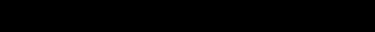


**From:** [Elizabeth Gomez](#)  
**To:** [City Council](#)  
**Cc:** [Nicole Leon](#)  
**Subject:** Letter in Support of the Hispanic Chamber of Oregon and SW Washington for CDBG funding  
**Date:** Monday, May 11, 2026 12:06:04 PM  
**Attachments:** [image004.png](#)  
[image006.png](#)  
[image008.png](#)  
**Importance:** High

---

You don't often get email from  [Learn why this is important](#)

To the Honorable Mayor and Members of the Vancouver City Council,

I am writing in strong support of continued Community Development Block Grant (CDBG) funding for the Hispanic Metropolitan Chamber's (HMC) technical assistance and small business support programs in the City of Vancouver.

As a board member of the Hispanic Metropolitan Chamber and a long-time business owner in our region, I have seen firsthand the depth and breadth of HMC's impact. Many of us on the board mentor far beyond the Hispanic community. In my own case, since founding my business in 2013, I have consistently mentored between five and ten local businesses at any given time—across industries, backgrounds, and cultural communities. This is the nature of HMC's work: it is an ecosystem of support, collaboration, and shared success. When we do good, everyone does good.

HMC serves a wide range of small businesses across sectors including childcare, construction, food services, janitorial services, retail, and many other essential industries that keep our local economy moving. Many of the businesses and local establishments our community relies on today have remained open, stabilized, or grown because of the technical assistance, mentorship, and advocacy provided by HMC.

Beyond technical assistance, HMC has become a trusted voice for small businesses. Through community roundtables, direct outreach, and ongoing engagement with entrepreneurs, HMC gathers real-time feedback from business owners and elevates the challenges they face. This work has helped build a strong, culturally responsive ecosystem for entrepreneurs who often lack access to traditional business networks and resources.

Programs such as HMC's Asset Protection initiative have provided bilingual, culturally grounded support to business owners navigating financial uncertainty, legal concerns, operational challenges, and long-term sustainability. HMC meets businesses where they are and connects them to the tools, education, and resources needed to remain resilient and competitive.

At a time when many small businesses continue to face economic pressures, continued investment in HMC through CDBG funding is critical. HMC's work strengthens neighborhoods, preserves jobs, activates commercial corridors, and contributes to the long-term economic health and stability of the Vancouver community.

I respectfully encourage the City of Vancouver to continue supporting HMC's technical assistance programs and to recognize the essential role the organization plays in fostering a thriving, inclusive, and interconnected small business ecosystem throughout our region.

Sincerely,  
Elizabeth Gomez  
Bridge City Contracting  
Owner



**ELIZABETH GOMEZ**

*Certified Aging In Place Specialist*



[Redacted phone number]



[Redacted email address]



[Redacted address] Battle Ground, WA



[www.bridgecitycontracting.com](http://www.bridgecitycontracting.com)

**Read More About Bridge City Contracting in National News Here:**

[US News & World Report](#)   [The Wall Street Journal](#)   [The Columbian Newspaper](#)   [2024 Pink Hard Hat Community Leadership Award Recipient](#)   [Pink Hard Hat Awards 2024](#)



Member



*we measure up.*



Please advise one of our team members if you are not feeling well prior to any scheduled appointments. Our number one priority is the health and safety of our clients, employees, and the members of our community. *Thank you for your cooperation and understanding with these additional steps.*

WA LICENSE #BRIDGCC832NT  
OR CCB #207978

*Confidentiality Notice: This communication may contain privileged or other confidential information exempt from disclosure. If you are not the intended recipient, you may not use, copy, disseminate or retain this message. Please delete the copy you received and alert the sender to the transmission error. Thank you.*

**From:** [Lili at Uniweb](#)  
**To:** [City Council](#)  
**Subject:** Supporting HMC's Impact on Vancouver Small Businesses  
**Date:** Monday, May 11, 2026 12:44:40 PM

---

You don't often get email from [REDACTED] [Learn why this is important](#)

To the Honorable Mayor and Members of the Vancouver City Council,

I am writing in strong support of continued Community Development Block Grant (CDBG) funding for the Hispanic Metropolitan Chamber's (HMC) technical assistance and small business support programs in the City of Vancouver.

HMC has been a trusted resource for my family for well over a decade. Long before I started my own business in 2018, HMC was already supporting my family as they navigated entrepreneurship and the realities of building a small business as immigrants. When I eventually launched my own business, HMC became one of the first organizations I turned to for guidance, support, and community.

To this day, whenever someone asks me questions like, "How do I start a business?" or "Do I need a business license?" HMC is the very first organization I recommend. They are the go-to resource I trust for entrepreneurs who are trying to navigate the basics of starting and sustaining a business, especially within the Latino and immigrant community.

What makes HMC different is that their support goes far beyond simply offering information in Spanish. Their work is deeply rooted in lived experience, cultural understanding, and authentic relationships within the Latinx community. They understand the fears, barriers, and uncertainty many entrepreneurs face because they come from the same communities they serve. That level of trust and relatability is difficult to replicate.

I have personally witnessed how critical their programs have been during times of hardship, including throughout COVID and now during ongoing political and immigration-related uncertainty. HMC creates spaces where business owners feel supported, informed, and connected rather than isolated. Programs like *Empresarios en Accion*, which I frequently join, have helped bring entrepreneurs together in person to build relationships, and strengthen our local business community.

What has always stood out to me most is that HMC cares not only about businesses surviving, but also about the well-being of the people behind those businesses. I remember when Kimberly helped my mother apply for a program that replaced the AC system in her mobile home. That level of care and direct support goes beyond traditional business assistance. It reflects an organization that genuinely invests in the stability and dignity of the families they serve.

HMC has become an essential pillar within the Latino business community in Vancouver. Their programs help small businesses remain operational, connected, and resilient while contributing to the economic and cultural strength of our region.

I respectfully encourage the City of Vancouver to continue investing in HMC's technical assistance programs and recognize the critical role the organization plays in supporting immigrant and Latino entrepreneurs throughout our community.

Sincerely,

Lili Salazar  
Owner, Uniweb Digital

--

**Lili Salazar**

**Web:** [UniwebDigital.com](http://UniwebDigital.com) | [WebsiteChicks.com](http://WebsiteChicks.com)

 uniweb

**From:** [Francisca Martinez](#)  
**To:** [City Council](#)  
**Subject:** Dejar Mayor and coucil Members.  
**Date:** Monday, May 11, 2026 12:53:41 PM

---

No suele recibir correo electrónico de [REDACTED]. [Por qué es esto importante](#)

Dear Mayor and Council Members,

I am writing to share how support from the Hispanic Metropolitan Chamber (HMC) has made a difference in my childcare business and to express my support for continued investment in small business programs in the City of Vancouver.

With support from HMC, I was able to start my daycare and navigate the requirements needed to open and operate. Since then, they have continued to support me over the years as I manage and grow my business. Their guidance has been consistent and accessible throughout my journey as a childcare provider.

Because of this, I have been able to remain open and continue providing care to families in my community.

Childcare providers like me benefit greatly from trusted, community-based organizations like HMC. Continued funding for this type of support helps increase access to childcare, support working families, and strengthen our local economy.

I respectfully encourage the City of Vancouver to continue investing in programs that support small businesses and expand access to technical assistance.

Their dedication not only helps providers succeed professionally, but also creates a positive and lasting impact on the children and families we serve every day. Access to reliable childcare allows parents to work with peace of mind while knowing their children are in a safe, caring, and supportive

environment.

Thank you for your time and for your commitment to our local business community.

Sincerely,

**From:** [ELDY PRADO](#)  
**To:** [City Council](#)  
**Subject:** Ayuda para los pequenos negocios.  
**Date:** Saturday, May 9, 2026 12:52:44 AM  
**Attachments:** [Letter of support.docx](#)

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

El Viejon presente.

--

**Eldy Prado**  
**Owner and Operator**

[REDACTED]  
[REDACTED]



**EL VIEJON**  
TACOS + MARISCOS + CERVEZA

Dear Mayor and Council Members,

I am writing to share how support from the Hispanic Metropolitan Chamber (HMC) has made a difference in my business and to express my support for continued investment in small business programs in the City of Vancouver.

With support from HMC, I was able to start my business, and navigate requirements. Their support has been consistent and accessible, especially as a small business owner.

Because of this, I have been able to open my doors.

Small businesses like mine benefit greatly from trusted, community-based organizations like HMC. Continued funding for this type of support helps businesses stay open, grow, and contribute to the local economy.

I respectfully encourage the City of Vancouver to continue investing in programs that support small businesses and expand access to technical assistance.

Thank you for your time and for your commitment to our local business community.

Sincerely,

Estimada Alcaldesa y Miembros del Concejo,

Le escribo para compartir cómo el apoyo de la Cámara Metropolitana Hispana (HMC) ha hecho una diferencia en mi negocio y para expresar mi apoyo a que la Ciudad de Vancouver continúe invirtiendo en programas para pequeños negocios.

Con el apoyo de HMC, pude iniciar mi negocio y entender los requisitos necesarios. Su apoyo ha sido constante y accesible, especialmente como pequeño empresario.

Gracias a esto, pude abrir las puertas de mi negocio.

Negocios como el mío se benefician mucho de contar con organizaciones comunitarias de confianza como HMC. Continuar invirtiendo en este tipo de apoyo ayuda a que los negocios se mantengan abiertos, crezcan y contribuyan a la economía local.

Respetuosamente, les animo a seguir invirtiendo en programas que apoyen a los pequeños negocios y amplíen el acceso a asistencia técnica.

Gracias por su tiempo y por su compromiso con nuestra comunidad empresarial.

Atentamente,

**From:** [Lucero Zarate Luna](#)  
**To:** [City Council](#)  
**Subject:** Letter of support for Hispanic Metropolitan Chamber  
**Date:** Monday, May 11, 2026 9:58:41 AM  
**Attachments:** [Letter of support.pdf](#)

---

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Enviado desde mi iPhone

Dear Mayor and Council Members,

I am writing to share how support from the Hispanic Metropolitan Chamber (HMC) has made a difference in my childcare business and to express my support for continued investment in small business programs in the City of Vancouver.

With support from HMC, I was able to start my daycare and navigate the requirements needed to open and operate. Since then, they have continued to support me over the years as I manage and grow my business. Their guidance has been consistent and accessible throughout my journey as a childcare provider.

Because of this, I have been able to remain open and continue providing care to families in my community.

Childcare providers like me benefit greatly from trusted, community-based organizations like HMC. Continued funding for this type of support helps increase access to childcare, support working families, and strengthen our local economy.

I respectfully encourage the City of Vancouver to continue investing in programs that support small businesses and expand access to technical assistance.

Thank you for your time and for your commitment to our local business community.

Sincerely,

*Tiny Angels Daycare LLC*

Lucero Zárate Luna.

██████████ Vancouver wa. 98684

Estimada Alcaldesa y Miembros del Concejo,

Le escribo para compartir cómo el apoyo de la Cámara Metropolitana Hispana (HMC) ha hecho una diferencia en mi negocio de cuidado infantil y para expresar mi apoyo a que la Ciudad de Vancouver continúe invirtiendo en programas para pequeños negocios.

Con el apoyo de HMC, pude iniciar mi guardería y entender los requisitos necesarios para abrir y operar. Desde entonces, han continuado apoyándome a lo largo de los años mientras administro y hago crecer mi negocio. Su orientación ha sido constante y accesible durante todo mi proceso como proveedora de cuidado infantil.

Gracias a esto, he podido mantener mi negocio abierto y seguir brindando cuidado a familias en mi comunidad.

Proveedores de cuidado infantil como yo se benefician mucho de contar con organizaciones comunitarias de confianza como HMC. Continuar invirtiendo en este tipo de apoyo ayuda a aumentar el acceso al cuidado infantil, apoyar a las familias trabajadoras y fortalecer la economía local.

Respetuosamente, les animo a seguir invirtiendo en programas que apoyen a los pequeños negocios y amplíen el acceso a asistencia técnica.

Gracias por su tiempo y por su compromiso con nuestra comunidad empresarial.

Atentamente,

*Tiny Angels Daycare LLC*

Lucero Zárate Luna

██████████ Vancouver Wa. 98684

**From:** [mica flores](#)  
**To:** [City Council](#)  
**Subject:** HMC  
**Date:** Monday, May 11, 2026 12:59:19 PM  
**Attachments:** [Letter of support for HMC \(1\).docx](#)

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Mayor and Council Members,

I am writing to share how support from the Hispanic Metropolitan Chamber (HMC) has made a difference in my business and to express my support for continued investment in small business programs in the City of Vancouver.

With support from HMC, I have been able to strengthen and grow my business while navigating ongoing requirements. Their support has been consistent and accessible, especially as a small business owner.

Because of this, I have been able to continue operating, adapt, and better serve my customers.

Small businesses like mine benefit greatly from trusted, community-based organizations like HMC. Continued funding for this type of support helps businesses stay open, grow, and contribute to the local economy.

I respectfully encourage the City of Vancouver to continue investing in programs that support small businesses and expand access to technical assistance.

Thank you for your time and for your commitment to our local business community.

Sincerely,

Estimada Alcaldesa y Miembros del Concejo,

Le escribo para compartir cómo el apoyo de la Cámara Metropolitana Hispana (HMC) ha hecho una diferencia en mi negocio y para expresar mi apoyo a que la Ciudad de Vancouver continúe invirtiendo en programas para pequeños negocios.

Con el apoyo de HMC, he podido fortalecer y hacer crecer mi negocio mientras navego los requisitos necesarios para operar. Su apoyo ha sido constante y accesible a lo largo de mi camino como pequeño empresario.

Gracias a esto, he podido mantener mi negocio abierto, adaptarme y seguir sirviendo a mis clientes.

Negocios como el mío se benefician mucho de contar con organizaciones comunitarias de confianza como HMC. Continuar invirtiendo en este tipo de apoyo ayuda a que los negocios se mantengan abiertos, crezcan y contribuyan a la economía local.

Respetuosamente, les animo a seguir invirtiendo en programas que apoyen a los pequeños negocios y amplíen el acceso a asistencia técnica.

Gracias por su tiempo y por su compromiso con nuestra comunidad empresarial.

Atentamente,

**From:** [Eric Prileson](#)  
**To:** [City Council](#)  
**Subject:** Comprehensive Plan  
**Date:** Monday, May 11, 2026 8:48:22 AM

---

To the city council,

I strongly urge the council to support the comprehensive plan as is without any alterations.

Thank you,

Eric  
Hudson Bay  
Vancouver

Eric G. Prileson, MS

**Pronouns:** He/Him/His ([What is this?](#))



Washington State University - Vancouver

[Rudman Lab](#)

[Google Scholar](#)

[ORCID:](#) 0000-0003-1103-3900

<https://www.martinevolutionaryecologylab.com/>

**BLOG:**

**Science:** <http://thenewparadigm.home.blog>

**History:** <http://understandhistorynow.wordpress.com>

History, Science, Reading, Writing, Sports, Outdoor Adventures!

**From:** [Dev](#)  
**To:** [City Council](#)  
**Subject:** Support the Comprehensive Plan!  
**Date:** Monday, May 11, 2026 5:11:27 AM

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello City Council Members,

I ask of you to adopt the staff's Comprehensive Plan as they've presented it to you. Our housing costs have exploded, our streets are not safe for transportation, and we desperately need to redesign how we define "living", away from the seas of concrete and asphalt, and more towards greenery, mixed housing, and third places that are a short walk or bike ride away.

Adopt the Comprehensive Plan as is. Vancouver needs this.

Dev

**Dollar, Sarah**

---

**From:** Jason Cromer <[REDACTED]>  
**Sent:** Monday, May 11, 2026 5:08 AM  
**To:** City Council  
**Subject:** Support the Comprehensive Plan

Hi all,

I write this to you as I am sitting in a public square in Haarlem, the Netherlands. If you haven't been, it is a beautiful, dense city of walking, bicycling, canals, cafes, and lovely trees. This city is what I see Vancouver becoming one day, and it is only possible through code changes like the ones introduced by the Comprehensive Plan.

Please adopt the plan as-is, and let the city grow into something that supports people's quality of life, and the quality of living of those coming here in the future.



Best,  
Jason

**From:** [Justin](#)  
**To:** [City Council](#)  
**Subject:** Comprehensive Plan  
**Date:** Sunday, May 10, 2026 10:58:51 PM

---

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

To all of our wonderful city council members I'm writing to voice my support of the comprehensive plan as is

I hope we make smarter choices for the future of the city unlike the counties shortsighted move on growth management and housing densities

**From:** [Jan V](#)  
**To:** [City Council](#)  
**Subject:** Comp Plan  
**Date:** Sunday, May 10, 2026 10:34:06 PM

---

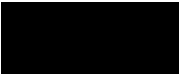
No surprises from me:  
Please approve the ordinance adopting the Comp Plan.

A wise woman (you know who you are) once told me "Change is hard."

Yeah, yeah... I thought.  
But I had NO IDEA. Now I do and watch our city carefully approach all changes.

Thank you for recognizing that having knowledge of the right thing to do isn't the same as just doing the right thing. It's definitely a process, not an event as my friend in AA tells me.

Because you folks at the city are so careful about process, we WILL eventually do what we must to meet our housing, climate, etc. goals.

Thank you,  
Jan Verrinder  
, Vancouver, Wa 98661

**From:** [James Wu](#)  
**To:** [City Council](#)  
**Subject:** Comment for City Council meeting 5/11  
**Date:** Sunday, May 10, 2026 9:45:56 PM

---

Hello,

I'm writing in support of the Comprehensive Plan as is.

Upzoning in general improves cities in every measurable way. People who are against upzoning are afraid, but in many cases the opposition dies down as they see their cities get improved due to upzoning and/or other city improvement projects. It's always difficult to make the unpopular, but correct decisions, but they need to be made anyway for the good of the people.

--

[James Wu, IT Consultant](#)

[linkedin.com/in/](#)

**From:** [Katelyn Shimek](#)  
**To:** [City Council](#)  
**Subject:** Comprehensive Plan  
**Date:** Sunday, May 10, 2026 6:41:25 PM

---

You don't often get email from [REDACTED] [Learn why this is important](#)

Hello,

My name is Katelyn Shimek and I am a resident of Vancouver in the 98661 area code. I am writing to express my support and urge adoption of the Comprehensive Plan as is. Livable, affordable cities should be a human right, and any concessions made now will only bring problems back on the near horizon. Now is the time for action of the utmost of our abilities. We deserve a safe, accessible, enjoyable place to call home.

Thank you for your time,  
Katelyn Shimek

**From:** [Michael Trabert](#)  
**To:** [City Council](#)  
**Subject:** Please pass the comp plan "as is"  
**Date:** Sunday, May 10, 2026 5:46:16 PM

---

You don't often get email from [REDACTED] [Learn why this is important](#)

Hi! This is Mike Trabert, and I live in Hough.

I can't make any public comments so hoping this helps:

**I'm writing to encourage you all to pass the preferred alternative of the comp plan "as is."**

Hope you all are enjoying this beautiful weather.

Thank you and have a great one!

Mike

**From:** [Jordan Fostering](#)  
**To:** [City Council](#)  
**Subject:** Support for Comprehensive Plan  
**Date:** Sunday, May 10, 2026 5:21:32 PM

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Councilors,

As a resident of Lincoln, I'd like to voice my support for the comprehensive plan as is.

Thank you,  
Jordan Fostering

[REDACTED]

**Jordan Fostering**  
He/Him

**From:** [Miriam Hammer](#)  
**To:** [City Council](#)  
**Subject:** Please adopt the Comprehensive Plan as is  
**Date:** Sunday, May 10, 2026 4:56:31 PM

---

Dear Honorable Council Members:

I am writing to you today to ask that you adopt the Comprehensive Plan without any changes. I understand that there are some in our city who are expressing "Not In My Backyard" sentiments regarding the plan. I believe any short-term pain will be more than offset by long-term gains in accessibility, livability, employability, productivity, and affordability. I ask you not to throw away months and years of planning and effort by changing what has screened out as the best path forward for our City. Thank you for your consideration.

Sincerely,

Miriam Hammer  
[REDACTED] Vancouver, WA 98663

**From:** [Matthew Barnett](#)  
**To:** [City Council](#)  
**Subject:** Adopt comprehensive plan As Is  
**Date:** Sunday, May 10, 2026 4:23:58 PM

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

City Council,

My name is Matthew Barnett and I am a resident of Vancouver, WA.

I am writing today to express my support for the city council to adopt the Comprehensive Plan AS IS. The plan is well designed to build the future of our city and would not benefit from additional changes.

-Matthew Barnett

**From:** [Nelson Holmberg](#)  
**To:** [City Council](#)  
**Cc:** [Noelle Lovern](#)  
**Subject:** Comment Letter – Proposed Residential Lot Standards & Code Amendments  
**Date:** Friday, May 8, 2026 4:30:12 PM

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

City of Vancouver  
City Council

RE: Comment Letter – Proposed Residential Lot Standards & Code Amendments

Dear Mayor and Councilmembers,

Thank you for the opportunity to review and provide feedback on the proposed residential code updates ahead of your consent agenda decision on Monday night. We appreciate the City's efforts to address housing supply and improve attainable housing options. After reviewing the proposed standards, we believe the framework is generally workable with a few targeted modifications. Without these adjustments, however, we are concerned the code may unintentionally limit feasibility, delay development timelines, and ultimately constrain housing supply — working against the City's stated goals of affordability and increased production.

**Key Concern: Lot Width & Depth Constraints**

We have identified a significant unintended consequence related to the proposed maximum lot width and depth standards for single-family residential development. As currently drafted, these standards appear to assume idealized, square parent parcels (e.g., 100' x 100') and do not adequately account for real-world conditions such as irregular lot shapes, existing parcel dimensions, or site constraints.

