the Draft EIS provide more specific details for each alternative, as well as information about current conditions and potential ways to offset those impacts.

Potential Environmental Effects of the Alternatives

Element of the Environment	No Action	Action Alternatives (1 and 2)
Land and Shoreline Use, Housing	<ul style="list-style-type: none"> • Not consistent with proposed Comprehensive Plan Update and related policies. • Does not meet City housing and jobs growth targets. • Lowest potential for commercial displacement, fewer new spaces for businesses. • Lowest potential for diversity of housing types and affordable housing supply. 	<ul style="list-style-type: none"> • Consistent with proposed Comprehensive Plan Update and related policies. • Exceed City housing and jobs growth targets. Alternative 2 has the highest capacity for new housing and jobs. • Moderate potential for commercial displacement, more new spaces for businesses than No Action. Alternative 2 has the most capacity for new business space. • Higher potential for diversity of housing types and more affordable housing supply than No Action; highest potential under Alternative 2.
Aesthetics	<ul style="list-style-type: none"> • Some changes to visual setting but overall modest impacts to aesthetics. • Lowest potential for aesthetic improvements from redevelopment of parking lots, vacant lots and structures. 	<ul style="list-style-type: none"> • Moderate potential for larger-scale buildings and associated visual impacts. Slightly higher potential impacts under Alternative 2 than Alternative 1. • Moderate potential for aesthetic improvements from redevelopment of parking lots, vacant lots and structures. Slightly higher potential under Alternative 2 than Alternative 1.
Historic and Cultural Preservation	<ul style="list-style-type: none"> • Lowest potential for disturbance of individual historic/cultural sites and associated impacts. 	<ul style="list-style-type: none"> • Moderate potential for disturbance of individual historic/cultural sites and associated impacts under both alternatives.
Transportation	<ul style="list-style-type: none"> • Lowest increase in total miles traveled by all vehicles each day (called vehicle miles traveled or VMT) on a citywide basis. • Highest VMT per household because of fewer opportunities for mixing housing, services, and businesses. • Generally lowest projected new traffic on roads identified for safety-related improvements. 	<ul style="list-style-type: none"> • Higher total daily citywide VMT than No Action because of expected population growth; slightly higher for Alternative 2 than Alternative 1. • Lower VMT per household than No Action; lowest under Alternative 2 because of a greater mix of housing, services, and businesses that could result in less need for driving. • Higher projected new traffic on roads identified for safety-related improvements than No Action; slightly higher for Alternative 2 than Alternative 1.
Noise	<ul style="list-style-type: none"> • Lowest potential for construction and long-term transportation noise impacts in residential/noise-sensitive areas. 	<ul style="list-style-type: none"> • Moderate potential for construction and long-term transportation noise impacts in residential/noise-sensitive areas; slightly higher potential under Alternative 2 than Alternative 1.
Public Services and Utilities	<ul style="list-style-type: none"> • Lowest new demand citywide for public services and utilities, including fire; police; schools; parks and recreation facilities; water, wastewater, and sewer services; energy; and solid waste services. 	<ul style="list-style-type: none"> • Higher new demand citywide for public services and utilities than No Action because of expected population growth, with Alternative 2 having higher demand than Alternative 1.
Earth	<ul style="list-style-type: none"> • Lowest potential for ground disturbances, potential erosion, and increases in impervious surfaces (e.g., rooftops, paved areas, compacted soils, etc.). 	<ul style="list-style-type: none"> • Higher potential for ground disturbances, potential erosion, and increases in impervious surfaces than No Action, with slightly higher potential under Alternative 2 than Alternative 1.

Potential Environmental Effects of the Alternatives

Element of the Environment	No Action	Action Alternatives (1 and 2)
Air Quality, Greenhouse Gases and Climate	<ul style="list-style-type: none"> • Lower modeled 2045 air pollutant and greenhouse gas emissions than existing conditions. • Lowest potential for construction-related air quality impacts. 	<ul style="list-style-type: none"> • Lower modeled 2045 emissions than existing conditions; higher modeled emissions than No Action Alternative because of higher modeled VMT. Slightly higher modeled emissions for Alternative 2 than Alternative 1. • Higher potential for construction-related air quality impacts than No Action; slightly higher potential for Alternative 2 than Alternative 1.
Water, Plants and Animals	<ul style="list-style-type: none"> • Lowest potential for new impervious surfaces and associated runoff. • Lowest potential for impacts to vegetation and habitat areas. • Lowest potential for new development subject to updated Critical Areas regulations protecting ecosystems. • Lowest capacity for new housing units in areas with existing low tree canopy cover. 	<ul style="list-style-type: none"> • Higher potential for new impervious surfaces and associated runoff than No Action, with highest potential under Alternative 2. • Higher potential for impacts to vegetation and habitat areas than No Action, with highest potential under Alternative 2. • Higher potential for new development subject to updated Critical Areas regulations protecting ecosystems, with highest potential under Alternative 2. • Higher capacity for new housing units in areas with existing low tree canopy cover than No Action, with highest capacity under Alternative 2.

