

GRAND BLVD
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EVERGREEN & GRAND

COMMERCIAL CORRIDORS STRATEGY-
APPENDICES

FEBRUARY 2022

EVERGREEN & GRAND APPENDICES

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December 2021

**EVERGREEN &
GRAND APPENDIX A:
COMMUNITY
ENGAGEMENT
SUMMARIES**



December 2021

EVERGREEN AND GRAND COMMERCIAL CORRIDORS: *COMMUNITY ENGAGEMENT SUMMARIES*

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Evergreen and Grand Commercial Corridors: Issues & Opportunities

Community Engagement Summary

Introduction

The City of Vancouver is embarking on a community planning process for the Evergreen and Grand commercial corridors that is intended to support neighborhood livability and create a walkable environment where businesses can thrive. Through this process, the City will evaluate the types of uses that are allowed, the pedestrian environment, building orientation in relationship to the street, and parking and access. The February 13 open house and accompanying online survey was a first step in this process.

In the first stage of the planning process, the project team engaged the public to help identify issues, opportunities, and priorities that will shape a community vision for the Evergreen and Grand corridors with a focus on what types of land uses are appropriate along the corridors and how people can best access them. Over 50 people provided their input, either at the February 13 kick-off open house held at the Red Cross building at Fort Vancouver or through the online survey offered for those who were not able to attend in-person. Participants included residents, property and business owners, and a representative from the Washington School for the Deaf.

A summary of the findings from the first phase of the engagement process are outlined on the following pages. The tables provided only display the top ten mentions of each engagement topic. For a more detailed look at the first phase engagement results and findings, please visit the [project website](#).



Next Steps

The input from these engagement efforts will help shape a long-term vision and corridor vision concepts that will be brought forward for community consideration. In the next stage of the process, the community will help to further refine the long-term vision, goals, and objectives, and identify preferences for how to achieve the vision using a range of land use and transportation options provided for the corridors.

Outreach and engagement opportunities will include a second open house and online survey (anticipated to be scheduled in mid-April), as well as stakeholder meetings.

Results

A host of issues and concerns were identified through these outreach and engagement opportunities. The top concern expressed was the need to improve walkability and the lack of safe access throughout the corridor for those walking and biking, especially for students at Harney Elementary school and the Washington School for the Deaf. Another top concern was that recent development was out of context with the surrounding neighborhood and that measures need to be taken to ensure future uses are consistent with historic character of the corridors. Other concerns included the function and appearance of the public realm being poor, disrepair of some existing buildings impacting neighborhood desirability, and impacts of h

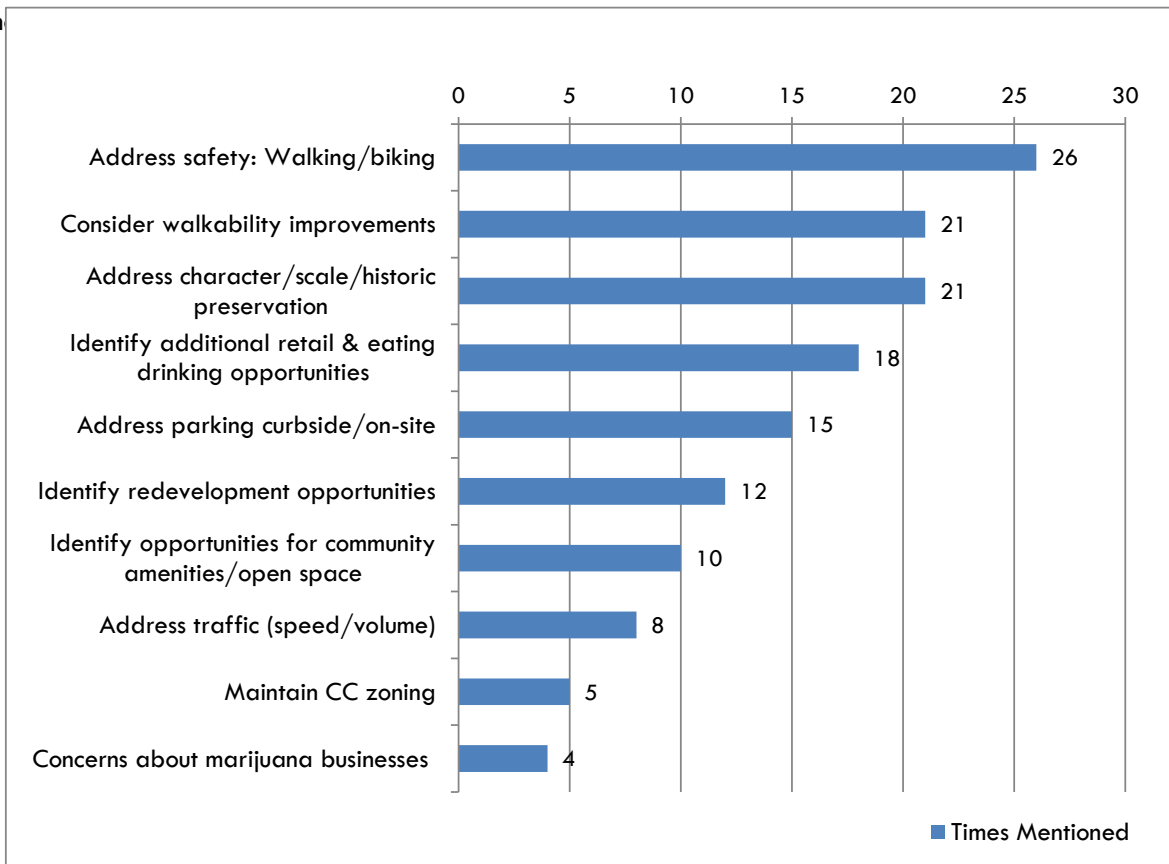


Table 1. Top 10 Issues, Opportunities, Concerns, or Priorities

Participants identified many uses that they felt were missing in the corridors. In addition to a preference for pubs, coffee shops, cafes, and amenity uses noted by many participants, the need for small-scale local- or regionally-owned retail shops and a grocery store was strongly expressed. Participants also conveyed that the corridors lacked access to parks, plazas, and open space (see Table 2 on the following page). Responding to these concerns and missing uses, participants expressed the need for improvements to sidewalks, landscaping, and lighting to make the corridor more livable and inviting, additional neighborhood-serving uses such as retail stores, restaurants, and pubs, community event facilities, and public green open spaces.

Participants also identified uses that they did not want to see in the corridors. Frequently mentioned undesirable uses included large chain stores; auto-oriented uses such as auto/RV dealerships, gas stations and repair/service stations; cannabis businesses, fast food restaurants; mini-marts; strip retail centers; and loan, check cashing, or pawn shop uses (see Table 3 on the following page).

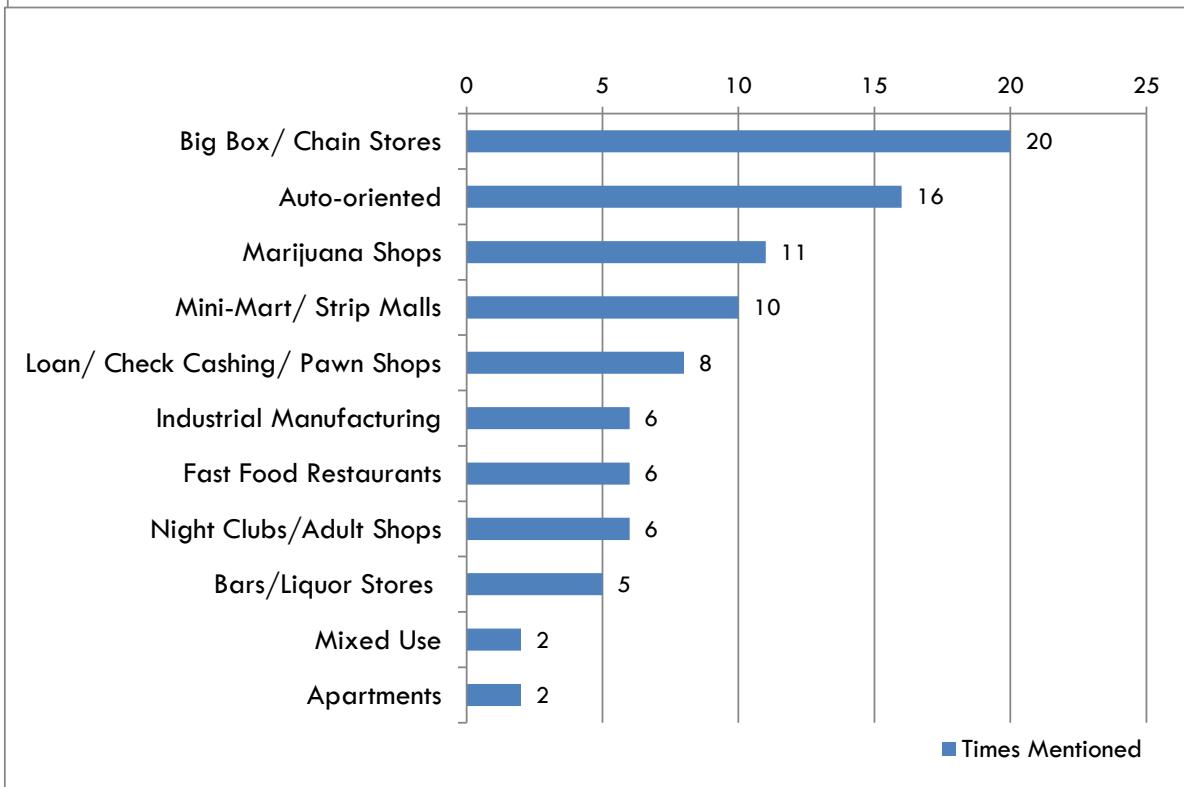
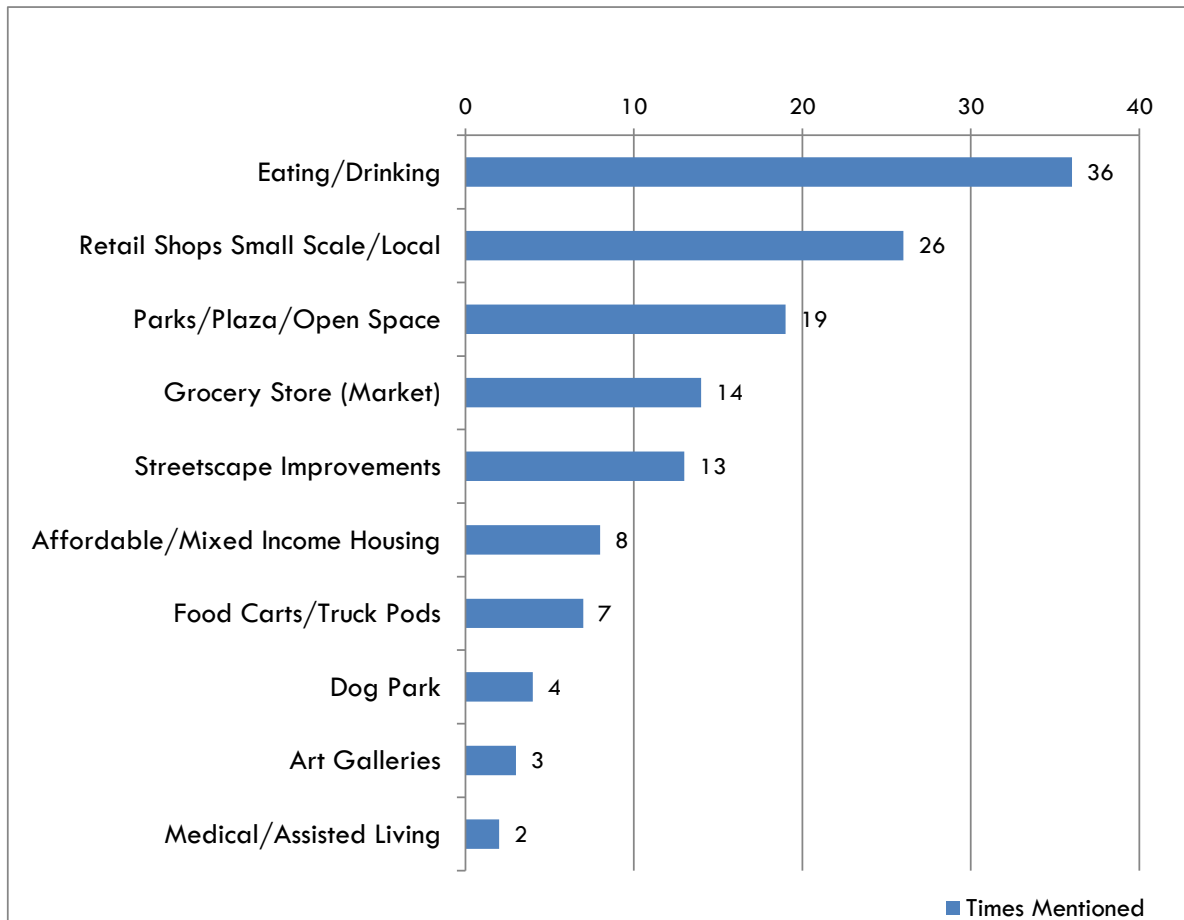


Table 3. Top 10 Unwanted Uses

Opportunity concepts and sites for development were identified. To draw investor interest, many expressed a desire to create ‘focal points’ for both Evergreen and Grand that are distinct and authentic to the Hudson’s Bay neighborhood. The opportunity site most frequently mentioned along the Evergreen corridor was the Crosley Lanes bowling alley where many expressed either a desire for redevelopment or improvements to the building. Along the Grand corridor, vacant and underutilized parcels on the west side of the street were frequently mentioned.

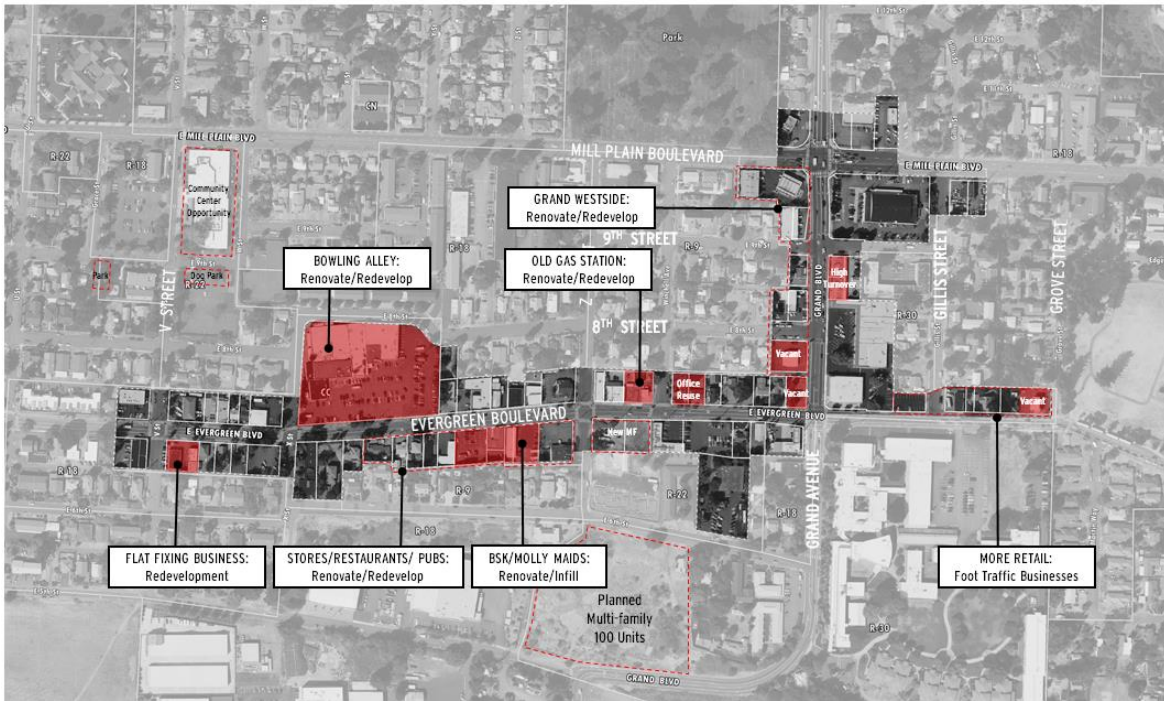


Figure 1. Participant-Informed Opportunity Site Map (in-person responses only)

EVERGREEN AND GRAND COMMERCIAL CORRIDORS

Kick-Off Open House and Online Survey Results

OVERVIEW

| | |
|-----------------------|--|
| Date and Time: | February 13, 2020 5:30 to 7:30 p.m. |
| Location: | Red Cross Building at Fort Vancouver 605 Barnes Street Vancouver, Washington |
| Attendees: | Over 50 participants between the open house and online survey. Attendees of the in-person open house included residents, property and business owners, a representative for the School for the Deaf, City of Vancouver staff, and consultant team members. |

OPEN HOUSE FORMAT

Intent

Provide stakeholder the opportunity to help identify issues and opportunities that reflect the priorities of the community and vision for the area.

Activities

The open house consisted of three parts.

Part One was a 20 minute PowerPoint slide show that included:

- Introductions by City staff of the consultant team, discussion of the project purpose and the planning process.
- A presentation by the consultant of existing land use and existing transportation conditions of the corridors.