**Examples of Constraints**

- An existing 80' x 120' parcel split into two 40' x 120' lots would exceed the maximum depth standard, despite meeting overall lot size requirements. This would prevent otherwise feasible infill development.
- A 90' x 120' (10,800 SF) parcel cannot be practically divided into two compliant lots due to both depth and size limitations. While a three-lot configuration may technically be possible, it is often impractical due to:
  - Access challenges (e.g., need for flag lots),
  - Increased infrastructure requirements, and
  - The cost of a short plat which may make the project financially infeasible.
- Irregularly shaped parcels (e.g., triangular lots) may require more than 5,000 SF to achieve an equivalent buildable area, yet the current code does not appear to provide flexibility for these conditions.

**Additional Site Constraint Considerations**

We also request clarification and potential expansion of exceptions related to site constraints:

- Existing trees, steep slopes, and flag lot access areas may reduce usable lot area below 5,000 SF, even if the gross lot size meets requirements.
- While similar considerations are often accounted for in density calculations, they do not appear to be consistently applied to maximum lot size standards.

**Recommendations**

To ensure the code achieves its intended outcomes while maintaining practical feasibility, we respectfully recommend the following modifications:

Increase Maximum Lot Dimensions:

Adjust maximum lot width and depth to provide flexibility for a broader range of parcel geometries. We suggest:

- Maximum width: 75 feet
- Maximum depth: 145 feet

This would better accommodate configurations such as 75' x 65' or 35' x 145', which can support middle housing while remaining aligned with overall lot size goals.

Allow Exceptions for Irregular Lots:

- Incorporate clear provisions allowing deviations from maximum lot size and dimension standards where necessary to accommodate irregularly shaped parcels or achieve equivalent buildable area.

Exclude Constrained Areas from Lot Size Calculations:

- Similar to density calculation methodologies, exclude critical areas, flag stems, and other non-buildable site constraints from maximum lot size calculations.

Exempt Two-Lot Divisions from Maximum Standards:

- Allow flexibility for two-lot divisions under the new lot split provisions. Small-scale divisions are often the most economically viable form of incremental housing development. Applying full dimensional constraints may prevent these opportunities altogether.

Apply Consistency Across Housing Types:

- Evaluate whether similar adjustments are needed in other residential zoning categories (e.g., townhouse and middle housing standards) to ensure consistency and avoid unintended barriers.

We support the City's efforts to expand housing options and improve affordability. The recommended refinements are intended to ensure that well-intentioned regulations do not inadvertently limit development feasibility or reduce the effectiveness of the code in achieving its housing goals.

We welcome the opportunity to discuss these recommendations further and work collaboratively toward solutions that balance regulatory clarity with real-world development conditions.

Thank you for your consideration.

Sincerely,

Nelson Holmberg

Government Affairs & Workforce Development Manager,  
Building Industry Association of Clark County

S

Ms. Julie A. Slais  
[REDACTED]  
Vancouver, WA 98682-8492

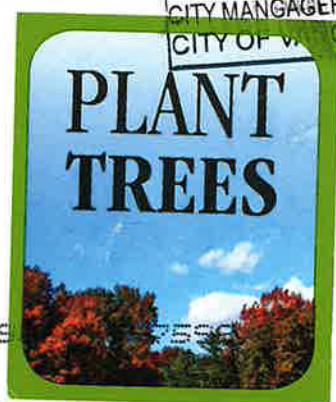
ND OF RPDC 572

29 APR 2016 PM 2 L



FOREVER / USA

RECEIVED  
MAY 05 2016  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER



Vancouver City Council  
E Mayor Anne McEnerney-Ogle  
415 W. 6th Street  
Vancouver, WA 98660



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

*Julie Sta*  
Resident of Parkway East  
for 36 years



Joel W Petersen  
Vancouver WA 98660-9182

PORTLAND OR RPDC 972

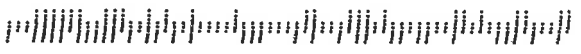
29 APR 2026 PM 4 L



RECEIVED  
MAY 05 2026  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

Vancouver City Council  
Mayor McEnerney-Ogle  
415 W. 6<sup>th</sup> St.  
Vancouver WA 98660

98660-937599



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in the Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 houses per acre (70 total), rather than the proposed 11.2 per acre (82 total) at this particular site.

This request still exceeds proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this infill neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic thoroughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,  
Fix the infrastructure on NE 34th St and  
NE 28th St before this development is  
constructed.

Joel



Mr. Daniel L Castenson  
Vancouver, WA 98682-8492

PORTLAND OR RPDC 972

29 APR 2026 PM 4 L

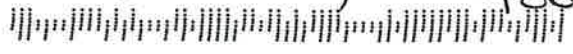


RECEIVED  
MAY 05 2026  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

Please  
Save our  
Trees!  


VANCOUVER City Council  
Mayor Anne McEnerney-Ogle  
415 W 6<sup>th</sup> STREET  
VANCOUVER, WA 98660

88860-337500



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

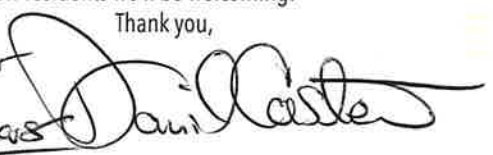
Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic thoroughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

Resident @  
Parkway East  
Neighborhood  
for 36 years



**M** Richard McHugh  
Vancouver, WA 98682

PORTLAND RPDC 972

27 APR 2026 PM 2 L



Vancouver City Council  
& Mayor Anne McEnerney-Ogle  
415 W. 6<sup>th</sup> St.  
Vancouver, WA 98660

RECEIVED  
MAY 05 2026  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

9860-997569



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

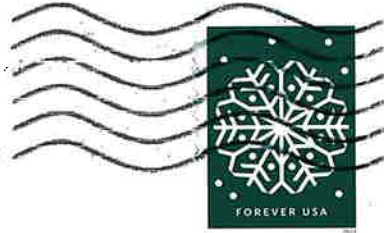
Thank you,

*Richard E. McHugh*

Vancouver WA 98682

PORTLAND OR RPDC 972

28 APR 2026 PM 2 L



RECEIVED  
MAY 05 2026  
CITY MANAGER / MAYOR  
CITY OF VANCOUVER

Vancouver City Council  
c/o Mayor Anne McEnerney-Ogle  
415 W 4th Street  
Vancouver WA 98660

0000-007500



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

A handwritten signature in blue ink that reads "Richard Egan". The signature is written in a cursive style with a stylized initial "R".

Deborah Eaton

Vancouver, WA 98682

PORTLAND OR RFDC 972

28 APR 2026 PM 2 L



RECEIVED

MAY 05 2026

CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

Vancouver City Council  
& Mayor Anne  
415 W 6<sup>th</sup> St  
Vancouver Wa. 98660

3660-337599



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic thoroughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

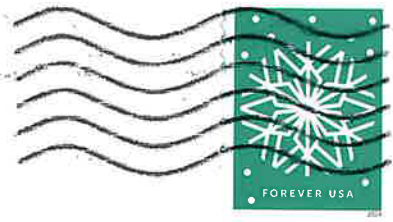
Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,  
Deborah Caton

Vancouver WA 98682

PORTLAND OR 972

28 APR 2026 PM 2 L



RECEIVED  
MAY 05 2026  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

Vancouver City Council  
2 Mayor Anne McENERNEY-Ogle  
415 W 6th Street  
Vancouver WA 98660

8860-007599



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

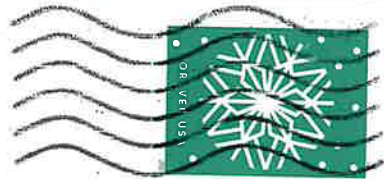
Thank you,

*Shelly Egan*

K. Benzel

[REDACTED] PORTLAND OR RPDC 972  
Vancouver, WA 98660

MAY 2026 PM 1 L



Save  
our  
Trees

Vancouver City Council  
40 Mayor Anne McEnerney  
415 W. 6th St.  
Vancouver, WA 98660

RECEIVED  
MAY 06 2026  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

98660-337599



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

R BENZEL

AND OR RPDC 972



VANCOUVER, WA 98682 MAY 2026 PM 1 L

VANCOUVER City Council  
# MAYOR ANNE McLEVERNEY-0619  
415 W 6th Street  
VANCOUVER, WASHINGTON

RECEIVED  
MAY 06 2026  
98682  
CITY MANAGER / MAYOR  
CITY OF VANCOUVER

A TRUE DEMOCRACY DEMANDS ITS LEADERS HEED  
THE WILL OF THE PEOPLE. PARKWAY EAST HAS GOOD  
IDEAS TO ADD HOUSING WHILE PRESERVING OUR  
NEIGHBORHOODS. WE NEED THE CITY TO HEAR US!

Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic thoroughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

Fr: An Le th

[Redacted] PDC 972

Vancouver, WA 98682

30 APR 2026 PM 4 L



To: Vancouver City Council &  
Mayor Anne McEnerney - Ogle  
415 W 6th St.

Vancouver, WA

RECEIVED  
98660  
MAY 06 2026  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

88660-337593



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic thoroughway -- will be dangerous for **current and future** residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

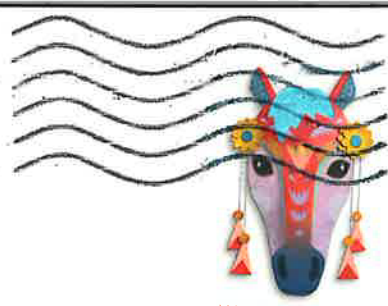
Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

Stacy Peterson

PORTLAND OR RPDC 972

Vancouver WA 98687 1 MAY 2026 PM 2 L



LUNAR NEW YEAR  
FOREVER USA

RECEIVED  
MAY 06 2026  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

Vancouver City Council  
& Mayor Anne McEnaney-Ogle  
415 W. 6th St. 98660  
Vancouver WA. ~~98660~~

98660-337599



Mr. Anthony Torton  
Dear City Leader, & Mayor

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still exceeds proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number). *It Needs A traffic light on 34th/162*

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

*Infrastructure like safety, traffic flow, parking, electricity & water are equally important in developing a safe community.*  
STACY Peterson



Mr. Jonathon Stoess

Vancouver, WA 98682

LAND OR RPDC 972

MAY 06 2026 PM 6 L



VANCOUVER CITY COUNCIL  
& MAYOR McENERNEY  
415 W. 6<sup>TH</sup> ST.  
VANCOUVER, WA

RECEIVED

MAY 06 2026

CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

98660

98660-337599



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds proposed density requirements of the new Comp Plan's "low-scale" zone*, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,



- THE COLLINS FAMILY

Vancouver, WA 98682



Thank you for  
serving our  
community!



We appreciate  
your consideration.

Vancouver City &  
Council  
Mayor Anne McEnerney-  
Ogle

415 W. 6th St.

- The Collins Family

RECEIVED

MAY 07 2026

Vancouver, WA

9 8 6 6 0

CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

*Kelsey + Stephen  
Collins*

Fr: Thao Doan

PORTLAND, OR RPDC 972

50 APR 2026 PM 3 L

Vancouver, WA 98682



RECEIVED  
MAY 07 2026  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

To: Vancouver City Council  
↳ Mayor Anne McEnerney-Ogle  
415 W 6th St.  
Vancouver, WA 98660

88660-367599



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for ~~current~~ and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small *groves* of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

Oldham



PORTLAND OR RPDC 972

4 MAY 2026 PM 1 L



Please consider how the City's one-size-fits-all approach to INFILL density does not work the same on different size parcels.

We are being penalized by living near a big INFILL vacant lot! It's not right & shows disrespect to some neighborhoods.

Vancouver City Council  
& Mayor Anne M-O  
415 W. 6<sup>th</sup> St.  
Vancouver WA 98660



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (70 total), rather than the proposed 11.2 per acre (82 total) at this particular site.

This request still exceeds proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- more than 600 extra cars per day! -- in this infill neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. This is doable with just a slight reduction of lots from the 82 currently proposed.

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,



ROBIN OLDHAM

only because you are less likely to approve 60



Mark Knowles

Vancouver, WA 98682

PORTLAND OR RPDC 972

4 MAY 2026 PM 3 L



RECEIVED

MAY 08 2026

CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

VANCOUVER CITY COUNCIL  
& MAYOR ANNE McENERNEY-OGLE  
415 W. 6TH ST.  
VANCOUVER WA. 98660

98660-337599



PLEASE - SPEED BUMPS

Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still exceeds proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

ON NE. 34TH ST.

PLEASE  
SPEED  
BUMPS  
ON  
NE. 34TH  
ST.

ON  
NE. 34TH  
ST.  
PLEASE

PORTLAND OR RPDC 972

4 MAY 2026 PM 3 L



RECEIVED

MAY 08 2026

CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

Vancouver City Council &  
Mayor Anne McErney-Ogle  
415 West 6th St.  
Vancouver, WA 98660

88660-337599



May 1, 2024

Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for ~~current~~ and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

*\*\*\** I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

*Parkway East residents,  
Leanne Harper & Krista Gee*

Angela Fuhrer  
Vancouver, WA 98682-7445



RECEIVED  
MAY 08 2006  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

Vancouver City Council  
& Mayor Anne McEnernay-Ogle  
415 W 6<sup>th</sup> Street  
Vancouver, WA 98660



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of ~~8~~ homes per acre (~~60~~ total), rather than the proposed 11.2 per acre (82 total) at this particular site.

This request still exceeds proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- more than 600 extra cars per day! -- in this infill neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic thoroughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

Angela Fisher

Please give these neighbors the opportunity for healthy living with green space and the possibility of garden vegetables and cooling.

JEFF + Sue Sunderland



OR RPDC 972

VANCOUVER WA 98660 2026 PM 1 L



Vancouver City Council  
& Mayor Anne McEnerney - Dgle  
415 W. 6th St.  
Vancouver, WA 98660

RECEIVED  
MAY 08 2026  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

98660-987533



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic thoroughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

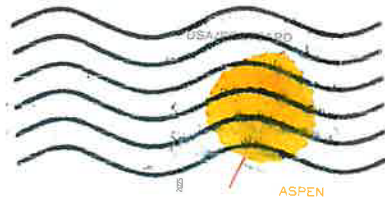
Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

Diane M. Brockman  
[REDACTED]  
Vancouver, WA 98682

PORTLAND OR RPDC 972

4 MAY 2026 PM 3 L



RECEIVED  
MAY 08 2026  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

Vancouver City Council  
Mayor Anne McEwen Ogle  
415 W. 6th St.  
Vancouver, WA 98660

38660-337599



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for **additional** housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

*Mike & Diane Buckemon*

The Fveys

[Redacted]  
Vancouver, WA 98660

PORTLAND OR RPDC 972  
MAY 2026 PM 3 L



RECEIVED  
MAY 08 2026  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

Vancouver City Council  
by Mayor Anne McEnerney-Ogle  
415 W. 6th St.  
Vancouver, WA 98660

88660-337599



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,





PORTLAND OR RPDC 972

Bobbi Bennett

MAY 2026 PM 3 L

Vancouver, WA 98682



RECEIVED  
 MAY 08 2026  
 CITY MANGAGER / MAYOR  
 CITY OF VANCOUVER

Vancouver City Council  
 Mayor Anne McErney  
 415 W. 6th St. Agle  
 Vanc, WA 98660

98660-987599



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic thoroughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

*Bobbi Bennett*

PORTLAND OR RPDC 972

4 MAY 2026 PM 3 L



RECEIVED

MAY 08 2026

CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

Vancouver City Council  
& Mayor Anne McEnerney-Ogle

5 W 6<sup>TH</sup> ST

Vancouver, Wa 98660

98660-337599



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

*Peter Bacine*

Britany Forgey

[REDACTED]  
Vancouver WA 98682

PORTLAND OR RPDC 972

4 MAY 2026 PM 3 L



RECEIVED  
MAY 08 2026  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

Vancouver City Council  
Mayor Anne McEnerney-Ogle  
415 W. 6th St  
Vancouver WA 98660

88860-337599



Please help us keep Parkway East safe! Thanks!

Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic throughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,



# Comprehensive Plan Update – Comments Received from April 1, 2026 to May 7, 2026 3:00pm

There are 41 comments below, some of which have already been shared with City Council through 4/13/26 and 4/27/26 public testimony (see Notes column). Earlier comments (before April 1) were included in engagement and outreach summaries, which are a part of the Our Vancouver 2026-2045 Comprehensive Plan appendix.

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Staff	4/7/2026	Aaron O.	Public Works Department, City of Vancouver	<p>Good morning,</p> <p>This email is to thank you for your support with our collection system’s hydraulic modelling efforts.</p> <p>You and your team provided key support with ESD and Comp Plan population and employment distributions.</p> <p>Our project files document your support and conclude the coordination successful and without incident.</p> <p>Thanks again and good luck with the adopted Comp Plan,</p>	
Email Our Vancouver	4/10/2026	Jean A.		<p>Hello,</p> <p>Your interactive maps are very cool. You've been working hard! Thanjs for the summarized comments, also.</p> <p>I live in an apartment near 136th and MillPlain. My comments are the same as before:</p> <ol style="list-style-type: none"> <li>1. The huge increase of red on the map (and the changes I see), probably should be categorized differently. I would not use the term, "neighborhood." The Lexus dealership must surely be more than 50 feet tall.</li> <li>2. And where is the color green for "Airport Green." WHY NOT RETAIN THIS AS GREEN SPACE?</li> <li>3. My neighbor just moved out today, citing too much noise (from136th/138th).</li> <li>4. We now have a mega In-n-Out Burger. Why such a huge footprint for a burger place? (I see more apartments will be built on 136th Ave, north of MillPlain. The traffic will probably be hugely backed up.)</li> </ol> <p>Thank you for inviting comments.</p>	Staff replied 4/13/2026

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Our Vancouver	4/11/2026	Joshua J.		<p>Mr. Young and Mr. Pluckhahn, I am submitting this formal grievance to the City Manager’s Office and the City Attorney’s Office to establish a public legal record regarding procedural vulnerabilities in the Comprehensive Plan update.</p> <p>A review of the city’s outreach methodology reveals structural biases that may violate the "early and continuous public participation" mandates of the Washington State Growth Management Act (RCW 36.70A.140). If left unaddressed, these procedural defects leave the 2045 Plan vulnerable to invalidation by the Growth Management Hearings Board.</p> <p><b>1. Institutional Capture and the "Membership Bloc" Conflict</b></p> <p>According to the Acknowledgements on Page 3 of the Comprehensive Plan 2nd Draft, the City identifies a select group of "Community Partners" tasked with the "co-creation of the plan with City staff" (p. 13). While the 2nd Draft lists Community Partners as individuals, the City’s 2023 PEP confirms this group was "co-convened with the Southwest Washington Equity Coalition (SWEC)." This bloc includes Siobhana McEwen (ED of SWEC), and representatives from publicly listed SWEC member organizations such as Bryan Stebbins (Point North), Dania Otto (Sakura), Eduardo Ramos (Latino Leadership NW). Critically, the City’s own Community Development and Housing Departments are active members of this same SWEC Membership Bloc, resulting in City staff co-creating policy with a coalition of which they are a member, effectively lobbying themselves with taxpayer funds and creating a circular conflict of interest.</p> <p>The 2045 Plan will be voted upon by a City Council whose members hold leadership roles within the very organizations that co-created the plan. This includes Councilmember Diana Perez (Founder of SWEC/LULAC), Councilmember Kim Harless (Chair of Fourth Plain Forward), and Councilmember Ty Stober (Board Member, Council for the Homeless).</p> <p>By utilizing a hand-selected group of Partners whose organizations are structurally intertwined with the City and its Council, the City has bypassed the GMA’s requirement for independent, broad-based participation. This is not a consensus of the public; it is an echo chamber of the City’s own membership bloc.</p> <p><b>2. The Conflation of HB 1110 and Urban Mid-Rise Zoning</b></p> <p>The City’s public engagement strategy has consistently framed the rezoning of Low Density (R-6 and R-9) neighborhoods into Medium Scale Density as a standard compliance measure with Washington State’s HB 1110 "missing middle" housing initiative. This framing is factually inaccurate, and has created a procedural lack of informed consent.</p> <p>While HB 1110 mandates a transition away from single-lot exclusivity (allowing 4 to 6 units per lot), it does not mandate the Medium Scale Density uncapped zoning of 75-foot buildings in currently R-6 and R-9 areas. By removing maximum unit caps and providing for 6-story building envelopes, the allowable density jumps from the current 5-8 units per acre to 80-120 Units Per Acre, an up to 2,400% increase. Labeling a 24x density multiplier as "middle housing" and/or compliance with HB 1110 is factually deceptive.</p> <p>City staff have consistently represented to the public that other Tier 1 cities under HB 1110 are adopting similar 6-story mandates for low-density areas. This is demonstrably false. Of the 16 Tier 1 cities in Washington, the vast majority cap their current low-density residential upzoning at 35 feet and 6 units. Tacoma caps at 45 feet. Spokane caps at 40 feet. Vancouver and Seattle stand entirely alone in pushing 6-story, unlimited-unit upzones into formerly low-density areas - however Seattle strictly limits this massive upzoning to an 800-foot radius around Major Transit Stops such as BRT, Light Rail, and Commuter Trains. If a neighborhood only has an hourly bus, Seattle does not apply this zoning. Vancouver’s Comp Plan is proposing Medium-Scale zoning for neighborhoods where there are no arterial roadways, thoroughfares, or mass transit, where the local bus runs only once an hour, stops before 7:00 PM, and does not run on weekends. Even under Seattle’s urban center rules, our neighborhoods would never qualify for this upzoning. By claiming Vancouver’s 75-foot mandate is "standard," the City has deprived residents of the context necessary to provide meaningful comment. Lastly, in regional planning, a 6-story structure is universally classified as High-Density Urban Mid-Rise. By cloaking 75-foot, high-density construction behind the approachable jargon of "Medium Scale," the Comp Plan has obscured the physical reality of this zoning proposal. Participation cannot be considered legally "meaningful" under the GMA if it is based on a false premise, as the public cannot provide meaningful comment on a proposal whose physical scale has been intentionally sanitized.</p> <p><b>3. Request for Audit and Legal Review</b></p> <p>To ensure the city’s public participation process remains legally defensible, equitable, and compliant with the GMA, I am requesting:</p> <ol style="list-style-type: none"> <li>1.</li> <li>2.</li> </ol>	

