



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

July 19, 2021 - 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. Complete Streets Program Projects

Rebecca Kennedy, Community and Economic Development Deputy Director, 360-487-7896; Jennifer Campos, Principal Transportation Planner, 360-487-7728

Summary

Staff provided Council with an overview of four Complete Streets projects proposed for implementation in 2022 and 2023.

REGULAR COUNCIL 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 and Public Hearing items were 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. This meeting was conducted remotely over video conference.

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

Absent: None

Also present on the call were the following: Eric Holmes, City Manager; Brian Carlson, Deputy City Manager; Jonathan Young, City Attorney; Amanda Delapena, Assistant to the City Council; Lisa Brandl, Deputy Finance Director; Chad Eiken, Community and Economic Development Director; Patrick Gilbride, IT Director; Rebecca Kennedy, Long Range Planning Manager; Carrie Lewellen, City Treasurer; Ryan Lopossa, Streets and Transportation Manager; Jason Nortz, Development Review Manager; David Perlick, Recreation Services Manager; Natasha Ramras, Chief Financial Officer; Nicollette Roth, Civil Engineer; Peggy Sheehan, Community Development Programs Manager; Greg Turner, Land Use Manager; and members of the public.

Approval of Minutes

Minutes - June 28, 2021

Motion by Councilmember Glover, seconded by Councilmember Hansen, and carried unanimously to approve the meeting minutes of June 28, 2021.

Proclamation: Summer Meals Week

Mayor McEnerny-Ogle read and presented a proclamation to Sara Seelmeyer, Food Security Program Manager for United Way of King County, and David Perlick, Vancouver Recreation Services Manager, proclaiming July 19-23 as Summer Meals Week.

City Manager Eric Holmes recognized the retirement of Deputy City Manager Brian Carlson and his years of service with the City.

Community Communication (Items 1-3)

Mayor McEnerny-Ogle opened Community Communication and received the following testimony:

- Terence Ibert, Vancouver, spoke regarding Item 2 and asked whether engineering assessments had been made to support the addition of two more units; he also expressed concerns about the potential for a project with a

multi-family tax exemption agreement being sold to a larger, for-profit company prior to the agreed upon public benefits being completed.

There being no further testimony, Mayor McEnerny-Ogle closed Community Communication.

In response to the public testimony, Chad Eiken, Community and Economic Development Manager, stated the additional units would trigger a need for new parking, and those requirements would have to be met by the developer.

Peggy Sheehan, Community Development Programs Manager, explained that if the property transfers ownership within the exemption period, all of the requirements would transfer to the new owner, including the completion of any agreed upon public benefits. Mr. Eiken further explained that those public benefit features would need to be installed and accepted by the City before the MFTE agreement is certified and an occupancy permit is issued.

Consent Agenda (Items 1-3)

Motion by Councilmember Glover, seconded by Councilmember Hansen, and carried unanimously to approve the Consent Agenda.

1. Mill Plain & 104th Ave Transportation Project, construction acceptance and release of retainage

Staff Report 102-21

Summary

Rotschy, Inc., of Vancouver, Washington, has satisfactorily completed the subject improvements in accordance with the plans and specifications. The original construction contract bid amount was \$3,648,294.06. Final construction costs were \$3,553,911.27, a reduction of approximately 2.5% from original bid amount. The cost savings was attributed to minor underruns in multiple bid quantities.

This project did not have an apprenticeship goal because federal guidelines for grant projects do not allow for the inclusion of local agency apprenticeship programs. As a requirement of the federal grant funding for this project, the contractor was required to provide on-the-job training to elevate workers from trainee to journeyman status in the trades involved. The training goal was set by the granting agency at 400 hours. The contractor exceeded this goal by delivering a total of 824.50 hours for the project.

Request: On July 19, 2021, accept the Mill Plain Boulevard – 104th to NE Chkalov Drive Project as constructed by Rotschy, Inc., of Vancouver, Washington, subject to receipt of all documentation

required by law.

Nicolette Roth, Civil Engineer, 360-487-7763

Motion approved the request.

2. Hudson West (a.k.a. Broadway Apts) MFTE DA Amendment

Staff Report 103-21

Summary

On September 21, 2020 the Vancouver City Council adopted a resolution and development agreement for the Broadway Apartments multifamily tax exemption (now known as Hudson West). The original development agreement for the project was an 8-year exemption under which the applicant would construct 48 housing units as well as public benefits including enhanced street frontage improvements downtown between 15th and 16th Streets on Washington. The applicant has added two housing units to the project. The revised development will now have 50 housing units. The public improvements have not changed in scope.

The increase in units will change the amount of the tax exemption slightly. The City Finance Department estimates that the forgone property taxes for the City of Vancouver will increase from \$126,000 to \$133,000 over the 8-year exemption. The applicant's lending partner has also requested adding language to the agreement acknowledging that any future successive owner is bound by the agreement. The City Attorney's office has reviewed and approved the requested text changes.

Request: On Monday, July 19, 2021, approve the amended agreement and authorizing the City Manager or designee to execute the amended agreement and take any and all action necessary to enforce the terms thereof.

Peggy Sheehan, Community Development Programs Manager, 360-487-7952

Motion approved the request.

3. Approval of Claim Vouchers

Request: Approve claim vouchers for July 19, 2021.

Motion approved claim vouchers for July 19, 2021, in the amount of

\$5,970,146.15.

Public Hearings (Items 4-7)

4. Banking Services Agreements with JP Morgan Chase, N.A.

Staff Report 099-21

AN ORDINANCE authorizing the City Manager or designee to execute Agreements with JPMorgan Chase Bank, N.A., (hereinafter “JPMorgan”), for the provision of banking and related services; providing required Terms that such Agreements be for an initial term of not more than five (5) years; providing authorization to enter into a separate Pcard agreement which may be extended in annual increments after the fifth year of the City's Agreement with JPMorgan; providing for severability; and setting an effective date.

Summary

The City's current banking services contract with Bank of America expires on December 31, 2021. On December 1, 2020, the City issued a Banking Services and Merchant Services Request for Proposals (RFP). In addition, financial institutions were able to provide responses for optional services they provide such as Pcard and Health Savings Accounts, as well as other services.

Proposals were due January 27, 2021. Six financial institutions responded to the RFP: Bank of America; US Bank; Wells Fargo; Key Bank; JP Morgan Chase Bank, NA; and Columbia Bank. In addition, the City received two responses to provide merchant services (credit card processing) from Paymentus and Forte. Most of the banks also included merchant services as part of their response. The RFP was issued to identify the banking institution that could offer the highest quality service, create efficiencies, and take advantage of new applicable technologies at the best overall value. The proposers had the option to only propose on banking services, or merchant services, or both.