Part Two was a 60 minute breakout session that included:

- *Table discussions (45 minutes)*
Participants at each table were asked to:
 1. On a study area map, identify any areas of opportunity and/or concern.
 2. List any uses that they thought were currently missing from the study area.
 3. What types of uses that they did not want to see along these corridors.
 4. Identify any other issues, concerns, or community priorities.
 5. Fill out individually, response sheets for each of the same questions.
- *Table Reports (15 minutes)*
 1. A representative of each table stood and reported back to the overall group a summary of the questions.

Part Three was a brief 10 minute discussion of:

- Next steps. A vision, goals and objectives, and range of land use and planning concepts will be developed by the consultant team using the feedback received this open house.
- Schedule. The next community open house event will be held in April (date to be determined)

Website

To view the materials from the open house and more information about the planning process, please visit the project website: www.cityofvancouver.us/ced/page/commercial-corridors-strategy

Meeting Photographs



ENGAGEMENT RESULTS

The following results include a compilation of table group discussions, individual response sheets, oral comments received during Part Two of the in-person session, as well as the online survey results.

Respondents weighed-in on the following:

1. Issues, opportunities, concerns, or priorities the number of times they were identified.
2. Uses that participants think are currently missing.
3. Types of uses that participants do not want to see in the corridors.
4. Identification of Opportunity Sites

The tables provided in the sections below list the subject matter discussed by respondents and are listed in the order of how many participants mentioned the theme.

1. ISSUES, OPPORTUNITIES, CONCERNS, OR PRIORITIES

| TABLE 1. ISSUES, OPPORTUNITIES, CONCERNS, OR PRIORITIES | |
|---|------------------------|
| Subject | Times Mentioned |
| Address walking and biking safety | 26 |
| Consider walkability improvements-sidewalks/landscaping/lighting | 21 |
| Address character/scale/historic preservation concerns | 21 |
| Identify additional retail, restaurant, pub opportunities | 18 |
| Address parking curbside/on-site | 15 |
| Identify redevelopment opportunities (bowling alley, et cetera) | 12 |
| Identify opportunities for community amenities/open space | 10 |
| Address traffic (speed/volume) | 8 |
| Maintain CC zoning | 5 |
| Concerns about marijuana businesses | 4 |
| Consider more housing opportunities | 3 |
| Foster transit use (bus/BRT) | 3 |
| Consider community development (grants, Hudson's Bay Action Plan) | 3 |
| Address social issues— gentrification, crime/safety/homelessness | 3 |
| Concern about property issues (rights/moratorium timeline) | 2 |

Written Comments:

- I see tremendous opportunity for retail development using a combination of existing and new buildings
- Wants community oriented development
- Wants additional retail
- Wants restaurants, shops, grocery store (small)
- Wants Uptown Village vibes!!
- Wants increased landscaping (trees, bushes flowers)
- Wants branding! Let's name the commercial district
- Keep spending down on Evergreen
- Improve Sidewalks and lighting
- Signs identify "Evergreen Village"
- More Trees, native vegetation
- Green spaces
- Encourage retail and restaurant/café/coffee shop/pub uses — with sidewalk tables in nice weather
- Retain affordable housing while beautifying/building up the neighborhood
- Keep character of small lots/older buildings in small stretches while renovating/rebuilding fewer charming ones
- Possible elimination of on-street parking in favor of bike lanes.
- Speed bumps are an impairment to increased number of cars traffic flow
- On street parking is essential for a vibrant business district (example: Uptown)
- I'm concerned about increased traffic and the management of said traffic. Retaining the history of the neighborhood.
- Traffic on Grand coming up the hill—will it increase with revitalization?
- No school signs
- Zone near WSD
- Sign on Grand that says we are the original site of the Fort needs to be taken down. This was disproved in 2019.
- Big retail opportunity on Grand — Seems to be more development ready then the Evergreen leg
- Concerns pedestrian and bicycle safety — large number of private residences on Evergreen will make for much slower development opportunities on that leg of the project
- More street trees/green areas
- Curbside maintenance for existing/new foliage
- Eliminate speed bumps
- Maintain or extend bike lanes on Evergreen
- Need bike lane at Winchell
- Based on uses, parking may become an issue
- Without clear design standards, development could become mismatched and not completely to future success, community health
- What will Crosley Bowl be replaced by? Maybe they will stay
- Cap automotive Businesses (3 right now is enough)
- Family friendly-walkable
- Not pot shops please
- Keep/add trees
- Incorporate historical aspect
- Safety of children on bicycles
- Traffic— Can Evergreen and Grand sustain increased traffic?
- Parking!!!
- Walkability
- Will city subsidize building renovations of current eyesores?
- Overcrowding—how many huge apartment complexes will be built? Will there be enough parking?
- Construction
- Safety!! (crime)
- Walkability
- Historic consistency (theme)
- Walkability especially relates to students from school for the Blind (use neighborhood for training) and School for Deaf

- Want businesses that promote walking/biking
- Concern — don't want something too slick. Keep a neighborhood feel
- Impacts to R-9 residents on 6th Street. Two homes built in neighborhood (new 'old' style)
- Keep the zoning CC for the area
- Have more residential development
- No cannabis business
- No big box stores
- Speed on Grand/Evergreen
- Improve/keep Evergreen a safe east/west bike corridor
- Would like more small stores — Art supplies/pet store within walking distance to neighbors
- Walkability-especially connection between neighborhood
- Like the comparison to Main St. Uptown— similar development might work
- Bowling alley property—mixed use to enhance neighborhood
- Maintain/improve walkability largely maintain neighborhood character (2-3 story buildings max, CC zoning)
- Improve neighborhood aesthetic character and walkability
- Need better lighting, speed bumps, sidewalks
- Get vacant storefronts occupied
- If lanes are going to be reduced on Mill Plain, traffic lanes should be adjusted on Evergreen.
- If allowing more housing and businesses, infrastructure must be improved
- Make it the next "Mississippi"
- Small Event Center/Community Center
- Green space
- All apartments should be mixed income
- West Grand has ugly buildings
- There ought to be a community space where makers and artists can gather— theater and dance like a grange. Weddings, nonprofits, and groups or individuals can reserve/rent
- Not enough retail to make people stay
- Pathway from Grand (Fred Meyer) Central to Evergreen corridor
- Currently not enough trees as much as possible
- Too much gentrifying is not good. Don't want to change what makes the neighborhood affordable
- Community spaces to bring diverse groups together
- Walkable areas, neighborhood pressure to encourage walkers to enhance corridor for users
- More small businesses, neighborhood grocery stores, breweries
- Lots of turnover at businesses (typical of business)
- Concerns— marijuana store
- Parking minimums -should be some flexibility
- Add on-street parking/remove bike lanes
- Architecture of new apartment buildings isn't good enough
- Buildings should be oriented to the street
- Ground floor commercial is important/housing should be
- Public spaces—small parks, plazas, places for people to hang out
- Crosley is accommodated. Space is an asset—it would be nice to have a bowling alley still in the neighborhood in the future
- Public art— dream of next Mississippi
- Small retail spaces Alberta/Hawthorne
- It is a connection so serves a lot of purpose
- Uses where more people can dance: event center, community gathering space
- Keep bike lanes!
- More landscaping and places to hang out and linger
- Hope to make this redevelopment a homerun for the neighborhood
- I think preserving some of the architecturally-interesting and historic storefronts on Evergreen would be great. I could also see Evergreen providing a smaller, more walkable vibe while Grand may be a better location for medium size

retail with lodging above since it is on a busier street.

- Evergreen Blvd. from U to Z
- Update of businesses and landscaping
- We may have opportunity to make the Evergreen corridor pedestrian/bike only or as close to that as possible given the existing residences/right of ways. These pedestrian malls are very successful all over the country. Provide parking structure on Grand between Mill Plain on the west side of the street.
- What this area really needs is trees. Trees slow traffic, they increase property value, they handle stormwater, literally there's nothing they can't do
- More street trees needed for traffic calming and to create an attractive business district
- No, this is a family-friendly area with lots of new businesses and offices plus there are many buildings being renovated and rejuvenated.
- Opportunity to demo old, dilapidated, buildings that make the otherwise beautiful area unattractive. Specific areas include corner of Evergreen & Winchell, and Evergreen & V Street. Could require businesses along this corridor to maintain a certain curbside aesthetic/landscaping that presents as a welcoming and safe community for visitors and locals.
- Vagrancy along Mill Plain Blvd. including trash, urination on private property, and trespassing. I think Evergreen would also be a good location for a bike route from Harney into downtown. Would love to see the bowling alley stay but I realize that is not something you can control
- I am a resident in Hudson Bay and value the city's concern for pedestrian and bicycle safety.
- Speed limit, parking
- No. Great work by the Council
- You have to have parking don't build a bunch of buildings and then don't have parking this isn't Portland let's keep it that way.
- This neighborhood is so wonderful! I love living here. I moved from uptown and this neighborhood seems to have a little less identity than the Hough/Carter Park etc... but it's so lovely...short walk to downtown and library through the Fort, some nearby shops to walk to (not enough), lots of housing options from apartments to mansions, and close to grand central. When I tell people I live in Hudson Bay neighborhood, I often have to explain where it is even though it's close in... I never had to explain where uptown neighborhoods are. I think some more central gathering spaces would be helpful and maybe a business district that can join in with First Friday and other downtown/uptown events. Maybe our business corridor needs a district name that will stick in people's minds and help put us on the map
- I am concerned that the attempt to make the area more walkable may mean taking away parking. The problem with Uptown is definitely parking, it won't do any good to provide more services if you take all of the parking. There is not enough living space close enough to make the area totally walkable. Any development done to the bowling alley will benefit the area whether it is apartments on top and retail below or another entertainment center. That end of Evergreen could use some small retail.
- There is so much potential along this corridor that could make this area truly a beautiful community. More business, such as those listed above, could bring business and interest to Vancouver and better foster a community feeling locally.
- Multi-family units along Mill Plain are in disrepair north and west of the area.

2. USES THAT YOU THINK ARE CURRENTLY MISSING

| TABLE 2. USES THAT YOU THINK ARE CURRENTLY MISSING¹ | |
|---|------------------------|
| Use | Times Mentioned |
| Eating/Drinking (Pubs/Coffee Shops/Cafes) | 36 |
| Retail Shops Small Scale/Local | 26 |
| Parks/Plaza/Open Space | 19 |
| Grocery Store (Market) | 14 |
| Streetscape Improvements | 13 |
| Housing— Affordable, Mixed Income | 8 |
| Food Carts/Truck Pods | 7 |
| Dog Park | 4 |
| Art Galleries | 3 |
| Medical/Assisted Living | 2 |
| Daycare | 1 |
| Shuttle/Trolley | 1 |
| Events Center | 1 |
| Tool Library | 1 |
| Bike Repair | 1 |
| Music Venue | 1 |
| Community Meeting Space | 1 |
| Civic & Street Events (Parades, etc.) | 1 |
| USES (REGULATIONS) THAT YOU THINK ARE CURRENTLY MISSING | |
| Design <ul style="list-style-type: none"> ▪ Blank Walls (2) ▪ Building to Sidewalk (1) ▪ Vertical Mixed Use (5) ▪ Increase Density (2) ▪ Clarify Live/Work (3) | 13 |
| Height Limits <ul style="list-style-type: none"> ▪ General (4) ▪ 2-3 Stories (2) ▪ 3-4 Stories (4) ▪ 5+ Stories (1) | 11 |
| Scale/Massing | 4 |
| Design Guidelines <ul style="list-style-type: none"> ▪ Architectural Standards | 11 |
| Noise | 1 |
| Fencing | 1 |

¹ The table has been divided into two areas, the first are the uses and the second is comments that pertain to regulations that may be common to all of the uses.

Written Comments:

- Area needs more restaurants/a pub
- Needs evening activation on Grand
- Small up-to-date grocery store
- Newer, modern businesses
- Second options for coffee, small bites, lunch options
- Community gathering spots/shared spaces/brewery/eatery and more café type dining options/food cart pods/areas
- Anything with an uptown village feel
- Ground floor commercial w/residential above
- Dinner restaurants
- Parks, basketball courts
- Outdoor seating
- Public spaces/parks/plazas/community gardens
- Affordable housing
- Mid-size neighborhood
- Grocery stores
- Specialty stores, mini-markets
- Brew pub
- Book store, small grocery, dining, dog park, park space, beer/wine/dining, plant store, food-truck pod
- Grocery, restaurants, butcher shop, cross walk on Grand, Trees, Easily visible from street family park, food truck court, family friendly ONLY, places with history
- Coffee shop, restaurants, brewery/brewpub/wine bar/upscale bar, book store gift shop, work hub/co-working space, juice bar, grocery shop (not a mini-mart!)
- Family-friendly space, lunch spot-healthy, grab-n-go or dine-in, zero-waste shop, or co-op, food-cart pod!!, greenspace
- Brew pub, cafes, small market (grocery, food), more than mini-mart size, daycare, pre-school, ethnic, international restaurant, pocket park (small open space, gap)
- Trees—street trees that will grow large enough to form a canopy
- Brew pub, ethnic restaurants, more street trees, include pockets of greenspace
- Small market, brew pub, decorative flags/signage, advertising, Hudson Bay and its history, more street trees to replace the ones which died due to lack of water after the planting of 130 plus trees in 1998 with Friends of Trees
- Restaurant and eatery, misc. retail, offices, new pub, specialty store, medical clinics
- Retail shops, restaurants, coffee shops, pubs, boutiques, green spaces,
- More retail, taproom, stores, restaurants, small grocery stores, bodegas, coffee shops, dog park, human park, the Igloo back in business!
- Breakfast/brunch spots
- Small restaurants, brew pubs, small parks adjacent to or near sidewalks
- Good street-sidewalk lighting
- It would be great to have hanging and sidewalk planters full of colorful annuals in the summer
- Pressure property owners with abandoned buildings (at Winchell & Grand and at 8th and Grand) to develop them
- Green spaces where people see, eventually speak to and get to know each other, forming neighborhood social ties
- Places for kids of all ages to play in nature (not indoors, not in built environments)
- Street trees
- Density of retail, more restaurants, pubs, shops, small grocery? Walkable sidewalks with lighting, pocket parks, things for kids and families
- Native plants/tree equity, trees along the sidewalks
- More small businesses/retail, restaurants, pubs, small pocket parks, sidewalk lighting
- Create “village” life? Small assisted living houses
- More eateries, brewpubs or tasting rooms, light retail, shops (clothing)
- Eateries, pet store!
- Create/pressure some green space,

- Eateries, brew pubs, small food market, art galleries, mix of retail & multi-family residence townhouses maybe condos
- Community garden, grocery store, food carts/food-cart pod, bar, green spaces, community gather spaces,
- Grocery store, coffee shops/restaurants, pedestrian lighting on Grand Street.
- Trees, community garden, park/dog park, food trucks!
- Pet store, food trucks— Crosley or other vacant spaces, food and retail, landscaping, art
- Dog park, back and forth bus or trolley, mixed income apartments, re-branding as Evergreen??
- City funding to help existing building owners remodel or re-configure shopping, street landscaping/buildings to be street friendly
- Small retail spaces, more food and beverage spots, galleries, events center, make all new apartments mixed income, food truck space
- Dog park! The parking lot by 5th & 8th street should be turned into a community space like a dog park
- Tool Library, bike repair community space
- Please keep Franko's! Paper Tiger!
- Multi-use with retail and residential on top-floor
- Restaurants/coffee shop, local shops, galleries, market space, clothing, groceries, maker space, food truck spots, theater, dog park, public square
- Restaurants/bar/tap room, food cart pods, no more automotive shops, except for zero-emissions dealers/repair would be welcome (Tesla, etc.)
- Art/craft gallery. Community meeting space to replace the space available before the Genealogy Center lost its lease. Several clubs rented room
- Historic location adjacent to Fort Vancouver lends to possible design zone— attractive, shows civic pride, extends Fort Vancouver ambiance while making it a Main Street. Evergreen Blvd. should/could host July 4th parade from Grand through the Fort every year before fireworks. Parade on Veterans Day as well. We have opportunity to showcase and organize around our large veteran population here in the county, and the Fort. Both are valuable and rare and underutilized. Could be nationally recognized.
- Lots of street tree planting opportunities! Corner market with fresh produce. A restaurant open in the evening (love Christine's for breakfast!). A café open in the evening. Anything open in the evening. Tap room. Shops and services neighbors would walk to. An acoustic music venue. A plaza/park for events and neighborhood gatherings
- I am not sure what else there could be. There is a florist, bakery, maid services, coffee shop, restaurants, a home school classroom, salons, post office, deaf school, they just remodeled the small grocery (not sure the plan), a consignment store, janitorial company, and other service businesses
- Small restaurants/cafes, and shops selling local goods
- I don't see why this area cannot contribute to the immediate neighborhood but attract from around Clark County for food and entertainment options

3. USES THAT YOU DO NOT WANT TO SEE

| TABLE 3. TYPES OF USES DO YOU NOT WANT TO SEE | |
|---|-----------------|
| Use | Times Mentioned |
| Big Box/ Chain Stores | 20 |
| Auto-oriented: Auto Dealership, Gas Station, Auto Service, RV Sales | 16 |
| Marijuana Shops | 11 |
| Mini-Mart/ Strip Malls | 10 |
| Loan/ Check Cashing/ Pawn Shops | 8 |
| Industrial Manufacturing | 6 |
| Fast Food Restaurants | 6 |
| Night Clubs, Strip Clubs, Adult Shops | 6 |
| Bars/Liquor Stores | 5 |
| Mixed Use | 2 |
| Apartments | 2 |
| Homeless Shelter | 1 |
| Laundry | 1 |
| Art Gallery | 1 |
| Nursery | 1 |
| Assisted Living | 1 |
| Junk, Antiques | 1 |
| Brew Pub | 1 |
| Office | 1 |
| Large Housing Complexes | 1 |
| Low-income Housing | 1 |
| Ground floor residential | 1 |
| Mini Storage | 1 |