Source	Date	Name	Affiliation (if any)	Content	Notes
				<p><b>3. A Conflict Audit</b></p> <p>4. by the City Manager's Office into the entanglement between the Community Development Department, City Council, and the Partner Organizations.</p> <p>6.</p> <p>7.</p> <p>8.</p> <p><b>9. An immediate pause</b></p> <p>10. on the advancement of the "Medium-Scale" overlays on all R6-R9 zoned residential areas until a genuinely independent, infrastructure-based review and accurate, transparent public feedback process is conducted for the residents of these areas.</p> <p>11.</p> <p>Thank you, Joshua Jones</p>	



Source	Date	Name	Affiliation (if any)	Content	Notes																																																			
				<p>Framing a 24x density multiplier in 6-story mid-rise developments as standard "middle housing" is factually inaccurate, and the Comp Plan's decision to label this Zoning as "Medium Scale" is functionally misleading to the general public. In regional planning, a 6-story structure is universally classified as High-Density Urban Mid-Rise. Peer cities are transparent about this scale; Seattle explicitly zones these areas as "Midrise" and Portland labels them "High-Density". By cloaking high-density midrise construction behind the soft, approachable jargon of "Medium Scale," the Comp Plan is actively obscuring the physical reality of this zoning from its residents. This is a fundamental misrepresentation of the draft plan's physical scale, which compromises the legal mandate for "early and continuous public participation" (RCW 36.70A.140).</p> <p>City staff have invoked comparisons to other Tier 1 cities under HB 1110 to justify the aggressive application of 75-foot tall, unlimited-unit zoning in current low density neighborhoods. Of the 16 Tier 1 cities in Washington, the vast majority cap their current low-density residential upzoning at 35 feet and 6 units. Tacoma caps at 45 feet. Spokane caps at 40 feet. Vancouver and Seattle stand entirely alone in pushing 6-story, unlimited-unit upzones into formerly low-density areas.</p> <table border="1"> <thead> <tr> <th>Tier 1 City</th> <th>Max Units Per Lot</th> <th>Max Height Limit</th> </tr> </thead> <tbody> <tr> <td>Auburn</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Bellevue</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Bellingham</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Everett</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Federal Way</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Kennewick</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Kent</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Kirkland</td> <td>6 units</td> <td>~35 ft (3 stories)</td> </tr> <tr> <td>Pasco</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Renton</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Spokane</td> <td>Unlimited</td> <td>40 ft (3 to 4 stories)</td> </tr> <tr> <td>Spokane Valley</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Tacoma</td> <td>Up to 16 units (UR-3 bonus zone)</td> <td>45 ft (4 to 5 stories)</td> </tr> <tr> <td>Yakima</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Seattle (Neighborhood Centers)</td> <td>Unlimited (Regulated by FAR)</td> <td>50 to 65 ft (5 to 6 stories)</td> </tr> <tr> <td>Vancouver (Medium-Scale Zone)</td> <td>Unlimited</td> <td>75 ft (approx. 6 stories)</td> </tr> </tbody> </table> <p><b>2. The Spatial Misapplication of Transit-Oriented Development</b> Even when compared to Seattle, the Comp Plan's application of 'Medium Scale Density' is fundamentally flawed. Seattle strictly limits this massive upzoning to an 800-foot radius around Major Transit Stops such as BRT, Light Rail, and Commuter Trains. If a neighborhood only has an hourly bus, Seattle does not apply this zoning. Vancouver's Comp Plan is proposing Medium-Scale zoning for neighborhoods where there are no arterial roadways, thoroughfares, or mass transit, where the local bus runs only once an hour, stops before 7:00 PM, and does not run on weekends. Even under Seattle's urban center rules, our neighborhoods would never qualify for this upzoning.</p> <p>Urban planning principles dictate that density is allocated to areas with existing high-capacity transit, robust roadway infrastructure, proximity to employment opportunities, and commercial viability for lot assembly. The proposed "Medium-Scale" map in Vancouver's Comp Plan inversely correlates with these principles.</p>	Tier 1 City	Max Units Per Lot	Max Height Limit	Auburn	6 units	35 ft (3 stories)	Bellevue	6 units	35 ft (3 stories)	Bellingham	6 units	35 ft (3 stories)	Everett	6 units	35 ft (3 stories)	Federal Way	6 units	35 ft (3 stories)	Kennewick	6 units	35 ft (3 stories)	Kent	6 units	35 ft (3 stories)	Kirkland	6 units	~35 ft (3 stories)	Pasco	6 units	35 ft (3 stories)	Renton	6 units	35 ft (3 stories)	Spokane	Unlimited	40 ft (3 to 4 stories)	Spokane Valley	6 units	35 ft (3 stories)	Tacoma	Up to 16 units (UR-3 bonus zone)	45 ft (4 to 5 stories)	Yakima	6 units	35 ft (3 stories)	Seattle (Neighborhood Centers)	Unlimited (Regulated by FAR)	50 to 65 ft (5 to 6 stories)	Vancouver (Medium-Scale Zone)	Unlimited	75 ft (approx. 6 stories)	
Tier 1 City	Max Units Per Lot	Max Height Limit																																																						
Auburn	6 units	35 ft (3 stories)																																																						
Bellevue	6 units	35 ft (3 stories)																																																						
Bellingham	6 units	35 ft (3 stories)																																																						
Everett	6 units	35 ft (3 stories)																																																						
Federal Way	6 units	35 ft (3 stories)																																																						
Kennewick	6 units	35 ft (3 stories)																																																						
Kent	6 units	35 ft (3 stories)																																																						
Kirkland	6 units	~35 ft (3 stories)																																																						
Pasco	6 units	35 ft (3 stories)																																																						
Renton	6 units	35 ft (3 stories)																																																						
Spokane	Unlimited	40 ft (3 to 4 stories)																																																						
Spokane Valley	6 units	35 ft (3 stories)																																																						
Tacoma	Up to 16 units (UR-3 bonus zone)	45 ft (4 to 5 stories)																																																						
Yakima	6 units	35 ft (3 stories)																																																						
Seattle (Neighborhood Centers)	Unlimited (Regulated by FAR)	50 to 65 ft (5 to 6 stories)																																																						
Vancouver (Medium-Scale Zone)	Unlimited	75 ft (approx. 6 stories)																																																						

Source	Date	Name	Affiliation (if any)	Content	Notes
				<p>The Comp Plan blankets established residential neighborhoods (such as Hough, Shumway, Carter Park, Northwest, and Lincoln) with ‘Medium-Scale’ zoning. These neighborhoods feature narrow local access streets, zero BRT infrastructure, and highly cost-prohibitive assembly economics.</p> <p>Conversely, neighborhoods that actually possess robust transit oriented development profiles such as direct BRT access and immediate thoroughfare and freeway access, closer proximity to commercial hubs for employment, and are already experiencing the revitalization associated with favorable assembly economics like Rose Village or Fruit Valley remain largely unaffected by this new 6-story zoning. This arbitrary spatial application contradicts the foundational infrastructure requirements necessary to support mid-rise density.</p> <p><b>3. The Absence of Mandated Subarea Plans</b> By applying ‘Medium-Scale’ zoning to R6 and R9 neighborhoods, the city is bypassing critical scrutiny. Under the city's own urban planning standards, high-density districts require the localized infrastructural mitigation of a dedicated Subarea Plan.</p> <p>A 6-story, 80-unit apartment building requires specific traffic mitigation, fire apparatus access, and utility load planning that simply does not exist on narrow local access roads. By applying this zoning globally through the Comprehensive Plan rather than through localized Subarea Plans, the city is effectively evading its obligations under SEPA. This failure to transparently disclose and locally mitigate these severe infrastructural impacts violates state law and exposes the entire zoning map to invalidation by the Growth Management Hearings Board.</p> <p><b>4. The Mathematical Fallacy of the Growth Mandate</b> City staff have consistently cited the Clark County 2025-2045 Comprehensive Growth Management Plan update, which assigns Vancouver a growth allocation of roughly 38,000 new housing units, as the primary justification for the proposed zoning changes. However, the city's own data proves the 6-story map is entirely unnecessary to meet this mandate.</p> <p>According to Table 2 of the Comp Plan, the city only expects to yield 15,800 units across 6,300 acres of Medium-Scale zoning over the next 20 years. That is an average of 2.5 new units per acre.</p> <p>The proposed "Low-Scale" zoning allows 4 to 6 units per lot (yielding roughly 15 to 20 units per acre). Therefore, applying "Low-Scale" zoning across the board mathematically absorbs the entire 2.5 unit/acre forecast while actually fitting the infrastructure of our streets. Because the baseline Low-Scale zoning across the city satisfies our statutory growth obligations, the application of "Medium-Scale" on current R6 and R9 neighborhoods provides no statutory benefit, it merely legalizes an infrastructural crisis..</p> <p><b>Conclusion</b></p> <p>The data clearly demonstrates that 6-story Medium-Scale zoning is mathematically unnecessary to fulfill Vancouver's GMA housing targets, incompatible with our residential infrastructure, and procedurally flawed in its public presentation. Public participation cannot be considered legally meaningful if the broad dissemination of the proposal is fundamentally misleading regarding the physical scale of the changes and the purpose behind the changes. This misrepresentation effectively nullifies the public's right to accurately comment during the State Environmental Policy Act (SEPA - RCW 43.21C) review process.</p> <p>I urge the City Council to direct Community Development staff to remove the "Medium-Scale" reclassification of our R-6 and R-9 neighborhoods from the final draft of the Comp Plan prior to the June vote. Vancouver should fully embrace Low-Scale Density "Middle Housing" to comply with HB 1110 and equitably absorb our required regional growth, and abandon the destructive push for High-Density Midrises in our neighborhoods.</p> <p>Thank you,</p>	

Source	Date	Name	Affiliation (if any)	Content	Notes																																																												
Email Planning Commission, Email Our Vancouver	4/11/2026	Joshua J.		<p>I am submitting this analysis for the public record regarding the Comprehensive Plan Draft. After auditing the spatial application of the "Medium-Scale" (6-story) overlays against established urban planning principles, the city's state-mandated growth targets, and communications from City Staff, the current Comp Plan demonstrates severe legal, mathematical, and infrastructural inconsistencies that expose the city to unnecessary procedural risk.</p> <p>To ensure the final plan is compliant with the Growth Management Act (GMA) and the State Environmental Policy Act (SEPA), these four critical flaws must be addressed prior to final recommendation.</p> <p><b>1. Procedural Risk: The Conflation of HB 1110 and Urban Mid-Rise Zoning (Medium Scale Density)</b> The City's public engagement strategy has consistently framed the rezoning of our Low Density (R-6 and R-9) neighborhoods into 'Medium Scale Density' as a standard compliance measure with Washington State's HB 1110 "missing middle" housing initiative.</p> <p>HB 1110 does mandate a transition away from single-lot exclusivity (allowing 4 to 6 units per lot), however it does not mandate the "Medium Scale Density" uncapped zoning of 6-story buildings in currently R6 and R9 areas. By removing maximum unit caps and providing for 6-story building envelopes, the allowable density jumps from the current 5-8 units per acre to 80 to 120 Units Per Acre. This is an up to 2,400% increase in allowable density.</p> <table border="1"> <thead> <tr> <th>City / Zoning Model</th> <th>Previous Zoning Baseline (Min. Lot Size)</th> <th>Max Height Limit</th> <th>Theoretical Density</th> <th>Practical Density</th> <th>Magnitude of Density Increase</th> </tr> </thead> <tbody> <tr> <td>Austin, TX (HOME Initiative)</td> <td>SF-3 (5,750 sq. ft.) ~5 to 6 DU/ac</td> <td>2 to 3 Stories</td> <td>~24 DU/ac</td> <td>12 to 18 DU/ac</td> <td>Up to 3x Density Increase</td> </tr> <tr> <td>Portland, OR (RIP &amp; RIP2)</td> <td>R5 (5,000 sq. ft.) ~6 to 7 DU/ac</td> <td>3 Stories (35' limit)</td> <td>~42 DU/ac</td> <td>15 to 25 DU/ac</td> <td>Up to 4x Density Increase</td> </tr> <tr> <td>Vancouver, WA (2045 Low-Scale)</td> <td>R-6 / R-9 (5,000-7,500 sq. ft.) ~5 to 8 DU/ac</td> <td>3 Stories</td> <td>~35 DU/ac</td> <td>15 to 20 DU/ac</td> <td>Up to 4x Density Increase</td> </tr> <tr> <td>Los Angeles, CA (TOC Tiers 3 &amp; 4)</td> <td>R1 (5,000 sq. ft.) ~6 to 7 DU/ac</td> <td>5 to 6 Stories</td> <td>150+ DU/ac</td> <td>70 to 110 DU/ac</td> <td>Up to 18x Density Increase</td> </tr> <tr> <td>Seattle, WA (Urban Villages - MR)</td> <td>SF 5000 (5,000 sq. ft.) ~6 to 7 DU/ac</td> <td>6 to 8 Stories</td> <td>200+ DU/ac</td> <td>90 to 150 DU/ac</td> <td>Up to 25x Density Increase</td> </tr> <tr> <td>Vancouver, WA (2045 Medium-Scale)</td> <td>R-6 / R-9 (5,000-7,500 sq. ft.) ~5 to 8 DU/ac</td> <td>6 Stories</td> <td>180+ DU/ac</td> <td>80 to 120 DU/ac</td> <td>Up to 24x Density Increase</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Middle Housing</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>High Density Mid Rise</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>Framing a 24x density multiplier in 6-story mid-rise developments as standard "middle housing" is factually inaccurate, and the Comp Plan's decision to label this Zoning as "Medium Scale" is functionally misleading to the general public. In regional planning, a 6-story</p>	City / Zoning Model	Previous Zoning Baseline (Min. Lot Size)	Max Height Limit	Theoretical Density	Practical Density	Magnitude of Density Increase	Austin, TX (HOME Initiative)	SF-3 (5,750 sq. ft.) ~5 to 6 DU/ac	2 to 3 Stories	~24 DU/ac	12 to 18 DU/ac	Up to 3x Density Increase	Portland, OR (RIP & RIP2)	R5 (5,000 sq. ft.) ~6 to 7 DU/ac	3 Stories (35' limit)	~42 DU/ac	15 to 25 DU/ac	Up to 4x Density Increase	Vancouver, WA (2045 Low-Scale)	R-6 / R-9 (5,000-7,500 sq. ft.) ~5 to 8 DU/ac	3 Stories	~35 DU/ac	15 to 20 DU/ac	Up to 4x Density Increase	Los Angeles, CA (TOC Tiers 3 & 4)	R1 (5,000 sq. ft.) ~6 to 7 DU/ac	5 to 6 Stories	150+ DU/ac	70 to 110 DU/ac	Up to 18x Density Increase	Seattle, WA (Urban Villages - MR)	SF 5000 (5,000 sq. ft.) ~6 to 7 DU/ac	6 to 8 Stories	200+ DU/ac	90 to 150 DU/ac	Up to 25x Density Increase	Vancouver, WA (2045 Medium-Scale)	R-6 / R-9 (5,000-7,500 sq. ft.) ~5 to 8 DU/ac	6 Stories	180+ DU/ac	80 to 120 DU/ac	Up to 24x Density Increase							Middle Housing						High Density Mid Rise						Included in 4/14 PC testimony
City / Zoning Model	Previous Zoning Baseline (Min. Lot Size)	Max Height Limit	Theoretical Density	Practical Density	Magnitude of Density Increase																																																												
Austin, TX (HOME Initiative)	SF-3 (5,750 sq. ft.) ~5 to 6 DU/ac	2 to 3 Stories	~24 DU/ac	12 to 18 DU/ac	Up to 3x Density Increase																																																												
Portland, OR (RIP & RIP2)	R5 (5,000 sq. ft.) ~6 to 7 DU/ac	3 Stories (35' limit)	~42 DU/ac	15 to 25 DU/ac	Up to 4x Density Increase																																																												
Vancouver, WA (2045 Low-Scale)	R-6 / R-9 (5,000-7,500 sq. ft.) ~5 to 8 DU/ac	3 Stories	~35 DU/ac	15 to 20 DU/ac	Up to 4x Density Increase																																																												
Los Angeles, CA (TOC Tiers 3 & 4)	R1 (5,000 sq. ft.) ~6 to 7 DU/ac	5 to 6 Stories	150+ DU/ac	70 to 110 DU/ac	Up to 18x Density Increase																																																												
Seattle, WA (Urban Villages - MR)	SF 5000 (5,000 sq. ft.) ~6 to 7 DU/ac	6 to 8 Stories	200+ DU/ac	90 to 150 DU/ac	Up to 25x Density Increase																																																												
Vancouver, WA (2045 Medium-Scale)	R-6 / R-9 (5,000-7,500 sq. ft.) ~5 to 8 DU/ac	6 Stories	180+ DU/ac	80 to 120 DU/ac	Up to 24x Density Increase																																																												
Middle Housing																																																																	
High Density Mid Rise																																																																	

Source	Date	Name	Affiliation (if any)	Content	Notes																																																			
				<p>structure is universally classified as High-Density Urban Mid-Rise. Peer cities are transparent about this scale; Seattle explicitly zones these areas as "Midrise" and Portland labels them "High-Density". By cloaking high-density midrise construction behind the soft, approachable jargon of "Medium Scale," the Comp Plan is actively obscuring the physical reality of this zoning from its residents. This is a fundamental misrepresentation of the draft plan's physical scale, which compromises the legal mandate for "early and continuous public participation" (RCW 36.70A.140).</p> <p>City staff have invoked comparisons to other Tier 1 cities under HB 1110 to justify the aggressive application of 75-foot tall, unlimited-unit zoning in current low density neighborhoods. Of the 16 Tier 1 cities in Washington, the vast majority cap their current low-density residential upzoning at 35 feet and 6 units. Tacoma caps at 45 feet. Spokane caps at 40 feet. Vancouver and Seattle stand entirely alone in pushing 6-story, unlimited-unit upzones into formerly low-density areas.</p> <table border="1"> <thead> <tr> <th>Tier 1 City</th> <th>Max Units Per Lot</th> <th>Max Height Limit (Low-Density Zones)</th> </tr> </thead> <tbody> <tr> <td>Auburn</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Bellevue</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Bellingham</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Everett</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Federal Way</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Kennewick</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Kent</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Kirkland</td> <td>6 units</td> <td>~35 ft (3 stories)</td> </tr> <tr> <td>Pasco</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Renton</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Spokane</td> <td>Unlimited</td> <td>40 ft (3 to 4 stories)</td> </tr> <tr> <td>Spokane Valley</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Tacoma</td> <td>Up to 16 units (UR-3 bonus zone)</td> <td>45 ft (4 to 5 stories)</td> </tr> <tr> <td>Yakima</td> <td>6 units</td> <td>35 ft (3 stories)</td> </tr> <tr> <td>Seattle (Neighborhood Centers)</td> <td>Unlimited (Regulated by FAR)</td> <td>50 to 65 ft (5 to 6 stories)</td> </tr> <tr> <td>Vancouver (Medium-Scale Zone)</td> <td>Unlimited</td> <td>75 ft (approx. 6 stories)</td> </tr> </tbody> </table> <p><b>2. The Spatial Misapplication of Transit-Oriented Development</b> Even when compared to Seattle, the Comp Plan's application of 'Medium Scale Density' is fundamentally flawed. Seattle strictly limits this massive upzoning to an 800-foot radius around Major Transit Stops such as BRT, Light Rail, and Commuter Trains. If a neighborhood only has an hourly bus, Seattle does not apply this zoning. Vancouver's Comp Plan is proposing Medium-Scale zoning for neighborhoods where there are no arterial roadways, thoroughfares, or mass transit, where the local bus runs only once an hour, stops before 7:00 PM, and does not run on weekends. Even under Seattle's urban center rules, our neighborhoods would never qualify for this upzoning.</p> <p>Urban planning principles dictate that density is allocated to areas with existing high-capacity transit, robust roadway infrastructure, proximity to employment opportunities, and commercial viability for lot assembly. The proposed "Medium-Scale" map in Vancouver's Comp Plan inversely correlates with these principles.</p> <p>The Comp Plan blankets established residential neighborhoods (such as Hough, Shumway, Carter Park, Northwest, and Lincoln) with 'Medium-Scale' zoning. These neighborhoods feature narrow local access streets, zero BRT infrastructure, and highly cost-prohibitive assembly economics.</p>	Tier 1 City	Max Units Per Lot	Max Height Limit (Low-Density Zones)	Auburn	6 units	35 ft (3 stories)	Bellevue	6 units	35 ft (3 stories)	Bellingham	6 units	35 ft (3 stories)	Everett	6 units	35 ft (3 stories)	Federal Way	6 units	35 ft (3 stories)	Kennewick	6 units	35 ft (3 stories)	Kent	6 units	35 ft (3 stories)	Kirkland	6 units	~35 ft (3 stories)	Pasco	6 units	35 ft (3 stories)	Renton	6 units	35 ft (3 stories)	Spokane	Unlimited	40 ft (3 to 4 stories)	Spokane Valley	6 units	35 ft (3 stories)	Tacoma	Up to 16 units (UR-3 bonus zone)	45 ft (4 to 5 stories)	Yakima	6 units	35 ft (3 stories)	Seattle (Neighborhood Centers)	Unlimited (Regulated by FAR)	50 to 65 ft (5 to 6 stories)	Vancouver (Medium-Scale Zone)	Unlimited	75 ft (approx. 6 stories)	
Tier 1 City	Max Units Per Lot	Max Height Limit (Low-Density Zones)																																																						
Auburn	6 units	35 ft (3 stories)																																																						
Bellevue	6 units	35 ft (3 stories)																																																						
Bellingham	6 units	35 ft (3 stories)																																																						
Everett	6 units	35 ft (3 stories)																																																						
Federal Way	6 units	35 ft (3 stories)																																																						
Kennewick	6 units	35 ft (3 stories)																																																						
Kent	6 units	35 ft (3 stories)																																																						
Kirkland	6 units	~35 ft (3 stories)																																																						
Pasco	6 units	35 ft (3 stories)																																																						
Renton	6 units	35 ft (3 stories)																																																						
Spokane	Unlimited	40 ft (3 to 4 stories)																																																						
Spokane Valley	6 units	35 ft (3 stories)																																																						
Tacoma	Up to 16 units (UR-3 bonus zone)	45 ft (4 to 5 stories)																																																						
Yakima	6 units	35 ft (3 stories)																																																						
Seattle (Neighborhood Centers)	Unlimited (Regulated by FAR)	50 to 65 ft (5 to 6 stories)																																																						
Vancouver (Medium-Scale Zone)	Unlimited	75 ft (approx. 6 stories)																																																						