The City Procurement Department was responsible for publishing the RFP, receiving responses, and the general responsibilities associated with monitoring compliance with the solicitation process. The RFP was sent to most of the local banks and/or merchant processing companies and published on the City's Procurement website at Procureware.com, and in the Columbian newspaper.

In order to respond to the RFP, the banking institution had to be a “full service” bank, which meets the statutory requirement of a qualified Washington State public depository throughout the term of the contract (as required by RCW 39.58). This Washington State law requires that banks that hold public funds fully collateralize an equal amount of funds with their

depository's trustee. Because of this requirement, many smaller institutions have made a business decision to use their collateral for other business purposes and to not respond to RFPs of this type.

The responding Financial Institution had to meet the following mandatory requirements during the contract period: 1) Branch banking facilities located within the State of Washington; 2) Approval by the Washington State Public Deposit Protection Commission as a qualified public depository; and 3) Branch banking facilities located within the City and the County.

The evaluation committee scored the response from JP Morgan Chase the highest for general banking services, and Paymentus for merchant services. Award of the merchant services agreement with Paymentus is proposed under a separate action.

Staff recommends that Council approve award of these banking services agreements to JP Morgan Chase Bank from July 1, 2021, through December 31, 2026. The contract is slightly longer than five-years because the bank wanted to provide the greatest flexibility for Pcard services if the City transitioned to another provider at the end of the five-year period. The estimated cost over the life of the five-year contract is \$500,000. This does not include fees associated with processing credit/debit card transactions.

Request: On Monday, July 19, 2021, subject to second reading and public hearing, approve the ordinance.

Carrie Lewellen, City Treasurer, 360-487-8482

Mayor McEnerny-Ogle read the title of the ordinance into the record.

Carrie Lewellen, City Treasurer, provided a summary of the proposed contract.

Councilmember Stober asked what the City can be doing to help local banks become more competitive for future similar contracts. Ms. Lewellen explained that the public depository requirement that funds are collateralized is often considered too big of a risk for smaller banks who do not want to tie up their funds for that purpose, which makes it difficult for these banks to bid on such contracts.

Mayor McEnerny-Ogle opened the public hearing and, receiving no testimony, closed the public testimony,

Motion by Councilmember Paulsen, seconded by Lebowsky, and carried unanimously to approve Ordinance M-4338.

5. **Contract with Selectron Technologies to Upgrade Utility Billing Payment and Building Permit Inspection Portals to Cloud-Hosted Platform**

Staff Report 100-21

AN ORDINANCE authorizing the City Manager or designee to execute an Agreement with Selectron Technologies, Inc., an Oregon corporation (hereinafter “Contractor”), for the provision of software and materials, identified more particularly in the Agreement (collectively “Licensed Software”) for the benefit of providing the City of Vancouver, Washington (“City”) with upgraded utility billing and building permit payment portals; requiring Terms that such Agreement be for an initial term of five (5) years with successive one (1) year terms thereafter until terminated by either of the parties; providing for severability; and setting an effective date.

Summary

The City originally implemented the Selectron system in 2007. This older, on-premise version of the system is outdated and not efficient for our customers or staff. Although the system works, it lacks many of the modern features and the user experience that you would find in today’s e-commerce sites. For our customers to initiate or change credit card recurring payments, they must contact City staff for manual setup. There is no modern username/password capability, so customers must rely on outdated techniques to login to the system.

The Selectron upgrade will allow our customers to establish and maintain their own user accounts for accessing City Utility and building permit inspection information. This will allow our customers to setup and maintain how they pay for City services – a capability that customers have repeatedly requested. Not only will the upgrade provide many efficiencies, it will also enhance security for sensitive credit card information. In addition to Utility payments and Permits, the Selectron platform has the potential to be used in the future as a common portal for making payments to other systems that allow payment integrations.

Request: On Monday, July 19, 2021, subject to second reading and public hearing, approve the ordinance and authorize the City Manager or his designee to sign the Selectron Technologies, Inc. Services and Hosting Agreement for \$1,000,000 over 5 years.

Patrick Gilbride, IT Director, 360-487-7650

Mayor McEnerny-Ogle read the title of the ordinance into the record.

Patrick Gilbride, IT Director, provided a summary of the proposed contract.

Mayor McEnerny-Ogle opened the public hearing and, receiving no testimony, closed the public testimony.

Motion by Stober, seconded by Councilmember Paulsen, and carried unanimously to approve Ordinance M-4339.

6. **Impact Fee Vesting Amendments**

Staff Report 101-21

AN ORDINANCE of the City of Vancouver relating to Title 20, Land Use and Development, of the Vancouver Municipal Code (VMC), amending Chapter 20.915 titled “Impact Fees” to prospectively remove the vesting of impact fees, calculate impact fees at the time of building permit application, collect impact fees at the time of building permit issuance, and allow impact fee reduction requests to be reviewed at staff level based on specified criteria; provide for severability; and provide for an effective date.

Summary

In the context of the budget adoption last fall and more recently related to multiple requests from developers to adjust school impact fees (SIF), City Council has expressed interest in considering an ordinance that would eliminate the vesting of all impact fees in order to collect the most current fees at the time a building permit is issued.

On November 16, 2020, the City Council approved an ordinance relating specifically to park impact fee adjustments, amending Vancouver Municipal Code Sections 20.915.050 and 20.915.100, and changing the method and timing of fee adjustments. In addition to the approved amendments City staff proposed amending other sections of VMC 20.915 including:

- VMC 20.915.020: the timing of when impact fees are calculated and due and payable; and*
- VMC 20.915.070: the removal of the impact fee determination provision that currently vests project impact fees for 1 year upon applicant request.*

The above noted code sections were not included as part of the overall park impact fee adjustments considered by Council in the recent biennial budget process, in order to provide for additional stakeholder outreach.

Additionally, within the last year the City has received three separate requests from multi-family developments to adjust the Evergreen School District school impact fee (SIF) rate. The primary reason for the requests was the SIF for multi-family development decreased by approximately 50% per multi-family unit as part of the update to the 2019-2015 Evergreen

Public School Capital Facilities Plan (CAP).

City Council approved all three requests but directed staff to review the City's municipal code regarding the timing of calculating and collecting impact fees. The City also received feedback from Evergreen School District and the proponents of the SIF reduction requests that they would support a code change to bring the timing of the impact fee assessment and collection closer together for development projects.

