



Anne McEnerny-Ogle, Mayor
Bart Hansen · Ty Stober · Linda Glover
Laurie Lebowsky · Erik Paulsen · Sarah J. Fox

July 27, 2020 - Vancouver City Council Meeting Minutes

WORKSHOPS

Workshops were conducted remotely over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS, or listen via the GoToMeeting conference call.

4:00-6:00 p.m. The Heights District Plan

Chad Eiken, Community and Economic Development Director, 487-7882; Rebecca Kennedy, Long Range Planning Manager, 487-7896; Marjorie Ledell, Chair, Vancouver Planning Commission

Summary

Staff provided Council with an update on the Heights District planning effort as part of a series of workshops prior to consideration of adoption of the Heights District Plan. This session focused on transportation recommendations; strategies and response to public input, the approach to sustainability; an overview of the Environmental Impact Statement findings, comments and responses regarding emergency services, utilities and the environment; and an overview of the phased implementation strategy.

COUNCIL CONSENT AGENDA MEETING

This meeting was conducted remotely over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS. Public access and testimony on Consent Agenda items and under the Citizen Forum was also facilitated via the GoToMeeting conference call.

Call to Order and Roll Call

The regular meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnerny-Ogle. The meeting was conducted remotely over video conference.

Present: Councilmembers Fox, Lebowsky, Stober, Hansen, Mayor McEnerny-Ogle

Absent: Councilmembers Paulsen, Glover

Motion by Councilmember Lebowsky, seconded by Councilmember Stober, and carried unanimously to excuse Councilmembers Paulsen and Glover.

Also present on the call were the following: Eric Holmes, City Manager; Jonathan Young, City Attorney; Amanda Delapena, Assistant to the City Council; Brian Carlson, Interim Deputy City Manager; Chad Eiken, Community and Economic Development Director; Annette Griffy, Engineering Manager; Rebecca Kennedy, Long Range Planning Manager; Aron Rice, Civil Engineer; and members of the public.

Citizen Communication (Items 1-2) - See general protocol above

Mayor McEnerny-Ogle opened Citizen Communication and, receiving no testimony, closed Citizen Communication.

Consent Agenda (Items 1-2)

Motion by Councilmember Stober, seconded by Councilmember Fox, and carried unanimously to approve the Consent Agenda.

- 1. Professional services agreements (PSAs) for on-call Stormwater Engineering retrofit planning and design services**

Staff Report 090-20

Summary

The City issued a request for qualifications for on-call stormwater retrofit planning and design services in March 2020. By April 29, 2020, the City had received 13 proposals. After a review of all proposals, the evaluation committee selected ten consultants for professional service contracts. Staff proposes to execute each contract for a period of five years. Each contract shall not exceed \$1,000,000.00.

Since 2016, City of Vancouver Surface Water Management has obtained over \$8.5 million in state-funded grants to improve water quality from stormwater runoff. City staff has utilized the existing on-call contracts (awarded in 2016) with eight consultants, spending approximately \$2 million for planning and design to date. These existing on-call contracts have all reached or nearly reached capacity resulting in the need for additional contracts.

In recent years, growing development activity and more stringent stormwater regulations have greatly increased the workload and number of projects requiring review by Surface Water Management staff. Utilizing an on-call contract allows the City flexibility in staffing projects during times of peak workload with professionals competent in the field of stormwater management planning and design.

The ten selected consultants are: Otak, Harper Houf Peterson Righellis, Maul Foster & Alongi, Gray & Osborne, and MacKay Sposito, all of Vancouver; Herrera Environmental Consultants, HDR Engineering, Brown and Caldwell, Parametrix and Mead & Hunt, all of Portland.

It is important to note that these contract values will be “not-to-exceed” values for the entire 5 years of the contracts’ terms. Individual task orders, which will be issued as project specific needs arise, will include a more detailed scope and budget.

Request: Authorize the City Manager or his designee to execute Professional Services Agreements with Otak, Harper Houf Peterson Righellis, Maul Foster & Alongi, Gray & Osborne, and MacKay Sposito, all of Vancouver; Herrera Environmental Consultants, HDR Engineering, Brown and Caldwell, Parametrix, and Mead & Hunt, all of Portland, for the provision of stormwater retrofit planning and design services on an as-needed basis for five years. The total value of each contract will not exceed \$1,000,000 for the 5 year life of each contract.