Written Comments:

- Large chain businesses
- No payday loans shops
- Large box stores
- Check cashing stores
- Additional mini-marts
- Manufacturing
- No bars- (brew pubs are good!)?
- No Industrial use
- Buildings must be street friendly
- Pawn shops
- Cash-payday loan businesses
- Check cashing
- Car lot
- Industrial use
- Bars-No/Brew Pubs-yes
- Pawn shops
- Limit fencing and blank walls
- Chain retail
- Large business (big box store)
- Noisy businesses
- Large retail
- Over three (maybe four) stories high
- Solid walls of buildings
- Auto dealership
- Big-box stores (Safeway, Target, etc.)
- No more apartment complexes
- No large chains or grocery stores
- Concrete batch plant
- Marijuana shop
- Homeless shelter
- No joint shops
- No drone launching facilities.
- No more automotive
- Mini-marts
- No corporate restaurants, in other words- fast food, chain restaurants
- No more automotive services
- Mini-marts

- Auto repair shops
- Junk yards,
- Large commercial enterprises
- Big-box stores
- Large stores
- Mini-marts
- Additional auto shops
- Vacant storefronts
- Gas stations (two is good)
- Large retail (big box)
- Auto shops
- Mini-marts
- Vacant buildings
- Laundromat
- Cannabis shops
- Mix use
- Art gallery nursery
- Assisted living center
- Multi story condo/retail (like Mississippi in Portland)
- Large retail
- Strip mall
- Pot shop
- 5+ story buildings
- Night clubs
- Large retail
- Build right up to backside of sidewalks
- Large open parking lots
- Automotive services (on Evergreen) okay on Grand
- Strip club
- Big box shop
- Fast food
- A gazillion mini-marts
- Pot shop
- Junk shops
- Seedy dive bar/liquor store
- Check-cashing
- No pot shops
- No fast food chains
- No car dealer/car lots
- No adult shop
- Pot shop
- Big box chain
- Fast food
- Less brew bub style food more healthy dining
- Weed store
- Architectural features similar to building on south side of Evergreen Blvd East of Z.
- Better definition of live/work zoning.
- Office space is fine to a point, but too much will reduce activity in the evenings/weekends.
- Automotive
- Payday loans
- Payday loans
- Automotive, etc.
- Fast food outlets
- Businesses that don't require people to get out of their cars
- Chain stores/restaurants will kill opportunity for local/individualized/unique businesses
- No big box
- No automotive services businesses
- No mini-marts
- Don't want to be Waterfront (want to be more like Uptown)
- No corporate businesses/Uber
- No metered parking (yet)
- No marijuana/liquor store
- Tire station
- Adult shop
- Car dealerships
- Maybe not a nightclub? Things loud until late
- Anything that will contribute negatively to air quality/public health
- Keep buildings small
- No parking on top of business and no traffic
- No business parking
- No cannabis
- Keep buildings 2-3 stories
- Brewpub
- Excess of office space
- Marijuana retail
- Automotive

- I do not want to see large retail and housing complexes that would create a busier environment. I would prefer small to mid-size residential and commercial uses like retail with housing above (3-4 stories), restaurants, coffee shops, storefronts, food cart pods, etc.
- Businesses like in Upper Main. A local hardware and drug store would be welcome. A Trader Joe grocery store would be wonderful
- Apartments
- Residential at ground floor. Live up-work down is fine
- Dance club, industry, mini-storage, RV sales, big box retail
- This area is well served. If it needs anything it needs a park
- Bars, "corner" stores selling convenience foods/liquor stores, low income housing
- We really don't need any more minute marts, a grocery would be nice

4. BREAK OUT TABLE GROUP COMMENTS (IN-PERSON ONLY)

During the breakout table group session, each group graphically identified general opportunity areas and specific parcels where they felt change could occur. The following is a brief summary of each table group's comments.

Group 1

- Identified the bowling alley as an opportunity site. With redevelopment, the table group felt that the bowling alley site could create a 'focal point' for the Evergreen corridor. The group felt that the site should be kept intact rather than being broken into small parcels. They voiced a desire to explore potential options for 'multi-use', including residential, commercial, medical, assisted care, and a daycare/preschool uses.
- Suggested that the old gas station site on the north side of Evergreen between Z Street and Grand Boulevard be redeveloped or renovated as a 'neighborhood focused' use.

Group 2

- While no specific redevelopment site was identified on their map for either the Grand or Evergreen corridors, they voiced 'dreams' for the corridors. They hope that redevelopment might result in the 'next Mississippi PDX'. Suggested uses included an events center featuring facilities for dancing. Moreover, they voiced support for food trucks, live theater, food and retail uses.
- Outside the study area, along Mill Plain at the intersections of W Street, they identified a location for a potential community center.

Group 3

- Along Evergreen, they identified the current Molly Maids and BSK commercial parcels as opportunity sites. No specific redevelopment use was mentioned.
- On Evergreen and Grand, the group identified a number of sites where they believed new leases for office or other business uses are being negotiated.
- Identified vacant opportunity sites, including the former Igloo restaurant parcel.

Group 4

- Suggested that redevelopment of the bowling alley site might include a grocery store.
- Identified the old gas station site on Evergreen between Z Street and Grand Boulevard as a prime redevelopment site.

- Highlighted two residential parcels at the intersection of Winchell and Evergreen as redevelopment opportunity sites.

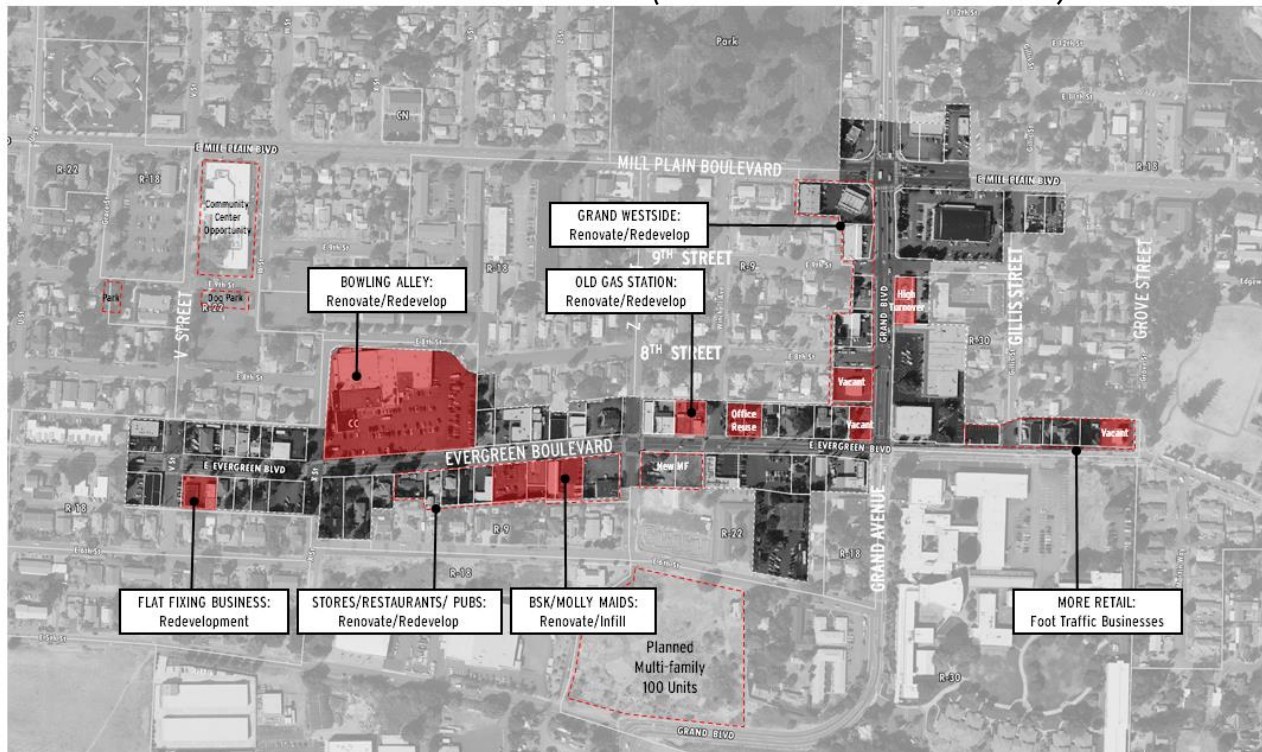
Group 5

- No specific sites were identified, but grocery store, bookstore, casual brew pub, work hub/co-work space, coffee shop, restaurant, and food cart/truck pod uses were suggested.

Group 6

- Suggested that an 'Evergreen Village' could be created. It would include a collection of small stores, restaurants, and pub businesses.
- Suggested that the 'flat-fixing place' on Evergreen near V Street was ripe for redevelopment and offered that similar auto-oriented businesses should not be permitted in the future.
- Identified opportunity sites along the south side of Evergreen approximately between X Street and Grand Boulevard, excluding existing residential uses.
- Identified along Evergreen east of Grand Boulevard, a need for more 'foot traffic' retail. The group felt that the retail uses might cater to the parents of students attending Harney Elementary and the School of the Deaf.
- Identified 'wasted sites' where vacant parcels and old buildings occur along the west side of Grand Boulevard between Evergreen and Mill Plain as potential redevelopment opportunities.

PARTICIPANT INFORMED OPPORTUNITY SITE MAP (IN-PERSON RESPONSES ONLY)



EVERGREEN AND GRAND COMMERCIAL CORRIDORS STRATEGY

CORRIDOR VISION: COMMUNITY ENGAGEMENT SUMMARY



INTRODUCTION

Two virtual open houses were held on August 26 and August 27 that engaged the public to help refine the vision, goals, and objectives for the Evergreen and Grand commercial corridors, and ensure they reflect community priorities. The August virtual open houses follow an earlier in-person kick-off open house and online survey in February where community members helped identify issues, opportunities, and priorities for the future development of the Evergreen and Grand commercial corridors. Approximately 20 community members participated in the virtual open houses.

Due to impacts of the COVID-19 pandemic, community feedback was gathered digitally as an alternative to more traditional in-person engagement activities to reach as many people as possible and ensure community safety. Attendees included neighborhood residents, property and business owners, and others with an interest in the corridors. The intent of the open houses was to receive community input on establishing a long-term vision for the corridors, along with supporting goals and objectives.

For those that were unable to attend the live virtual events, an online survey that mirrored the presentation and exercise provided at the live virtual events was available on Be Heard Vancouver through the end of September. Here, community members were able to view the short videos of the recorded presentation and provide input. For those who could not participate digitally, staff provided the option to provide input over the phone. Approximately 24 community members provided feedback using the online survey.

This summary represents the community feedback from the virtual open houses and online survey. The results of the public input on the vision, goals, and objectives were shared with City Council during a workshop on September 14, and input provided at this stage will help shape the development of initial recommendations to achieve the long-term vision, which will be reviewed and refined with the community at future public outreach opportunities anticipated in early 2021.

SUMMARY OF COMMUNITY FEEDBACK

A majority of the approximately 44 combined virtual open house and online survey participants supported the vision for the future of the Evergreen and Grand corridors, as well as the accompanying

goals and objectives related to land use, mobility, parking, urban design, and economic development. Community feedback primarily focused on the land use and urban design goals and objectives for the corridors. For land use considerations, participants expressed a desire for a balanced mix of residential and commercial uses and encouraging neighborhood-serving amenities such as farmer's markets and a local grocery store. Feedback on the urban design considerations for the corridors primarily consisted of creating and/or maintaining neighborhood character, regulating building scale, and providing public gathering spaces.

Feedback for the mobility goals encouraged the prioritization of safer, more accessible streets for a variety of commuters. Participants also stated that adequate parking for new multifamily housing and commercial businesses along the corridor is important to reducing spillover in adjacent neighborhoods. Finally, feedback on the economic development goal and objectives included considerations such as finding ways to encourage businesses that serve low- and moderate-income residents and leveraging visitors from the nearby Pearson Field Airport as part of the corridors' economic development strategy.

The following statements are key comments and design considerations heard from the public as part of the August virtual open house series and online survey. This feedback provided from participants will help shape the vision concepts and initial recommendations to be brought forward in the next phase of the process. These concepts and recommendations will be reviewed and refined through community input in early 2021. The full set of input received through these engagement opportunities are included in later sections of this summary, which informed the key comments and design considerations described below.

Vision Statements

- Consider additional policies that address homelessness or community safety, and policing in this area.
- Vision is exciting to us in the neighborhood
- Place additional emphasis on housing and commercial affordability for a mix of income types

Land Use Goal & Objectives

- Create a space where public-facing events (interim or permanent) can happen such as a second farmers market can occur in this area.
- Create a place where long-term, a grocery store could be economically viable in the neighborhood.
- Address non-conforming uses. Provide recommendations for businesses in the area that don't fit with the goal of reducing nuisance businesses.
- Address appropriately scaled redevelopment of single-family residential areas for a small area on the south side of Evergreen across from the bowling alley.
- Maintain the right mix of commercial uses and multifamily housing on the corridors, making space for development of each type.

Mobility Goal & Objectives

- Strengthen bicycle corridor east/west north/south. Inclusion and emphasis is very important.
- Auto and truck traffic calming on Grand around 8th Street and areas that impact the School for the Deaf.

- Reduce speed limits overall, especially on Grand
- Thoughtfully implement multi-modal concepts that consider various mobility needs for walkers, rollers, and other Evergreen & Grand visitors (e.g. students from the School for the Deaf and School for the Blind as well as communities who are aging in place)

Parking Goal & Objectives

- Ensure adequate on-site parking is provided for multi-family housing units, yet not at amount that discourages development
- Provide adequate commercial parking for businesses, which may include curbside parking options or parking behind commercial businesses
- Identify approaches that mitigates parking from spreading into nearby single-family residential

Urban Design Goal & Objectives

- Provide a neighborhood shopping destination for people who live in the vicinity
- Identify neighborhood character traits and build upon them. Consider blending in with Officers Row aesthetically.
- Identify means of balancing maintaining neighborhood character, developer interest, and affordability
- Provide regulatory recommendations for neighborhood-compatible scaled development.
- Provide accessible and desirable public spaces
- Be considerate about how urban design features could impact affordability and identify means of mitigating potential displacement of businesses in residents as design elements are implemented

Economic Development Goal & Objectives

- Provide ways to encourage landlords to improve existing buildings
- Consider Pearson Field Airport users' needs as economic development tourism strategy
- Target business mix to serve the surrounding community, with a focus on businesses that cater to moderate- and lower-income residents

COMMUNITY FEEDBACK FINDINGS

POLLING RESULTS

At the August virtual open house series and through the online survey, participants were asked to provide feedback on the vision, goals, and objectives through a polling exercise. Polling results from these engagement opportunities are summarized below:

Question 1a.

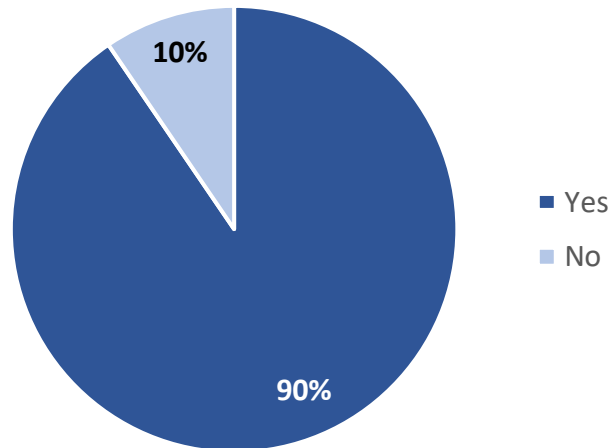
Does the first Vision Statement reflect your priorities for the corridors?

Promote equitable and diverse corridor development that is vibrant, sustainable, and mixed use.

Number of Responses: 42

Yes: 90% | 38

No: 10% | 4



Question 1b.

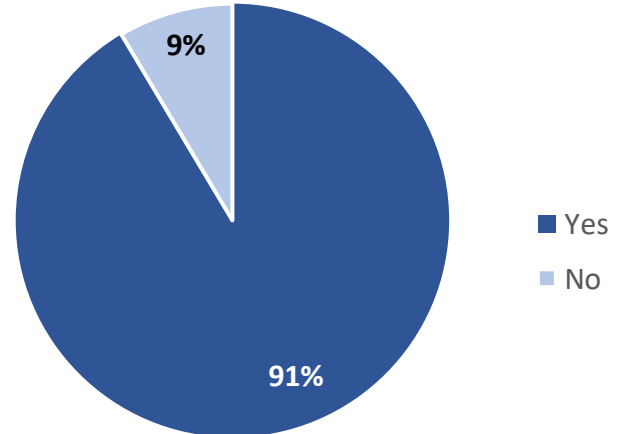
Does the second Vision Statement reflect your priorities for the corridors?

Foster development that recognizes and builds upon the neighborhood's unique setting, history, culture, and character.