This item went before the Planning Commission as a workshop item on February 23, 2021, and as a public hearing item on May 11, 2021. At the workshop on February 23 there was consensus among the Planning Commission that calculating impact fees at preliminary plat or site plan approval and allowing the impact fees to vest for three years is not conducive to accurately collecting the true cost of facility improvements at the time the building permit is issued. Several Planning Commissioners encouraged staff to explore calculating impact fees at the time of building permit application instead of building permit issuance.

Based on the feedback received from the Planning Commission, the Building Industry Association, the Southwest Washington Contractor's Association, school districts and City Parks, Transportation and Development Review staff, the timing of calculating the impact fees has been adjusted from building permit issuance to building permit application. Based on staff's review of permit activity from 2020 approximately 90% of all building permit applicants subject to payment of impact fees were issued their building permit within the same calendar year. Given the high percentage of building permits issued within one year of application, staff is supportive of calculating impact fees at building permit application. Calculating fees at this point in the process would be a fair representation of the true cost of facility improvements. It also provides the applicant with a high level of certainty as to what the actual permit costs will be by the time the building permit is ready for issuance. Impact fee estimates can still be provided to applicants at site plan and plat plan approval with the caveat that these are merely estimates based on the current fee amounts and the actual impact fees will be calculated at building permit application.

The proposed amendment would be applicable to school, transportation and park impact fees. Representatives of the PIF, TIF and SIF programs are equally supportive of removing the vesting of impact fees in order to keep fees as current as possible to meet the intent of state legislation to serve future development. The proposed removal of impact fee vesting would not be retroactive, and therefore, would not apply to projects currently vested in the project review process by Preliminary Plat or Site Plan approval. Projects that are vested under current code provisions of Preliminary Plat and Site Plan Review approval would remain vested for three-years from their approval date, after which the impact fees that are in

effect at the time of building permit issuance shall apply.

VMC 20.915.070.C Calculation of Impact Fee allows the development approval authority setting the impact fee, upon application by the developer supported by studies and data, to reduce or eliminate such fee. The City Council is the authority that sets the impact fees. The City is not proposing amending this section in its entirety but is proposing minor revisions to 20.915.070 that include:

- Requiring reduction requests be reviewed at staff level (i.e.; CED Director, Parks Director, or Public Works Director) therefore not requiring a public hearing. This is consistent with other jurisdictions regionally.*

- More specificity on what is required to be provided by the developer to demonstrate the adopted formulas or methodologies do not accurately reflect the cost of the system improvements generated by their proposed development*

The proposed amendments to VMC 20.915 would direct impact fees to be calculated at building permit application based on the rates in effect at that time. The impact fees would be due and payable at building permit issuance. All impact fees would be required to be recalculated for building permit applications that have not been issued within one year of application.

This policy is consistent with multiple jurisdictions surveyed, including Camas and Washougal and others throughout the state – none of which have shown any decline in growth as a result.

On May 11, 2021, the Planning Commission unanimously approved staff's recommendation to approve the proposed text changes to VMC 20.915.

Review Criteria and Findings

Vancouver Municipal Code 20.285.070 provides the approval criteria for comprehensive plan or zoning code text amendments:

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

- 1. The proposal is consistent with applicable policies of the Vancouver strategic plan and comprehensive plan; and*

- 2. The proposal is necessary to further the public interest based on present needs and conditions.*

Applicable Vancouver Comprehensive Plan Policies

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

PFS-3 Impact fees: Establish and maintain policies and regulations, including traffic, park and school impact fees, to ensure new development pay for a proportionate share. Impact fees should be reduced or eliminated for low-income housing developments.

PFS-33 Parks coordination: Plan for parks, trails, open spaces and recreational services in coordination with other local and regional public agencies and private entities. Facilitate provision of lands and/or impact fees for parks as part of the development review process.

Staff Findings

The proposed amendments to VMC 20.915 Impact Fees are consistent with the Vancouver Strategic Plan, Vancouver Comprehensive Plan and other applicable laws, and the public interest. The proposed amendments further Comprehensive Plan policy PFS-3 by ensuring new development pay for a proportionate share of the cost of facility improvements that most accurately reflect the cost of the improvement. Additionally, ensuring new developments pay a proportionate share will help enable the City to develop high quality parks and trail systems that help improve our community's livability and prosperity which align with Strategic Plan Goals 1, 4 and 10.

Request: On Monday, July 19, 2021, subject to second reading and public hearing, approve the ordinance.

Jason Nortz, Development Review Manager, 360-487-7844

Mayor McEnemy-Ogle read the title of the ordinance into the record.

Jason Nortz, Development Review Manager, provided a summary of the proposed amendments.

Councilmember Fox asked for clarification of the appeals process and whether the Community and Economic Development Department (CED) has an option to not accept an appeal or the proposed fee reduction.

Mr. Nortz explained that an appeal process can experience delays when it requires the appeal be heard by the City Council, rather than at the staff level. He stated staff found that other jurisdictions allow for appeals to be heard at the staff level, which is what City staff has proposed.

City Attorney Jonathan Young explained that procedurally, CED is permitted to

determine the routing of an appeal. The City could not summarily reject an appeal, but could determine whether the applicant has adequately documented unusual circumstances that would justify a reduction to an impact fee.

Mayor McEnemy-Ogle opened the public hearing and, receiving no testimony, closed the public testimony.

Motion by Glover, seconded by Councilmember Lebowsky, and carried unanimously to approve Ordinance M-4339.

7. Heights District Plan Implementation - first reading

Staff Report 104-21

A. AN ORDINANCE of the City of Vancouver, Washington for a subarea known as the Heights District and relating to comprehensive planning under Chapter 36.70A and setting forth associated implementation measures amending the Vancouver Comprehensive Plan and Vancouver Municipal Code; specifically, amending the Vancouver Municipal Code by adding a new Chapter, The Heights (HX) Plan District, VMC 20.670, incorporating the Heights Plan District into other relevant code sections, adopting new Heights District Urban Design Guidelines and amending the Vancouver Comprehensive Plan to provide for implementing measures for Heights District Plan policies and goals; and providing for an effective date.

B. AN ORDINANCE of the City of Vancouver, Washington, relating to land-use and zoning; establishing a Planned Action for the Heights District Plan; providing for the establishment of mitigation measures and conditions for approval of projects located within the Heights District Plan Area (hereafter the Heights District); providing for a streamlined review and approval of projects which meet planned action criteria; providing for an effective date; and providing for an expiration date.

C. AN ORDINANCE lifting the temporary moratorium on the acceptance and processing of applications for permits for the development of new structures, the expansion of existing structures, or subdivisions in the Tower Mall area as defined herein; and establishing an effective date 30 days from adoption.