Aron Rice, Civil Engineer, 487-7170

Motion approved the request.

2. **Approval of Claim Vouchers**

Request: Approve claim vouchers for July 27, 2020.

Motion approved claim vouchers for July 27, 2020, in the amount of \$2,620,057.38.

Citizen Forum (up to 90 minutes)

This is the place on the agenda where the public is invited to speak to Council regarding any issue. Up to 90 minutes will be allotted for the Citizen Forum. Each speaker must register in advance, per the general protocol outlined at the top of this agenda. Detailed instructions and protocol will be provided to registered speakers once the advance registration closes. Each speaker shall have one opportunity to address the Council. Citizens testifying are asked to limit testimony to three minutes.

Mayor McEnerny-Ogle opened the Citizen Forum and received the following testimony:

- Cheryl Aichele, Vancouver, stated she likes participating in the Citizen Forums but did not have a specific topic to discuss at this meeting.
- Carmen Deleon, Vancouver, expressed concerns with activities happening at a neighboring residences owned by Share House.
- Janice Ritter, Vancouver, representing the Heights District Neighborhood Coalition, expressed concerns with the Heights District Plan regarding plans for housing and parking in the district.
- Kate Fernald, Vancouver, representing the Heights District Neighborhood Coalition, expressed concerns that some neighborhood concerns do not seem to be incorporated into the EIS for the Heights District Plan, and questioned the information being presented to the Council.
- Sue Pupo, Vancouver, representing the Northcrest Neighborhood, expressed concerns that the Northcrest Church is still being included in the boundaries of the Heights District.

Mayor McEnerny-Ogle noted the Council had received a number of written comments regarding the Heights District (attached).

There being no further testimony, Mayor McEnerny-Ogle closed the Citizen Forum.

Adjournment

6:53 p.m.

DocuSigned by:



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Anne McEnerny-Ogle, Mayor

Attest:

DocuSigned by:



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Natasha Ramras, City Clerk

Meetings of the Vancouver City Council are electronically recorded on audio and video files. The audio files are kept on file in the office of the City Clerk for a period of six years.

From: [Barbieri, James](#)
To: [City of Vancouver - Office of the City Manager](#)
Subject: Heights Project
Date: Sunday, July 26, 2020 8:16:56 AM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Day. As residents of Vancouver who live on Highland Drive in the Heights neighborhood, We are very excited about the project proposed for the old Tower Mall. This type of multi-use space is just what is needed in this part of the city.

We respectfully ask you to make sure to include enough parking at the complex to make sure that our neighborhoods are not crowded with on street parking. These quiet streets provide an excellent place for people of all ages to recreate and socialize. We have watched everyone from young families pushing strollers to children learning to ride bikes to elderly in wheelchairs and using walkers use our streets. These roads should continue to provide an excellent resource for everyone, including the new residents of the Heights Project. If they are used for overflow parking then everyone would be negatively impacted, and safety would be compromised especially for our children, simply because we did not designate enough parking for the complex. Let's not do that, please.

Your plan looks terrific and includes so much that is positive. So let's pay the price now , on the front end, to create a truly positive and lasting impact on all who support this wonderful growth opportunity. Thank you.

Sincerely,
James and Kristin Barbieri

From: [REDACTED]
To: [City of Vancouver - Office of the City Manager](#)
Subject: Heights District Plan
Date: Sunday, July 26, 2020 5:47:27 PM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City Council,

We have lived in the heights for almost 50 years and are very concerned with the effect this project will have on the surrounding single-family neighborhoods.

The proposed area will include 6 story apartments buildings with retail and offices on the first floors in neighborhoods that are presently zoned 1-2 stories. The apartments will have only 1 parking space per unit. How will that work with apartment residents, office workers and retail customers all proposing sharing the 1 space per unit? Where will the other cars park? In the proposed metered parking spaces or into the surrounding neighborhoods for free parking? Not everyone has the ability or desire to take a bus, walk or bike to their chosen destination whether that be for work, shopping or pleasure.