Number of Responses: 35

Yes: 91% | 32

No: 9% | 3



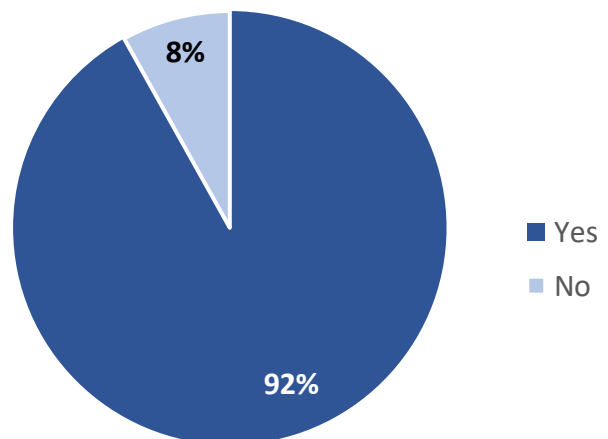
Question 2.

Do the **Five Goals**, land use, mobility, parking, urban design, and economic development support the vision statements for the corridors?

Number of Responses: 37

Yes: 92% | 34

No: 8% | 3



Question 3.

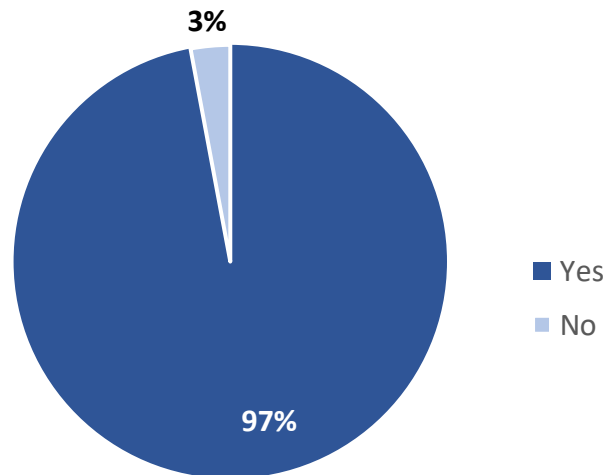
Do you agree that this is the correct **Land Use Goal** for the corridors?

Strengthen current businesses while providing an appropriate mix of commercial and residential uses.

Number of Responses: 34

Yes: 97% | 33

No: 3% | 1



Question 4.

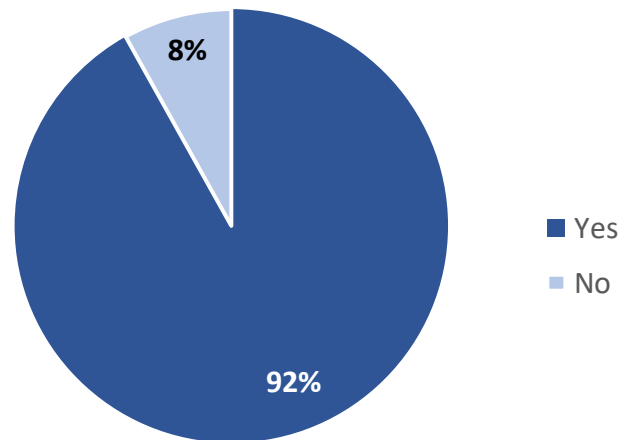
Do you agree that this is the correct **Mobility Goal** for the corridors?

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

Number of Responses: 37

Yes: 92% | 34

No: 8% | 3



Question 5.

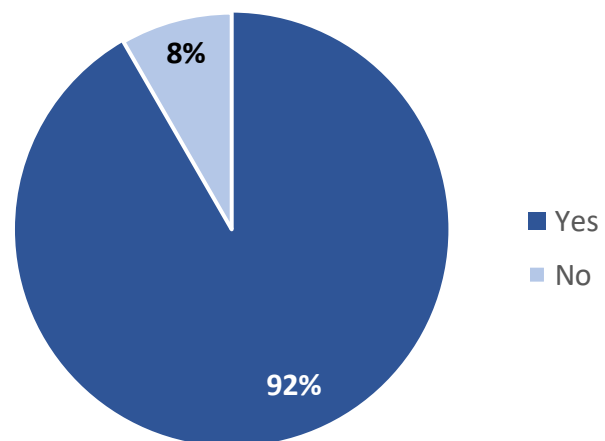
Do you agree that this is the correct **Parking Goal** for the corridors?

Provide adequate parking to serve existing uses and future development.

Number of Responses: 36

Yes: 92% | 33

No: 8% | 3



Question 6.

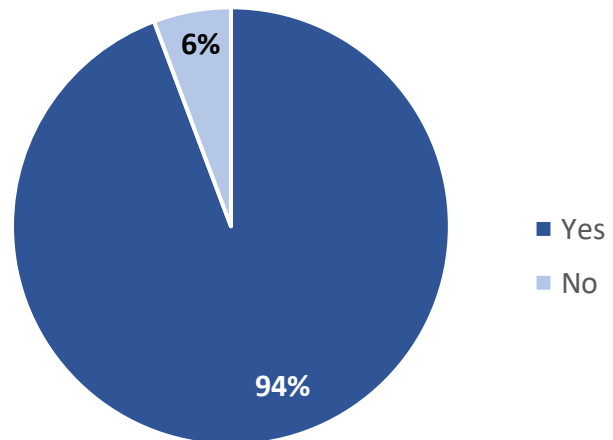
Do you agree that this is the correct **Urban Design Goal** for the corridors?

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

Number of Responses: 35

Yes: 94% | 33

No: 6% | 2



Question 7.

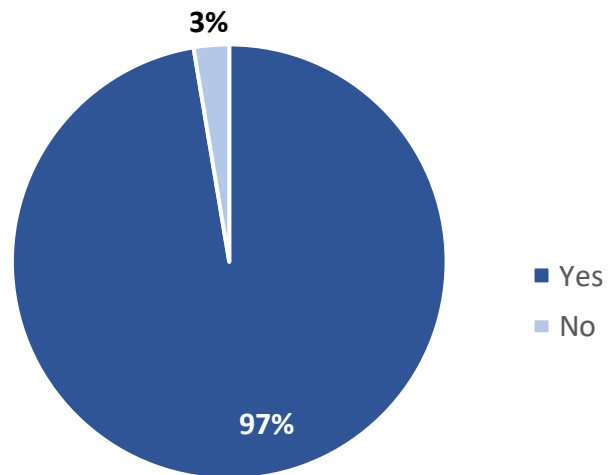
Do you agree that this is the correct **Economic Development Goal** for the corridors?

Provide ample opportunities for small-scale, locally owned business to thrive.

Number of Responses: 38

Yes: 97% | 37

No: 3% | 1



Do you agree that this is the correct

COMPILED COMMENTS

In addition to the polling exercise, participants were also asked to provide comments regarding the vision, goals, and objectives.

Vision

- Anything related to homelessness or community safety/policing in this area?
- By addressing land uses and creating a more active environment, you create an environment where homelessness and nuisance uses are less attractive.
- Safety and law enforcement?
- Is the goal here to be a destination neighborhood like the new waterfront or be a more livable neighborhood?

[Vision Statement 1: Promote equitable and diverse corridor development that is vibrant, sustainable, and mixed-use.](#)

- The focus needs to be on helping traffic go faster. Cars need to be able to get from point A to point B in the fastest way possible.
- I would like vision statement #1 to include keeping some of the character of the area.
- A vision statement is supposed to offer a something we can visualize, what we hope to see, a future dream. Like an old style main street with wide sidewalks and people walking and dining, and almost no cars, filled with plants and a trolley running from downtown to grand blvd. That's a vision. Vision Statement 1 just sounds like nothing but a mix of very nice and admirable buzz words, and no picture of what we hope to see and experience there in the future comes to mind. Maybe its a kind of mission statement, or a statement of values.
- I believe that like many people in this neighborhood, I am concerned about affordability in regards to housing and preserving the historic buildings in this neighborhood. The new modern development seems to go up fast and be visually unappealing. It would be nice if the new businesses complemented the existing buildings in the area while still being profitable.
- Bicycle and walk/wheelchair friendly
- I walk to a few businesses in area
- A store such as Chuck's Produce would be great, and bring people to the areas.
- I think trees are important, and Vancouver Code paying attention.
- I frequently walk in this area since I live close by (Central Park). I would like to see more trees and native plantings that will help create a more sustainable, healthier environment.
- I think it needs to include open space. It is unclear what equitable and diverse means. That is just politically correct language that is meaningless.

[Vision Statement 2: Foster development that recognizes and builds upon the neighborhood's unique setting, history, culture, and character.](#)

- This seems like another way for the city to pass laws and regulations on what the citizens can do. Less regulation and less city planning are a better way to go.
- See comment about vision statement 1. Where is the vision. Classic vision statement: "I have a dream, I see a world in which...." You know that one.
- I believe I addressed this in the question above. The reason I live in this area is for its charm and historical buildings. Anything that can be done to preserve the areas history, I support. Thank you.
- As long as the neighborhood's history as a planted, forested place is included.
- Small and unique businesses that foster family friendly and diverse but necessary household goods and services (food, clothing, services)
- It's not clear what the history, culture or character about the Evergreen corridor is to the west of Grand. Maybe a little more about that needs to be clearer.
- This district does not have a clearly identifiable historic character. I am less concerned about this aspect. The setting and character are more important to me.
- Great home kept Historical buildings for businesses too.
- Walkability and inviting.
- Hope you use available resources to learn the history of the areas. Of course, the Clark County Historical Museum provides many resources of use, including files on many neighborhood associations (with varying amounts of info). I created a historical PowerPoint presentation of the

history of my neighborhood, Central Park, and learned much in doing the research. Perhaps other neighborhood associations have done similar histories of their group.

- This area should be planned in a way that it does not become as congested as Sellwood in Portland has become. That area is insanely packed.

Five Goal Areas (Land Use, Mobility, Parking, Urban Design, Economic Development)

- When the city says "land use" what they are really saying: we want to tell you what you can do. That is wrong. Please stop with all the planning and let people be free.
- Land use and urban development sound like cram people into a bunch of apartments.
- When it comes to Land Use, I am learning about these "Urban Rain Gardens." We should totally have these put to use - I think they're fresh. :)
- Parking is not a goal, it is infrastructure to support other goals. "Land use" is not a goal. Serious: you know what this sounds like to us? "our goal is to use land." ? What you mean is that project decisions are going to have to pass equitable, efficient, fair and accessible land use. Not a goal. Goal: Provide jobs. Goal: Make is a source of civic pride. Goal, the design and the features will be unified, and will fit both the history and the current diversity of culture.
- Assuming there is a balance in these goals, I support them. Again, it would be nice if the urban development was complementary to the already existing buildings/homes.
- I need specifics about what is included in urban design to know whether it includes the inclusion of trees and green space.
- Parking should be available but mostly hidden. Density, I suppose as part of land use should be addressed. Vibrant neighborhoods that are mixed use have higher densities than we normally see in Vancouver. Vancouver could benefit from nicely planned higher densities in specific areas like to the west of Grand on Evergreen on north and south on Grand (from Evergreen), especially if those higher densities don't spill out and spoil the residential neighborhoods to the east on Evergreen...

LAND USE GOAL & OBJECTIVES

- Is there a plan in place for businesses in the area that don't fit with the goal of reducing nuisance businesses?
- Saw something about trying to get a grocery store in the neighborhood. Is that something you're actively recruiting for?
- Single-family residential for a small area on the south side of Evergreen across from the bowling alley. Have you addressed anything with those six or seven residences yet?
- Destination food and entertainment. Blind onion might be the only one and that's pretty limited.
- I hope to see retail on the first level of residential if it is going to be developed directly on Evergreen. The latest new residential construction created a large portion of a block that would creates nothing to draw a visitor to continue walking down the street.
- I would especially like to see grocery, retail and dining, and street-oriented uses.
- Controlling competition for some kinds of businesses is great, but eating and drinking places actually thrive in places where several 'compete' within a short space. Density in this sector

increases foot traffic and visitors as the corridor(s) become destinations. Favorite cafe packed? Go next door!

- Providing walkable local branch services like a library or clinic is good too. Encouraging living spaces on upper floors of street level retail makes for a vibrant neighborhood
- While I fully support development of additional multi-family housing in this corridor, I would want to maintain opportunities for retail and commercial use on the properties fronting Evergreen and Grand. This might also be accomplished by mixed use development with ground floor commercial and residential above.
- Needs more affordable and low income housing.
- How commercial are we talking?
- New residential developments in our neighborhood have insufficient parking. While I agree we need more affordable housing options, it looks to me as if what is being built maximizes the number of units, but does not provide parking. This is exactly what has happened in Seattle, where street parking is now a complete disaster.
- A few businesses are rather dingey. Upgrading would be wonderful.
- I was glad to hear you want to accommodate all income levels.
- A commitment to keep green space clean and keep drug activity out seems vital.
- More housing, no matter if it is "affordable" or not, will drive up the cost of housing in this area. It is affordable in this neighborhood because spiffy new development has NOT taken place. As soon as you start adding housing, prices will become unaffordable for residents. We own a home in this neighborhood, so we know.
- We need gas stations! What variety in housing? It is all apartments or high rises putting people too close together. Social distance! Social space for housing too!
- My hope would be creating a corridor with affordable retail space for locally owned businesses instead of chains or businesses that are traditionally found in "strip malls". Rent costs on those types of buildings are often not sustainable for locally owned businesses.
- No "Cash Store's" and the like. Unacceptable. The old Winchelle's (S?) doughnuts was one and am thrilled it is something else; I was in there the morning the mountain went off in 1980, and that turning in to "cash store" was unacceptable. My old Taco Time which I went to when I was a child over at Andresen and 4th Plain... ...move these places out of here. Profiting off of people is not a "business" or "family value." In the age of goods being available online, it would be nice to have local goods and services downtown here. :)
- We have plenty of housing in the adjacent streets and neighborhoods. I'd dump any official commitment to housing goals on the corridor other than those that are main-street-ish. This was supposed to be about making a main street. Live up work down zoning, services, retail, window shoppable. Think NW 23rd Street in PDX. High walking scores.
- I agree with the objectives and think they accurately reflect the discussion I heard at the Feb. open house. For uses facing Evergreen and Grand, I think a mix of about 70% commercial and 30% residential seems about right, with Grand being all or mostly commercial.
- Please no more of these land boxed overpriced housing units. If they have to look that dull please at least make them affordable.
- having a place to wash your car or get it fixed or get gas or parts is not a bad use of local resources, but it doesn't need to be a primary real estate hog.

- I like how the discussion of this sounds. I like discouraging nuisance uses, and encouraging street oriented uses. I like the idea of a variety of housing types as well, but I don't think there needs to be an over-emphasis on affordable housing. Most of the area could benefit from some gentrification and that gentrification would likely happen because of the very good location relative to transportation in all directions, and nice neighborhoods close by, southcliff and edgewood park, and views from and near to the corridor to the river.
- This district should be a good opportunity for more affordable residential housing as compared, say, to downtown development. I fully support all the land use objectives listed. Emphasize the street level accessibility and favor those business uses that are more aimed at local and neighborhood use. Emphasize Community Commercial (CC) and Neighborhood Commercial (CN) zoning. The discussion mentions access to local grocery. Note that this district is in walking distance of Grand Central Shopping Center, and thus not likely to be served by additional grocers. Avoid allowing additional mini-mart type retail. There are already three such businesses in the study area.
- Needs low income housing.
- 3 stories max building height, 1 residential unit to 2 parking spaces required parking ratio, and maintain neighborhood character.
- Absolutely discourage nuisance uses.
- We need to remain mindful of the ADA and ADAA guidelines for accessibility if we develop more street use. I am opposed to national chain businesses. Our neighborhood needs dining/restaurant businesses, and a grocery store. We need to improve the walkability in our neighborhood, and can accomplish that in part by recruiting businesses that people need (food, retail, services)
- Truly affordable housing is an imperative need in Vancouver.
- The approach to adding new businesses, walkability is good. Trying to get rid of cars is stupid. If you add a bunch of new condos, apartments, etc. without parking, this will become a congested mess that impacts those of us who own houses in this area. Don't make this a Sellwood! Also, we need a gas station. We cannot afford an electric car like you might be able to.
- A goal should be to create a space where events can happen. Curious about getting a second farmers market in this area.
- If you're looking at generating interest in the area before any development, is there a way to get a farmers market or creative arts market as temporary interim uses.
- Fort Vancouver is wonderful, would be nice to have urban gathering space/plaza, maybe toward Grand
- Stop try to regulate everyone. It is oppressive and wrong
- The pictures are just what I thought which is more and more apartments. No thanks!!!
- 1/3 or more on housing. Ugh. Yeah.
- Come on, have a strong vision and goals that we can get excited about so that our tax money feels well spent. If that goal (above) is not what the city is already doing, than what the heck is going on. BORING. A restatement of what we have done for 40 years.
- "appropriate" is obviously in the eye of the beholder and could be dropped from the goal and let the objectives define the mix

- It's important that small businesses are supported and not pushed out of this area. Leases are already on the rise and I have seen many of the old businesses leave the area two more affordable neighborhoods such as St Johns and Rose Village.
- There seem to be few strongly viable businesses in this corridor. How are these going to be strengthened? Just adding density so they gain customers?
- Nice how remodeled a few older businesses be nice see what's new too the area besides keeping other businesses that been in area.
- The only way that the city should be encouraging growth it to lower taxes. Stop with the over regulation and oppressive land use laws
- Thanks