Summary

The following implementing regulations have been developed for the Heights District: adoption of a new Heights Mixed Use (HX) zoning district and associated Heights District Urban Design Guidelines; adoption of additional amendments to the City of Vancouver Comprehensive Plan and Title 20 of the Vancouver Municipal Code; and adoption of a Planned Action for the Heights District, including mitigations.

The Heights Mixed Use (HX) Plan District (Exhibit A) is intended to

implement the Heights District Plan vision, goals and policies, and includes standards in the following areas: regulation of uses, including ground floor frontage requirements; development standards, including minimum residential density, maximum building height, building step-down and transitions, facades, building line provisions, modulation, entrances, roof forms, architectural characteristics, materials and colors, landscaping, stormwater, signage, vehicle and bicycle parking minimums and other requirements, and utilities and screening; a design standard modification process; and approval processes for site plan, planned action and design review.

The Heights District Urban Design Guidelines (Exhibit B) work in tandem with the Heights Mixed Use (HX) Plan District to implement Plan visions, goals, and policies. They are founded on several universal design principles that help shape the character, urban form and public spaces of the District, and are based on key design drivers identified through the Heights District planning process. These include inclusive mixed-income housing, connectivity, community health, wellness and equity, and sustainability, among others. The Urban Design Guidelines inform the development of all structures and landscapes within the District and are intended as a discretionary tool, which is administered in concert with the HX Plan District. They address the following aspects of development: public infrastructure, including new and existing streets, sidewalks, traffic calming, parks and open spaces, landscape design and stormwater management systems; building typologies, including housing, commercial, and civic/institutional uses; architecture, including massing, scale, building modulation and façade articulation, entrances, and roof forms; materials and color; signage; public art; parking, including vehicle and bicycle parking; lighting design; utilities and screening; and sustainable development and design.

Updates to several sections of Title 20 of the Vancouver Municipal Code (Exhibit C) will ensure integration of the new HX Plan District and maintain consistency between various sections within the development code. This includes changes in the following code sections and tables: Table 20.130.040-1 Comprehensive Plan and Corresponding Zoning District Designations; 20.430.020 Listing of Zoning Districts; 20.430.030-1 Commercial and Mixed Use Districts Use Table; 20.430.040-1 Development Standards; 20.430.050 Special Limitations on Uses; 20.770.080 Tree Density Requirements; 20.850.020 Approval Process; 20.850.030 Development Standards; 20.890.060 Additional Development Standards by Zoning District; 20.925.030 General Provisions; 20.945.080 Off Loading Requirements; and 20.985.020 Development Standards.

The Heights Mixed Use (HX) Plan District requires an amendment to Table 1-5 on page 1-13 of the Vancouver Comprehensive Plan (Exhibit D) to add the HX Plan District and definition to the list of Commercial zones in the

City.

Based on the previously issued Heights District Plan: Planned Action Final Environmental Impact Statement (FEIS) a Planned Action Ordinance (PAO) is proposed to facilitate future development of the Heights District through a front loading of future environmental review. Pursuant to RCW 43.21C.440, WAC 197-11-164, and VMC 20.790.530, PAOs allow individual future development projects that are within adopted impact thresholds to undergo less extensive SEPA environmental review provided such review was undertaken in the full district EIS. The cumulative environmental thresholds for the full Heights District established in the FEIS and referenced in the Mitigation Document (Exhibit E) are for 1,800 new residential units, 204,000 square feet of commercial development, and 36,000 square feet of institutional development. To qualify for expedited SEPA review, individual future projects must not cause these cumulative district wide thresholds to be exceeded and must also follow various mitigation measures listed in the Mitigation Document. It should be noted that future projects qualifying for expedited SEPA review are still subject to the full range of substantive and procedural City planning and building codes applied during Site Plan Review or other applicable review processes.

The proposed Heights Mixed Use (HX) Zoning District, Heights District Urban Design Guidelines, Heights Planned Action Ordinance and associated Comprehensive Plan and Title 20 amendments are consistent with the Heights District Subarea Plan, applicable portions of the Vancouver Strategic Plan and Comprehensive Plan, and provide for updated development standards and regulations necessary to implement an adopted subarea plan, which is designated as an urban center in the Comprehensive Plan. Together, the proposed updates provide a framework of prescriptive standards and discretionary guidelines that will ensure individual development projects implement the vision of the Heights District Plan, and provide for enhanced housing options, additional services and amenities, and new recreation and employment opportunities in a well-designed, livable, mixed-density, mixed-use, connected and sustainable environment.

The proposed regulatory updates provide for a mix of uses that allow for the development of the District as a 20-minute neighborhood where residents can walk, bike, roll or take transit to essential amenities, services, and employment opportunities which include stores, restaurants, parks, schools, and transit stations.

The Heights Mixed Use (HX) Zoning District includes sub-districts with unique standards and supported by design guidelines to ensure development is sensitive to and compatible with the adjacent established neighborhoods, and the HX Zone includes requirements for decreased

building heights and increased minimum parking ratios in transition areas where redevelopment will occur in close proximity to existing neighborhoods.

With regard to wireless communication facilities, the proposed standards ensure non-discriminatory provision of personal wireless services and adequate service in the area. While monopolies are not permitted within the HX zone, wireless facilities may be attached to existing and future structures within the zone. Additionally, the Heights District is located in close proximity to other land use zoning districts also permitting wireless communication facilities, including monopolies, that can assist in providing adequate service to the area. This regulatory standard is consistent with the authority of the City of Vancouver over the placement, construction, and modification of personal wireless service facilities.

The Urban Design Guidelines provide a framework for transportation and infrastructure improvements, including bicycle and pedestrian facilities and guidance on low impact development stormwater management strategies and best management practices, to improve the efficiency and safety of Vancouver's transportation and utility infrastructure systems.

A duly advertised Planning Commission public hearing on this topic was held on June 8, 2021, at which the Planning Commission forwarded a unanimous recommendation to Council to adopt the Heights Mixed Use (HX) zoning district, Heights District Urban Design Guidelines, Heights Planned Action, and associated Comprehensive Plan and zoning code amendments as outlined in the staff report without edits. All materials from this public hearing are available [here](#).