How do I comment on the Draft EIS?

- We welcome your comments from now through September 8, 2025 at 11:59 p.m.
- **Online Comment Form** (preferred): www.surveyhero.com/c/VancouverDEIS
- **Email** to OurVancouver2045@cityofvancouver.us
- **Mail** your comments to:
 - Attn: Meredith Herbst
 - City Hall
 - PO Box 1995
 - Vancouver, WA 98668
- **Leave a voicemail** by calling 360-487-7929.
- **Attend a public meeting** and provide written comments.

Public Meeting Dates

EAST VANCOUVER

Wednesday, July 30, 2025
4 p.m. to 7 p.m.

Firstenburg Community Center
Community Room
700 NE 136th Avenue
Vancouver, WA 98684

WEST VANCOUVER

Saturday, August 9, 2025
11 a.m. to 2 p.m.

City Hall
Aspen Room
415 W. 6th Street
Vancouver, WA 98660

Please visit the Be Heard Vancouver website for more information about the public meetings and other informal opportunities to review and discuss the Draft EIS with City staff: www.beheardvancouver.org/plan2045

What's Next?

Fall 2025

Create a Preferred Alternative, Plan, and Development Regulations. Based on the environmental report, input from community members, City policy priorities, and direction from City Council, a final zoning map, called the preferred alternative, will be created that combines features from Alternatives 1 and 2. At this time, you'll have the opportunity to comment on the draft plan and development regulations.

Winter 2025 and beyond

Final Environmental Impact Statement. The City will study the potential impacts of the preferred alternative and summarize it in a final environmental report, called a Final EIS. In the Final EIS, staff will respond to the comments provided during the Draft EIS comment period by theme.

Consideration by City Council. The final Comprehensive Plan Update, zoning map, and development regulations will be presented to the City Council for adoption.

After adoption of the Comprehensive Plan Update, individual development proposals will be required to obtain applicable permits and conduct additional SEPA review as required by City and state law.

Questions? Please reach out to us at

OurVancouver2045@cityofvancouver.us

To request translations or accommodations for mobility, visual, hearing, written, or other needs, please contact us at 360-487-7937 or OurVancouver2045@cityofvancouver.us



Download the full Draft EIS at the [BeHeard Vancouver website](#).





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bae

Green Building Program - Financial Analysis

Rebecca Small, Senior Policy Analyst

Chad Eiken, Community Development Director

Chim Chune Ko, Real Estate Project Manager

July 17, 2025

Context and Workshop Purpose

Overall Goal of Program

- To ensure that we enable the construction of new buildings that advance the city's climate and resilience goals

We must balance standards against cost and feasibility to drive sustainable development across Vancouver

Purpose of Workshop

- Update CCRA on the findings from the Financial Analysis; direction from Council
- Confirm CCRA is in alignment with the planned approach for reworking the Program based on the findings
 - Refine more expensive measures to reduce cost burden through flexibility
 - Start with some measures being optional and transition them to required over time



Overview of Financial Analysis

- Conducted by BAE Urban Economics
- Used four prototypes of development for the analysis
- Study included estimate of cost impacts for measures and assessment of the value of incentives
- Also conducted stakeholder interviews with local developers



Prototype 1: Garden-Style Apartment
of Units: 40



Prototype 2: Podium Apartment
of Units: 200



Prototype 3: Office Total SF: 60,000



Prototype 4: Industrial
Total SF: 25,000

Green Building Measures

Sorted by Program Goal

GHG Reduction/Energy Efficiency	Protection from Climate Hazards	Protection for Local Ecology
Improved Energy Efficiency	Indoor temperature control (AC)	Dark Sky Lighting
All-Electric Ready	Air Filtration Standard	Bird Friendly Design
Lower Carbon Building Materials	Cool Roofing	Climate Adapted Vegetation
Renewable Energy Generation	Cool Site Surfaces	
Sustainable Building Materials		
EV Chargers on Commercial Meter		
Bike Parking		









Notes

- Total costs assume a “worst-case scenario.”
- Analysis assumes that all measures are mandated; the City is **not** proposing to require implementation of all measures.
- Subsequent revisions, education, or approaches can mitigate costs.