MOBILITY GOAL & OBJECTIVES

- Will traffic calming on Grand be provided? The City had been looking into traffic calming on Grand five years ago, but no changes were made. There was an open house at the School for the Deaf about this with interest in traffic calming on Grand around 8th Street.
- Appreciate the emphasis on non-vehicle transportation and inclusion of bicycle/walking facilities in this corridor. Continue it because it's a wonderful bicycle corridor east/west north/south. Inclusion and emphasis is very important.
- Comment that people do cut throughs but not sure what you can do about that, but a concern with that.
- Accidents near Igloo. Does this spot need additional treatment to address this problem? Seems to be cars coming from the east and end up hitting bollards at the Igloo. Appears to be at night, something going on there.
- Evergreen has also had a speed problem right around the Igloo
- People speeding near that school and on that curve (near Igloo), maybe putting speed indicators to show how fast they're going. Speed control measures would be very useful.
- The bike lane on Evergreen needs improvement
- Vehicle speeds on Grand Blvd between Mill Plain and Evergreen are consistently well over the speed limit
- Use street for existing and new development for traffic calming
- More concerned about limiting excessive speed off the main streets. Evergreen & Grand will self-limit to adequate speed without traffic calming devices
- Favor parking behind businesses and residential. Bring buildings closer to street
- There is a path from grand central... lived here a couple years before finding it. now use it in a loop from fort down to water back up to neighborhood.
- Roads are for cars and trucks. Bikers need to come up with a separate way to fund bike roads.
- I sure didn't see a handicap van or parking for one with a ramp.
- Improved and outstanding projects rarely are fully balanced between all possibilities. I suggest we make choices, that prioritize some modes and discourage others. yes someone will always be less pleased. In this case I think we should be prioritizing walking, biking sorts of mobility, discouraging vehicles, and perhaps (it will cost a fortune) have a dedicated transit loop down evergreen, through the Fort, to downtown.
- Definitely, yes. Grand especially needs to be more mobility-friendly

- Love with the city is doing with the roads making biking more accessible and giving pedestrians clear walk ways.
- Great presentation. Stay committed to this goal even though many beneficiaries are not rich or loud. Please consider as well that tree cover especially encourages walking, rolling and biking, as well as slowing motor vehicle traffic, but providing for street sweeping during autumn so that leaves do not hinder bikers and rollers as well as walkers is crucial. Choosing trees with smaller leaves helps. Be wary as well of trees with shallow root systems that will eventually crack and lift sidewalks, creating unnecessary hazards.
- Be sure sidewalk use isn't too crowded by a frame signs or restaurant tables or pots of flowers or scooters for wheelchair/stroller access
- I ride city bus walk or ride bike too
- Complete streets throughout please - any inner streets included.
- I would love to see a safer bike line along Evergreen Blvd.
- I am in favor of biking, but I think there should be enforcement of helmets and rules of the road.
- I like that it will be well planned for seniors too. Good work.
- Admirable, essential goals.
- I agree with it as long as you do not exclude cars and do provide adequate parking
- Walking paths should be managed by a private district like they have in Beaverton Oregon. The park system is so much better there because our is separate from the city.
- I sure as heck am not getting on public transit. 6 feet apart!
- Very important stuff to keep all members of the community being able to get up and out in and in to their neighborhoods - noting the blind and deaf schools in the vicinity - this neighborhood is theirs also. :)
- Transit Center and Vine Station hubs are at odds with safe walking, quiet, strolling, biking dining. You can't do it all.
- agree with all of the objectives
- Yes this is wonderful especially with you deaf school and blind school being so nearby. Many of the local businesses Support the students with work and it would be nice if they could get around safely. Along with others in the community of course.
- Access from Evergreen Blvd to Mill Plain Blvd is limited to V Street on the West end, and Grand Blvd on the East end, plus Z Street in the middle. Clear pedestrian and cycling paths between Evergreen and Mill Plain are thus important to enhance and indicate. Given the narrow lanes on Evergreen, I would not see much opportunity for introducing additional bike paths along this stretch without losing on-street parking. I do not see a lot of risk of cut-through traffic given the layout of blocks along this corridor other than V Street and Z Street. South of Evergreen the connecting streets are fairly steep and narrow, and not likely to be prone to cut-through traffic. Traffic calming efforts, thus might be worth considering on V Street and Z Street. Evergreen Blvd tends to self limit traffic speed. I would not recommend any additional traffic calming on this road other than the already existing speed humps. Improved pedestrian and bike access South from Evergreen down to 5th Street would be appropriate.
- Not really ready for Vine Bus some spots have no room for 1 along mill plain
- Don't require current citizens to get residential parking passes. Make this development a benefit, not a burden, to current residents.

- Evergreen Blvd is used as a speedway by many from the freeway exit down past Grand. We have lived here almost 15 years and are tired of it.
- I like the mitigation of neighborhood traffic impacts.
- Fantastic.
- As an older adult with a mobility disability who intends on aging in place, I am thrilled to know the City is undertaking such all-inclusive mobility planning. One caveat: creating a traffic circle to calm traffic is a good idea, but my experience is that they vary in effectiveness. The one at Ft. Vancouver Way and Evergreen is attractive and effective, largely because the intersection is big enough to accommodate it. The one at 13th and Z Streets in Central Park is really too big for the "T" intersection. It's difficult to navigate a smooth circuit around the center (and I drive a very small car!). I have witnessed several times people avoiding going around the circle, a couple of times creating a hazardous situation.

Parking Goal & Objectives

- Will there be designated parking for multi-family housing units?
- What adequate means when it comes to parking? Uptown is a disaster and that business owners feeling frustrated that their customers have to pay to park in front of their business and he would not like to see that happen in this area.
- Overall, currently parking inventory seems adequate, I do not think more parking is needed
- For all multifamily there needs to be designated parking for those residents
- Adequate parking also needs to consider local level businesses may depend more on pedestrian customers
- Parking is the job of private business and land owners. It is not the job of the city. Stop trying to do Jobs that are not your responsibility.
- What does "right size" mean? Room for large handicap vans and work/business trucks? Most couples have 2 cars, so are you planning on parking for two? We don't want to be Portland!
- Right - line of sight of oncoming traffic at intersections and viewing being obstructed by parked vehicles. :\ ...Urban rain gardens at intersections. :)
- Remove the cars (other than deliveries and proprietors if possible by making parking in dedicated lots only. Retail can put parking around the back, or just have one or two dedicated lots.
- seem to strike a good balance
- This would be nice. The home that I own only has street parking. I live near some of the businesses that are getting revamped and I'm concerned I will not be able to park near my home.
- Plan for parking structures. Having lived in NW Portland, surface parking is not enough for a successful neighborhood.
- Please make parking less visible, more right-sized and recognize that some limitations on parking may encourage the other uses envisioned, walking, and biking....
- So far Parking in Vancouver has almost been a joke. This really doesn't look like it will improve.
- Having lived for many years in Hough Neighborhood (Uptown District), I am well aware of the concern of overflow parking demand in the residential neighborhood. However, this area appears to be currently well supplied with adequate on-street parking. This could change as

development along the Evergreen corridor advances, particularly as more multi-family residences are added. The discussion of parking screening and placement, and "right size" parking requirements are very appropriate. Current parking on both Evergreen and Grand is largely provided by parking lots that separate the pedestrian environment from the street facing businesses. I would be in full support of strategies to limit street parking time along Evergreen (1-hour or 2-hour parking). Parking meters would be a last resort particularly as they have the downside of obstructing sidewalks.

- Hope enough room for parking or make safe for pedestrians etc
- "Adequate" and "right size" parking requirements need to be better defined. Both terms feel relative, and likely differently defined by citizens vs City.
- Adequate parking, but not too much to ensure that you draw locals and not discourage locals who are being overrun by excess out of neighborhood visitors.
- Parking is one of my greatest concerns with the proposed development. As I said earlier, the new housing units built recently have added to neighborhood congestion.
- Future apartments should be required to provide plenty of parking. Builders seem to skimp on that.
- Do NOT have parking spill into residential neighborhoods. DO NOT repeat the mistakes of Portland where you cannot find a parking place to save your life. If you want to ruin this area, limit parking. Make developers PAY for parking lots. This is the Pacific NW. IT RAINS. I do not BIKE or WALK in the rain. In need parking to get to these businesses.

Urban Design Goal & Objectives

- Will the corridors blend in with Officers Row aesthetically?
- Keller Williams project is huge and will have significant impact on the corridor.
- Keeping the character is extremely important.
- Biggest thing to not have large scale structures like on Mississippi Ave., and you've scaled it to a point where its livable and compatible with the rest of the neighborhood.
- Providing places where people can gather is going to add vibrancy.
- Historic character is not a driving need. I would not suppress development in favor of an artificial character.
- Would like to see more trees incorporated in urban design, commercial and residential
- This is a bad use of taxes, parks should be part of a private district like they have in Beaverton. The parks there are far better than the ones here because they are separated from the city.
- The words sound good, but the pictures don't really match the words.
- Urban rain gardens. Attempt some Earth tone colors in our "everything is grey and rainy" color/s which we live with some 7+ months out of the year maybe?
- Prioritize public spaces and features.
- It would be nice if Vancouver became more diverse, and had venues for art and culture to thrive.
- A public plaza (Portland's Director Park, for example) that includes shaded overhangs and moveable chairs, with a water feature if possible, and design that discourages things like skateboarding except in designated areas, can foster community for the socially-adept AND the leave-me-alone-and-let-me-read introverts as well. Please design with materials that discourage

graffiti and litter. Avoid unlit corners, stairwells, opaque walls, etc. where abuse, excessive intoxication, encampments, predation, drug deals and use, public urination and defecation, and other maladaptive behaviors can quickly discourage regular law-abiding users from enjoying the space at all hours. There are thousands of case studies on these issues, and dozens of hits and misses. I know you will study and learn first so you don't build and regret later, and I appreciate that about Vancouver.

- Green, flowers, interesting architecture that provides human factors ("fung shui" concepts)
- I like these design objectives. Any efforts that foster, encourage, and require new development and redevelopment to focus on enhancing the pedestrian perspective are good to include. This is going to be more of a challenge along Grand Blvd, obviously. With the exception of the campus of the Washington School for the Deaf, I do not see much opportunity to create gathering spots in the study area. Micro parks might be possible. Street furniture should be encouraged.
- Nice have peaceful neighborhoods it be interesting what do to Town Plaza aka Tower Mall projects too.
- We need to add "highest-grade building materials" as requirements for quality residential unit construction.
- You've probably thought of this already, but the Deaf school's facilities on the Evergreen and Grand corner, was supposed to have a Phase II at some point to redevelop that corner - but it never happened, so the large empty building remains. Seems like there is room to provide a safety border for the deaf school, as well as create a more pedestrian friendly conversation with the neighborhood/ streets around it. It even might make sense to have some of these conversations in conjunction with the state so as to put some of the amenities even on site - coffee/ dining/ etc while still on the deaf school's lot. This would provide job skills training and work opportunities for the deaf students while increasing the mixed use of the neighborhood, and enhancing the design by virtue of eliminating the empty building on Evergreen & Grand.
- The newest apartment on Evergreen is rather drab and right on the sidewalk. We need grass, trees, and sidewalks.
- I like the idea of public spaces that are inclusive, accessible, and comfortable. I would particularly like to see more ways to positively engage teens and youth in general. Although I heartily support creating more affordable housing, I would like to see units created that aren't all these monochromatic, neutral, soulless, monolithic blocks. Ugh! How about color, murals, something that would reflect the character and history of the area? I do like the solar panels and garden plots in the units shown with the caption, "promote sustainable design."
- When you make all these changes, this area will no longer be affordable. Good for me... we can sell our house and make a killing, but bad for those who want to stay in the neighborhood and make poverty wages. It is affordable now because city planners have not messed with the area.

Economic Development Goal & Objectives

- Currently there seems to be a significant amount of properties in need of upgrades. Is there a way to encourage landlords to improve existing buildings?
- Have any of the parcels that are ripe for redevelopment, have they submitted or pre-applied anything since the moratorium was lifted?

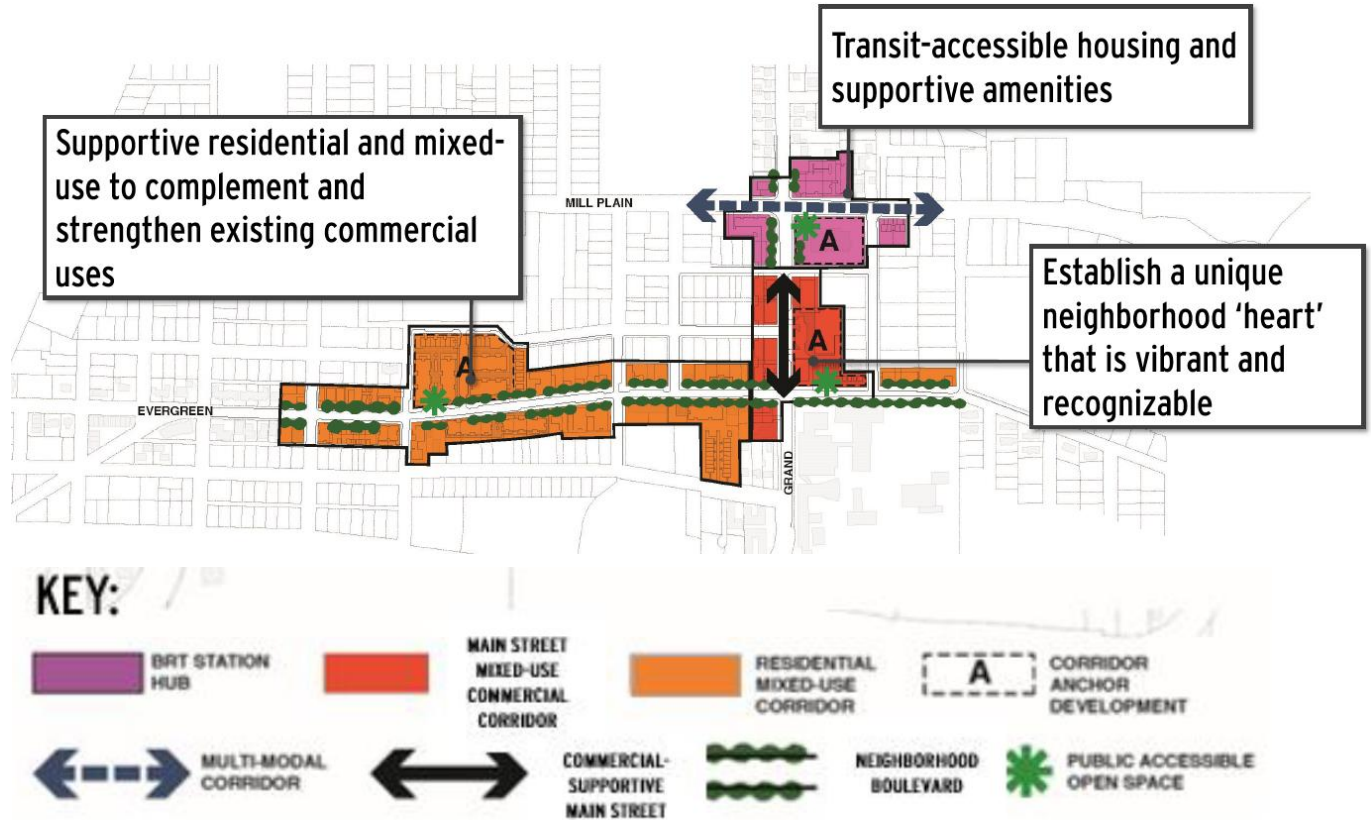
- Pilot down as Pearson which is unique as it's an urban airport within walking distance of Fort Vancouver, downtown, and this project. For what it's worth, there are people flying in from other places just to walk around and experience downtown Vancouver and possibly the corridor in the future.
- General aviation traffic. Tourism (lunch/overnight)
- For the vitality of the corridor, having a more direct connection to Evergreen between Grand and East Reserve that would bring people from Grand Central, from the airport. Direct connections and also guidance (wayfinding). There are some undeveloped rights of way in that area that would make a more direct connection from the trail (from the Waterfront), Grand Central, and the airport.
- There is a significant amount of properties that are in need of significant upgrades. Somehow encouraging landlords to upgrade their buildings would be helpful
- Clarify displacement - commercial residential or both
- Underutilized parcels (as shown in photo) should be encouraged to rebuild
- Quite a bit of development happening at east end of 6th street with apartments/condos being proposed. Are you following perimeter proposals to get an idea of what's being seen?
- The best support you can give small business is to reduce regulation and taxation. Less government is better government. Please cut your budget down to 1/8 of what it currently is.
- Unfortunately we are losing small businesses right now, so maybe we should not be closed minded and just work to keep and/or get all businesses.
- Love this!
- I look forward to the further development of the Waterfront area, and then the Heights plaza area up the hill. ...Good faith in development here, in between the two. :)
- I live there. Don't worry so much about displacement. Those that want to stay will do so. This corridor is not an ethnic enclave of historically under served that we worry about gentrifying out of the neighborhood.
- I'd like to see the business mix continue to serve primarily moderate and lower income residents of this area (east of the Fort and the Heights), not become too upscale.
- This can only happen if the businesses are accessible and affordable
- "Measure twice, cut once," as they say. Please do not rush (perhaps under pressure, and even with cynicism and resentment) where an item needs more study. Also, if possible, please consider some government investment that will be repaid by increased tax revenues as commercial activity increases. This is one example where "borrowing from the future" may make sense. Please don't try to reinvent the wheel in our little neighborhood, since the world offers literally thousands of tried-and-true solutions for meeting all of these goals. I personally would welcome an avant-garde art scene, for example, but folks here are generally a bit more conservative than I am. Creativity is great, and any variety of "winging it" can be fun, but as you know, careful planning most reliably invites success. And please reconsider prioritizing mitigation of the negative effects of Covid-19, which will pass. Focus on long-term outcomes. Successful growth is organic, hard to predict in its details, and takes time. Of course, I'm telling you things you already know. Thanks for working on this with and for us. We appreciate it.
- more spaces for outdoor dining and gathering. The Beaverton Food Cart idea could be expanded with small pop-up shops or other small retailers too

- Focus on Community Commercial and Neighborhood Commercial businesses. Encourage businesses that provide an opportunity for local neighborhood residents to engage without having to go across town.
- Be safe be interesting what shops go into the old Oroweat bread store
- More indoor/ outdoor options, with regards to eating/ services, yes. Also, my comment from before probably belongs here: I realize this is just outside the zone, but it might really support what you are trying to do here. The Deaf school's facilities on the Evergreen and Grand corner, was supposed to have a Phase II at some point to redevelop that corner - but it never happened, so the large empty building remains. Seems like there is room to provide a safety border for the deaf school, as well as create a more pedestrian friendly conversation with the neighborhood/ streets around it. It even might make sense to have some of these conversations in conjunction with the state so as to put some of the amenities even on site - coffee/ dining/ etc while still on the deaf school's lot. This would provide job skills training and work opportunities for the deaf students while increasing the mixed use of the neighborhood, and enhancing the design by virtue of eliminating the empty building on Evergreen & Grand.
- No chains!
- "regulatory flexibility" is a term that concerns me. I want our neighborhood to retain it's personality and as a business owner and resident, I do not want to see big developers push out small businesses.
- Sounds great.
- Given our recent smoky experience, and the likelihood of more of same in the future, consideration of how to mitigate the impacts of smoky environments should probably be added, especially for restaurants.
- Be cautious what grocery stores you bring in. The people in this neighborhood CANNOT AFFORD New Seasons and Whole foods. Why don't you try walking around and talking to people about what they can afford. Most people will not have the time to fill out this survey and may not even have a computer.