- Request:
1. Following July 19 first reading and public hearing, approve an ordinance (A) related to the new Heights Mixed Use zoning district and associated Heights District Urban Design Guidelines, Comprehensive Plan text amendments, and Vancouver Municipal Code Title 20 text amendments as provided in attachments to the staff report, setting date of second reading and final public hearing for August 2, 2021.
 2. Following July 19 first reading and public hearing, approve an ordinance (B) related to the Heights District Planned Action and associated mitigation document, setting date of second reading and final public hearing for August 2, 2021.
 3. Following July 19 first reading and public hearing, approve an ordinance (C) related to the lifting of the existing Tower Mall Development Moratorium that currently prohibits the acceptance and processing of applications for permits for the development of new structures, the expansion of existing structures, or

subdivisions in the Tower Mall area, setting date of second reading and public hearing for August 2, 2021.

*Rebecca Kennedy, Community and Economic Development
Deputy Director, 360-487-7896*

Mayor McEnemy-Ogle read the title of the ordinance into the record.

Rebecca Kennedy, Deputy Director of Community and Economic Development, and Greg Turner, Land Use Manager, provided an overview of the proposed regulatory implementation for the Heights District.

Councilmember Stober stated for decades he has recognized this property as a tremendously underutilized asset in the community and he is extremely excited to see this redevelopment process coming to fruition. He stated he appreciates the efforts of staff and the consultants to engage with the community, and the final proposals represent the refinement and the negotiations that have gone on for several years to get to a plan that the majority of the community can get behind and be excited about.

Councilmember Stober stated Vancouver has experienced significant increases to rents in recent years, and it is important for the City to integrate income-based housing in the Heights District. He asked how that will play out. Ms. Kennedy explained the broad equitable goals and targets related to income-based housing are part of an adopted policy within the plan. There are other programmatic policies that will be implemented as part of the next phase of the planning process in regards to establishing an equitable development policy. She noted that the code also does a few things indirectly that will support income-based housing, such as allowing for greater flexibility in the types and sizes of housing, establishing multi-family zones, and leveraging investments in transit and multimodal transportation amenities.

Councilmember Fox stated the design standards manual provides good examples to illustrate the designs the City is looking for in the development. She asked for clarification as to why sharrows are included in the transportation plans, as Council has expressed concerns with this feature in the past. Ms. Kennedy confirmed sharrows are included as one design element for the internal streets only. She stated those streets will be designed for 15 miles per hour and will include many features designed to slow down street traffic, not just sharrows, as those internal streets are intended to support all mobility users.

Councilmember Hansen stated the City should look to the Waterfront development in regards to mobility issues and learn lessons from those design elements, as it is very difficult to ride a bicycle through that development. Ms. Kennedy stated staff definitely learned some lessons from the Waterfront that have been incorporated into the Heights District plan.

Mayor McEnemy-Ogle opened the public hearing and received the following

testimony:

- Janice Ritter, Vancouver, expressed concerns regarding bicycle lanes, rent parameters, and density projections for the Heights District.
- Glenn Miller, Vancouver, stated he is mostly in agreement with what has been proposed, but he expressed concerns regarding changes to building height limits along MacArthur Boulevard and about the parking standards proposed.
- Kate Fernald, Vancouver, representing the Heights District Neighborhood Coalition, stated the coalition supports the plan overall and believes it will be an improvement from what is currently there. She urged the City to keep higher density development to the Tower Mall site and the coalition does not support increased density in the neighborhoods.

There being no further testimony, Mayor McEnerny-Ogle closed the public hearing.

Councilmember Hansen asked for clarification as to what has changed with the building height limits. Ms. Kennedy stated that change to building heights has been an iterative process based on stakeholder feedback. At the May 17 Council workshop, staff brought to Council an updated proposal based on Planning Commission recommendations to not lower building heights below what current zoning regulations allow in other similar zones. Along MacArthur, staff had proposed a maximum height limit of 40 feet, and following Planning Commission feedback, revised that suggestion to maintain the existing maximum height of 50 feet within the Innovation Hub of the district, with step-downs of reduced heights recommended for buildings abutting residentially zoned properties. She noted that every time staff brought forward an updated or refined proposal to the Council for feedback, which has resulted in the current proposal.

Councilmember Paulsen recognized the collective effort that has gone into the planning and engagement process for the Heights District. He stated it is worth remembering the City acquired the property in 2015 to prevent development that could deteriorate the character of the neighborhood. He stated that Council has agreed to consider projects through the lenses of equity, safety and climate action, and this proposal achieves meaningful improvements in all of those areas. He stated he lives in the neighborhood and his neighbors are excited about the opportunity to revitalize it, and he recognizes there are concerns with some of the details but he believes the plan represents true compromise.

Councilmember Fox stated this process has been ongoing for more than three years, and she has spent many hours going over the details, meeting with staff and neighbors since she has been on Council. She stated there may be some fine details she would have proposed changes to, but she recognizes that zoning code rules are not set in stone. She stated she also

appreciates that staff has created an entire new zone for the City, and there is no way it could be perfect and staff will likely bring back amendments in the future as the property develops over time. She thanked staff for the incredible amount of work that has gone into the project, and stated she would be supporting the proposals.

Motion by Councilmember Paulsen, seconded by Councilmember Glover, and carried unanimously to approve the ordinances on first reading, setting date of second readings and public hearing for Monday, August 2, 2021.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

a. Homelessness Program Status Update

Jamie Spinelli, Homeless Response Coordinator, provided Council with an update on the status of Vancouver's homelessness programs.

Jonathan Young, City Attorney, provided Council with an update on the City's Unlawful Camping ordinance.

b. Criminal Prosecution Diversion Update

Mr. Young provided Council with an update on the City Attorney's Office criminal prosecution diversion program.

Adjournment

9:10 p.m.

DocuSigned by:



58CB15C0632F403...

Anne McEnerny-Ogle, Mayor

Attest:

DocuSigned by:



BCF6734E40E94AE...

Natasha Ramras, City Clerk

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

From: [City of Vancouver - Office of the City Manager](#)
To: [Delapena, Amanda](#)
Subject: FW: Complete Streets: July 19 Council Workshop Comment
Date: Monday, July 19, 2021 8:36:04 AM

For council meeting tonight

Kerry

From: Michele Wollert <michelewollert@gmail.com>
Sent: Saturday, July 17, 2021 8:13 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Complete Streets: July 19 Council Workshop Comment

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: Mayor McEnerny-Ogle and Councilors Glover, Fox, Lebowsky, Paulsen, Hansen, and Stober

My family and I have lived at the corner of F and E 31st Streets in the Shumway neighborhood since 2003. We were happy to see that E Fourth Plain Blvd between F and Andresen will be on the agenda for the July 19th workshop focusing on Complete Streets safety upgrades.