Source	Date	Name	Affiliation (if any)	Content	Notes
				<p>Conversely, neighborhoods that actually possess robust transit oriented development profiles such as direct BRT access and immediate thoroughfare and highway access, closer proximity to commercial hubs for employment, and are already experiencing the revitalization associated with favorable assembly economics like Rose Village or Fruit Valley remain largely unaffected by this new 6-story zoning. This arbitrary spatial application contradicts the foundational infrastructure requirements necessary to support mid-rise density.</p> <p><b>3. SEPA Evasion: The Absence of Mandated Subarea Plans</b> By applying 'Medium-Scale' zoning to R6 and R9 neighborhoods, the city is bypassing critical scrutiny. Under the city's own urban planning standards, high-density districts require the localized infrastructural mitigation of a dedicated Subarea Plan.</p> <p>A 6-story, 80-unit apartment building requires specific traffic mitigation, fire apparatus access, and utility load planning that simply does not exist on narrow local access roads. By applying this zoning globally through the Comprehensive Plan rather than through localized Subarea Plans, the city is effectively evading its obligations under SEPA. This failure to transparently disclose and locally mitigate these severe infrastructural impacts violates state law and exposes the entire zoning map to invalidation by the Growth Management Hearings Board.</p> <p><b>4. The Mathematical Fallacy of the Growth Mandate</b> City staff have consistently cited the Clark County 2025-2045 Comprehensive Growth Management Plan update, which assigns Vancouver a growth allocation of roughly 38,000 new housing units, as the primary justification for the proposed zoning changes. However, the city's own data proves the 6-story map is entirely unnecessary to meet this mandate.</p> <p>According to Table 2 of the Comp Plan, the city only expects to yield 15,800 units across 6,300 acres of Medium-Scale zoning over the next 20 years. That is an average of 2.5 new units per acre.</p> <p>The proposed "Low-Scale" zoning allows 4 to 6 units per lot (yielding roughly 15 to 20 units per acre). Therefore, applying "Low-Scale" zoning across the board mathematically absorbs the entire 2.5 unit/acre forecast while actually fitting the infrastructure of our streets. Because the baseline Low-Scale zoning across the city satisfies our statutory growth obligations, the application of "Medium-Scale" on current R6 and R9 neighborhoods provides no statutory benefit, it merely legalizes an infrastructural crisis..</p> <p><b>Conclusion and Procedural Request</b> The data clearly demonstrates that 6-story Medium-Scale zoning is mathematically unnecessary to fulfill Vancouver's GMA housing targets, incompatible with our residential infrastructure, and procedurally flawed in its public presentation. Public participation cannot be considered legally meaningful if the broad dissemination of the proposal is fundamentally misleading regarding the physical scale of the changes and the purpose behind the changes. This misrepresentation effectively nullifies the public's right to accurately comment during the State Environmental Policy Act (SEPA - RCW 43.21C) review process.</p> <p>I urge the Planning Commission to officially direct Community Development staff to remove the "Medium-Scale" reclassification of our R-6 and R-9 neighborhoods in the final preferred alternative prior to sending this plan to the City Council. Vancouver should fully embrace Low-Scale Density "Middle Housing" to comply with HB 1110 and equitably absorb our required regional growth, and abandon the destructive push for High-Density Midrises in our neighborhoods.</p> <p>Thank you,</p>	

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Planning Commission	4/12/2026	Ben M.	Vice President, Northwest Neighborhood Association	<p><b>Dear Members of the Planning Commission ,</b></p> <p>I am writing regarding the proposed Comprehensive Plan updates under the <i>Our Vancouver, Our Future 2045</i> process. I appreciate the significant effort that has gone into aligning the plan with state requirements and addressing the city’s long-term housing needs. Like many residents across Vancouver, those of us in the Northwest Neighborhood recognize and support the need for increased housing supply and thoughtfully planned density.</p> <p>My purpose in providing this feedback is not to oppose growth, but to encourage a more deliberate alignment between zoning policy, infrastructure capacity, and neighborhood-scaled outcomes—particularly as they relate to the proposed Medium Scale zoning with uncapped density.</p> <p>The Northwest Neighborhood illustrates both the opportunity and the risk inherent in the current proposal. I live next to Franklin Elementary School, which hosts Vancouver Public Schools’ Mandarin Language Immersion program. The long-term viability of schools like Franklin depends on incremental residential growth nearby. In that sense, additional housing—and additional residents—are not only welcome but necessary.</p> <p>However, the concern shared by many in our neighborhood is not whether density should increase, but <i>how</i> it should increase. The current Medium Scale zoning framework would allow six-story multifamily buildings of 24 units or more to replace existing single-family housing, without a defined upper limit on unit count. In an area where the transportation, utilities, and services network was never designed to accommodate that level of intensification, this creates a significant mismatch between land use policy and infrastructure reality.</p> <p>Lincoln Avenue, the primary north–south corridor, remains a two-lane roadway with narrow bicycle lanes, limited shoulders, and long segments without sidewalks. 39th Street already experiences significant congestion and limited capacity peak hours. Bernie Drive and Washington St. are also primary routes out of the neighborhood, and both have constrained sightlines, are narrow, and have significant safety concerns. Without clearly defined, funded, and timely transportation improvements, large-scale redevelopment risks exacerbating existing deficiencies rather than resolving them.</p> <p>During outreach, residents have heard two assurances that appear to be in tension. On one hand, we are told that larger developments will generate the revenue necessary to fund infrastructure improvements. On the other hand, we are told that this type of development is unlikely to occur in our neighborhood at all. If significant redevelopment is indeed unlikely, then the rationale for applying Medium Scale zoning—and its associated impacts—becomes unclear. Conversely, if such redevelopment <i>is</i> expected, the lack of a concrete infrastructure phasing and financing strategy is concerning, particularly in cases where affordability provisions may defer or waive impact fees.</p> <p>From a planning and equity perspective, uncapped density in Medium Scale zones may also produce unintended outcomes. Rather than encouraging incremental, homeowner- or small-developer-led infill, it strongly incentivizes large-scale acquisition by well-capitalized developers seeking to maximize unit yield to maximize return on investment. This dynamic can reduce opportunities for first-time homebuyers, shift housing stock toward a permanent rental class, and accelerate speculative pressure on adjacent single-family homes.</p> <p>By contrast, the proposed Low Scale Neighborhood zoning already exceeds state minimum requirements while enabling meaningful “gentle density” through duplexes, fourplexes, and townhome development. This approach increases housing supply, supports neighborhood schools, and expands homeownership opportunities while integrating more seamlessly with existing infrastructure and neighborhood character.</p> <p>More housing is needed. More equity is needed. More attainable pathways to homeownership are needed. My concern is that the current zoning approach, while well-intentioned, may undermine those goals through scale, speed, and consolidation rather than advance them through incremental, infrastructure-aware growth.</p> <p>I respectfully urge you to consider broader application of Low Scale Neighborhood zoning—paired with targeted, funded infrastructure improvements—to better advance the Comprehensive Plan’s stated objectives while avoiding second-order impacts through Medium Scale zoning that may be difficult or costly to reverse.</p> <p>Thank you for your time and your careful consideration of these issues.</p> <p>Sincerely,</p>	Included in 4/14 PC testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
Email City Council	4/12/2026	Ben M.	Vice President, Northwest Neighborhood Association	<p><b>Dear Members of the City Council ,</b></p> <p>I am writing regarding the proposed Comprehensive Plan updates under the <i>Our Vancouver, Our Future 2045</i> process. I appreciate the significant effort that has gone into aligning the plan with state requirements and addressing the city’s long-term housing needs. Like many residents across Vancouver, those of us in the Northwest Neighborhood recognize and support the need for increased housing supply and thoughtfully planned density.</p> <p>My purpose in providing this feedback is not to oppose growth, but to encourage a more deliberate alignment between zoning policy, infrastructure capacity, and neighborhood-scaled outcomes—particularly as they relate to the proposed Medium Scale zoning with uncapped density.</p> <p>The Northwest Neighborhood illustrates both the opportunity and the risk inherent in the current proposal. I live next to Franklin Elementary School, which hosts Vancouver Public Schools’ Mandarin Language Immersion program. The long-term viability of schools like Franklin depends on incremental residential growth nearby. Additional housing—and additional residents—are not only welcome, but necessary.</p> <p>However, the concern shared by many in our neighborhood is not whether density should increase, but <i>how</i> it should increase. The current Medium Scale zoning framework would allow six-story multifamily buildings of 24 units or more to replace existing single-family housing, without a defined upper limit on unit count. In an area where the transportation, utilities, and services network was never designed to accommodate that level of intensification, this creates a significant mismatch between land use policy and infrastructure reality.</p> <p>Lincoln Avenue, the primary north–south corridor, remains a two-lane roadway with narrow bicycle lanes, limited shoulders, and long segments without sidewalks. 39th Street already experiences significant congestion and limited capacity peak hours. Bernie Drive and Washington St. are also primary routes out of the neighborhood, and both have constrained sightlines, are narrow, and have significant safety concerns. Without clearly defined, funded, and timely transportation improvements, large-scale redevelopment risks exacerbating existing deficiencies rather than resolving them.</p> <p>During outreach, residents have heard two assurances that appear to be in tension. On one hand, we are told that larger developments will generate the revenue necessary to fund infrastructure improvements. On the other hand, we are told that this type of development is unlikely to occur in our neighborhood at all. If significant redevelopment is indeed unlikely, then the rationale for applying Medium Scale zoning—and its associated impacts—becomes unclear. Conversely, if such redevelopment <i>is</i> expected, the lack of a concrete infrastructure phasing and financing strategy is concerning, particularly in cases where affordability provisions may defer or waive impact fees.</p> <p>From a planning and equity perspective, uncapped density in Medium Scale zones may also produce unintended outcomes. Rather than encouraging incremental, homeowner- or small-developer-led infill, it strongly incentivizes large-scale acquisition by well-capitalized developers seeking to maximize unit yield to maximize return on investment. This dynamic can reduce opportunities for first-time homebuyers, shift housing stock toward a permanent rental class, and accelerate speculative pressure on adjacent single-family homes.</p> <p>By contrast, the proposed Low Scale Neighborhood zoning already exceeds state minimum requirements while enabling meaningful “gentle density” through duplexes, fourplexes, and townhome development. This approach increases housing supply, supports neighborhood schools, and expands homeownership opportunities while integrating more seamlessly with existing infrastructure and neighborhood character.</p> <p>More housing is needed. More equity is needed. More attainable pathways to homeownership are needed. My concern is that the current zoning approach, while well-intentioned, may undermine those goals through scale, speed, and consolidation rather than advance them through incremental, infrastructure-aware growth.</p> <p>I respectfully urge you to consider broader application of Low Scale Neighborhood zoning—paired with targeted, funded infrastructure improvements—to better advance the Comprehensive Plan’s stated objectives while avoiding second-order impacts through Medium Scale zoning that may be difficult or costly to reverse.</p> <p>Thank you for your time and your careful consideration of these issues.</p> <p>Sincerely,</p>	Included in 4/13 CC testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
Email City Council	4/13/2026	Tom K.		<p>Comments on the City Comprehensive Plan and Zoning Code Update April 13, 2026</p> <p>Vancouver City Councilors:</p> <p>Slow it down; tone it down.</p> <p>Thank you for the opportunity to comment on this important and potentially life-changing Comprehensive Plan Update. A few overarching points for you to consider:</p> <ol style="list-style-type: none"> <li>1. Please delay adoption of the update in order to give your constituents time to understand it and comment. While city planners have been engaged for three years, the zoning map that will designate lot sizes, building heights and other increased density issues, has been public only since Feb. 19, just over seven weeks ago. An updated version of 292 pages was released just late Friday.</li> </ol> <p>The plan's complexity and scope require time to absorb and understand. Few people I've spoken with are aware of this process or what it might mean for their neighborhoods. I helped organize a special meeting of our Northwest Neighborhood Association on March 19. Few of the 40 attending in this engaged neighborhood were knowledgeable about the plan; some were completely unaware. Meanwhile, only 33 people commented between Feb.19 and March 31 on a city on-line form.</p> <p>Fears that the city will lose state grant funding appear overstated, and are not a good reason to rush through such momentous changes.</p> <ol style="list-style-type: none"> <li>2. Why is the city requiring more density than is required by the population estimates given it by the state and county? Meeting the increased density of the county-provided population forecast -- adding more people, cars, need for parking and demands on infrastructure -- will be difficult enough.</li> <li>3. The city should cooperate closely with the county in designing density for the city's urban growth area. There are nearly as many people - 171,000 - in the UGA as there are in the City of Vancouver - 202,000. It makes no sense to require increased density in the city without concomitant density in areas expected to be a part of the city.</li> <li>4. The draft plan speaks at length to creating a positive "community experience: for all residents. Please consider ways to mitigate the impact of increased population and density in existing neighborhoods for long-time citizens as well as newcomers.</li> </ol> <p>Thank you.</p>	Included in 4/13 CC testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Planning Commission	4/13/2026	Robin O.		<p>Hello Zoning Commission,</p> <p>I understand that the proposed Comprehensive Plan calls for limited notification regarding development projects and zone changes in neighborhoods.</p> <p>Specifically I'm talking about the building of 7-200 structures, which will not require mailed notification of the proposal. Instead it will require only that a sign be erected at the site.</p> <p>Your spokespeople at the meetings about the Comp plan said that is because "no one reads their mail anymore," and that people are always driving around their own neighborhoods and will certainly see a sign.</p> <p>I take issue with those statements.</p> <p>Currently my own neighborhood is facing a proposal for intense INFILL development in our neighborhood. It is for 82 single-family homes on tiny lots on 7.5 acres, so it is easy to use as an example.</p> <p>Many of the people who will be impacted by the increased traffic to and from this INFILL site do not have reason to drive by this particular parcel as it is deep within an existing residential (R9) neighborhood, and many do not live within 500' of the project area. Instead, their homes lie along the residential streets new residents will use to repeatedly come and go from the infill development. And those same residents rely on these roads for emergency vehicle access, which could be compromised by increased traffic and parking problems.</p> <p>How are property owners such as these to know about a proposed development which may adversely impact them with increased traffic and safety issues?</p> <p>At the very least, mailed notifications will help alert some owners. A sign, in addition, will help alert probably the same households. So there needs to be AN EXTENSION of the area of notification that includes ALL who will be impacted by development. It's obvious to all who work on such projects that vehicles will need egress — what are the routes these vehicles will likely take? Where are the property owners who will need to contend with the increased vehicular traffic? Do they not have a right to be made aware of such proposals, and to voice their support or concerns?</p> <p>And as to physical mail — please continue to send it. My research is only anecdotal, but my queries of family and friends established that people are still reading their mail! (Do you disregard yours?)</p> <p>Please rethink your notices for rezoning and development. Include MORE people, not fewer!!</p> <p>Thank you,</p>	Included in 4/14 PC testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Planning Commission	4/13/2026	Tom K.		<p>Comments on the City Comprehensive Plan and Zoning Code Update April 13, 2026</p> <p>Vancouver City Planning Commission:</p> <p>Slow it down; tone it down.</p> <p>Thank you for the opportunity to comment on this important and potentially life-changing Comprehensive Plan Update. A few overarching points for you to consider:</p> <ol style="list-style-type: none"> <li>1. Please delay adoption of the update in order to give your constituents time to understand it and comment. While city planners have been engaged for three years, the zoning map that will designate lot sizes, building heights and other increased density issues, has been public only since Feb. 19, just over seven weeks ago. An updated version of 292 pages was released just late Friday.</li> </ol> <p>The plan's complexity and scope require time to absorb and understand. Few people I've spoken with are aware of this process or what it might mean for their neighborhoods. I helped organize a special meeting of our Northwest Neighborhood Association on March 19. Few of the 40 attending in this engaged neighborhood were knowledgeable about the plan; some were completely unaware. Meanwhile, only 33 people commented between Feb.19 and March 31 on a city on-line form.</p> <p>Fears that the city will lose state grant funding appear overstated, and are not a good reason to rush through such momentous changes.</p> <ol style="list-style-type: none"> <li>2. Why is the city requiring more density than is required by the population estimates given it by the state and county? Meeting the increased density of the county-provided population forecast -- adding more people, cars, need for parking and demands on infrastructure -- will be difficult enough.</li> <li>3. The city should cooperate closely with the county in designing density for the city's urban growth area. There are nearly as many people - 171,000 - in the UGA as there are in the City of Vancouver - 202,000. It makes no sense to require increased density in the city without concomitant density in areas expected to be a part of the city.</li> <li>4. The draft plan speaks at length to creating a positive "community experience for all residents. Please consider ways to mitigate the impact of increased population and density in existing neighborhoods for long-time citizens as well as newcomers.</li> </ol> <p>Thank you.</p>	Included in 4/14 PC testimony
Email Our Vancouver	4/13/2026	Marlece W.		<p>I have read the community plan. I would like to have a conversation with someone about how my community can contribute to the community plan. What is the appropriate way to engage in a conversation with the city about this?</p>	Staff replied on 4/13/2026

Source	Date	Name	Affiliation (if any)	Content	Notes
Email City Council, Email Planning Commission	4/14/2026	Paul G.		<p>Dear City Council,</p> <p>I am writing again regarding the Vancouver Comprehensive Plan Draft Preferred Alternative and its impact on the Dubois Park Neighborhood. I previously raised this concern in December but did not receive a response. With upcoming council discussions, I want to ensure this issue is clearly seen and considered before decisions move forward.</p> <p>A specific group of lots—those west of Devine Road and just south of MacArthur Boulevard—has been designated Medium Scale Neighborhood (up to 5 stories / 75 feet), while the rest of Dubois Park remains Low Scale Neighborhood (up to 3 stories / 45 feet). This inconsistency is not minor—it fundamentally alters the character and future of this neighborhood.</p> <p>As currently proposed, Dubois Park could effectively be surrounded by 5-story, 75-foot multi-family buildings. This is not a theoretical concern. It directly translates to increased congestion, parking pressure, safety issues, and real impacts on property values for existing residents.</p> <p>I ask you to look closely at the map and consider the lived reality: a homeowner on Santa Fe Drive facing a 5-story structure across the street. This is a significant and permanent change to light, privacy, and neighborhood scale—one that is not being applied evenly across Dubois Park.</p> <p>This concern is compounded by the fact that the area east of Santa Fe Drive is already facing major impacts from the Heights Redevelopment project. The current zoning proposal adds a second layer of intensity on the same area, creating a disproportionate burden on a small portion of the neighborhood.</p> <p>My request remains straightforward and reasonable: align the zoning of the lots west of Devine Road and south of MacArthur Boulevard with the rest of Dubois Park by designating them as Low Scale Neighborhood.</p> <p>This is a small, targeted adjustment that preserves consistency, fairness, and the intended character of the neighborhood—without undermining the broader goals of the Comprehensive Plan.</p> <p>I respectfully ask that this issue be acknowledged and addressed as part of the current review process. I would also appreciate confirmation that this concern has been received and considered.</p> <p>Thank you for your time and attention.</p> <p>Sincerely,</p>	Staff replied 5/5/2026. Included in 4/14 PC testimony. Included in 4/27 CC testimony.