EVERGREEN AND GRAND COMMERCIAL CORRIDORS STRATEGY

CORRIDOR VISION CONCEPTS AND INITIAL RECOMMENDATIONS

FEBRUARY 2021 COMMUNITY ENGAGEMENT SUMMARY



INTRODUCTION

In February 2021, the project team engaged the community to provide feedback on the corridor vision concepts and initial recommendations to achieve the long-term vision established with the community in prior stages of the planning process. A virtual open house was held on February 4 which was attended by about 15 community members and featured a presentation by the project team with opportunities to provide input and ask questions (the recorded February 4 presentation given to facilitate public input is available [here](#)). For those unable to attend, there was an accompanying online survey available on the project Be Heard page through the end of February where community members could view short videos on the vision concepts and initial recommendations and provide input. The project team gathered feedback from approximately 30 community members through the online survey.

This summary represents the feedback the City received from the virtual open house and online survey. The results of this feedback will help refine the regulatory recommendations and inform the development of the draft Evergreen and Grand Commercial Corridors Strategy report. Following the release of the draft report, there will be Planning Commission and City Council workshops and hearings where the public will be able to provide comment on the draft Strategy prior to adoption anticipated in fall 2021.

SUMMARY OF COMMUNITY FEEDBACK

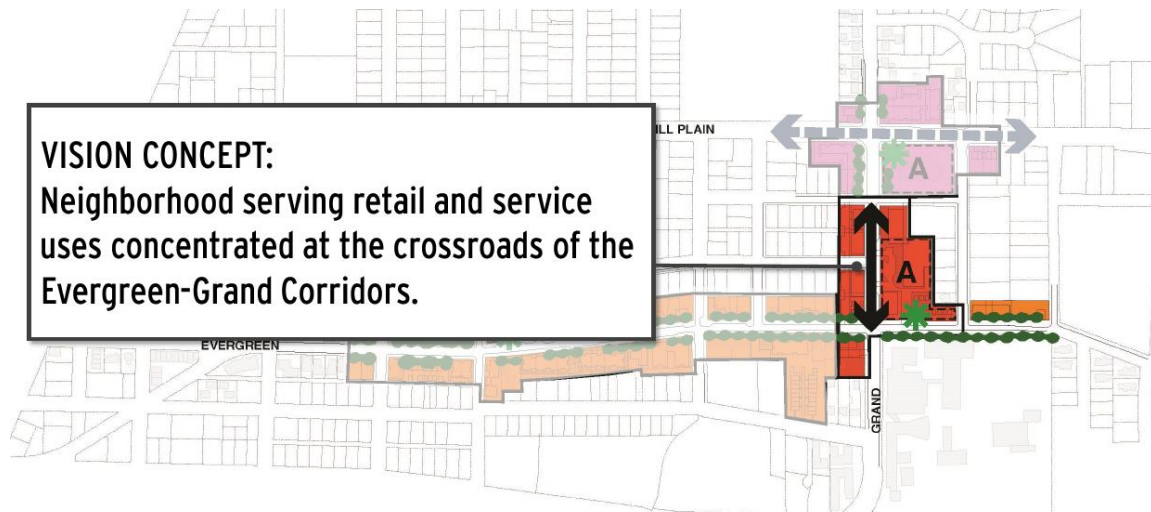
A majority of the approximately 45 combined virtual open house and online survey participants were generally in support of the three corridor vision concepts – Commercial Mixed-Use, Residential Mixed-Use, and the BRT Hub – and regulatory recommendations that were presented for ground floor commercial requirements, building height limitations, minimum off-street parking requirements, and ‘active edge’ development standards.

The following statements summarize feedback gathered from the community for the overall study area, each corridor vision concept, and the regulatory recommendations. The full set of input received through this community outreach are included in later sections of this summary, which informed the key comments and considerations described below.

Study Area-Wide

- Maintain affordability and mitigate both commercial and residential gentrification and displacement along the corridors and in the surrounding area.
- Maintain economic diversity and a variety of housing types and promote opportunities for affordable/attainable housing for various income levels and family sizes.
- Need for neighborhood-serving uses and businesses such as eating and drinking establishments, childcare services, a local grocer, etc.
- Ensure new development maintains and builds upon neighborhood character, contributes to a unique identity for the corridors and placemaking, and is an appropriate scale.
- Need for streetscape and right-of-way improvements to help create a cohesive and walkable pedestrian environment throughout the study area.
- Ensure adequate parking for new development and mitigate spillover into neighborhoods.
- Concern about increased traffic congestion.
- Support study area as a destination and foster connections to other areas in proximity to the corridors such as downtown Vancouver, Fort Vancouver, and the Pearson Airfield.
- Support for integrating considerations to make the corridors accessible for people of all ages and physical abilities.
- Ensure building and site design for new development and improvements to the corridors contribute positively to a vibrant, safe, and visually-appealing commercial district.

Commercial Mixed-Use Corridor



- General support for the corridor vision concept and agreement with concentrating commercial activity in the area with a focus on small, locally-owned businesses.
- Encourage activating vacant and underutilized spaces along the corridors.
- Desire for a food cart pod at the anchor site to provide small business support and an outdoor gathering space.
- Support for grants, funding assistance, and incentives to support existing and new small businesses, and a desire for local businesses rather than chains.
- Need for right-of-way and streetscape improvements to support a concentration of commercial uses and create a walkable pedestrian environment as envisioned. Consider integrating stormwater and other sustainability best practices into right-of-way and streetscape improvements.

Residential Mixed-Use Corridor

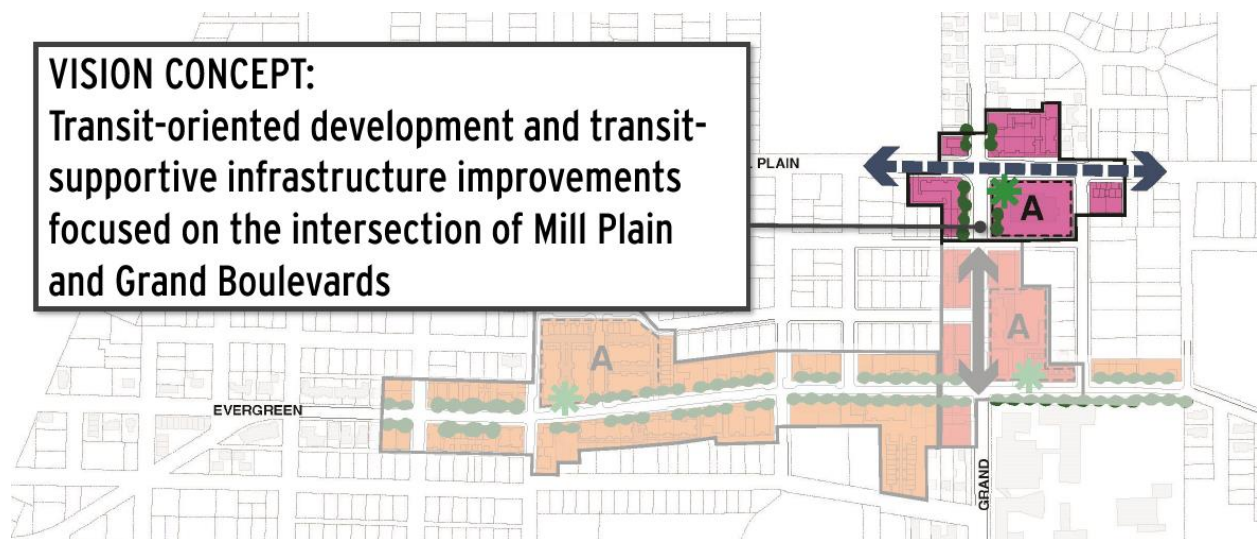


- General support for the vision for Evergreen as a residentially-focused and mixed-use neighborhood-serving corridor, with a desire to continue to accommodate and encourage

commercial. A couple of participants were against allowing any residential without a commercial component along this corridor.

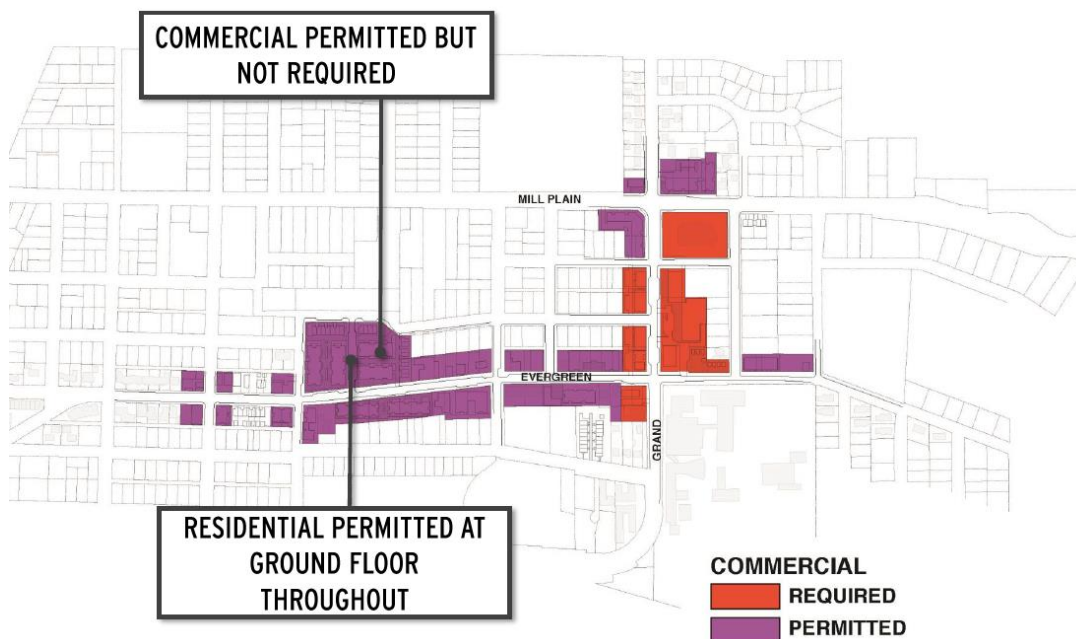
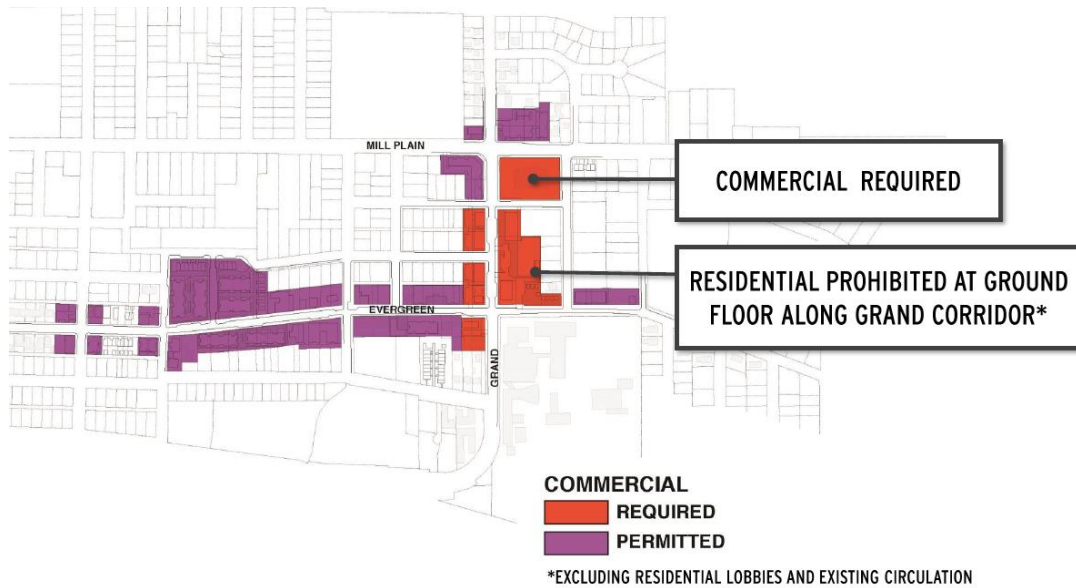
- Support for an improved streetscape with wider sidewalks, greenery, and trees, and more public amenities and community gathering spaces.
- Desire for family-friendly public spaces that contribute to placemaking.
- Concerns about building heights taller than 3-4 stories resulting in corridor ‘canyoning,’ particularly in this area.
- Support for live/work uses but ensure that they contribute to a walkable and activated commercial corridor.
- Balance achieving the vision with development feasibility.

Bus Rapid Transit (BRT) Hub



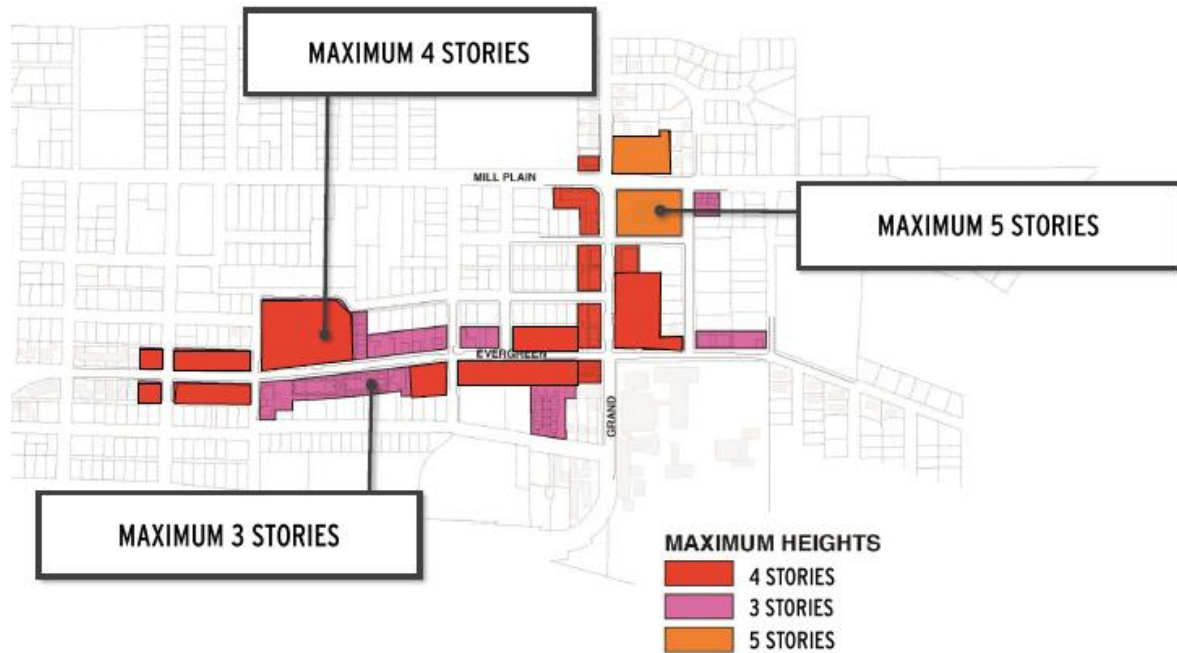
- General support for activating the area around the future Mill Plain BRT station platforms to allow for transit-oriented development and support commercial uses along Grand.
- Encourage accessibility for people of all abilities around the future BRT station platforms.
- Desire for a local grocery store or a large, non-chain commercial use at the anchor site.
- Concerns about houselessness and public safety, and support for opportunities to proactively address these issues through City programs.