We are asking you to **focus on the stop light intersection of F and E Fourth Plain, as it has become increasingly treacherous to pedestrians and bicycles who want to cross.**

As you know, Fourth Plain is a major route to the Port of Vancouver and there is an **abundance of heavy freight vehicles** on that route to/from the Port. I've stopped using that intersection on my walks because **too many trucks and cars run the red light in an attempt to "beat" it.** Also, there is **no shoulder there**, so the sidewalk butts right up to Fourth Plain at the signal on F Street on both sides of E Fourth Plain, increasing the likelihood that **fast-moving vehicles may jump the curb and hit someone waiting for the green light.**

I suggest all of you take a field trip there and try waiting at the signal to cross. It is terrifying.

It is so unfortunate that a truck route to the Port bisects Vancouver's beautiful historic neighborhoods as it does, **making "cross-pollination" of residents between Shumway and Carter Park to the North of Fourth Plain with Arnada and Hough to the South so treacherous.**

Please consider **extensive and effective pedestrian/bicycle safety enhancements at F and E Fourth Plain so that we can once again feel safe in crossing Fourth Plain at F Street.**

Thank you all for your years of public service.

Regards,

Michele and Rich Wollert

E 31st and F Streets
Vancouver

From: [City of Vancouver - Office of the City Manager](#)
To: [Delapena, Amanda](#)
Subject: FW: 4th Plain & F Street intersection
Date: Monday, July 19, 2021 12:51:18 PM
Attachments: [Safe Routes Letter.docx](#)
[Safe Routes and Crosswalks Project Mailing List.docx](#)

For council

Kerry

-----Original Message-----

From: Katerina Martin <katiamartin3@yahoo.com>
Sent: Monday, July 19, 2021 11:32 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Cc: AMY W. WAGNER <awwagner@nw.edu>; AMY W. WAGNER <awwagner@u.washington.edu>; Karly Crain Keddy <karlycrain@gmail.com>
Subject: Fw: 4th Plain & F Street intersection

Please see attachments just in case they were not included in my previous message.

Thank you, Katerina

----- Forwarded Message -----

From: Katerina Martin <katiamartin3@yahoo.com>
To: cmo@cityofvancouver.us <cmo@cityofvancouver.us>
Sent: Monday, July 19, 2021, 11:28:23 AM PDT
Subject: Fw: 4th Plain & F Street intersection

As a concerned citizen and resident of the Shumway neighborhood, please note the following:

In regard to the City Council meeting today, I am forwarding a message I sent to Anne McEnerny-Ogle last year referring to how the intersection of 4th Plain Blvd. and F Street is a dangerous crossing for drivers and pedestrians alike. I have advocated for several years to see this section is made safer. I have not received any responses per my concerns so was pleased to find out that this issue was on today's agenda.

Please consider my input below and the two Safe Routes attachments.

Thank you,

Katerina Alfrey
360-597-8161

----- Forwarded Message -----

From: Katerina Martin <katiamartin3@yahoo.com>

To: McEnerny-Ogle, Anne <Anne.McEnerny-Ogle@cityofvancouver.us>
Sent: Wednesday, February 26, 2020, 10:27:01 AM PST
Subject: Re: 4th Plain & F Street intersection

Thanks is so much!

On Friday, February 21, 2020, 04:43:50 PM PST, McEnerny-Ogle, Anne <anne.mcenerny-ogle@cityofvancouver.us> wrote:

Good evening, Katerina.

Let me ask staff for some answers to these questions.

Anne

From: Katerina Martin [<mailto:katiamartin3@yahoo.com>] Sent: Thursday, February 20, 2020 11:26 PM
To: McEnerny-Ogle, Anne
Cc: AMY W. WAGNER; Karly Crain Keddy
Subject: 4th Plain & F Street intersection

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.

Hi Anne,

I've been talking to several moms whose kids cross the intersection of F Street and 4th Plain Boulevard to get to and from school. This, as I'm sure you're fully aware of, is such a dangerous place to cross for many reasons:

- The stop light and pedestrian walk signal has an unusually long wait before it's safe to enter onto Fourth Plain.
- This intersection has a high level of foot traffic for Discovery Middle School and VSAA.
- Semi-trucks and cars speed through this area and run the red light.

- Elderly, school children and other pedestrians must wait on the narrow sidewalk to cross.
- I've seen people including students many times give up after an extended wait for the walk signal to flash. They cross against the light that still hasn't changed.

Entering onto Fourth Plain from F Street has its own set of hazards for pedestrians and cars. My 81 year old father, friends, fellow pedestrians, and I share stories of almost being struck many times trying to get across when the walk signal is on. I'm surprised something more serious hasn't happened already.

- Cars turning left (Eastbound) onto Fourth Plain, often do not wait for pedestrians to cross.
- Drivers become impatient wanting to get through before the light turns red.
- The crosswalk on the Eastside of F Street is in a blind spot for drivers turning onto Fourth Plain.
- It is also dangerous for cars entering the intersection from F Street as traffic on Fourth Plain often run right through the red light.

Many safer crosswalks have been installed along 4th Plain and in other areas around town. In particular, the Pedestrian Hybrid Beacon Crosswalks (HAWK). Some of these locations include:

- Ft. Vancouver Way, middle crossing near Clark College
- St. Johns Boulevard, north of SR-500 at Northeast Petticoat Lane
- Fourth Plain near T Street
- Fourth Plain & Z Street
- Fourth Plain & Fairmont Street
- Fourth Plain & Neals Lane
- Fourth Plain & Todd Road/Rossiter Lane
- Southeast Mill Plain Blvd & Southeast 157th Avenue
- E Mill Plain Blvd, west of Andresen Road

Is there a plan for this particular interaction?

Some of the moms and I would like to talk to the City about how we can move forward to make this spot safer for everyone, especially if VSAA is to expand, bringing more traffic and activity to this area.

Over the past couple years, specifically while serving as a board member for the Hough Elementary PTSA where I started the Safe Routes & Crosswalks Project. This involved surveying the Hough Elementary Neighborhood and identifying areas that could be improved and made safer for students and local traffic.

I contacted City members and several local committees including City of Vancouver Street Improvements Project, Neighborhood Traffic Alliance and the Department of Vancouver Public Works, as well as the VPW Operations Center; however, was unsuccessful in receiving a response to my inquiries.

Could you please point us in the right direction of whom we should speak with? Thank you!