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Staff	4/14/2026	Ben M.	Vice President, Northwest Neighborhood Association	<p>I wanted to follow up on my written and in-person communication with the planning commission this week. I regularly receive feedback from residents of the Northwest Neighborhood wondering why the city split the neighborhood between the Medium Scale and Low Scale designations. I don't know the answer, so I wanted to follow up with you to find out more.</p> <p>In looking at both Alternative 1 and Alternative 2 of the proposed comprehensive plan updates, no part of the Northwest Neighborhood was considered for the Medium scale designation. In Alternative 1, obviously there is no Medium scale designation at all, but in Alternative 2, the Medium scale designation stops at the Lincoln-Northwest Neighborhood boundaries, a few blocks north of 39th St.</p> <p>According to the Draft EIS, both alternatives exceed housing targets, with the higher density Alternative 2 far exceeding the minimum housing targets.</p> <p>However, in the preferred alternative, the Medium scale designation winds up going as far north as 53rd st (but only west of Lincoln Avenue) and then has more Medium Scale clustered around Franklin Park around 58th and 59th St.</p> <p>None of these areas have the infrastructure to handle this level of potential densification. They feed out into narrow two-lane streets, have poor multimodal safety, and are already routinely packed with cars (both parked and driving), pedestrians and cyclists.</p> <p>I am unable to see the difference between the areas acceptable for Medium Scale and houses just a few yards away that are in the Low Scale designation which all utilize the same infrastructure and access routes. I would love to get your feedback to better understand the methodology and reasoning in having the Medium Scale designation expand as far into the neighborhood as it does, particularly when the area was not included in any of the prior draft alternatives.</p> <p>Many of my neighbors and I are not opposed to growth or increased density in the Northwest Neighborhood. As I told the Planning Commission, I welcome and encourage it. Every neighborhood in Vancouver will have to play a part to meet our housing challenges.</p> <p>However, I do struggle to explain and understand how potential maximum level development will benefit an area with limited routes in-and-out and infrastructure that is already straining to meet existing demand on surfaces and services. I don't understand the purpose of the Medium Scale designation in this instance when the Low Scale designation already significantly increases density, meets housing target goals and encourages sustainable and equitable growth.</p> <p>Thank you again for all your work and time and effort on this project and for taking the time to present to our Neighborhood. It is greatly appreciated.</p> <p>I've included a screenshot of the area in question below.</p> <p>Sincerely,</p>	Staff replied 4/28/2026

Source	Date	Name	Affiliation (if any)	Content	Notes
					
Email Our Vancouver	4/14/2026	Marlece W.		<p>Enclosed is the information for the public comment session for tonight. You are receiving and executive summary followed by a proposal with more detail.</p> <p>I am also sharing this presentation with a link:  <a href="https://docs.google.com/document/d/1OXH8qaFcsxLLX3pdy1Qi99mEXqCQQKoPQX3__aLaZJM/edit?usp=sharing">https://docs.google.com/document/d/1OXH8qaFcsxLLX3pdy1Qi99mEXqCQQKoPQX3__aLaZJM/edit?usp=sharing</a></p> <p>Thank you for your help.</p>	

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Staff	4/14/2026	Matt H.	Port of Vancouver	<p><b>General Comment</b></p> <ul style="list-style-type: none"> <li>• <b>Context:</b> Development regulations often benefit from a limited mechanism for administrative flexibility or alternative compliance to account for site-specific conditions and varied project types. Without such a provision, prescriptive standards can be challenging to apply consistently and may lead to unnecessary complexity in project design and review. o <b>Requested change:</b> Add a general provision allowing City planners to approve alternative compliance or limited flexibility where an applicant demonstrates that the intent and performance objectives of a standard are met. This would improve implementability of the code, support efficient administration, and help ensure regulations are applied in a practical and predictable manner across different projects.</li> </ul> <p><b>Notification Requirements for Land Use Applications</b>  <i>(Chapters 20.210.040 – 20.210.060 Decision-Making Procedures)</i></p> <ul style="list-style-type: none"> <li>• <b>Context:</b> The draft code includes expanded requirements for signage and notification requirements for Type I Site Plan Review and Type II/III land use and building permits. These requirements would add an additional burden of time and cost to Port projects, which already require extensive public notice (through identification in the Port’s Comprehensive Scheme of Harbor Improvements (CSHI) per RCW 53.20.010, and as part of the Port’s SEPA process). The expanded signage requirements would also be an unnecessary burden for projects conducted within secured or non-public areas of the Port. o <b>Requested change:</b> Provide exemptions in 20.210.030 comparable to:</li> </ul> <p>“Projects that require public notice as mandated by RCW 53.20.010 are exempt from the requirements for posting/public notice described in this chapter.”</p> <p>“Projects that have previously notified the applicable Neighborhood Association through a SEPA process are exempt from the requirements for neighborhood notification described in this chapter.”</p> <p><b>Allowed Uses in Industrial/Employment (IE) and Heavy Industrial (HI) Zones</b>  <i>(Chapter 20.160.020, Chapter 20.430.040, and Tables 20.430.050-1 through 20.430.050-8)</i></p> <ul style="list-style-type: none"> <li>• <b>Context:</b> There is some uncertainty as to whether common Port activities (manufacturing, outdoor stockpiles/ materials, cargo, transloading, bulk/large components (wind turbines, etc.), large warehouses, storage, laydown, cars, outdoor storage) are clearly permitted in the IE and HI zones. o <b>Requested changes:</b> ☐ Amend use-classification definitions for Industrial Uses in 20.160.020(F) to explicitly address the following routine Port activities: ☐ outdoor bulk storage, ☐ cargo handling, ☐ transloading, ☐ laydown yards, ☐ assembly of large equipment, and ☐ stockpiles of dirt/soil/clean fill materials).</li> </ul> <p>☐ Amend table 20.430.050-6 (Industrial Use Requirements) as necessary to include these activities as allowed uses in the HI zone.</p> <ul style="list-style-type: none"> <li>• <b>Context:</b> Several of the activities included in the definition of “Employment Services” and “Wholesale Sales” are regularly conducted within HI-zoned areas of the port, yet these uses are currently identified as “not allowed” in Table 20.430.050-6. ☐ Amend table 20.430.050-6 (Industrial Use Requirements) to allow for “employment services” and “wholesale sales” as permitted uses in the HI zone.</li> </ul>	


Source	Date	Name	Affiliation (if any)	Content	Notes
				<p>• <b>Context:</b> The activities included in the definition of “Basic Utilities” are regularly conducted within HI-zoned areas of the port, yet this use is currently identified as “not allowed” in Table 20.430.050-7. Amend table 20.430.050-7 (Infrastructure Use Requirements) to allow for “basic utilities” as a permitted use in the HI zone.</p> <p><b>Buffers Between Industrial and Residential Zones</b> (Draft VMC Chapter 20.410, and Table 20.410.060-1)</p> <p>• <b>Context:</b> The draft update requires substantial buffers, berms, and setbacks where industrial (IE and HI) zones abut residential zones, which could be sufficiently restrictive to make development infeasible on such parcels. Also, the burden of</p> <p>o <b>Requested change:</b> Provide room for project-specific flexibility within these buffer requirements, where the intent of the buffering can be met through alternative means. providing a buffer is borne entirely by the HI/IE parcel, as there is no requirement for residential zones to buffer or setback from existing industrial uses in HI/IE zones.</p> <p>Also, consider requiring new residential developments adjacent to established industrial uses to provide some comparable measure of buffering.</p> <p><b>Building Type, Frontage, and Massing Standards in Industrial Areas</b> (Draft VMC Chapter 20.420.070 Building Types)</p> <p>• <b>Context:</b> Building height and frontage standards for buildings allowed within the HI/IE zones may not provide sufficient flexibility, and may conflict with Port operational needs, particularly within secured or interior industrial areas. o <b>Requested change:</b> Exempt allowed building types within the HI/IE zones from building-type and frontage standards, or provide alternative compliance for Port and industrial facilities that do not front public streets or are located within secured operational areas.</p> <p><b>Bicycle Parking Requirements in Secured Industrial Areas</b> (Draft VMC Section 20.450.045, and Table 20.450.045-6)</p> <p>• <b>Context:</b> Proposed requirements for long-term and short-term bicycle parking requirements would conflict with operations within secured, non-public portions of the Port. o <b>Requested change:</b> Exempt activities conducted within secured, non-public areas of the Port, or Port sites otherwise not accessible from a public road, from the long-term and short-term bicycle parking standards, or allow flexibility for alternate compliance.</p> <p><b>Tree Mitigation, Density, and Canopy Requirements</b> (Draft VMC Section 20.450.035)</p> <p>• <b>Context:</b> The draft code references mitigation fees related to tree removal, tree density, and tree canopy standards, but the information is distributed across multiple sections of the code. Having this mitigation/fee language structured this way makes it difficult to understand how requirements relate to one another and raises the risk of overlapping or duplicative mitigation for the same impact. o <b>Requested change:</b> Consolidate all code language regarding mitigation related to trees (including fees tied to tree removal, tree density, or canopy standards) into a single, standalone subsection of 20.450.035. A unified mitigation section would improve clarity, transparency, and consistent application, while still allowing the City to meet its urban forest and canopy goals.</p>	

Source	Date	Name	Affiliation (if any)	Content	Notes
				<p><b>Tree, Vegetation, and Soil Plan Terminology</b>  <i>(Draft Section 20.450.035)</i></p> <ul style="list-style-type: none"> <li>• <b>Context:</b> There is some remaining inconsistency in terminology referring to tree plans variably as “Tree, Vegetation, and Soil Plan”, “tree plan”, and “tree removal plan”, which leads to some ambiguity. o <b>Requested change:</b> Standardize references to “Tree, Vegetation, and Soil Plan” throughout 20.450.035, or clarify if there are different documents with unique requirements.</li> </ul> <p><b>Tree Canopy Coverage Standards and Calculations</b>  <i>(Draft Section 20.450.035)</i></p> <ul style="list-style-type: none"> <li>• <b>Context:</b> The Port supports the City’s climate goals and its intent to protect and expand the urban tree canopy. However, the new tree canopy standard adds complexity without a clear environmental benefit and creates an additional administrative burden during project planning and review.</li> </ul> <p>The Port notes that the City’s existing tree density standards already function as a proxy for tree canopy, since trees inherently provide canopy as they mature. Regulating both tree density and canopy measures the same outcome through overlapping metrics. This dual approach increases analysis and compliance effort, introduces potential for inconsistent interpretation, and complicates permitting and compliance without materially advancing canopy or climate outcomes beyond what the density standards already achieve. Streamlining the tree permitting approach would improve predictability, reduce administrative burden for applicants and staff, and still fully support the City’s long-term canopy and climate objectives.</p> <ul style="list-style-type: none"> <li>• <b>Requested change:</b> Consider removing the new tree canopy standards and requirements, and use the established tree density standard to achieve both tree retention and canopy goals. Alternatively, allow projects to demonstrate compliance through either tree density or canopy requirements, rather than as an additional overlapping regulatory standard.</li> </ul>	

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Staff	4/16/2026	h m		I will never forgive you for this. I have semis in my yard inches from my face. And I'll never stop telling anyone who will listen how you purposefully poisoned thousands of lower income residents You never even looked at what we wanted. You set out to harm low income and corral us away from real neighborhoods with homes and parks . Those are just for higher income residents . We aren't welcome here at all. Since the warehouses and semis now own what used to be high density residential , can you you just condemn my house now ? My insurance isn't going to cover me any more and my lender will foreclose if I can't get homeowners insurance Did anyone think of what living in industrial pollution would do to our physical and mental health or was that the plan all along? Can I put my tent on your lawn?	Staff called to follow up with this person

Source	Date	Name	Affiliation (if any)	Content	Notes
Email City Council, Email Planning Commission	4/17/2026	Sharon R.		<p>Dear City Council and Planning Commission, Please include my following written comments as public testimony.</p> <p>Canopy cover is an important measure of the health of our community. Urban trees provide numerous ecological, economic, and social benefits, including neighborhood livability, and improved public health outcomes. Maintaining our urban canopy is a cooperative effort between property owners, developers, neighbors, and the City.</p> <p>To reduce climate impact exposure in our neighborhoods and support climate resilient development, I urge the City of Vancouver <b>adapt a tree protection code for developers</b>. I live in the Hough neighborhood among 100 year old homes. Hough is a historic neighborhood with many heritage and 100-year old trees. It is a mix of duplexes and single family homes ranging from low income to million dollar homes. As the neighborhood grows and changes, there are several abandoned or foreclosed homes. I understand the need to build units to sustain a low scale neighborhood, but developers are simply <b>clear-cutting</b> lots with no regard to the valuable urban tree canopy.</p> <p>I urge the city of Vancouver to adapt a tree protection code to implement the goals and policies of Vancouver’s Comprehensive Plan, especially those in the Environment Element dealing with protection of the urban canopy while balancing other citywide priorities including housing production.</p> <ul style="list-style-type: none"> <li>· Preserve and enhance the City's physical and aesthetic character by preventing untimely and indiscriminate removal or destruction of trees</li> <li>· Facilitate tree protection efforts for development standards, and promote site planning and horticultural practices that are consistent with the reasonable use of property</li> <li>· Protect trees by not allowing tree removal except in hazardous situations, to prevent premature loss of trees so their retention may be considered during the development review and approval process</li> </ul> <p>I urge the City of Vancouver to follow the City of Seattle’s commitment to protecting valuable urban canopy. Refer to Seattle’s Tree Protection Code, Seattle Municipal Code (SMC) <a href="#">25.11</a>, limits the number, size, and type of trees that may be removed from private property. These regulations help protect our urban canopy.</p> <p>Thank you,</p>	Staff replied 4/22/2026. Included in 4/27 CC testimony, included in 4/28/2026 PC PH testimony.

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Our Vancouver	4/17/2026	Ben M.	Vice President, Northwest Neighborhood Association	<p>Hello!</p> <p>I regularly receive feedback from residents of the Northwest Neighborhood wondering why the city split the neighborhood between the Medium Scale and Low Scale designations. I don't know the answer, so I wanted to reach out to find out more.</p> <p>In looking at both Alternative 1 and Alternative 2 of the proposed comprehensive plan updates, the Northwest Neighborhood was considered appropriate for either none or very little of the Medium scale designation. In Alternative 1, West of i5, the medium scale designation largely stops at 4th Plain, and in Alternative 2, the Medium scale designation stops at the Lincoln-Northwest Neighborhood boundaries, except for a small sliver on the north side of Bernie Drive against Burnt Bridge Creek.</p> <p>According to the Draft EIS, both alternatives exceed housing targets, with the higher density Alternative 2 far exceeding the minimum housing targets.</p> <p>However, in the preferred alternative, the Medium scale designation winds up going as far north as 53rd st (but only west of Lincoln Avenue) and then has more Medium Scale clustered around Franklin Park around 58th and 59th St.</p> <p>None of these areas have the infrastructure to handle this level of potential densification. They feed out into narrow two-lane streets, have poor multimodal safety, and are already routinely packed with cars (both parked and driving), pedestrians and cyclists.</p> <p>I am unable to see the difference between the areas acceptable for Medium Scale and houses just a few yards away that are in the Low Scale designation which all utilize the same infrastructure and access routes. I would love to get your feedback to better understand the methodology and reasoning for having the Medium Scale designation expand into as much of the neighborhood as it does, particularly when the area was not included in any of the prior draft alternatives.</p> <p>Many of my neighbors and I are not opposed to growth or increased density in the Northwest Neighborhood. As I told the Planning Commission, I welcome and encourage it. Every neighborhood in Vancouver will have to play a part to meet our housing challenges.</p> <p>However, I do struggle to explain and understand how potential maximum level development will benefit an area with limited routes in-and-out and infrastructure that is already straining to meet existing demand on surfaces and services. I don't understand the purpose of the Medium Scale designation in this instance when the Low Scale designation already significantly increases density, meets housing target goals and encourages sustainable and equitable growth.</p> <p>Thank you again for all your work and time and effort on this project.</p> <p>I've included a screenshot of the area in question below.</p>	Staff replied 4/28/2026

Source	Date	Name	Affiliation (if any)	Content	Notes
					
Email Our Vancouver	4/20/2026	Mary K.		Please let me know the cost of obtaining printed copies of the Final EIS, the current proposed code update (third draft?) and the current proposed written plan (third draft?). Also, please let me know if and when these materials will be available at local libraries.	Provided hardcopies of third drafts of plan and code and of Final EIS in City Hall lobby

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Our Vancouver	4/21/2026	Mary K.		After reading city materials, I am sill somewhat confused about the building/development potential in low-scale residential areas. I think that's because it is not always clear what constitutes a "unit". If there is a minimum density of eight "units" per acre and an "allowance" of 6 "units" per parcel, what happens if there are eight 5,000 square-foot parcels/lots on one acre? Are four-six "units" allowed on each 5,000-square-foot piece of land? Is it then correct to conclude there could be up to 48 units (dwellings?) on one acre? I think Rebecca said that is the case, but I need to confirm that before I say more about the plan update in the company of others.	Staff replied 4/22/2026
Email Councilmember	4/22/2026	Tom K.		<p>I'm writing to you as the one I know on the Council. Mary and I have spent a lot of time researching the proposed update, thinking it over and getting the NW Neighborhood Assn. involved (I was president many years ago).</p> <p>My main suggestion is that because few people are aware of the plan or its ramifications, the Council should not rush into approval. While planners say they've been engaging the public for three years, most of that was aspirational, i.e. "would you like to have safe neighborhoods, be close to stores, etc." The plan's details have only been public since Feb. 19, just two months ago. And that's been changing since. In addition, the draft EIS was out for public comment last summer, typically when people are on vacation and not paying attention. We weren't.</p> <p>Planners say we're already late and risk losing state grants. Those aren't solid reasons to rush through a plan that will affect every home in Vancouver, changing the city's character forever.</p> <p>I have other concerns about coordinating planning in the UGA, and the planners use of higher population projections then necessary that are addressed in the comments I submitted, see attached.</p> <p>Bottom line, this is way too important to not have the understanding and input of city residents.</p> <p>Please slow it down and tone it down.</p> <p>Vancouver City Councilors:</p> <p>Slow it down; tone it down.</p> <p>Thank you for the opportunity to comment on this important and potentially life-changing Comprehensive Plan Update. A few overarching points for you to consider:</p> <p>1. Please delay adoption of the update in order to give your constituents time to understand it and comment. While city planners have been engaged for three years, the zoning map that will designate lot sizes, building heights and other increased density issues, has been public only since Feb. 19, just over seven weeks ago. An updated version of 292 pages was released just late Friday.</p> <p>The plan's complexity and scope require time to absorb and understand. Few people I've spoken with are aware of this process or what it might mean for their neighborhoods. I helped organize a special meeting of our Northwest Neighborhood Association on March 19. Few of the 40 attending in this engaged neighborhood were knowledgeable about the plan; some were completely unaware. Meanwhile, only 33 people commented between Feb.19 and March 31 on a city on-line form.</p>	Staff replied on 4/27/2026

Source	Date	Name	Affiliation (if any)	Content	Notes
				<p>Fears that the city will lose state grant funding appear overstated, and are not a good reason to rush through such momentous changes.</p> <p>2. Why is the city requiring more density than is required by the population estimates given it by the state and county? Meeting the increased density of the county-provided population forecast -- adding more people, cars, need for parking and demands on infrastructure -- will be difficult enough.</p> <p>3. The city should cooperate closely with the county in designing density for the city's urban growth area. There are nearly as many people - 171,000 - in the UGA as there are in the City of Vancouver - 202,000. It makes no sense to require increased density in the city without concomitant density in areas expected to be a part of the city.</p> <p>4. The draft plan speaks at length to creating a positive "community experience for all residents. Please consider ways to mitigate the impact of increased population and density in existing neighborhoods for long-time citizens as well as newcomers.</p> <p>Thank you.</p>	