Regulatory Recommendation #1: Ground Floor Commercial Requirements



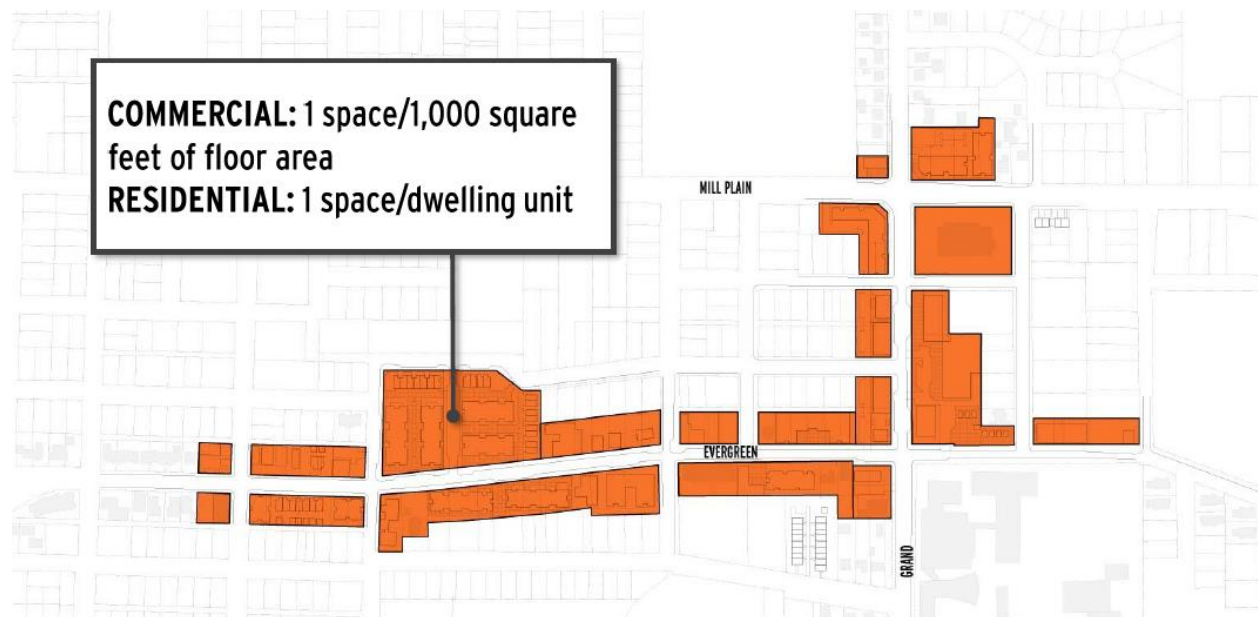
- General support for the proposed approach to ground floor commercial requirements. A majority of participants expressed support for providing flexibility to allow some ground floor residential along Evergreen, but emphasized the importance of continuing to encourage and accommodate commercial uses like small-scale retail, restaurants, and other similar uses along this corridor. A couple of participants were against allowing any residential without a commercial component.
- Ensure that any ground floor use contributes to Evergreen being vibrant and walkable.
- Concerns about building too much commercial, resulting in failed businesses and/or vacant retail space.

Regulatory Recommendation #2: Maximum Building Height



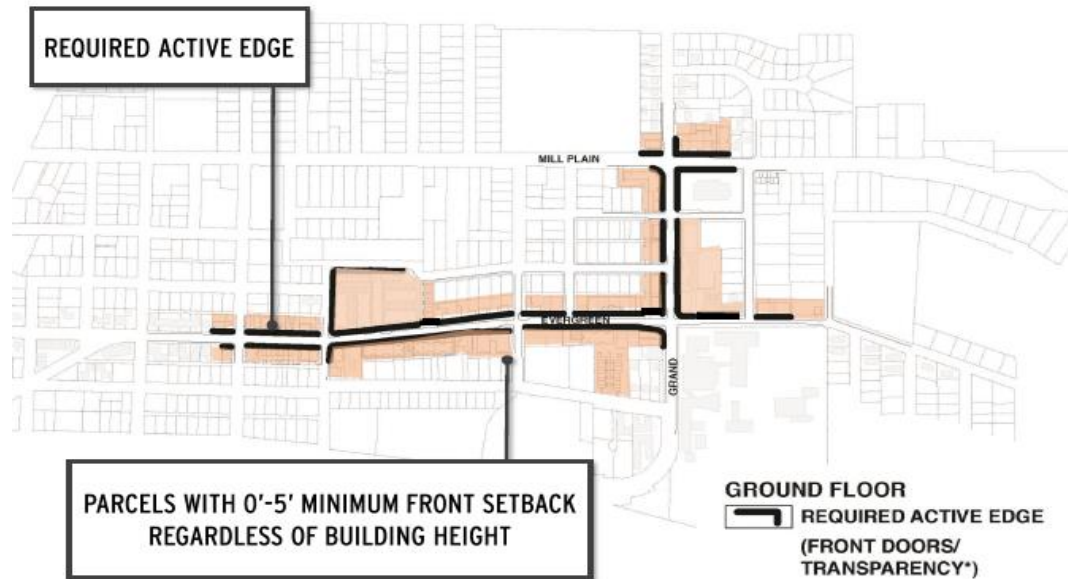
- General support for the proposed maximum building heights, with most participants in agreement with building height limitations of 4 stories or less in the study area.
- Concerns about maintaining economic diversity and housing affordability and mitigating gentrification and displacement, and the desire to proactively take action to address this.
- Concerns about ‘canyoning’ effect along the corridors, particularly along Evergreen Boulevard due to narrow right-of-way.
- Support for higher densities, where appropriate, to bring additional housing supply.
- Desire to see variation in building heights along the corridors to provide visual interest, maintain the authentic neighborhood feel, and balance cost-effectiveness.
- Consider any impacts on proposed maximum building heights caused by the Pearson Airspace.

Regulatory Recommendation #3: Minimum Off-Street Parking Requirements

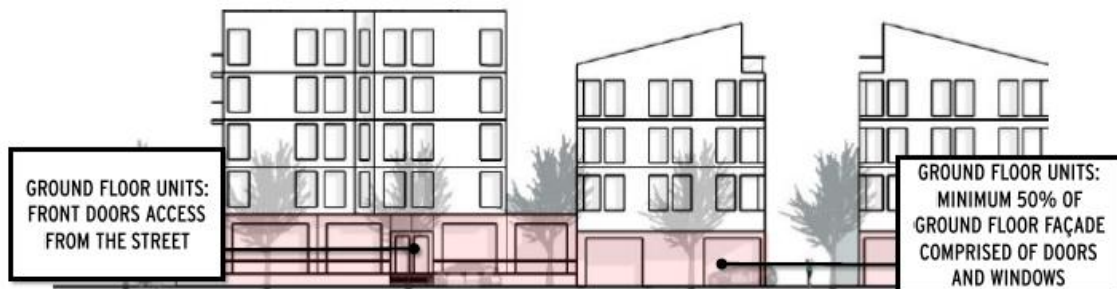


- General support for the proposed minimum off-street parking requirements. Some participants expressed concerns about not providing adequate parking and needing higher minimums, and others the need for lower minimum requirements than recommended to ensure efficient use of land and reduce costs.
- Ensure mitigation of potential spillover impacts into the surrounding neighborhoods.
- Desire for bike parking, motorcycle parking, and other alternative parking options along the corridors.

Regulatory Recommendation #4: 'Active Edge' Development Standards



REQUIRED RESIDENTIAL ACTIVE EDGE



REQUIRED COMMERCIAL ACTIVE EDGE



- General support for the proposed active edge development standards.
- Concerns about safety with orienting front doors of individual residences on the ground floor to the street.
- Concerns about impacts on traffic congestion.

COMMUNITY FEEDBACK - COMPILED COMMENTS

Below are the full set of comments and feedback provided by participants through the virtual open house and online survey.

Commercial Mixed-Use Corridor

- Concerned of a lack of bus shelter in the corridor leading to people waiting underneath private property awnings to get out of the elements
- I really like this. A big improvement.
- It's exciting to dream into how this may look in years to come. I appreciate the idea of including spaced sidewalks, trees, and more community spaces. I may be jumping ahead, but I wonder if there will be any restrictions on big chains coming into the vacant business zoned areas? I ask because I'd prefer hyper local and it sounds like that is the vision?
- happy to hear plans for wider sidewalks and street trees on grand. it will make grand so much more inviting, pleasant for walking, and nicer for sitting outside and enjoying coffee somewhere like Paper Tiger. I would also love to see graveled parking lots/less pavement to avoid water runoff and polluting streams. I would love to avoid a subway or other chains to be honest
- I own the building on Grand Blvd and 9th at the very front of this area from Mill Plain. We have an old sign that we would love to be able to offer as a neighborhood enhancement for this area
- I like the idea of neighborhood commercial sign. maybe on streetlights like in uptown? Main Street?
 - Another participant agreed
- This area could definitely use some upgrades, but the city needs to allot some grants monies to aid in the updates if they are expecting us to do so.
- Love it all!
- I agree with the proposal for this corridor.
- Love idea but it seems unrealistic unless we can re-route some or all grand traffic through those three blocks. Grand is the core through road down to fred meyer and SR14 and up to 4th plain. It is not "crossing the street" friendly. If we can figure out how to switch to one ways, it would be great.
- I appreciate the push for street trees. In particular I hope that existing big trees such as the one in the shopping center lot can be saved. I imagine that considerable assistance will need to be provided to small businesses coming in--low interest loans, grants, mentoring opportunities, even basic entrepreneurial education--so that we don't end up with a lot of biz failures. Hopefully if any gov't incentives of any kind are available, the granting party will be able to ensure these small new n'hood businesses are sufficiently capitalized from the start. Everything that can be done to ensure their success should be done so that the area doesn't become "jinxed" or known as a place small businesses open just in order to die ugly premature deaths. I loved hearing the word "funky" used as a positive attribute.
- I like the approach of concentrating most of the area commercial activity in that area. Also like the building design suggestions and other ideas to make the area accessible and inviting. Would be great if there were some kind of incentives for the property owners to develop the properties sooner rather than later.
- Really exciting! I work in Portland but live in Vancouver and would love to have this awesome mixed use area for walking, dinner drinks. I hope Paper Tiger Coffee remains or is offered a spot in the new design.

- I am in favor of versatility of use in all future plans. The mention of adaptability for parking spaces to allow for food trucks was a good point. As it seems likely that COVID will evolve and continue to spread in new strains, we need space versatility that allows business to continue or expand regardless of the pandemic environment. Restaurants at ground level that are built for outdoor use, with weather friendly conversion to cover diners, lends to year round use amid all public health environments. We need to think that way from here. It's not only smart business short term, but lends to greater viability of events that further grow area business. We have nice weather, let's build our business around the outdoor environment. I also like the idea of low level buildings with residential above and commercial below, hardly a novel concept at this point, but it's important to get the right mix of commercial and keep the tenancy up. When one commercial entity leaves, the domino effect is hard to overcome. Let's also award space to small business owners and entrepreneurs rather than big chains to keep our own community employed. The Cricket example in the corner of a renovated Grand mini mall is understandable in concept work, but I'd rather see a community drive to award leases to small business locals!
- We don't need more high density construction, buildings out of character with existing neighborhoods, or attempts to upscale neighborhoods that push existing homeowners out. Leave our neighborhoods alone!
- Great idea. A food cart / stall pod would allow a large number of local businesses to participate in making this a more interesting destination. Additionally, shared office space or a maker space / tool library would bring people to the area and is needed.
- I support the lighting, outdoor food pods and supporting a distinct vibe. I really hope that you will consider light posts that are attractive. Downtown camas is a beautiful walk. It would be nice to have a little street to visit during holidays and for outdoor community gatherings after COVID. Lighting and outdoor seating will be important.
- I think mixed zoning will benefit the area. As this will lead to new buildings for local businesses as well as more housing to help solve our housing shortages.
- Gathering spaces for family's is critical. A family style brewpub, food carts, etc. would bring in outsiders, but also allow the neighborhood to have a space they can be proud of.
- If this happens, I would like to see parking space produced in a thoughtful way. As a homeowner in this area, I don't want to lose my ability park or have people visit me.
- I think it is a great idea to make updates to the area to make it more marketable to people who would want to open up businesses in this area. It is outdated and would need a cohesive plan to make it look desirable.
- Can't wait for a food truck court! What will be done with all of the cars using this interchange to get to hwy 14 during rush hours? Needs to be addressed.
- This is a great area to develop for more commercial use. I think mostly restaurants and other services would be a great fit.
- I appreciate your goals of supporting small, locally owned businesses that can support low to middle income residents. What supports from the city will be available to support this vision? Grants? I've watched neighborhoods in Portland "improve" their corridors and really that just means black and brown-owned businesses are pushed out. I don't want another Alberta St or N Williams.
- I'm so excited for this! Hoping small businesses can come in at a reasonable and sustainable price as they're recovering from COVID.
- I love the idea of a new destination place with a variety of services. Please don't add speed bumps or roundabouts! Have lots of parking but in an attractive setting.
- Plant more "sidewalk" trees & shrubs. Beautify the area.

- I'm delighted to see these ideas! Walkability, place-making, updating, local small business support, food, entertainment, safe mobility for all. Keeping it cute, respecting the history character. This is just grand! ;). I'd also like to see murals, street art, lots of community engagement, maybe community pebble mosaic projects under the direction of a local artist? What grants could we get? What about a central plaza with seating and a water fountain?
- Looks viable but that area will need to be marketed as it is very underutilized

Residential Mixed-Use Corridor

- I'm super excited about this section. I've always thought that it is a great area for improvement, and I think the streets scale is just really great. So I'm happy to see this, moving forward.
- There's a building that went in recently that looks like it's all apartments and I think maybe it's classified as live work, but it basically turns its back more or less to the street and does nothing to activate the streetscapes. Want to prevent that from happening again.
- Hoping this includes a playground. And maybe a daycare.
- I like the proposed changes. However, the trick will be putting in place development requirements that support the vision without making those requirements so burdensome as to price any development out of reach.
- for a nice neighborhood boulevard, recommending 8 ft wide planting strips for the tallest and widest canopy trees. will create nice shade and calm traffic.
- I fully support planting of large canopy trees over the smaller columnar landscape trees that are currently popular among designers
- hard to imagine commercial much further west than Crosley. maybe just live work units would be better
- Support this, but make sure there's enough parking for residents so streets don't get overwhelmed with cars.
- I would like to see restrictions to heavy commercial vehicles (multi-axle trucks...etc) in this corridor. Large truck traffic has increased significantly since we moved here.
- I think You are maybe creating a bad traffic issue. More condensed housing on evergreen here means these vehicles will need a route out. But if you want grand to be mainstreet, you cant push all those new vehicles from condensed multi family housing through there. There are no left turns into mill plain. I see solutions encouraging winchell or z street to mill plain. As someone who has lived in this neighborhood, i think you are using the roads in reverse of best natural solution. Evergreen is a natural long Main Street leading to the fort and downtown. Why not use grand back to grove on the east and back to winchell on the west for transit adjacent multi family housing up with plaza down. . With the transit hub at mill and grand its perfect fit. Also, That way you dont fight a loosing battle against 2 way grand thru traffic that will only get busier.
- The corridor should emphasize on retail atmosphere and friendly walking leisure. Any apartments should only allowed with retail front, restaurant at street level. The Apartment at Evergreen & Z street permitting was a mistake. It ruins a good precious retail stores section of the corridor.
- I personally think Officer's Row should not be a model for any new development. It's stiff, homogeneous, and formal--the opposite of funky. When I think funky, I think multi-colored, with murals and street art. Food carts are funky and very Hudson's Bay. The Igloo--primo funky. The Grant House--not at all.