Respectfully yours,

Katerina Alfrey

604 E 28th Street

Vancouver, WA 98663

360-597-8161

katiamartin3@yahoo.com

January 15th, 2018

City of Vancouver - Street Improvements Projects
Public Works Administration
4500 SE Columbia Way
Vancouver, Washington



Re: Hough Elementary PTSA Safe Routes & Crosswalks Project

Dear Vancouver Public Works,

The Hough PTSA is working for the health, welfare, safety, education, care, and protection of children. I have recently collected information through direct observations and parent input on areas within the Hough neighborhood and School Zone that need improvement. Our goal is to ensure safe routes for students that walk or ride bikes to and from school.

There are areas where crosswalks need to be restriping or, in some cases, painted as none exist. We have identified some problematic intersections and concerns due to convenience to pedestrians, high traffic, limited visibility, congestion, speeding and/or vehicles frequently running red lights. These specific spots will benefit from crosswalks with flashing lights, Pedestrian Hybrid Beacon Crosswalks, and/or adding/adjusting speed zone and school zone signs.

The following chart provides problem spots and suggestions for removing risk factors and barriers that may compromise the safety of pedestrians, bicyclists *and* cars. With your support, we can make our streets better for all!

Thank you for your time and commitment to working to maintain and improve transportation routes in our community. I am looking forward to hearing from you.

Sincerely,

Katerina Martin

Katerina Martin, PTSA President
1900 NW Daniels Street Vancouver, WA 98660
Email houghptsa@gmail.com
Phone 360-313-2100
Hough Elementary PTSA

2017-2018 Safe Routes & Crosswalks Project

SPOTS TO IMPROVE PEDESTRIAN SAFETY	REPAINT CROSSWALKS	SAFE CROSSING SUGGESTIONS
19 th & Broadway		Need Crosswalk for West/Eastbound Pedestrian traffic North Side of intersection (Pedestrian Hybrid Beacon Crosswalks)
19 th & Daniels	Repaint existing crosswalk in front of Hough	Add crosswalk for North/Southbound Pedestrian traffic on East side of 19 th & Daniels intersection.
19 th & Daniels		Extend School/ Speed Zone signs more South toward Mcloughlin Blvd.
20 th & Daniels	Repaint existing crosswalks	
23 rd & Daniels	Repaint existing crosswalks	Need to look at merging high vehicle & Pedestrian traffic before & after school. Maybe School Zone signs or Stop sign.
24 th & Daniels	Repaint existing crosswalks at intersection	
19 th & Columbia	Repaint existing crosswalks	Need Crosswalk for West/Eastbound Pedestrian traffic on Columbia (Pedestrian Hybrid Beacon Crosswalks)
20 th & Columbia	Repaint existing crosswalks	Extend School/ Speed Zone signs South of 19 th & Columbia
21 st & Columbia	Repaint existing crosswalks	Need Crosswalk (maybe flashing lights for South End of West/Eastbound Pedestrian traffic on Columbia intersection
23 rd & Columbia	Repaint existing crosswalks	Need Crosswalk (maybe flashing lights for South End of West/Eastbound Pedestrian traffic on Columbia intersection
24 th & Columbia		Extend School/Speed Zone North of 24 th on Columbia
19 th & Franklin	Repaint existing crosswalk behind Hough	
21 st & Franklin	Repaint existing crosswalk	
23 rd & Franklin		Need Crosswalk for West/Eastbound Pedestrian

		traffic. Extend School/ Speed Zone North of new crosswalk between 23 rd & 24th
19 th & Main		Need Crosswalk for West/Eastbound Pedestrian traffic (Pedestrian Hybrid Beacon Crosswalks). <u>Need ramp on NW corner.</u>
20 th & Main	Repaint existing North/Southbound crosswalk by Dulin's Village Café & East/Westbound crosswalk by Old Glory	
22 nd & Main	Repaint existing crosswalk	
24 th & Main	Repaint existing crosswalk	
19 th & Washington	Repaint existing crosswalks	
4 th Plain & F St.	<u>This is a dangerous spot</u> to cross. Pedestrian light takes a long time & children cross against the light/cars frequently run red lights.	North & Southbound crosswalks need Flashing Lights/for Pedestrian traffic. Pedestrian Hybrid Beacon Crosswalks is ideal.
4 th Plain & Columbia	Repaint existing crosswalks	
4 th Plain & Daniels	This is a dangerous spot. Children are crossing here instead of backtracking to cross at Columbia & 4 th Plain intersection.	North & Southbound Flashing Lights/ crosswalk needed for Pedestrian traffic (Pedestrian Hybrid Beacon Crosswalks). <u>Need ramps.</u>
4 th Plain & Franklin	This is a dangerous spot for children to cross. They cross here instead of backtracking to Columbia & 4 th Plain intersection.	North & Southbound Flashing Lights/ crosswalk needed for Pedestrian traffic (Pedestrian Hybrid Beacon Crosswalks).
Mcloughlin & Broadway	Repaint existing crosswalks	Washington State PTSA[®] <i>everychild.one voice.[®]</i>
Mcloughlin & Main	Repaint existing crosswalks	
Mcloughlin & Columbia	Repaint existing crosswalks	
Mcloughlin & Daniels	Repaint existing crosswalks	
Mcloughlin & Franklin	Repaint existing three crosswalks	

City of Vancouver - Street Improvements Projects
Public Works Administration
4500 SE Columbia Way
Vancouver, Washington 98661

City of Vancouver Public Works
Operations and Maintenance, Manager Tim Buck
P.O. Box 1995
Vancouver, WA 98668-1995

City of Vancouver Public Works
Streets and Transportation, Manager Ryan Lopossa
P.O. Box 1995
Vancouver, WA 98668-1995

City of Vancouver Public Works
Public Works media, public outreach and community relations
Loretta Callahan
P.O. Box 1995
Vancouver, WA 98668-1995

Washington Traffic Safety Commission
621 8th Avenue SE – Suite 409
Olympia, WA 98501
360.725.9860

Anne McEnerny-Ogle - Mayor of Vancouver
City of Vancouver
P.O. Box 1995
Vancouver, WA 98668-1995

Honorable Representative Sharon Wylie
Representative 49th Legislative District
310 John L. O'Brien Building
PO Box 40600
Olympia, WA 98504

Honorable Representative Monica Jurado Stonier
Representative 49th Legislative District
331 John L. O'Brien Building
PO Box 40600
Olympia, WA 98504

From: [Kate Fernald](#)
To: [City of Vancouver - Office of the City Manager](#)
Subject: Commentary for Agenda Item #7
Date: Monday, July 19, 2021 12:02:33 PM
Attachments: [Letter to City Council 1st Reading HX Zoning.docx](#)

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 afternoon,

I offer this testimony to be submitted for the record. Please ensure the mayor and city councilors receive it today.