Source	Date	Name	Affiliation (if any)	Content	Notes
Form City Council	4/22/2026	Savannah D.		<p>Dear Mayor and City Council Members,</p> <p>I am resubmitting my policy brief regarding cooling equity in affordable housing, which addresses extreme heat risk in Vancouver’s urban heat islands. Please use this updated version for the official public record for the 04/27/2026 City Council meeting and disregard the previously submitted version. If additional time is needed for review, I kindly ask that it be included in the public record for the following City Council meeting on May 4, 2026. I am submitting this document for your review and request that it be included as my written testimony in lieu of speaking during the meeting. I am happy to answer any questions via email or provide any additional information if needed. Thank you for your time and service to the Vancouver community.</p> <p><b>Policy Brief</b>  <i>Cooling Equity in Affordable Housing: Addressing Extreme Heat Risk in Vancouver’s Urban Heat Islands</i>  <b>Prepared for:</b> City of Vancouver <b>Prepared by:</b> Savannah [last name], MS, Applied Anthropology <b>Date:</b> April 22, 2026  <i>Developed through Leadership Clark County 2026</i></p> <p><b>Executive Summary</b>  Extreme heat events are becoming more frequent and severe, posing growing risks to public health and safety (Centers for Disease Control and Prevention, 2023; U.S. Environmental Protection Agency, 2024). These impacts are not evenly distributed across communities; residents living in urban heat islands and households without access to adequate cooling infrastructure face disproportionately high risks of heat-related illness (Clark County Public Health, 2024b; U.S. Environmental Protection Agency, 2023). In Vancouver, the Fourth Plain corridor has been identified as a documented urban heat island through Clark County’s Heat Watch mapping project (Clark County Public Health, 2024a). Many residents in this area live in affordable housing without air conditioning or cooling-ready infrastructure (Clark County Public Health, 2024a). Because many households are renters, residents often lack the ability to install cooling systems independently (Clark County Public Health, 2024a). As extreme heat events become more common (U.S. Environmental Protection Agency, 2024), this gap in housing infrastructure presents a growing public health and environmental justice concern.</p> <p>This policy brief recommends that the City of Vancouver adopt a cooling equity approach to climate and housing policy by requiring cooling-ready infrastructure and installed air conditioning in new affordable housing developments capable of maintaining safe indoor temperatures during extreme heat events (e.g., 100°F+ conditions), while also developing a phased retrofit strategy for existing city-supported affordable housing in these high-risk areas.</p> <p>Cooling-ready infrastructure refers to housing with the electrical capacity, wiring, ventilation, and physical provisions necessary to safely support installed air conditioning systems during extreme heat events.</p> <p>These recommendations align with broader emergency management goals by prioritizing life safety and risk reduction before extreme heat events occur, while also reducing strain on emergency response systems during heat-related incidents. 2</p> <p><b>The Problem: Extreme Heat Is a Growing Public Health Risk</b>  Extreme heat is one of the leading weather-related causes of illness and death in the United States (U.S. Environmental Protection Agency, 2024). Lack of access to air conditioning is one of the strongest risk factors for heat-related illness during extreme heat events (Centers for Disease Control and Prevention, 2023).</p> <p>Urban heat islands occur in areas with extensive pavement, dense development, and limited tree canopy. These conditions cause neighborhoods to retain more heat than surrounding areas (U.S. Environmental Protection Agency, 2023).</p> <p>Clark County’s Heat Watch mapping project documented significant variation in temperatures across neighborhoods. The study found that the Fourth Plain corridor in Vancouver, Washington experienced some of the hottest afternoon temperatures recorded during the study period (Clark County Public Health, 2024a).</p> <p>The Fourth Plain corridor is one of Vancouver’s most diverse and economically vulnerable areas and is home to a large multicultural community, including many Latino and immigrant households (City of Vancouver, 2023). People living in urban heat islands or without access to air conditioning face significantly higher risks of heat-related illness (Clark County Public Health, 2024b).</p>	Included in 4/27/2026 CC testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
				<p>While cooling centers and emergency response programs are important, they do not replace the need for safe indoor temperatures in people’s homes.</p> <p><b>Community Vulnerability in the Fourth Plain Corridor</b>  The Fourth Plain corridor is one of Vancouver’s most diverse and economically vulnerable areas. Data from the City of Vancouver’s Fourth Plain Forward initiative highlights several factors that increase vulnerability during extreme heat events (City of Vancouver, 2022b):</p> <ul style="list-style-type: none"> <li>• 69% of residents are renters (48% citywide)</li> <li>• 17% of families live below the poverty line (8% citywide)</li> <li>• 34% of residents speak a language other than English at home (20% citywide)</li> <li>• 21% of residents rely on public transportation (3% citywide)</li> <li>• 46% of residents live with a disability (38% citywide)</li> </ul> <p>These overlapping social and environmental conditions increase the risk of heat-related illness for residents living in affordable housing without access to cooling. 3</p> <p><b>Housing Infrastructure and Cooling Capacity</b>  Many affordable housing developments rely on passive cooling strategies or heat pump systems. While these systems may provide moderate cooling under normal conditions, they may not maintain safe indoor temperatures during extreme heat events, particularly in buildings without sufficient cooling capacity (Vrettos et al., 2022).  Ensuring that housing developments include reliable cooling infrastructure, such as cooling-ready systems and installed air conditioning, is therefore an important climate adaptation and public health strategy.  As climate conditions change, housing design must consider both energy efficiency and resilience to extreme heat.</p> <p><b>Policy Recommendation</b>  To address growing heat-related risks and housing inequities, the City of Vancouver should adopt a cooling equity policy for affordable housing developments located within documented urban heat islands.  The City of Vancouver should:</p> <ul style="list-style-type: none"> <li>• Require that new city-funded and city-supported affordable housing developments located within documented urban heat islands include cooling-ready infrastructure and installed air conditioning systems capable of maintaining safe indoor temperatures during extreme heat events.</li> <li>• Prioritize implementation in neighborhoods identified as urban heat islands through Clark County’s heat mapping project, including areas along the Fourth Plain corridor.</li> <li>• Develop a phased retrofit strategy to install air conditioning in existing city-supported affordable housing located within documented urban heat islands, prioritizing buildings serving seniors, people with disabilities, low-income households, and other communities disproportionately impacted by extreme heat, including multilingual, immigrant, and historically underserved residents along the Fourth Plain corridor.</li> </ul> <p>Possible implementation strategies may include:</p> <ul style="list-style-type: none"> <li>• Incorporating cooling requirements into affordable housing funding agreements.</li> <li>• Integrating cooling upgrades into housing rehabilitation or preservation programs.</li> <li>• Utilizing climate resilience, infrastructure, or housing funds to support cooling retrofits.</li> </ul> <p>4</p> <p><b>Conclusion</b>  Extreme heat is an emerging public health challenge in Vancouver and across Clark County. Residents living in urban heat islands, particularly renters in affordable housing, face disproportionate risks when adequate cooling infrastructure is not available.</p>	

Source	Date	Name	Affiliation (if any)	Content	Notes
				<p>By requiring cooling-ready infrastructure and installed air conditioning in affordable housing developments located in urban heat islands, the City of Vancouver can reduce heat-related inequities and strengthen long-term community resilience. Ensuring safe indoor temperatures will become increasingly critical as extreme heat events intensify.</p> <p>These recommendations align with and operationalize the City of Vancouver’s Climate Action Framework, which prioritizes climate resilience for overburdened communities and supports both cooling-ready infrastructure in new affordable housing developments and air conditioning retrofits in existing housing as key adaptation strategies (City of Vancouver, 2022a).</p> <p><b>References</b></p> <p>Centers for Disease Control and Prevention. (2023). <i>Heat and health</i>.  <a href="https://www.cdc.gov/heat-health/index.html">https://www.cdc.gov/heat-health/index.html</a></p> <p>Clark County Public Health. (2024a). <i>Heat Watch summary report: Mapping heat distribution in Clark County</i>. <a href="https://clark.wa.gov/sites/default/files/media/document/2025-03/heat-watch-summary-report-2024-compressed-updated3.25.pdf">https://clark.wa.gov/sites/default/files/media/document/2025-03/heat-watch-summary-report-2024-compressed-updated3.25.pdf</a></p> <p>Clark County Public Health. (2024b). <i>Results of heat mapping project show unequal distribution of heat in Clark County</i>. <a href="https://clark.wa.gov/public-health/results-heat-mapping-project-show-unequal-distribution-heat-clark-county">https://clark.wa.gov/public-health/results-heat-mapping-project-show-unequal-distribution-heat-clark-county</a></p> <p>City of Vancouver. (2022a). <i>Climate Action Framework</i>.  <a href="https://www.cityofvancouver.us/wp-content/uploads/2023/08/vancouvercaf_final_121422.pdf">https://www.cityofvancouver.us/wp-content/uploads/2023/08/vancouvercaf_final_121422.pdf</a></p> <p>City of Vancouver. (2022b). <i>Fourth Plain Forward planning presentation to the Vancouver Planning Commission</i>. <a href="https://www.cityofvancouver.us/wp-content/uploads/2023/10/22-10-11-FPF-PC-Presentation_Final.pdf">https://www.cityofvancouver.us/wp-content/uploads/2023/10/22-10-11-FPF-PC-Presentation_Final.pdf</a></p> <p>U.S. Environmental Protection Agency. (2023). <i>Heat island effect</i>. 5</p> <p><a href="https://www.epa.gov/heatislands">https://www.epa.gov/heatislands</a></p> <p>U.S. Environmental Protection Agency. (2024). <i>Climate change indicators: Heat-related deaths</i>.  <a href="https://www.epa.gov/climate-indicators/heat-related-deaths">https://www.epa.gov/climate-indicators/heat-related-deaths</a></p> <p>Vrettos, E., et al. (2022). <i>Improving the passive survivability of residential buildings during extreme heat events in the Pacific Northwest</i>. <i>Applied Energy</i>, 321. <a href="https://doi.org/10.1016/j.apenergy.2022.119323">https://doi.org/10.1016/j.apenergy.2022.119323</a></p>	

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Staff	4/23/2026	Brittney S.	WDFW Southwest Washington Land Use Planning Lead	<p>The Washington Department of Fish and Wildlife (WDFW) appreciates the continued opportunity to provide comments on the Vancouver Comprehensive Plan Update. Many of the recommendations provided in our August 12, 2024 EIS scoping letter and our September 8, 2025 DEIS comment letter are reflected in the current plan, and we continue to promote those comments for your consideration. As previously noted, WDFW supports approaches that protect critical areas, maintain landscape connectivity, and minimize impacts to Priority Habitats and Species (PHS) while accommodating growth consistent with the Growth Management Act (GMA). We also continue to emphasize the importance of strategies such as clustering development, integrating green infrastructure, and avoiding impacts to sensitive habitats, including parcels supporting Oregon white oak and prairie ecosystems within the city.</p> <p><b>This letter focuses on the goals and policies within the Vancouver Comprehensive Plan that WDFW supports, and includes recommendations to further strengthen protection of critical areas within the land use planning process. WDFW recognizes that the policies are reflected across multiple goals and chapters within the Comprehensive Plan and we support their consistent inclusion and application in other related planning efforts to ensure coordinated, effective protection and enhancement of ecological functions.</b></p> <p><b>Chapter 3: Land Use and Development</b></p> <p>WDFW supports Vancouver’s updated growth concept noted on page 76. Focusing development within centers and business corridors can help reduce sprawl, limit habitat fragmentation, and better protect critical areas and natural resources while fostering more resilient, connected communities. We strongly support Policy 156 prioritizing infill development and redevelopment of underutilized and brownfield sites, as this approach helps accommodate growth while reducing pressure to convert undeveloped lands, thereby minimizing habitat loss and fragmentation.</p> <p>The updated Comprehensive Plan groups land into four broad designations: Residential Neighborhood, Urban Mixed Use, Employment and Industry, and Green Space. The Green space designation is noted to include Parks and Natural Areas with Natural Areas being: <i>“lands currently zoned for greenways and natural areas. They strengthen biodiversity and natural systems, while connecting people to nature while protecting</i></p> <p>2</p> <p><i>resources for future generations.”</i> It is unclear how the City is designating these greenways and natural areas but <b>WDFW recommends using Priority Habitats and Species (PHS) data to support with designating and protecting these ecosystems.</b> We would welcome the opportunity to work with the City on this effort.</p> <p><b>Chapter 6: Climate and Environment</b></p> <p>WDFW supports the vision outlined in Chapter 6, as it reflects the importance of balancing the built and natural environment, expanding and connecting green spaces, and advancing climate-resilient infrastructure to sustain ecological function. This chapter appropriately highlights that areas at higher risk for climate impacts include those with more pavement and fewer trees, parts of the city prone to flooding and the 100-year floodplain. We support the policies under Goal CL-1, of expanding tree canopy, green space, and other nature-based solutions as this can reduce heat impacts while also improving habitat quality, air and water resources, and overall ecosystem function. WDFW also supports integrating climate-resilient infrastructure and building practices, such as green stormwater systems and drought-tolerant landscaping, as these approaches help minimize runoff, protect water quality, and contribute to more sustainable and ecologically resilient urban environments.</p> <p>Goal CL-2, calls for building green infrastructure and preserving natural spaces that “enhance air quality, provide natural cooling, sequester carbon, and beautify neighborhoods...fostering rich and diverse plant and animal life.” The goal also emphasizes protecting and restoring natural systems, ensuring “no net loss of ecological function,” and strengthening habitat connectivity, tree canopy, and climate-resilient infrastructure to support biodiversity and community resilience. WDFW also supports Policy 35, which calls to “Acquire environmentally sensitive land with ecological benefits for the purpose of conservation,” Policy 58, which directs the City to “Use canopy assessment data and the City’s Equity Index to prioritize areas for tree planting and greening investments,” and Policy 64, which calls to “Take inventory of and protect climate refugia, and fish and wildlife habitat needs for species under stress from climate change.” We further support Policy 107, which calls to “Protect critical areas, shorelines and other ecologically significant areas, ensure no net loss of ecological function through avoidance and mitigation of impacts, and apply conservation design principles to</p>	

Source	Date	Name	Affiliation (if any)	Content	Notes
				<p>restore and enhance degraded areas,” as it aligns with WDFW priorities to avoid habitat loss, reduce fragmentation, and restore ecological function to support PHS.</p> <p><b>Chapter 8: Transportation &amp; Mobility</b>  WDFW supports Policy 120, which calls to “<i>Work with local, state, federal and tribal partners to ensure that new construction or replacement of critical infrastructure is planned and designed to avoid community harm and maximize social, environmental, and cultural value,</i>” as it aligns with the need for coordinated, multi-jurisdictional planning to protect ecological functions while delivering essential infrastructure. Transportation infrastructure design plays a critical role in maintaining habitat connectivity and supporting fish and wildlife populations. <b>Future transportation improvements should carefully consider impacts to fish passage, and habitat fragmentation by incorporating fish-passable culvert upgrades and early coordination with WDFW during project scoping to help identify PHS within the city and to minimize ecological impacts through early avoidance and design integration.</b> The City can refer to the Salmon Resource Map on the Lower Columbia Fish Recovery Board’s website for information on barrier prioritization.</p> <p><b>Chapter 10: Annexation</b>  WDFW previously commented on the Clark Count DEIS for their Comprehensive Plan Update. In that letter, we note that there are mapped Biodiversity Areas and Corridors (BACs) within the proposed UGA expansions for all jurisdictions. BACs are areas of habitat that are particularly important because they provide habitat connectivity throughout the urban mosaic. <b>When BACs are present near proposed expansion areas, we recommend early consultation with WDFW.</b> Our staff will be able to assess whether wildlife corridors extend beyond currently identified polygons and help identify strategies for avoiding and minimizing impacts.</p> <p>3  For the City of Vancouver, both alternatives include potential expansion into the Upper Salmon Creek BAC. Alternative 3 includes expansion/rezones into the Whipple-Packard Creek BAC, and areas approaching the Lacamas Lake Bottoms and Shanghai Creek. We support policy 83 within this chapter and the plan to limit UGA expansions to those clearly necessary and ensure a thorough review in the process. <b>We recommend the City of Vancouver carefully consider the ecological value of these areas when planning future UGA expansions and increased development.</b></p> <p>Thank you for the opportunity to provide input. WDFW looks forward to continued collaboration with the City of Vancouver.  Thank you for your consideration,</p>	

Source	Date	Name	Affiliation (if any)	Content	Notes
Email City Council, Email Planning Commission	4/24/2026	Ron A. and Josie H.	Identity Clark County	<p>Dear Leaders:</p> <p>On behalf of the business leaders group Identity Clark County, we are offering comments as you deliberate growth management and city zoning code.</p> <p>For three years, we have been meeting with your staff regarding updating the Comprehensive Growth Management Plan and City Development Code. We appreciate the spirit of collaboration with which these plans have been developed, especially Rebecca Kennedy with whom we have engaged for a dozen meetings in collaboration with the Greater Vancouver Chamber.</p> <p>Developing a 20-year growth management plan for our evolving community would be challenging in itself. However, your efforts must adapt to new state laws particularly surrounding housing density and distribution. You also wisely utilized this cycle to update and streamline the city's comprehensive plan and zoning code.</p> <p>We are supportive of the resulting plan and code updates and view them as a suitable blueprint for development in the city. With that said, we urge a spirit of flexibility and adaptability as we turn the corner toward implementation.</p> <p>For a decade following the Great Recession, we have enjoyed favorable conditions that supported growth in the City of Vancouver. However, interest rates, inflation, tax policy, and general societal and economic conditions have caused necessary private investment to become more cautious and selective in pursuing projects in our region. Development can no longer be considered a certainty. City development policy cannot change those conditions but it can be a tool to help bring to market those projects that pencil. Delivering projects ranging from residential in-fill to multi-family or commercial/industrial developments will require a new level of public and private sector cooperation and a sense of urgency.</p> <p>We also appreciate city leaders' commitment to the creation of 43,000 jobs in addition to 38,000 housing units. Job generation represents the economic engine necessary to power our economy, government and community. A commitment to generating local jobs is one of the most important steps we can take to reduce vehicle miles, stimulate local business generation and strengthen the social fabric of our community.</p> <p>We also appreciate the recognition that generating housing especially in the lower and workforce income bands will challenge conventional thinking regarding public sector participation.</p> <p>We look forward to working with city leaders as planning concludes and everyone's attention shifts to the challenging work of delivering projects as projected in these plans.</p>	Included in 4/28/2026 PC PH testimony, included in CC 4/27 testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Planning Commission, Email City Council	4/24/2026	Justin W.	Government Affairs Director, Clark County Association of REALTORS	<p>Dear Mayor McEnery-Ogle, Mayor Pro-Tem Fox, and Councilors Paulsen, Hansen, Harless, Stober, and Perez: Vancouver has consistently been ranked as one of the most livable and desirable communities in the United States. Recently, Vancouver was ranked 14th out of 100 small to mid-sized cities for livability nationwide and <i>#1 among cities in the Pacific Northwest</i>. Our association commends city volunteers, staff, citizens, and the council for putting in the effort to enhance our community through the comprehensive plan update and changes to Title 20 within the city’s code. Much of this work supports the city’s goal of a more equitable, affordable, and prosperous community through 2045. Housing and more broadly, neighborhoods define a city’s character and function. Our members are experts in housing markets and demand here locally, and across the metro region. Based on that expertise, we would like to share concerns and ask this body to consider minor adjustments that have come to our attention within the city’s proposed updates to Title 20.</p> <p><b>Market Demand &amp; Detached Housing</b></p> <p>Unequivocally, the vast majority of home buyers prefer to purchase detached housing types. This is made clear by a variety of surveys and studies, both within Washington State and nationwide. Historically, home buyers have chosen markets where detached housing is more affordable and available, especially among larger or multi-generational households. The 5,000 sq ft lot maximum lot for new development outlined in Title 20 will push homebuyers into other markets. Home buyers may choose other local markets that may provide bigger yards, off-street or garage parking, greater space between neighbors, and in some communities, a lower tax burden. In the future, home buyers may want to be in Vancouver, but simply can’t find the product that fits their needs at a price point they can afford.</p> <p>Our association appreciates the need for both attached and detached housing types, but we must ensure Title 20 allows the development community to foster an ample supply of attached <i>and</i> detached owner-occupied housing to fit market demand. Over 30% of the growth the county will see in the next 20 years will come from folks earning at or above 120% of area median income, according to the county’s growth allocation work in response to the passage of House Bill 1220. The city should consider minor modifications to Title 20 to accommodate this income group’s market demand, while still being able to provide housing for middle and low income folks and preserve the city’s density and land use goals.</p> <p>If this code goes into effect, existing home values, especially homes on larger legacy lots will skyrocket. It may create incentives working against middle housing, where high-income earners are competing for dwindling product (homes on larger legacy lots), negatively impacting redevelopment and infill housing. This is clearly displayed in some jurisdictions where the value of the home and larger legacy lot is greater in the marketplace than the whole process of redevelopment, especially given current interest rates, the cost of construction, and the lack of economies of scale on smaller infill lots. Providing an exemption from some code requirements may alleviate this market pressure. In agreement with a variety of members within our association and the broader local development community, <i>we recommend waiving or lowering minimum density requirements and providing lot dimension flexibility for small parcels in the low and medium-scale zones (under 0.5 acres)</i>. This will provide greater gentle density for neighborhoods and better recognize market demand in these zones.</p> <p><b>Housing Production</b></p> <p>One size does not fit all, particularly for infill on irregular parcels. Many lots are constrained by circulation, setbacks, critical areas, topography, and lot shape.</p> <p>Waiting for the “highest and best” use through blanket upzoning may indeed worsen our housing crisis and compound the problem. High-density projects often do not get built quickly, or they convert late in the cycle, which delays supply when it is most needed. The economics of high-rise and podium construction—higher financing costs, higher per-unit construction costs, and the need for expensive ground-floor commercial build-outs—make those projects less likely to deliver affordable and attainable units. Density alone does not equal affordability; recent projects show per-door prices that are far from the attainable requirements outlined in House Bill 1220. A recent middle housing-owner occupied project off Broadway Street in Uptown Vancouver wouldn’t have met the minimum density requirements under the new code. Please consider flexibility in minimum density requirements and strategic annexation or expansion of the urban growth area, as this body adopts Title 20 and the city moves through the twenty-year comprehensive plan cycle.</p>	Included in 4/28/2026 PC PH testimony, included in CC 4/27 testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
				<p>Market demand will shift as existing home prices rise and new construction increasingly targets renters and higher earners. Current land-use choices, escalating regulatory requirements, and a growing tax burden are a cause for concern for renters, home buyers, businesses, housing providers, and the development community here in Vancouver.</p> <p><b>Tree Preservation and Landscaping Requirements- Impact on Feasibility &amp; Affordability VMC 20.450.006</b></p> <p>The benefits of our mature trees, vegetation, tree canopy, and open spaces are real. However, to deliver the density and urban growth that the city hopes to foster, modifications may be needed within this section of the code.</p> <ul style="list-style-type: none"> <li>• <i>General Requirements: “Enhanced mitigation costs of one and a half (1.5) times the regular mitigation costs are required to be paid to the City Tree Account based on the largest tree units of existing non-exempt trees permitted to be removed below the thirty-three (33%) percent preservation threshold.”</i> Consider lowering the 33% threshold and/or use an average size of tree units of existing non-exempt trees.</li> <li>• <i>Exemptions to Standards: “Removal of trees on parcels of less than one acre in size shall be limited in proportion to six (6) trees per acre (i.e., on a half (1/2) acre parcel can remove three (3) trees).”</i> Consider increasing the exemption for the number of tree removals for parcels at or under 0.5 acre.</li> <li>• <i>Preservation of Existing Trees and Vegetation: “When there are feasible and prudent location alternatives on site for proposed building structures or other site improvements, existing native vegetation and trees are to be preserved, even if the minimum tree density and minimum tree canopy percentage is exceeded. This may require site redesign including but not limited to: redesign of streets, sidewalks, stormwater facilities, utilities; changing the shape and size of the parking lot; reducing or limiting proposed site grading; construction of buildings on pier foundations, and changing the location or reducing the number of buildings or building lots as long as the project is within the allowed density range.”</i> Mandating location alternatives or mitigation when the preservation requirement has already been exceeded seems onerous and raises another impediment to feasibility, affordability, and housing production.</li> </ul> <p><b>Requested actions</b></p> <ul style="list-style-type: none"> <li>• Reconsider density minimums in the low and medium scale zones on parcels under 0.5 acres and pursue flexible and targeted tools that preserve projected density while enabling feasible infill on constrained lots.</li> <li>• Remove or relax the ground-floor commercial ceiling height requirements in certain zones and overlays, and other mandates that increase construction cost without guaranteeing long-term commercial viability. With this commercial viability issue, especially ground floor retail, the legislature is moving in the opposite direction of the city with the passage of Senate Bill 6026.</li> <li>• Reassess the 5,000 sq ft lot cap and other limits that make Vancouver less competitive with neighboring jurisdictions for owner-occupied housing.</li> <li>• Reduce requirements or provide flexibility within VMC 20.450.006- Landscaping and Tree Preservation. Consider the impact this code will have on feasibility, affordability, and the number of units delivered, especially where urban growth is supposed to occur according to GMA- within cities.</li> </ul> <p>Thank you for your attention to these concerns. Our association appreciates all the work the city has done to balance growth, affordability, and livability, and we urge you to adopt practical, flexible policies that produce housing now while preserving long-term planning goals for the future. Our association and its 1,900+ members are available to discuss these points further or provide examples from specific parcels and projects in the city.</p> <p>Sincerely,</p>	