Table 1: Measure impacts as a percentage of total project cost

Garden-Style Apartment	Podium Apartment	Office	Industrial
			
# of Units: 40	# of Units: 200	Total SF: 60000	Total SF: 25000

Green Building Policy				
	% of Baseline	% of Baseline	% of Baseline	% of Baseline
Bike parking	2.67%	2.33%	0.51%	0.12%
Lower Carbon Building Materials	0.29%	1.86%	2.81%	1.29%
Indoor Temperature Control	1.30%	0.98%	0.95%	2.77%
Bird Friendly Design	2.05%	0.88%	1.99%	1.36%
Improved Energy Efficiency	1.07%	0.81%	0.80%	0.80%
Air Filtration Standard	1.04%	0.80%	0.68%	3.95%
Renewable Energy Generation	0.66%	0.53%	0.70%	1.05%
Sustainable Building Materials	0.82%	0.39%	0.83%	0.75%
Cool Roofing	0.45%	0.12%	0.59%	1.69%
Dark Sky Lighting	0.07%	0.05%	0.06%	0.09%
EV Chargers on Commercial Meter	0.10%	0.02%	0.06%	0.23%
Cool Site Surfaces	0.33%	0.01%	0.40%	0.98%
Climate Adapted Vegetation	0.01%	0.00%	0.01%	0.04%
All Electric Ready	0.00%	0.00%	0.00%	0.00%
Total Cost Impact*	10.9%	8.8%	10.4%	15.1%

*Total cost impact shown here assumes that all measures are required. Ultimately, only some policies will be required while others are incentivized.



Recommendations

- City should require certain low-cost Green Building measures, while incentivizing others
- Different building types (e.g., industrial) will likely warrant different GBP requirements
- Look for opportunities to rework the expensive measures to allow lower cost solutions
- City should provide educational resources to the development community that would reduce the impact of these Green Building measures over time:
 - Bird-Friendly Design Education
 - Research and collaboration with low-carbon and sustainable product manufacturers
 - Shared resources, like parking or community solar
- City could explore other mechanisms to further off-set cost of Green Building Policies, including those identified as “other possible incentives”





Refining proposed measures for cost efficiency

Exploring modifications that maintain outcomes while lowering costs and streamlining processes

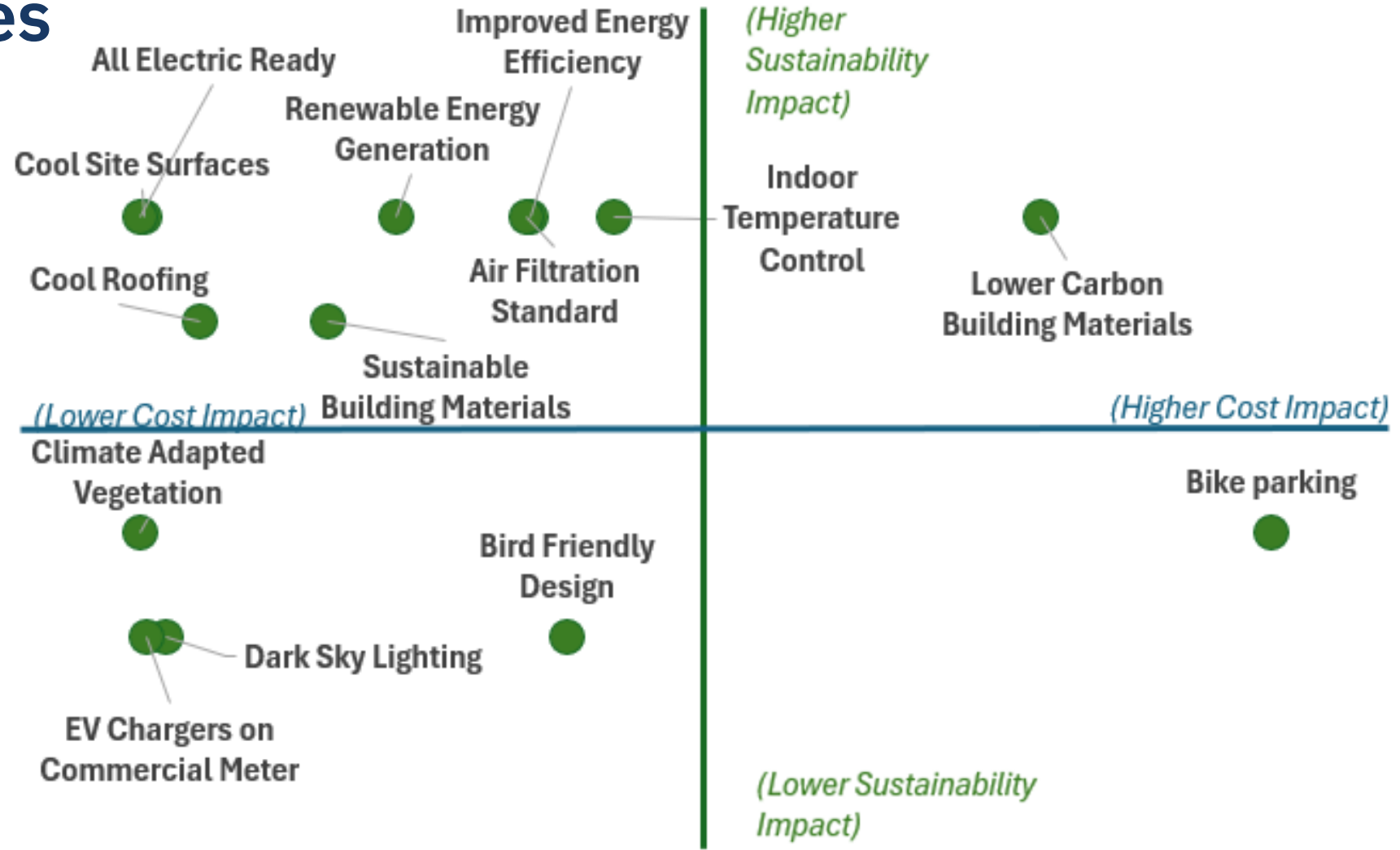
- **Bike Parking:** Proposed some in-unit and non-ground floor bike storage in lieu of requiring all spaces be in a centralized ground floor location
- **Bird-friendly Design:** Use “Threshold Values” instead of specific product requirement
- **Air Filtration:** “MERV-13-Capable or Equivalent” to allow for use of lower-grade filters during non-hazard conditions
- **EV Commercial Meter:** Change from requiring a commercial meter to require tracking electrical usage for EV chargers independently of other building uses
- **Energy Benchmarking:** Removed policy altogether – objectives could be addressed by other regional partners