Thank you,

Kate Fernald

July 19, 2021
Mayor and City Council
City of Vancouver
415 W. 6th Street
Vancouver, Washington 98660

Re: HX Zoning 1st Reading

Dear Mayor and City Councilors,

My name is Kate Fernald, Co-Chairman of the Heights District Neighborhood Coalition. I want to thank you for the last few years that we've worked together on the Heights District Plan. If the journey has taught me anything, it's that we all care deeply for Vancouver, and we are each doing what we believe is best for our city, even if in our own unique ways.

One shared characteristic I appreciate most between the City Council and the people is our shared love of and best intentions for our city, which is why I'm writing to you today. You've worked hard for your constituents and for the neighborhoods on the Heights Plan, and I want you to know changes were made on May 17, 2021 that would allow significantly increased density to develop not at Tower Mall, but on the properties in our neighborhoods. Increasing allowed density in our neighborhoods was not right nor was it fair to the neighborhoods.

After all our participation over the last three years, to increase density in the neighborhoods in the last 60 days of this three year process is, frankly, wrong. The change was made so late in the game that any zoning amendments must come from the Planning Commission or City Council. That makes you our last hope, city councilors.

The Heights neighborhoods strongly urge you to move the HX zoning forward with the following minor amendments. The edits will restore density in the neighborhoods to what was agreed upon by all, and it will allow the concerned property owners in the "Innovation Hub" to maintain their 50 feet maximum building height development capacity.

This is a minor, well-reasoned solution that's a win for all stakeholders involved.

City Council, we respectfully request you make the following motion at today's first reading for the HX Zoning standards:

I move to approve the Heights District HX Zoning with the following amendments:

"Table 20.670-4 Maximum Building Heights for sub-district District Gateway" shall be defined as:

District Gateway sub-district maximum building height abutting residentially zoned properties shall be the same as that of the abutting zone.

District Gateway sub-district maximum building height shall be 40 feet not abutting residentially-zoned properties.

District Gateway sub-district maximum building height south of Mill Plain shall be 50 feet for properties fronting Mill Plain not abutting residentially zoned properties.

Then:

"#4. Building step downs and transitions" shall be defined as:

- a. In the District Gateway sub-district south of Mill Plain, properties fronting Mill Plain shall have a building height maximum of 40 feet within 60 feet of a shared property line with residential uses.
- b. Fire station Parcel: Maximum building height shall be 40 feet for properties fronting Mill Plain and 35 feet approximately 140 feet from Idaho St.

We hope you will consider the significant impact of May 17th's "District Gateway" zoning standards, and that you will support the fine-tuned solution we bring to you today. Our solution is born from our shared community members' countless hours of working together to find fine-grained solutions that would work for us all.

With respect and best regards,

Kate Fernald
208 Tucson Way
Vancouver, WA 98661
360-798-2558

July 19, 2021
Mayor and City Council
City of Vancouver
415 W. 6th Street
Vancouver, Washington 98660

Re: HX Zoning 1st Reading

Dear Mayor and City Councilors,

My name is Kate Fernald, Co-Chairman of the Heights District Neighborhood Coalition. I want to thank you for the last few years that we've worked together on the Heights District Plan. If the journey has taught me anything, it's that we all care deeply for Vancouver, and we are each doing what we believe is best for our city, even if in our own unique ways.

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District Gateway sub-district maximum building height shall be 40 feet not abutting residentially-zoned properties.

District Gateway sub-district maximum building height south of Mill Plain shall be 50 feet for properties fronting Mill Plain not abutting residentially zoned properties.

Then:

"#4. Building step downs and transitions" shall be defined as:

- a. In the District Gateway sub-district south of Mill Plain, properties fronting Mill Plain shall have a building height maximum of 40 feet within 60 feet of a shared property line with residential uses.
- b. Fire station Parcel: Maximum building height shall be 40 feet for properties fronting Mill Plain and 35 feet approximately 140 feet from Idaho St.

We hope you will consider the significant impact of May 17th's "District Gateway" zoning standards, and that you will support the fine-tuned solution we bring to you today. Our solution is born from our shared community members' countless hours of working together to find fine-grained solutions that would work for us all.

With respect and best regards,

Kate Fernald
208 Tucson Way
Vancouver, WA 98661
360-798-2558

From: [Janice Ritter](#)
To: [City of Vancouver - Office of the City Manager](#)
Subject: Written comments for City Council meeting
Date: Monday, July 19, 2021 12:02:51 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.

Dear City Council Members and Mayor:

I am sorry to hear about the changes you made on May 17, 2021. You think by omitting "adjacent" from your plan may not mean much, but it does. We have sent a proposal to you and the city planners for a compromise, but we are concerned with the timing that you will not listen again. I understand that you want to stop the moratorium on the Heights District. That is understandable. But why did you change the plan on May 17th to make it worse and say there is not enough time to incorporate or even consider the neighborhood's compromise. Kate Fernald has worked hard to find compromises, but it feels that it has fallen on deaf ears. She has even pointed out that did violate some on your policies, but that was dismissed by the city planners because the violations were not to the "standards". This was pointed out to the planners, but again it fell on deaf ears. We have felt betrayed. You put on a show that you are listening, but at the last minute, we are betrayed. We understand that not everyone can be happy, but we were hoping for more give and take.

I hope that you read again the proposal Kate Fernald has sent you. We still will not get everything we truly desired, but it will show that you were willing to compromise and not be in the pocket of developers. I will be listening tonight to you. I hope you will take the time to listen to us.

Sincerely yours,
Janice Ritter
Dubois Neighborhood
Heights District Coalition

Kate Fernald's proposal:

The proposal closely reflects the City's current HX zoning standards proposal. We want our tweaks to be as minimal as possible. We suggest the HX zoning be approved with the following amendments:

"Table 20.670-4 Maximum Building Heights for sub-district District Gateway" shall be defined as:

District Gateway sub-district maximum building height abutting residentially zoned properties shall be the same as that of the abutting zone.

District Gateway sub-district maximum building height shall be 40 feet not abutting residentially-zoned properties.

District Gateway sub-district maximum building height south of Mill Plain shall be 50

feet for properties fronting Mill Plain not abutting residentially zoned properties.

Then:

"#4. Building step downs and transitions" shall be defined as:

a. In the District Gateway sub-district south of Mill Plain, building heights shall be a maximum of 40 feet within 60 feet of a shared property line with residential uses.

b. Fire station Parcel: Maximum building height shall be 40 feet for properties fronting Mill Plain and reduced to 35 feet approximately 140 feet from Idaho St."

Sent from [Mail](#) for Windows 10