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Planning Commission	4/25/2026	Monica Z.		<p>Dear members of the City Council,</p> <p>I'm writing to you because I care deeply about what we are doing as a city. For the last couple of years, many of us have put in the work to make sure that people of color in our community aren't just "consulted" on this Comprehensive Plan, but are actually at the heart of it, especially as we work to heal the damage of past injustices.</p> <p>We need you to approve this plan. I know some people are pushing back because they're afraid of change or "infill," but we can't let that stop us from getting truly affordable housing. Life is all about change, and the truth is, if the system isn't working for all of us, then it isn't working. If we want a city where the people who work here can afford to live here, we have to be brave enough to build that reality.</p> <p>I'm asking you to transform our economic system into a model that is both ecologically safe and socially just. By staying within the means of our living planet, we can meet the needs of all people today without compromising the ability of future generations to meet their own.</p> <p>Let's start by changing our language. Let's stop treating "economic growth" as the only measure of success. Let's change that goal to thriving in balance with our natural systems. And let's stop saying "affordable housing" and start committing to truly affordable housing. We need to move past the idea that "affordable" is just a percentage of some median income that doesn't match our reality. We need housing that actually fits the real life survival budget of a family in our city, not some outdated federal number from the 60's.</p> <p>I want to see a city that can actually breathe. I'm talking about "rewilding" our neighborhoods, trading in those manicured lawns for food forests and places where pollinators can thrive. We shouldn't just "prioritize" pesticide-free zone, we need to get rid of these toxins completely. We have to do this for the health of our soil and for our children.</p> <p>I also want us to rethink how we make a living. Why are we still stuck in this "boss and worker bee" model? Let's support shared ownership businesses, where everyone who helps create the value gets a fair share. And let's set up a "Bioregional Finance Facility" so people who want to put their money back into our local land and ecology actually have a way to do it.</p> <p>Please look at the models that are already working, like social housing in Vienna or the community projects in Amsterdam. We don't have to reinvent the wheel, we just have to be willing to turn it.</p> <p>Please, don't just "encourage" these changes. Support them. Fund them. Require them. Let's build a city that doesn't just grow, but heals.</p> <p>This comprehensive plan will help us take the necessary steps to become a more equitable, more livable, more just city. I'm urging you to pass the plan.</p> <p>Thank you. ★</p> <p>The future is not planned, it's seeded.</p> <p>Monica Z[last name] [phone number]</p>	Included in 4/28/2026 PC PH testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
				<p>The videos below enriched my life. I see the world from a wider lens. I really hope you choose to watch them.</p> <p>1. Doughnut Economics 7 Ways to Think Like a 21st Century Economist by Kate Raworth, 29 minute video</p> <p><a href="https://youtu.be/qwyzsAWRMcw?si=Hut8czYBLqAjOBpb">https://youtu.be/qwyzsAWRMcw?si=Hut8czYBLqAjOBpb</a></p> <p>2. The Superorganism Explained in 7 Minutes The Great Simplification</p> <p><a href="https://youtu.be/h5VWZm7ESfk?si=PCvre3pYNXCFhhGX">https://youtu.be/h5VWZm7ESfk?si=PCvre3pYNXCFhhGX</a></p>	

Source	Date	Name	Affiliation (if any)	Content	Notes
Email City Council	4/25/2026	Monica Z.		<p>Dear members of the City Council, I'm writing to you because I care deeply about what we are doing as a city. For the last couple of years, many of us have put in the work to make sure that people of color in our community aren't just "consulted" on this Comprehensive Plan, but are actually at the heart of it, especially as we work to heal the damage of past injustices.</p> <p>We need you to approve this plan. I know some people are pushing back because they're afraid of change or "infill," but we can't let that stop us from getting truly affordable housing. Life is all about change, and the truth is, if the system isn't working for all of us, then it isn't working. If we want a city where the people who work here can afford to live here, we have to be brave enough to build that reality.</p> <p>I'm asking you to transform our economic system into a model that is both ecologically safe and socially just. By staying within the means of our living planet, we can meet the needs of all people today without compromising the ability of future generations to meet their own.</p> <p>Let's start by changing our language. Let's stop treating "economic growth" as the only measure of success. Let's change that goal to thriving in balance with our natural systems. And let's stop saying "affordable housing" and start committing to truly affordable housing. We need to move past the idea that "affordable" is just a percentage of some median income that doesn't match our reality. We need housing that actually fits the real life survival budget of a family in our city, not some outdated federal number from the 60's.</p> <p>I want to see a city that can actually breathe. I'm talking about "rewilding" our neighborhoods, trading in those manicured lawns for food forests and places where pollinators can thrive. We shouldn't just "prioritize" pesticide-free zone, we need to get rid of these toxins completely. We have to do this for the health of our soil and for our children.</p> <p>I also want us to rethink how we make a living. Why are we still stuck in this "boss and worker bee" model? Let's support shared ownership businesses, where everyone who helps create the value gets a fair share. And let's set up a "Bioregional Finance Facility" so people who want to put their money back into our local land and ecology actually have a way to do it.</p> <p>Please look at the models that are already working, like social housing in Vienna or the community projects in Amsterdam. We don't have to reinvent the wheel, we just have to be willing to turn it.</p> <p>Please, don't just "encourage" these changes. Support them. Fund them. Require them. Let's build a city that doesn't just grow, but heals.</p> <p>This comprehensive plan will help us take the necessary steps to become a more equitable, more livable, more just city. I'm urging you to pass the plan.</p> <p>Thank you.</p> <p>★</p> <p>The future is not planned, it's seeded.</p> <p>Monica Z[last name] [phone number]</p>	Included in 4/27/2026 CC testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
				<p>The videos below enriched my life. I see the world from a wider lens. I really hope you choose to watch them.</p> <p>1. Doughnut Economics 7 Ways to Think Like a 21st Century Economist by Kate Raworth, 29 minute video</p> <p><a href="https://youtu.be/qwyzsAWRMcw?si=Hut8czYBLqAjOBpb">https://youtu.be/qwyzsAWRMcw?si=Hut8czYBLqAjOBpb</a></p> <p>2. The Superorganism Explained in 7 Minutes The Great Simplification</p> <p><a href="https://youtu.be/h5VWZm7ESfk?si=PCvre3pYNXCFhhGX">https://youtu.be/h5VWZm7ESfk?si=PCvre3pYNXCFhhGX</a></p>	

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Planning Commission	4/26/2026	Miriam H.		<p>Dear Planning Committee Members,</p> <p>I am supportive of the new Comprehensive Plan, with one caveat. At least one cherished store on Main Street has gone out of business in great part due to the length of time customers found access to the store highly inconvenient and very confusing during the upgrades. I refer to Center Stage Clothiers. I spoke to the owner who explained that she could not get sufficient sales in time once the street work had completed to recover from the loss of sales while the lengthy work was in progress. The loss of this store is problematic because the next closest store that can outfit school plays and other local theater with costumes is all the way in Beaverton Oregon. This is a hardship for our schools and local theater.</p> <p>Therefore, I ask that careful planning occur to ensure that customers are able to access businesses easily while the work is being done. At the least, please ensure that disruption of business occurs for shorter periods of time.</p> <p>One last request: Should my comments be made public, please do not include my street address, as I need privacy from current and former clients.</p> <p>Thank you very much for your consideration.</p> <p>Sincerely,</p>	Included in 4/28/2026 PC PH testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Planning Commission	4/27/2026	Tom P.		<p>It's very difficult for one person to contradict the 313 page Comprehensive Plan and 908 page Land Use and Development Code. Obviously a lot of forces have been at work to put this together over the past few years. I suspect that most residents of Vancouver are still unaware of the details.</p> <p>New state law requires allowing at least four dwelling units per lot in single family zones (P. 119). However, Vancouver is proposing to rezone for much higher density than what the state requires.</p> <p>I wish that the city had sent a letter to every single-family homeowner about the proposed new zoning for their property, letting them know that their neighborhood (48 percent of the housing units) will be open to at least three-story apartments if not five-story. You may well be hearing from the single-family residents, in the future. This plan is a disrespectful slap to the thousands of homeowners who have worked hard to create a nice home and yard, only to be told that they are a problem because more they're occupying too much space.</p> <p>I wonder how much of this plan is hopeful musings. Will a bunch of neighborhood grocery stores appear to challenge Winco, Safeway, Fred Meyer, Wal-Mart and Costco because of a planning document?</p> <p>I hope that the city goes back to the drawing boards and significantly reduces the zoning densities.</p> <p>Thanks for the chance to comment.</p>	Included in 4/28/2026 PC PH testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
Email City Council	4/27/2026	Ben M.	Vice President, Northwest Neighborhood Association	<p>To the City Council,</p> <p>My name is Ben M[last name], the Vice President of the Northwest Neighborhood Association and I live at [address]. I'm writing on my own behalf to encourage you to place the Northwest Neighborhood entirely within the Low Scale Neighborhood designation.</p> <p>The Environmental Impact Statement for the City of Vancouver's proposed comprehensive plan update stands on two pillars: "anticipated changes under the action alternatives would occur incrementally" and "property owners decide if and when changes occur."</p> <p>These two assurances are used to handwave away concern ranging from redeveloping historically designated properties with maximum infill (p. 104), the environmental impact of max densification in environmentally sensitive areas (P. 93), max densification having a negative impact by allowing investment corporations to bid against first-time homeowners or prey or senior citizens to put pressure on them to redevelop their property (Page 234) or the possibility of max infill overwhelming infrastructure and causing significant impacts on utilities and emergency services (P. 162).</p> <p>The Environmental Impact Statement for the proposed comprehensive update states that "intense development is focused in specific areas like urban centers and corridors."</p> <p>While I would love to see a thorough analysis of the impact 75-foot buildings would have on wildlife, green spaces and more in the EIS, I'll leave those efforts to environmental organizations and land use attorneys tackling individual projects in the future. However, when the misnamed "Medium Scale" is applied to previously low density areas we're no longer looking at simple increased densification as intended by the new state requirements, we're looking at "intense development" and ensuing intense impacts on the environment, on infrastructure, and in the ability of the public and wildlife to access critical green spaces that are now walled off behind wood, concrete and glass. The city handwaves these concerns away by saying all changes would be "incremental." But the pace of change is something beyond the City's control</p> <p>We see this with the current environment. The city saw less than 50% of it's housing target constructed this year – not because of lack of effort, incentive or land, but because of external forces like the economy, tariffs, and materials and labor costs. External forces don't just disappear because the city projects impacts will be "incremental"</p> <p>In the Preferred alternative, the city projects that its designated zones will yield 44,000 housing units over the life of the plan. The city's target is 38,000. Moving the Northwest Neighborhood entirely into Low Scale would have next to no impact on the city's goals. Instead of embracing the use of potentially destructive Medium Scale zoning in neighborhoods such as Northwest that cannot logistically handle growth at that level, I would encourage you go embrace smart growth and the true "middle housing" intended by the legislature and return the Northwest Neighborhood to the Low Scale Neighborhood designation.</p> <p>I've seen mixed messages from the city on why the neighborhood was placed partly in Medium Scale. On one hand, any compromises to the medium scale zoning have been rejected because "they would be too restrictive to what developers could do." And I've been told that the neighborhood had to be included in medium scale due to equity concerns and because "developers do not take down new 1.5-million-dollar homes to make multi-family housing they take down older homes" – homes where the residents don't have the wealth or resources to fight back.</p> <p>On the other hand, I'm told intense development "Probably won't happen" in our neighborhood anyway.</p> <p>If that is true, then moving the neighborhood back to Low Scale would have no practical impact on the city's projected yields or targets. However, if the goal is to encourage private equity, and mega development corporations to bid for land and homes against first time homebuyers and senior citizens for property and cut out the "middle" of middle housing, then leave the plan as is.</p> <p>I want to see increased growth and more density in my Neighborhood - we absolutely need it - but I also want to see it done in a smart way that is both pro-people, pro-housing accessibility and pro-upward mobility.</p> <p>I would encourage you to choose people over private capital, senior citizens over sovereign wealth funds, middle housing over the mega rich, and smart <i>development</i> over wealthy <i>developers</i> and place the Northwest Neighborhood entirely back in the Low Scale Neighborhood designation.</p> <p>Thank you for your time and your consideration.</p> <p>Sincerely,</p>	Included in 4/27/2026 CC testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Our Vancouver	4/27/2026	Tatiana O.		<p>My friends and I were wondering if they are or can be plans for more farmland saved, whether it's livestock like sheep, or food like broccoli. I do live community gardens and so I wish there was more wild food gardens and trees are so big that they can be shared. I was recently in la and saw lemon and lime trees. I just think space for trees to grow up and wide is important, places for bees and butterflies, space for houses and apartments to have gardens, since we need oxygen to breathe and food to live. Maybe more fish in river if we can do more fishing so more fisheries. And I've just been wondering where recycling goes, I feel like each place needs an industry they excel at, didn't we use to do paper..</p> <p>So sorry if you have to read a lot of similar notes, but I hope they do help! Ty!</p>	Staff replied 4/30/2026
Email City Council	4/27/2026	Ted S.		<p>I urge you to vote to approve the comprehensive plan. As Vancouver continues to grow, we must continue to add house, which means increasing density. Increased density is a good thing, because that makes transit more cost effective, plus allows for neighborhoods to support local businesses.</p> <p>Thank you,</p>	Included in 5/11 CC testimony
Email City Council	4/27/2026	Kyle H.		<p>Hello,</p> <p>I just wanted to send in a brief bit of support in favor of the new comprehensive plan. I've lived in Vancouver (Rose Village) for 6 years now and have loved seeing how the city is developing. I've reviewed many details of the comp plan and have attended a few meetings to learn more about it. I see this plan as a great start to Vancouver's future. With added density and options for zoning that will allow housing and businesses in areas that need them, this city will be more walkable and businesses will benefit from the ease of access.</p> <p>Thanks for taking the time to read!</p>	Included in 5/11 CC testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Planning Commission	4/28/2026	Marlece W.		<p>Dear Planning Commission Members,</p> <p>I am writing to express a significant concern regarding the current draft of the Our Vancouver Comprehensive Plan. While the document is presented as a roadmap for the future of the entire city, there is a noticeable lack of specific inclusion and detailed planning for all of Vancouver’s distinct neighborhoods.</p> <p>A "Citywide" plan should, by definition, be representative of the diverse geographic and social landscape of our community. However, the current draft appears to prioritize certain high-growth corridors while leaving others—particularly established residential areas and marginalized sectors—without clear strategies for local improvements, equity, or infrastructure.</p> <p>Specifically, I would like to highlight the following:</p> <ul style="list-style-type: none"> <li>• Incomplete Scope: The plan outlines "Big Ideas" and "Comprehensive Goals" (such as those in Chapter 8: Transportation and Mobility), yet fails to demonstrate how these will be applied equitably across every neighborhood boundary.</li> <li>• Gentrification and Risk: As noted in the draft’s own "Displacement Risk Typologies," many of our neighborhoods are at high risk. Without specific, localized protections and investment plans for every district, this plan risks accelerating displacement rather than preventing it.</li> <li>• The "Our Vancouver" Promise: The title implies a collective future. For this plan to be truly successful and legitimate, it must explicitly address the unique needs, historical contexts, and "Environmental Health Disparities" of all neighborhoods, not just a select few.</li> </ul> <p>I urge the Commission to pause and revise the draft to ensure that no neighborhood is left as an afterthought. We need a plan that truly reflects the "Our Vancouver" vision by including every corner of our city in its maps, goals, and funding priorities.</p> <p>Thank you for your time and for considering the voices of all Vancouver residents.</p> <p>Sincerely,</p>	Included in 4/28/2026 PC PH testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Planning Commission	4/28/2026	Mary K.		<p><b>April 28, 2026, Vancouver, Washington</b>  <b>City Planning Commission public hearing</b></p> <p>Thank you for the opportunity to comment on the proposed comprehensive plan update. After considerable study, I find that the proposed update is not fair to city residents as currently drafted. It puts too much pressure on existing neighborhoods by pursuing overly aggressive goals. This is not necessary to manage growth responsibly and respect the need for housing.</p> <p>The city has disregarded the state’s medium 20-year forecast for population. Likewise, it has disregarded Clark County’s determination that the forecast calls for 36,527 new homes and 26,317 new jobs in Vancouver by 2045. Instead, the city established goals for 38,000 new homes and 43,200 new jobs. Taking this approach even further, the city created and analyzed planning scenarios that promise more building capacity than needed to meet its own inflated targets. Three out of four alternatives offer the potential for many more homes and jobs than even the city thinks we need, according to the Final Environmental Impact Statement.</p> <p>The “Preferred Alternative” would make way for 44,111 dwellings and 45,145 new jobs. Vancouver is directing all its growth into today’s city limits, putting excessive pressure on residents and, potentially, on taxpayers. Meanwhile, the draft plan skates over the question of how the city and county will work together to shape and manage capacity for the urban growth area. <i>Right now, they don’t even agree on what “numbers” to plan for to comply with state law. And, they don’t agree on how much capacity the city’s proposal would create for new homes in the city.</i></p> <p>One sentence of the FEIS (Page 69) says the city and county will facilitate orderly annexations to mitigate adverse impacts from monumental upzoning. But annexations are difficult, expensive and slow. Consistent city and county planning in the uga must happen regardless of when annexations occur, because growth has been in progress for many years and is likely to continue apace.</p> <p>Before long, the proposed plan may have negative impacts on the uga. The demand and price for homes north of the city are likely to increase as people search for more relaxed environments. Important opportunities for planning may slip away quickly.</p> <p>We are seeing examples of that today, with Oregonians moving to Clark County to escape downsides of metropolitan Portland. That might help explain why we are growing and other counties have stalled out. If we are serious about preparing for the next 20 years, we must devise an equitable and effective plan for increasing the supply and variety of housing throughout the urban area, while containing the cost if possible. That requires good use of at least part of the uga, to prevent undue strain in the city as the plan becomes reality.</p>	Included in 4/28/2026 PC PH testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Planning Commission	4/28/2026	Serena L.	Chair, Columbia Neighborhood Association	<p>Livability--per Vancouver strategic plan: 2023-2029</p> <p>I am reaching out as a longtime Neighborhood Leader in East Vancouver--Columbia River NA. I know we are at the end point to adopt the City of Vancouver's 20 year growth plan to take us through 2045.</p> <p>Background: I was born and raised in San Jose, California. I am a third generation native. My grandfather owned a prune orchard in South San Jose. My father who grew up on this orchard would often comment, "Silicon Valley is built on the some of the best farmland in the world and should be located in Redding, California, where they can not grow a stick".</p> <p>Through a promotion and job transfer for my husband, we moved to Vancouver, Washington in 1996. We built our home off East Evergreen Highway. I left my career and have used my experience and managerial skills to advocate and improve this area in East Vancouver. I worked with Roger Parson's --who has since moved to S. California.</p> <p>The reason I bring up San Jose is my experience from the their growth. "Between 1960 and 1990, San Jose transformed from a mid-sized agricultural town into a major tech capital, with its population skyrocketing from 204, 196 to 782,248. Driven by the rise of Silicon Valley and aggressive annexation, the city the land area significantly and surpassed San Francisco as the most populous city in the bay Area by 1990.</p> <p>Like my father, I watched the city change--safety and security as a little girl evaporated. Traffic and congestion and the influx of people and changes to the landscape tremendous. I rode my bike for years at great distances until I was 15. As the city grew it was no longer safe to ride. San Jose has installed bike lanes across the city--no one uses them as it is simply not safe to do so--too many deaths have been recorded. Trash is everywhere as is tagging. To many other priorities to focus on these efforts.</p> <p>I understand we are not at this level, though the rate we are growing is considerable. The safety once felt when my husband and I and our two little girls moved to Vancouver, WA in 1996 is in the past due to growth. I have asked why we are required to have the current level of growth for the next twenty years-2045. The answer from our former City Manager, Erik Holmes and Mayor Anne is that people want to move here. In order to continue to make the City of Vancouver a desirable place to live, is to ensure the quality of life for its current residents. Ensure the impacts to the city take into consideration the concerns of those who currently live here, or they will leave the city, as is occurring today along the west coast.</p> <p>Livability per the Strategic Plan 2023-2029</p> <p>"Livability is about supply and access to basic necessities, quality of life, requirements and experiences that everyone in Vancouver expects. Livability means that every resident and cultural group can live in the community with a sense of belonging and pride while maintaining their own values, beliefs, and identities".</p> <p>The city annexed Evergreen Highway in 1996. A comprehensive plan (Corridor Management Plan), for Evergreen Highway was adopted by the City Council in 2016. Today, the remaining portion of the plan has been placed on the back burner--a safe walking/biking trail. Asphalt paving Evergreen Highway was part of this plan. The paving project was behind the original five year plan for various reasons. The 6.7 miles of Evergreen Highway asphalt paving project was completed in September of 2025.</p> <p>This vision for Vancouver, Washington. A safe place to walk, bike or wait for a school bus applies to all residents in the City of Vancouver. It should be noted that Evergreen Highway has a bicycle connector to the 205 bridge. Today it is dangerous for many in east Vancouver to navigate Evergreen Highway due to no safe biking/walking trail.</p>	Included in 4/28/2026 PC PH testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
				Please note the number two bullet point on page nine for livability: Clean public spaces, sidewalks and streets.	