Andresen is currently 2 lanes each way. Proposed is 1 lane in each direction with parking and bike lanes between Mill Plain and McArthur. The traffic will be funneled from 2 lanes into 1 and then back to 2 thru this short corridor. Does that really make sense?

Safety of people getting in and out of their cars parked along Mill Plain (a major thoroughfare) and traffic flow is a major concern. From HD Plan pictures, it indicates cars will be parked on the south side of Mill Plain with a bus stopped unloading and loading passengers and cars stopped in the lane behind the bus next to the parked cars.

A lot of the residents in this area are retired and on fixed incomes. Will this raise our property taxes and tax us out of our homes?

One of the biggest concerns has been the lack of honesty and transparency. In

the middle of the Environmental Impact Statement (in which you were hoping no one would notice) was a plan to allow the churches (not currently in the Plan) to opt in and be rezoned. The churches were not aware of this beforehand and opposed this idea. The churches and the neighborhoods requested this be changed and we thank the council for honoring that request.

According to the articles in The Columbian, the City wants to make our area into a city like Portland and Seattle. The project as proposed will change the landscape of our neighborhoods. If we wanted to live in those type of environments, we would move there.

The City did not seem to care about the residents surrounding Columbia Street. The recent City survey gave them very low marks. Here is a great opportunity for the City Council to change that perception and finally listen to the residents of the neighborhoods.

Respectfully,
Sandy Burckhard



Vancouver, Washington 98664
Heights Neighborhood

From: [REDACTED]
To: [City of Vancouver - Office of the City Manager](#)
Subject: Parking On Mill Plain
Date: Sunday, July 26, 2020 12:08:17 PM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We have lived in the heights area off Mill Plain for almost 50 years. We walk along Mill Plain 4 or 5 times each week and are intrigued with the increase of traffic flow. To allow parking on Mill Plain with this increased traffic flow would be a big mistake and lead to accidents as people try to exit cars directly into the line of traffic. We beg the city council to eliminate the Mill Plain parking portion of the Heights Development project. Saving lives is a lot more important than increased parking spots. Please listen to the voters in the heights area and leave Mill Plain as a main thoroughfare and not a parking lot.

Thank you,
Duane Burckhard

[REDACTED]
Vancouver WA.

From: [Cleo Childers](#)
To: [City of Vancouver - Office of the City Manager](#)
Subject: Vancouver Heights Parking
Date: Sunday, July 26, 2020 9:57:17 AM

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Any parking along Mill Plain is unsafe and shortsighted. Mill Plain is one of the major arteries through Vancouver. A plan that would reduce traffic flow in a growing city just doesn't make sense. Hoping we are not trying to plan ourselves into another Portland.

Thank you

From: [City of Vancouver - Office of the City Manager](#)
To: [Delapena, Amanda](#)
Subject: FW: Heights district plan
Date: Monday, July 27, 2020 2:02:51 PM
Attachments: [image005.png](#)

For council

Kerry Peck | Support Specialist III



CITY OF VANCOUVER, WASHINGTON
City Manager's Office/Administrative Support
P: (360) 487-8616

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From: Vicki Coles [REDACTED]
Sent: Monday, July 27, 2020 1:22 PM
To: City of Vancouver - Office of the City Manager
Subject: Heights district plan

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The Heights District Plan to "create a downtown-like experience" is wrong for so many reasons - too many residential units, lack of parking for the number of residential units planned, allowing buildings of more than two stories. Perhaps the most ludicrous idea is thinking one parking place per unit is adequate. To paraphrase old saying, "What was the planning department smoking?" Even more ridiculous is the idea of creating parking on Mill Plain Boulevard, an unrealistic and incredibly dangerous plan.

My hope is the city drops the entire idea of the Heights district plan, if that doesn't happen, please rethink the parking plan for the sake of the surrounding neighborhoods.

Thank you for your time,
Vicki Coles

From: [REDACTED]
To: [City of Vancouver - Office of the City Manager](#)
Subject: Defined housing and revised parking considerations
Date: Sunday, July 26, 2020 8:23:54 AM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the City Council and Planners,

We appreciate the considerations you have provided on the Heights District Plan in the past and understand your vision and needs for the city stated in the Plan, but we feel you are reaching too far in your details that you describe. Some of the main issues are the housing and the parking.