Relative Climate Impact of Measures

Metrics

- Strongest priorities are GHG reduction and protection from climate hazards (heat, smoke)
- Impact rankings are directional and intended to support prioritization; exact values vary depending on how each measure is implemented locally



Required vs. Incentivized Measures

Proposed split based on relative cost vs. impact toward City climate goals

Required	Incentivized
Dark Sky Lighting	Indoor/Secure Bike Storage/Parking**
EV Chargers on Commercial Meter**	Bird Friendly Design**
Cool Site Surfaces	Renewable Energy Generation/Solar Ready
Electrification (All-Electric Ready)*	Sustainable Building Materials
Climate Adapted Vegetation	Cool Roofing
10%+ Improved Energy Efficiency over State Standard	Low Carbon Building Materials
Air Filtration – MERV 13 or Equivalent**	
Indoor Temperature Control**	

*Except for restaurant space or light/heavy manufacturing uses

** Measure needs further refinement to reduce cost impact





Development Agreements – Proposed Policy

During the interim period between adoption of the Green Building Program and code amendments, staff recommends that Council enact the following measure when adopting the GBP:

For Development Agreements that involve new development, City should at a minimum insist on all 'required' GBP measures as shown on Slide 10.



Current Proposed Incentives

Incentives may be phased out as optional measures made required		Estimated Project Value
1.	Expedited Land Use, Engineering, Building Permit Review	0.07% - 0.11%
2.	20% Building Permit Fee Rebate (up to \$20,000)	0.00% - 0.02%
3.	Transportation Impact Fee Deferral to Temp Occupancy	0.01% - 0.03%
4.	Park Impact Fee Deferral to Temp Occupancy	0.04% - 0.05%
5.	SDC Deferral to Temp Occupancy	0.03% - 0.09%
6.	12-Foot Height Bonus if Allowed by FAA	0.56% - 1.59%
7.	Eligibility for New Green Building Design Award Program	0.00%



Incentives

Current incentives unlikely to drive voluntary adoption

Other possible incentives that the City could explore:

- Full waiver of impact fees, SDC's
- Construction sales tax rebate
- Tax Increment Financing to fund sustainable infrastructure or district energy
- Downtown Design Guidelines Exemption

Future/long term efforts:

- Develop a new green building funding source
- City could fund/develop resources that could be shared by new developments:
 - District EV and bike parking facilities
 - Community solar installations





Next Steps

- **Q3 2025:** Staff to refine green building measures and incentives
- **Q3-4 2025:** Council adoption of Green Building Program; incentives
- **Q1-2 2026:** Council adoption of required GBP measures in Title 20 VMC
- **Q1 2027:** Council adoption of required GBP measures in Title 11 VMC



Discussion

Questions for CCRA

- Is CCRA in favor of the policies that are proposed to be required versus incentivized? Are there any further suggested revisions to the list?
- Based on CCRA's expertise and experience, are there other incentives, or cost reducing modifications to the proposed policies that CCRA recommends staff exploring?
- Are there examples of workforce training or education for the development community that CCRA has seen or experienced that would be worth exploring or emulating?