Source	Date	Name	Affiliation (if any)	Content	Notes
Email Planning Commission	4/28/2026	Ben M.	Vice President, Northwest Neighborhood Association	<p>To the Planning Commission,</p> <p>My name is Ben M[last name], the Vice President of the Northwest Neighborhood Association and I live at [address]. I'm writing on my own behalf to encourage you to place the Northwest Neighborhood entirely within the Low Scale Neighborhood designation.</p> <p>The Environmental Impact Statement for the City of Vancouver's proposed comprehensive plan update stands on two pillars: "anticipated changes under the action alternatives would occur incrementally" and "property owners decide if and when changes occur."</p> <p>These two assurances are used to handwave away concern ranging from redeveloping historically designated properties with maximum infill (p. 104), the environmental impact of max densification in environmentally sensitive areas (P. 93), max densification having a negative impact by allowing investment corporations to bid against first time home owners or prey or senior citizens to put pressure on them to redevelop their property (Page 234) or the possibility of max infill overwhelming infrastructure and causing significant impacts on utilities and emergency services (P. 162).</p> <p>The Environmental Impact Statement for the proposed comprehensive update states that "intense development is focused in specific areas like urban centers and corridors."</p> <p>While I would love to see a thorough analysis of the impact 75-foot buildings would have on wildlife, green spaces and more in the EIS, I'll leave those efforts to environmental organizations and land use attorneys tackling individual projects in the future. However, when the misnamed "Medium Scale" is applied to previously low density areas we're no longer looking at simple increased densification as intended by the new state requirements, we're looking at "intense development" and ensuing intense impacts on the environment, on infrastructure, and in the ability of the public and wildlife to access critical green spaces that are now walled off behind wood, concrete and glass. The city handwaves these concerns away by saying all changes would be "incremental." But the pace of change is something beyond the City's control</p> <p>We see this with the current environment. The city saw less than 50% of it's housing target constructed this year – not because of lack of effort, incentive or land, but because of external forces like the economy, tariffs, and materials and labor costs. External forces don't just disappear because the city projects impacts will be "incremental"</p> <p>In the Preferred alternative, the city projects that its designated zones will yield 44,000 housing units over the life of the plan. The city's target is 38,000. Moving the Northwest Neighborhood entirely into Low Scale would have next to no impact on the city's goals. Instead of embracing the use of potentially destructive Medium Scale zoning in neighborhoods such as Northwest that cannot logistically handle growth at that level, I would encourage you go embrace smart growth and the true "middle housing" intended by the legislature and return the Northwest Neighborhood to the Low Scale Neighborhood designation.</p> <p>I've seen mixed messages from the city on why the neighborhood was placed partly in Medium Scale. On one hand, any compromises to the medium scale zoning have been rejected because "they would be too restrictive to what developers could do." And I've been told that the neighborhood had to be included in medium scale due to equity concerns and because "developers do not take down new 1.5-million-dollar homes to make multi-family housing they take down older homes" – homes where the residents don't have the wealth or resources to fight back.</p> <p>On the other hand, I'm told intense development "Probably won't happen" in our neighborhood anyway. If that is true, then moving the neighborhood back to Low Scale would have no practical impact on the city's projected yields or targets. However, if the goal is to encourage private equity, and mega</p>	Included in 4/28/2026 PC PH testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
				<p>development corporations to bid for land and homes against first time homebuyers and senior citizens for property and cut out the “middle” of middle housing, then leave the plan as is.</p> <p>I want to see increased growth and more density in my Neighborhood - we absolutely need it - but I also want to see it done in a smart way that is both pro-people, pro-housing accessibility and pro-upward mobility.</p> <p>I would encourage you to choose people over private capital, senior citizens over sovereign wealth funds, middle housing over the mega rich, and smart development over wealthy developers and place the Northwest Neighborhood entirely back in the Low Scale Neighborhood designation.</p> <p>Thank you for your time and your consideration.</p>	
Email City Council	4/28/2026	Eric P.		<p>Hello there,</p> <p>I am a Vancouver resident but was unable to attend tonight's city council meeting</p> <p>I would like to voice my support for the comprehensive plan for the city. It is a forward thinking plan that encompasses many features that will improve access to infrastructure, adjust zoning to relax constraints on housing, and improve connectivity throughout the city.</p> <p>I urge the council to approve the plan and look forward to the process of implementing the key features in the future</p> <p>Kind regards,</p>	Included in 5/11 CC testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
Mail City Council	4/29/2026	Sharon F.		<p>Dear City Leader,</p> <p>This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners</p> <p>To that end, I encourage the City to approve the building of 9.5 homes per acre (70 total), rather than the proposed 11.2 per acre (82 total) at this particular site.</p> <p>This request still exceeds proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).</p> <p>Increased traffic -- <i>more than 600 extra cars per day!</i> -- in this <b>infill</b> neighborhood - located on a residential neighborhood circulator street rather than a higher traffic thoroughway - will be dangerous for current and future residents of both Parkway East and Parkside Neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.</p> <p>I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. <i>This is doable with just a slight reduction of lots from the 82 currently proposed.</i></p> <p>Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!</p> <p>Thank you,</p>	Included in 5/11 CC testimony

Source	Date	Name	Affiliation (if any)	Content	Notes
Form City Council	4/29/2026	Ellen S.		<p>***In recent decades, thousands of trees have been removed in connection with private development projects taking place in Vancouver. In one recent example near my home, a development project called Fircrest Landing (located just south of NE 18th St, east of I-205) removed all but 4 of 148 mature Douglas Fir trees-an outcome that was permissible under current tree code since that code only requires tree retention "where feasible."</p> <p>***Vancouver officials anticipate the city's population will reach 268,000 by 2042, an increase of about 40 percent from the 2020 Census. The city is revising its Comprehensive Plan, for possible adoption on June 1, 2026 to manage growth and associated environmental effects for the next 20 years--in a manner that is consistent with the Washington State Environmental Policy Act. The updating of this plan will include proposed amendments to zoning regulations relating to trees and landscaping. In other words, those amendments will impact how many trees must be retained in any given development. There is a push for increased housing density to accommodate anticipated growth. Greater density within smaller parcels can translate to more housing units on a given parcel and hence fewer trees retained and less space available in which to add trees. Accordingly, unless the current tree code is amended to require the retention of a certain percentage of existing trees within a given development project (if that retention rate does not prevent reaching the minimum density range for the underlying zone), it is quite likely that most developers will conclude tree retention is not "feasible" at all, especially on smaller parcels on which greater density is permitted.</p> <p>***The Urban Forestry Commission has recommended updates to the Comprehensive Plan to more closely align that plan with pre existing city plans that recommend elevating the environment/tree canopy. Those plans include the Tree Canopy Assessment Study (2021), the Climate Action Plan Framework (2022), the Urban Forestry Management Plan (2023), and the City's 2025 Stormwater Management Program Plan.</p> <p>***Our city's current code on tree retention (providing for tree retention within a private development only "where feasible") is plainly out of date and in no way promotes the more recently adopted 28% city-wide canopy cover target set forth in the City's Urban Forestry Management Plan. Amendments to the Comprehensive Plan, consistent with those recommended by the Urban Forestry Commission, will enhance tree removal requirements on private property, bolster tree replacement requirements, and revise landscaping standards to ensure long term canopy health.</p> <p>***Vancouver does not need to choose between increased housing density or trees. Other communities have chosen both and Vancouver can too.</p>	Included in 5/11 CC testimony
Email City Council	5/1/2026	Jean A.		<p><a href="https://clbn.us/ZMB1G">https://clbn.us/ZMB1G</a></p> <p>To City leaders:</p> <p>This news is shocking and disheartening!</p> <p>Removing trees for wide sidewalks and cement walls?</p> <p>What is happening to our beautiful city?</p>	Included in 5/11 CC testimony

**From:** [Dollar, Sarah](#)  
**To:** [Dollar, Sarah](#); [Whitley, Samantha](#)  
**Subject:** FW: Public Comment 5/5 (Sent to Housing Manager on 4/15)  
**Date:** Thursday, May 7, 2026 8:05:58 AM  
**Attachments:** [Written Public Comment - Vancouver \(1\).pdf](#)

---

5/11 public comment.

**Sarah Dollar** | Executive Assistant to the City Council  
*Pronouns: She/Her/Hers*  
CITY OF VANCOUVER, WASHINGTON  
City Manager's Office (CMO)  
**Primary (Cell):** 360-624-2949 | **Desk:** 360-487-8641  
[www.cityofvancouver.us](http://www.cityofvancouver.us)

---

**From:** Mélanie Faure [REDACTED]  
**Sent:** Monday, May 4, 2026 5:48 PM  
**To:** City Council <council@cityofvancouver.us>  
**Subject:** Public Comment 5/5 (Sent to Housing Manager on 4/15)

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Honorable Mayor, Vice Mayor, and Council Members,

My name is Mélanie Faure from Upwards. I'm writing to respectfully ask the Council to direct a portion of CDBG funding toward the Boost program as a direct investment in Vancouver's family child care providers and the working families who depend on them.

I submitted the attached public comment to the Housing Manager on April 15th, but wanted to clarify how just \$48,000 in CDBG funding can make an impact: Boost can support 6 child care providers, create 2 teaching assistant jobs, and improve the quality of care for over 70 children– in the first year alone.

Boost pairs low-to-moderate income, in-home child care providers with one-on-one business coaching and digital tools. Each provider works with an experienced Care Specialist to build a customized Business Action Plan, covering marketing, enrollment, finances, programming, and staffing. They also receive free access to a Child Care Management System that streamlines daily operations and improves the quality of care.

The result is providers grow their businesses, create local jobs, and expand access to affordable care for families in Vancouver.

I know there are many strong applicants, so I will briefly explain why this can't wait:

Forty percent of children under six in Vancouver lack access to a licensed child care slot, leaving thousands of families unable to fully participate in the workforce. Child care workers here earn an average of \$19.83 an hour, driving turnover that deepens the shortage. Statewide, providers rank in the bottom 3% of wage earners. Two-thirds nationally report struggling to afford food and housing.

Boost is a proven model: Across 30 cities and counties, Upwards has mentored 500 providers, created 180 jobs, grown provider revenue by 25%, and expanded child care slots by 30 to 50%— all within the first year. We're already working with municipalities across the state and are ready to launch in Vancouver immediately.

This is a \$48,000 investment that strengthens these vital small businesses, creates jobs, and helps families get back to work. We respectfully ask for your support.

I am happy to answer any questions both as a representative of Upwards and a former client: [REDACTED]

Thank you.

Respectfully,  
Mélanie

|



Upwards is the nation's largest network of family child care providers. We respectfully urge the Council to fund the Boost program as a direct investment in Vancouver's child care infrastructure, small business community, and working families.

Boost equips low-to-moderate income, in-home child care providers with one-on-one business coaching and digital tools to strengthen their operations and grow their revenue. Providers work individually with experienced Care Specialists to build a customized Business Action Plan — covering marketing, enrollment, finances, programming, staffing, and more. They also receive free access to our Child Care Management System, which streamlines day-to-day operations and improves programming quality.

**The Result:** Providers grow their small businesses, create local jobs, and expand access to affordable, quality care for working families in the community.

**The Need in Vancouver:** The child care shortage in Vancouver is both a family crisis and an economic one:

- **Access gap:** 40% of children under six in Vancouver lack access to a licensed child care slot, leaving thousands of families— especially mothers and single parents— unable to fully participate in the workforce.
- **Low Wages:** Child care workers in Vancouver earn an average of \$19.83 per hour, far below the wages of elementary educators. This wage gap drives high turnover and deepens the shortage.
- **An Urgent Need:** Statewide, child care providers are in the bottom 3% of wage earners. Nationally, two-thirds of child care providers report difficulty meeting basic needs including food and housing — a pressure Vancouver providers know firsthand.

**A Proven Model:** Boost has a strong track record. Across 30 cities and counties, Upwards has:

- Mentored over 500 family child care providers
- Created 180 new jobs
- Helped providers increase revenue by an average of 25%
- Expanded child care slots by 30-50% — all within the first year of implementation

Upwards is already partnering with five Washington jurisdictions to implement Boost, and with Council approval, could launch in Vancouver to deliver immediate relief to child care providers and working families.

**Our Request:** We respectfully encourage the Council to support the Boost program with CDBG funding. We welcome the opportunity to meet with any Councilmember ahead of the May 4th Council meeting to answer questions and discuss how Boost can serve Vancouver's community.

**From:** [Jean M. Avery](#)  
**To:** [City Council](#); [charles.ray@cityofvancouver.usa](mailto:charles.ray@cityofvancouver.usa); [Small, Rebecca](#)  
**Subject:** WHY?? City of Vancouver removes large trees  
**Date:** Friday, May 1, 2026 7:53:59 AM

---

<https://clbn.us/ZMB1G>

To City leaders:

This news is shocking and disheartening!

Removing trees for wide sidewalks and cement walls?

What is happening to our beautiful city?

Jean M. Avery  
Vancouver

**From:** [City of Vancouver, WA](#)  
**To:** [City Council](#)  
**Subject:** Submission: Contact City Council  
**Date:** Wednesday, April 29, 2026 4:06:03 PM

---

# Contact the City Council

<b>Name</b>
ellen sward
<b>Email</b>
[REDACTED]
<b>Phone</b>
9162549078
<b>Address</b>
[REDACTED] Vancouver, WA 98684 United States <a href="#">Map It</a>
<b>Subject</b>
Share an Opinion of a City project or Initiative
<b>Choose Recipient</b>
All the Council
<b>Message</b>
<p>***In recent decades, thousands of trees have been removed in connection with private development projects taking place in Vancouver. In one recent example near my home, a development project called Fircrest Landing (located just south of NE 18th St, east of I-205) removed all but 4 of 148 mature Douglas Fir trees-an outcome that was permissible under current tree code since that code only requires tree retention "where feasible."</p> <p>***Vancouver officials anticipate the city's population will reach 268,000 by 2042, an increase of about 40 percent from the 2020 Census. The city is revising its Comprehensive Plan, for possible adoption on June 1, 2026 to manage growth and associated environmental effects for the next 20 years--in a manner that is consistent with the Washington State Environmental Policy Act. The updating of this plan will include proposed amendments to zoning regulations relating to trees and landscaping. In other words, those amendments will impact how many trees must be retained in any given development. There is a push for increased housing density to accommodate anticipated growth. Greater density within smaller parcels can translate to more housing units on a given parcel and hence fewer trees retained and less space available in which to add trees. Accordingly, unless the current tree code is amended to require the retention of a certain percentage of existing trees within a given development project (if that retention rate does not prevent reaching the minimum density range for the underlying zone), it is quite likely that most developers will conclude tree retention is not "feasible" at all, especially on smaller parcels on which greater density is permitted.</p> <p>***The Urban Forestry Commission has recommended updates to the Comprehensive Plan to more</p>

closely align that plan with pre existing city plans that recommend elevating the environment/tree canopy. Those plans include the Tree Canopy Assessment Study (2021), the Climate Action Plan Framework (2022), the Urban Forestry Management Plan (2023), and the City's 2025 Stormwater Management Program Plan.

\*\*\*Our city's current code on tree retention (providing for tree retention within a private development only "where feasible") is plainly out of date and in no way promotes the more recently adopted 28% city-wide canopy cover target set forth in the City's Urban Forestry Management Plan. Amendments to the Comprehensive Plan, consistent with those recommended by the Urban Forestry Commission, will enhance tree removal requirements on private property, bolster tree replacement requirements, and revise landscaping standards to ensure long term canopy health.

\*\*\*Vancouver does not need to choose between increased housing density or trees. Other communities have chosen both and Vancouver can too.

Ellen Sward, JD  
Vancouver WA

**From:** [Eric Prileson](#)  
**To:** [City Council](#)  
**Subject:** Comprehensive plan - city council meeting 4/28  
**Date:** Tuesday, April 28, 2026 6:34:42 PM

---

Hello there,

I am a Vancouver resident but was unable to attend tonight's city council meeting

I would like to voice my support for the comprehensive plan for the city. It is a forward thinking plan that encompasses many features that will improve access to infrastructure, adjust zoning to relax constraints on housing, and improve connectivity throughout the city.

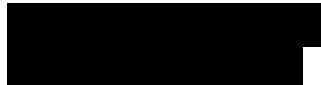
I urge the council to approve the plan and look forward to the process of implementing the key features in the future

Kind regards,

Eric Prileson  
Hudson Bay, Vancouver WA

Eric G. Prileson, MS

**Pronouns:** He/Him/His ([What is this?](#))



Washington State University - Vancouver

[Rudman Lab](#)

[Google Scholar](#)

[ORCID:](#) 0000-0003-1103-3900

<https://www.martinevolutionaryecologylab.com/>

BLOG:

**Science:** <http://thenewparadigm.home.blog>

**History:** <http://understandhistorynow.wordpress.com>

History, Science, Reading, Writing, Sports, Outdoor Adventures!

**From:** [Kyle Herrlinger](#)  
**To:** [City Council](#)  
**Subject:** In Support of the Comprehensive Plan  
**Date:** Monday, April 27, 2026 6:12:26 PM

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I just wanted to send in a brief bit of support in favor of the new comprehensive plan. I've lived in Vancouver (Rose Village) for 6 years now and have loved seeing how the city is developing. I've reviewed many details of the comp plan and have attended a few meetings to learn more about it. I see this plan as a great start to Vancouver's future. With added density and options for zoning that will allow housing and businesses in areas that need them, this city will be more walkable and businesses will benefit from the ease of access. Thanks for taking the time to read!

- Kyle Herrlinger

**From:** [Ted Sarvata](#)  
**To:** [City Council](#)  
**Subject:** in support of Comprehensive Plan  
**Date:** Monday, April 27, 2026 3:24:37 PM

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

I urge you to vote to approve the comprehensive plan. As Vancouver continues to grow, we must continue to add house, which means increasing density. Increased density is a good thing, because that makes transit more cost effective, plus allows for neighborhoods to support local businesses.

Thank you,  
Ted Sarvata

[REDACTED]  
Vancouver, WA 98664

**From:** [Tom Paulu](#)  
**To:** [City Council](#)  
**Subject:** Our Vancouver - Preferred Alternative Comments  
**Date:** Monday, April 27, 2026 2:02:54 PM

---

You don't often get email from [REDACTED] [Learn why this is important](#)

It's very difficult for one person to contradict the 313 page Comprehensive Plan and 908 page Land Use and Development Code. Obviously a lot of forces have been at work to put this together over the past few years. I suspect that most residents of Vancouver are still unaware of the details.

New state law requires allowing at least four dwelling units per lot in single family zones (P. 119). However, Vancouver is proposing to rezone for much higher density than what the state requires.

I wish that the city had sent a letter to every single-family homeowner about the proposed new zoning for their property, letting them know that their neighborhood (48 percent of the housing units) will be open to at least three-story apartments if not five-story. You may well be hearing from the single-family residents, in the future. This plan is a disrespectful slap to the thousands of homeowners who have worked hard to create a nice home and yard, only to be told that they are a problem because more they're occupying too much space.

I wonder how much of this plan is hopeful musings. Will a bunch of neighborhood grocery stores appear to challenge Winco, Safeway, Fred Meyer, Wal-Mart and Costco because of a planning document?

I hope that the city goes back to the drawing boards and significantly reduces the zoning densities.

Thanks for the chance to comment.

Tom Paulu  
Lincoln neighborhood

S. F. [unclear]

[Redacted]

98162

PORTLAND OR RPDC 972

25 APR 2026 PM 3 L



Vancouver City Council  
c Mayor Anne McElvenney  
415 W 6th St  
Vancouver, WA 98660

RECEIVED  
APR 29 2026  
CITY MANGAGER / MAYOR  
CITY OF VANCOUVER

8880-337598



Dear City Leader,

This is a request regarding the 7.5-acre proposed "Mt. Hood Vista" site in my Parkway East neighborhood on NE 34th Street. I understand the city's need for additional housing, while balancing the needs of current property owners.

To that end, I encourage the City to approve the building of 9.5 homes per acre (**70 total**), rather than the proposed 11.2 per acre (**82 total**) at this particular site.

This request still *exceeds* proposed density requirements of the new Comp Plan's "low-scale" zone, which will require only a minimum of 59 unattached, single-family homes on the site. (The area is currently zoned R9, limiting it to roughly that same number).

Increased traffic -- *more than 600 extra cars per day!* -- in this **infill** neighborhood -- located on a residential neighborhood circulator street rather than a higher traffic thoroughway -- will be dangerous for current and future residents of both Parkway East and Parkside neighborhoods, who often walk, jog, cycle, skateboard, and drive on our neighborhood streets.

I also request to preserve one of the few remaining small groves of environmentally-protective and iconic Douglas firs adjacent to public rights of way in Parkway East, located in the northeast corner of this 7.5-acre lot. *This is doable with just a slight reduction of lots from the 82 currently proposed.*

Please hear us, and act in the best interests of your current constituents in Parkway East and Parkside neighborhoods, as well as the new residents we'll be welcoming!

Thank you,

*Sheron Foster*



*15914 NW 9862*