You describe 6-foot stories in the middle tapering down to smaller units around the edges next to the neighborhoods. We would like the areas more defined concerning building heights. Provide a boundaries so future developers and city council decision makers do not get carried away. It appears greed has taken over the country. Money is more important than human values and conditions. We do not want that scenario to happen here.

We have heard there is a 1:1 ratio between parking and housing units. That does not seem fair. Though there may be some elderly that may not need cars, most couples have 2 vehicles, if not 3 or more for young drivers. A ratio of 2 parking spaces per housing unit would be more sensible, but we could compromise on at least 1.5 parking units per housing units. Though we do not know the affects of this pandemic yet, it will change our views in the future, just the depression, WWII, and 9/11 have. People may be working at home more, since managers see it can be done. People may feel less comfortable packed into multiple housing units. You are asking for a narrow 1:1 ratio on top of shared parking. The trend is going towards flexible hours, so the shared parking idea of having office workers using a parking garage during the day and by residents in the evening may not be a feasible in the future as it is now. The 1:1 parking ratio means the City will only provide 52% of the actual number of parking spots needed. That means that people will be forced to park somewhere outside the designated residential parking area. The proposed solution is future monitoring and "Residential Parking Pass"? Adding this future burden to the neighborhoods for poor parking planning in the present does not seem reasonable. But more importantly, narrowing Mill Plain, a major east-west arterial road, for parking is a dangerous safety concern. Are you noticing the increase traffic Mill Plain is getting each year? Are you planning to narrow all of Mill Plain, or are you creating a bottleneck? We know you need parking, but at the sake of safety?

We understand that Tower Mall is a great location between I5 and I205, but we feel you are creating future problems. We are asking you to scale down the housing and increased the parking. You may consider additional parking not cost effective, but if people cannot find reasonable parking, they will not choose to shop at revenue generating businesses. People in surrounding neighborhoods will move out and the property value will go down, leading to less revenue for the city. Please take these pleas of limiting housing and increasing parking into your final decisions.

Janice Ritter

[REDACTED]

Vancouver, WA
Dubois Neighborhood

From: [Barbara](#)
To: [City of Vancouver - Office of the City Manager](#)
Subject: Heights Redevelopment
Date: Sunday, July 26, 2020 6:23:23 PM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the city of Vancouver, Mayor, city council and all others Involved in the Redevelopment,

The main reason I purchased my home on Phoenix Way 6 years ago was because of the neighborhood and surrounding neighborhoods. One and two story single family homes, and some businesses. The neighborhood is quiet.

If I had wanted to live near an Urban center with Apartments and condos, I would of sought that out.

Many things concern me about the planning for this redevelopment :

1. Parking, according to the plan...1 parking space per unit. Not everyone living there will be single with one car. Where will people with 2 cars park? Where will their company park? The idea of we will address that problem when we come to it does not sit well with people. You knew the cost of parking spaces when you developed this. If you can't give adequate parking, maybe you should think of downsizing the project.

The gathering places and events you plan, where will the cars park?

This problem needs to be addressed before the FEIS is adopted.

2. The heights of buildings should be no more than the new schools. We don't need high rises and certainly no hotels. This also needs to be mandated before the FEIS.

3. Then all the road changes, roundabouts everywhere? You will be looking at more accidents and frustrations of people trying to get off of side streets, and driveways.

Andresean down to one lane? Why, when your putting more people in the area. I myself don't want to be stuck behind a car with a flat or mechanical problems.

Not everyone rides a bike, or wants to take the bus. People who take a bus usually have to. I can't imagine to many people riding their bike downtown to go to work. I certainly would not want to climb MillPlane to get home.

4. What about the people who have lived in the heights district for years. They have paid their taxes to this city, and now you want to disrupt their lives. Why?

Maybe you should remodel the Tower Mall like Garrison square. There you find plenty of Free parking, nice food establishments, and businesses.

I seriously don't think we need 5,000 more people living in this area. Your looking at more crime, and traffic problems. I for one don't want to sit on MillPlane trying to get someplace.

It's real pretty on paper, but who will maintain all these areas? Will they look like the medians do now? With weeds and dead trees?

Let's fix what we have, and be proud of the city, instead of stacking as many people as possible into a small place.

Sincerely,

Barbara Stanley

Sent from my iPad