- I like, and appreciate as a nearby resident, having that section be primarily residential. Am OK with allowing some ground floor commercial, but hope to see majority of commercial gravitate towards Grand, including on the east end of Evergreen.
- I wish Crosley lanes would be saved/ maintained. It's historic. Sad to see it go.
- I'm concerned about long term population growth and although it's lovely and understandable to mandate low floor count for nice city sight lines, building new construction without going higher in housing unit count seems like a waste of space that only serves to increase homeless populations. If we increase unhoused people, it won't matter how pretty the neighborhood revamp is... that beauty will be short-lived. I also don't see much value in benches, at least not in high counts. If we make the area more walkable, certainly we can use the occasional bench, but I think we'd be better off beautifying the area with trees and infrastructure renovation, and supporting transit methods that bring people inbound (bike racks, bus stops, etc). I don't think we need to worry about people sitting outside of commercial areas for long.
- We don't need more high density construction, buildings out of character with existing neighborhoods, or attempts to upscale neighborhoods that push existing homeowners out. Leave our neighborhoods alone!
- Don't forget the character! Done incorrectly it will look like the jail. Please install balconies stoops street furniture and grass areas for kids. Families are living and working from home they need space. Bigger apartments and play areas. Our communities do not need small cooped up spots. It's too difficult on mental health and physical health. Kids need open spaces, well lit areas and parents need to feel safe.
- By rezoning this to residential mixed use. It will require certain limitations on developers for residential building. I think a higher zoned residential only zoning will be best fit here such as R-18 or R-43. As this will help make residential developments more feasible for developers.
- Very important to have common spaces in heavy residential area. Parks, playgrounds, bike and pedestrian paths should be included.
- I like the idea of different multi-family units. However, I also believe that Evergreen is very conducive to commercial property especially east of Crosley. This can help support the Grand area as well. Having more commercial options will bring people to the area and be marketable to those moving in.
- Needs a connection to the fort and more parkettes.
- A HUGE need in this area is for child care that serves both medium and low income families. Business owners and residents will both benefit from this addition so that many can return to work both inside and outside of the Grand/Evergreen area. A child care center would also improve walkability. I have been working with Child Care Aware of Southwest Washington and the Evergreen area has a massive need for child care services.
- Similar comment. I appreciate your goals of reflecting the history, community and culture that are already there. The plans look and sound amazing. I just wonder again, how do we support low and middle income residents to maintain residence here and not be priced out due to high rents that usually come with new development
- Yes on setbacks and landscaping and seating.
- Cost to own/rent should be reasonable.
- These are wonderful ideas! I love that we extend and amplify Officer's Row, we have a national historical monument, we absolutely should be incorporating and honoring the history and aesthetics of this local treasure. I appreciate an emphasis on neighborhood over commerce. This should be a place of peaceful enjoyment for everyone, not transactional
- Looks good

Bus Rapid Transit (BRT) Hub

- Glad to hear you are taking the schools for the deaf/blind into consideration.
 - Another participant agreed
- Like it
- I would like to see a grocery store in this location.
- Great spot for it. good idea. This would make the grand corridor better for large scale transit adjacent housing.
- This area has already seen its share of people living in vehicles or who are otherwise unhoused. If/when the Navigation Center on 4th Plain & Grand reopens, transit down Grand will make it easier for such unfortunate souls to migrate into the neighborhood. Plan for this, please. For example, let's have plenty of [indestructible] bathrooms available so that they don't relieve themselves against walls and in the corners of structures. Support new businesses, especially those with outdoor dining tables or other seating, in dealing with such visitors. Please put best practices for dealing with poverty and homelessness into use from the start, instead of crossing fingers and hoping it doesn't get out of hand. This n'hood, which I love, can go up or down at this point. Please do what you can to support its improvement. And if the trade-off for city help is that we must accommodate a methadone clinic or whatever else, please make it beautiful, with benches under trees for its patrons to sit on, with other amenities so that hopefully they will feel less stigmatized and more welcomed into the service center-- and the n'hood--and will hopefully want to take care of it. Also, have ample waste containers everywhere possible. Litter is a signal that a place isn't cared for.
- The recommendations seem very sensible and appropriate. Might make more sense for the Air Academy property to be a commercial, rather than residential, location. But mixed use for that property could work, too.
- Love the idea of a market here at the air and hospitality academy! I work in Portland and normally drive to the expo center, would be interested in a bus line that could allow me to take public transportation.
- Inbound transit to this area seems to be the linchpin of the planning. If the transportation inbound is tedious or causes problems, the entire project fails no matter how good the residential or commercial offerings might be. With schools for the blind and deaf nearby, it seems like a department store type of big retail entity would be helpful. Particularly for niche, artisan type shopping, rather than big brand name chain stores. There's a store in Los Angeles called Fred Segal that is the kind of small business, craftsperson retail establishment department store that would be awesome for this type of project. It's low dollar but high perceived value, unique goods, not chain shopping, and it draws an international visitation because of it. Making this area an artsy form of walkable/shoppable with accessible public transport and heavy cycle-friendliness would be amazing. Really fit the area, feed business for decades, and create a unique personality that would bring people over from the airport from all over the world.
- We don't need more high density construction, buildings out of character with existing neighborhoods, or attempts to upscale neighborhoods that push existing homeowners or business out. Leave our neighborhoods alone! If the market could support retail it would exist now. With the Heights development forced upon the community, we don't need these developments competing against each other for business. Where was the community feedback before you came up with these misguided plans? Citizens would have told the city to back off
- A grocery store is needed in this area, as it's difficult to walk / ride to the Fred Meyer or other stores in the area because of hills. Rapid Transit along the Mill Plain corridor is extremely important to me.
- I think this is needed and well planned.
- I like making the area accessible.

- This is great to make sure there are alternative modes of transportation in the area.
- Please bring a new seasons or trader joes!
- Providing more public transportation would be an excellent inclusion of improvement for this area.
- I hope this transit hub doesn't have the same effect the transit center on Grand and Fourth Plain has, attracting a great number of troubled individuals. That area doesn't currently feel walkable or safe by any means, so if Grand/Mill Plain is intended to be; there's going to need to be some regulation and management of who's loitering around there.
- Have a nearby park and ride lot for public transportation users.
- Safe, inclusive, and vibrantly active plans that include everyone. Every age, mobility, economic status. Yes! We need genuine DEI, and to be particularly mindful of economic social justice. A safe place for everyone is a place safely used by everyone. Deliberately creating for a true sense of belonging creates deeply felt neighborhood pride. I again suggest community art projects. Involve artists, area schools, neighbors, small business owners, everyone. Durable street art and artfully useful street furniture. Fundraisers, contests, grants, lots of excitement, anticipation and celebration! This is my neighborhood and my family, of many years, and I want to see us grow smart, VERY locally- centric in the process, at every level. Including the building contractors, designers, architects, etc. This cannot become an opportunity for outsiders who are not stakeholders, to come sweeping in, gentrifying, excluding and profiteering at our expense. Thank you!
- Looks good

Regulatory Recommendation #1: Ground Floor Commercial Requirements

- My concern about Evergreen Boulevard and I think that it's important to encourage that commercial component as well.
- I would hate to see ground level commercial activity disappear along evergreen. West of the study area is already almost all residential. Some small-scale retail, restaurants, and other similar commercial uses along Evergreen would be good to keep some texture to the corridor
 - I agree with this re: mix of commercial/residential on evergreen
- Would the zoning allow for the potential of food carts? That can be a good intermediate step to activating currently vacant lots.
- City needs to watch for opportunity to make capital improvements along Grand from Mill Plain to Evergreen. We might hope for a unified improvement along that stretch as part of site redevelopment, but it is more likely to happen and happen consistently if the City takes the lead. Maybe look into a Local Improvement District to finance? I'd rather see a proactive effort there than reactive.
- I like the idea of smaller setbacks to create a more livable/walkable shopping experience. Similar to the feel of Hawthorne in Portland, etc. love it, great work!
- I agree with the proposed regulatory recommendations.
- This overlay made good sense
- Residential should also prohibited along the Evergreen corridor. This is a good retail path for people shop & walk leisurely toward downtown. More so than the busy Grand corridor.
- Agree with the recommendations
- I agree that the commercial spaces on the ground floor have to be DAILY use, high frequency services most likely, and there are only so many of those in modern living: coffee, drug store, grocery bodega, restaurants with predominantly outdoor seating, a gym, that's about all I can come up with. I think we are moving away from these things anyway, and FLEXIBILITY of

spatial use is paramount to all other considerations. We must have adaptability to what moves in and out as our world evolves. And I will reiterate my ongoing concern that we are building more commercial than living space as the population grows and that's a problem. We need far more living spaces constructed than retail spaces at this point. Failing retail in the ground level will make the upper residential living less enticing and I just don't believe keeping retail open is a lasting proposition.

- We don't need more high density construction, buildings out of character with existing neighborhoods, or attempts to upscale neighborhoods that push existing homeowners out. Leave our neighborhoods alone!
- We need a roller rink and lots of patio space. I enjoy the water front. Lots of space to walk dogs and picnic.
- I like these concepts and ideas.
- I support this plan.
- I agree and the first floor should be used for commercial purposes.
- The uses as outlined seem appropriate.
- I appreciate the thoughtfulness of the little things in this big picture. Thank you for putting so much excellent effort into this visioning.
- This would be much better than what is there now
- I agree with residential entrances not be on Grand and allowed to the west on Evergreen – similar to Esther Short Commons. I also suggest that residences be affordable and not high-end prices.

Regulatory Recommendation #2: Maximum Building Height

- I urge you all to think about ways that we can incentivize maintaining the economic diversity that's in this neighborhood. It's one of the reasons I chose to move here, and one of the things I really love about it and, of course, as an architect, I love seeing these ideas of being able to develop 4 and 5 story buildings. But I also know that can lead to gentrification. And that the rising land costs while is good for me, I know has pushed people out of the neighborhood already. I just want to make sure that we're doing what we can to keep residents in the neighborhood as well as be able to attract a variety of residents at different income levels.
 - YES!!! I echo Brian's thoughts on avoiding gentrification. The cost of owning is already too expensive for me.
- My concern is canyoning because the ROW there is quite narrow and I'd hate to see something where we get into four stories or three stories because the right of way is so narrow. Even with extended sidewalks and building setbacks, I think that if we're not careful, we can get into canyoning through there. Ideally, I would like to see two stories along Evergreen, but three stories, as long as it remains around 35 feet. My opinion is two stories is great along the frontage and then we step back further in the lot. So that's my concern, due to three stories, I realize that the [Crosley Bowling Alley] presents a lot of opportunity, but I'd have to have a giant monolith as you approach the commercial corridor.
- I live on 6th. There's proposed development across just south of me on 6th and they are limited to one story in their development because of the Pearson overlay. You're not too far north on Evergreen. You might want to check on the height requirements for Pearson. The other concern I have is that just north of 6th on Evergreen, those residential lots across from the bowling alley are pretty much 50' by 100' lots and proposing the three stories, off-street parking, and setbacks will be somewhat limiting on those smaller lots.
- I would prefer buildings to be 4 stories or less.
- Agree

- I don't see the point of this. So what if we have taller buildings? forget this desire to keep it the old way, which is gone, and move forward. Use the space. More housing up means more business demand down on the street. Plus some nice views from up there.
- Agree with the recommendations. I would prefer that any 4-story buildings in the residential area be in the minority, but having a mix of 1 to 4 stories would provide visual interest; and the 3-4 story buildings would likely be more cost effective for development.
- If we put commercial in the bottom floors of all of these models, our ratio of living/residential space to commercial/retail space is between 2:1 and 4:1 for the most part. We have fewer and fewer needs for retail establishments every day, and a need for residential living space that is in crisis now and will only get worse. I know keeping the old aesthetic and nice city sight lines is the conservative way to go... but we need to change our thinking and create MUCH more affordable living spaces to match population growth over decades. Raise the heights, make the extra floors varying income-level affordable living. Best we do it now than when we're truly out of space. It won't matter how pretty we make a corridor if it is overrun by unhoused souls.
- We don't need more high density construction, buildings out of character with existing neighborhoods, or attempts to upscale neighborhoods that push existing homeowners out. Leave our neighborhoods alone! You are creating another monster development playing into developer needs over the citizens who live in Vancouver now. Wake up and leave our neighborhoods alone!!!
- Prefer max 3 stories in entire area.
- It's important to me to have strict height requirements in this corridor.
- I think the maximum building heights should be increased 2 stories across the board. As well as very minimal setback requirements so the full land can be used for residential building.
- It's important to have a 'common' appearance or theme. No 80's/90's strip malls.
- I would like to see the area be limited to 3-4 stories overall so that those in surrounding neighborhoods don't lose their view and are not overshadowed by the building heights
- Limitations may hinder growth in future.
- A 5 story complex seems larger than the neighborhood feel would provide.
- Yes on 3, 4, and 5 stories but with elevators for ingress/egress, residents carrying items or with limitations.
- Do not like this recommendation.
- This height change is frankly hard for me to imagine. Is there an example in PDX? 65' seems like a lot. I am concerned that density include transit, safe walking, mobility options, and not be auto-centric and add negatively to traffic. The intersection of Grand and Mill Plain presently is not pedestrian-friendly. I'd like to see place-making principles applied here. There is real potential. The cemetery is historical, the little shopping strip could be made more charming. It includes a great local pizza place, Blind Onion. I like the idea of re-developing the parcel on the south east corner for more efficient mixed use, including commercial on ground level, and living above. If it becomes a transit hub, it can be made to be beautiful, welcoming, safe and human-scaled.
- Neighbors will object to the 5 stories but it is feasible in this area

Regulatory Recommendation #3: Minimum Off-Street Parking Requirements

- I would definitely support reduced parking requirements. For commercial and mixed use development along these corridors as well multifamily.
- I'm curious about providing a safer space for delivery vehicles to pull over that may be able to be included in an off-street parking standard.
- There never seems to be enough parking, maybe 1.5 parking spots per unit?

- Agree. I definitely prefer parking in the back of the residential buildings.
- Agree. Cant be avoided. Its a fantasy to think people are going to leave their cars behind.
- Agree with the recommendations and appreciate that it's more realistic for at least the next 10-15 years.
- I'm worried about spill over parking into the neighborhoods which is a proven side effect if you look at Portland.
- Increasing parking is an absolute must. I'm baffled by the lack of underground parking in this part of the country and wish more communities planned for it. But we also certainly need support for mass transit and cycling
- Minimum parking is a failure for the Heights plan, and it will be here as well. We don't need more high density construction, buildings out of character with existing neighborhoods, or attempts to upscale neighborhoods that push existing homeowners out. Leave our neighborhoods alone! This process is a sham that gives only bad options just like in the Heights. Let the citizens tell you what they want. By citizens, I am referring to those who own the properties you plan to mess with. Be ready to listen, and hear them
- Need more than 1 parking space per dwelling, preferably 2 spaces.
- I think these parking requirements are not feasible for creating a lasting impact on the housing shortages. We should not have any parking requirements in this area.
- There should be plenty of bike parking as well.
- One thing I know about folks who hate visiting portland, it's because parking is so difficult, limited, and frustrating for them. Enough so, that they will not go. Finding opportunities to increase parking options and not destroy the neighborhoods' desirability, could be a worth while consideration.
- Yes, having 1 space per dwelling unit is smart, so it doesn't impact street parking.
- Need ample bike and motorcycle parking. A parking high rise would be required if bringing in a large grocery store, brewery, or public house to prevent parking in the neighborhood.
- The proposed parking of 1per 1,000 sq feet seems appropriate.
- Residential should have a few guest/extra parking spaces.
- Do not like this recommendation.
- Keep street parking at a minimum.
- Yes, good thinking! People get so upset about parking, but that is partly because they have been put in the position of requiring a car and then may feel punished for having one, due to previous planning that is conducive to sprawl and auto-dependence, and was not of their own doing.
- I don't know enough about parking to comment

Regulatory Recommendation #4: 'Active Edge' Development Standards

- This all sounds good!
- Strongly agree with the active edge concept. Limiting multi axle truck traffic is an important part of this livability and vibrancy.
- IMO its the right concept in the wrong spots. Active edge on grand is gonna be clogged cause these cars up and down tie hill are not gonna get less unless we re-route traffic somehow. Better to "plaza" the grand corridor and back off grand street , using the active edge religiously on evergreen, or even closing evergreen to cars entirely.
- Commercial edge: retails, restaurants.
- Agree with the recommendations. Especially like having more front doors facing the street.
- Love the active edge concept with retain space on the ground floor.

- If commercial is on the bottom floor, I support MAX transparency of that bottom floor. If any residential is on the bottom/street level, however, I absolutely DO NOT support individual unit front doors on street level. This is a huge deterrent for safety reasons and will be a big problem for the individual choices people make around their own front doors in terms of keeping a nice aesthetic. If you have a centralized door to the building on street level that accesses all residential units behind it, that's great, but having street accessible individual doors is a nonstarter, particularly for women. Just a very unsmart idea that won't sell. I also don't see anything about sublevel parking and I don't understand why. Wherever possible, we should be building parking below ground and keeping the favorable aesthetics above ground. The expectation for paid parking is also higher in sublevel garages than in ground level parking lots, so it's a revenue source it seems no one is considering.
- We don't need more high density construction, buildings out of character with existing neighborhoods, or attempts to upscale neighborhoods that push existing homeowners out. Leave our neighborhoods alone!
- Yes keep it walkable!
- Active edge standards should not require more than 8ft edges.
- This would bring great walkability to the area!
- I suggest that residential entrances be recessed and any entrance that has a lobby feature.
- Yes!
- Sounds great! I like the idea of upper floors setting back to avoid canyon effect
- Makes sense

Additional Feedback

- The overall plan looks exciting. I particularly like the flow of use from primarily residential along Evergreen, to community commercial on Grand, terminating in a regional transit opportunity at Mill Plain and Grand. Almost like you planned it to flow like that!
- I'd like to see bike lanes retained... also, with so much more delivery (Amazon, Uber eats etc) people are often pulling over in the bike lane. any ideas on providing safer space for delivery vehicles to pull over? maybe include in the off-street parking standard?
- This is all very exciting! Love the vision and the consideration going into this area. I just purchased in the area an office on Evergreen next to Francos and really looking forward to moving in and getting to know everyone in the neighborhood!
- Take note of the redevelopment that is happening downtown in the area between Mill Plain & McLoughlin. Those projects have only become possible because of consolidation of ownership of small lots. Same thing will have to happen here for some of these sites
- Is there any consideration to an affordable housing density bonus of sorts, if someone wanted to develop an affordable housing density bonus of sorts, if someone wanted to develop affordable housing, incentivizing that with additional density. I'd encourage leaving the aesthetic portion more open to creativity, since there isn't really a strong, commercial aesthetic. I think there is a strong residential aesthetic and in these neighborhoods, but not really a commercial one. So I would be in favor of maybe requirements more around material quality than like a certain aesthetic look.
- yes to excluding mini storage in new zone
- This sector of the city has been long overdue for improvements, but in these Covid times, there is no money left in my business to spend on improvements. There must be city help for that if we are expected to conform to the new regulations being proposed.

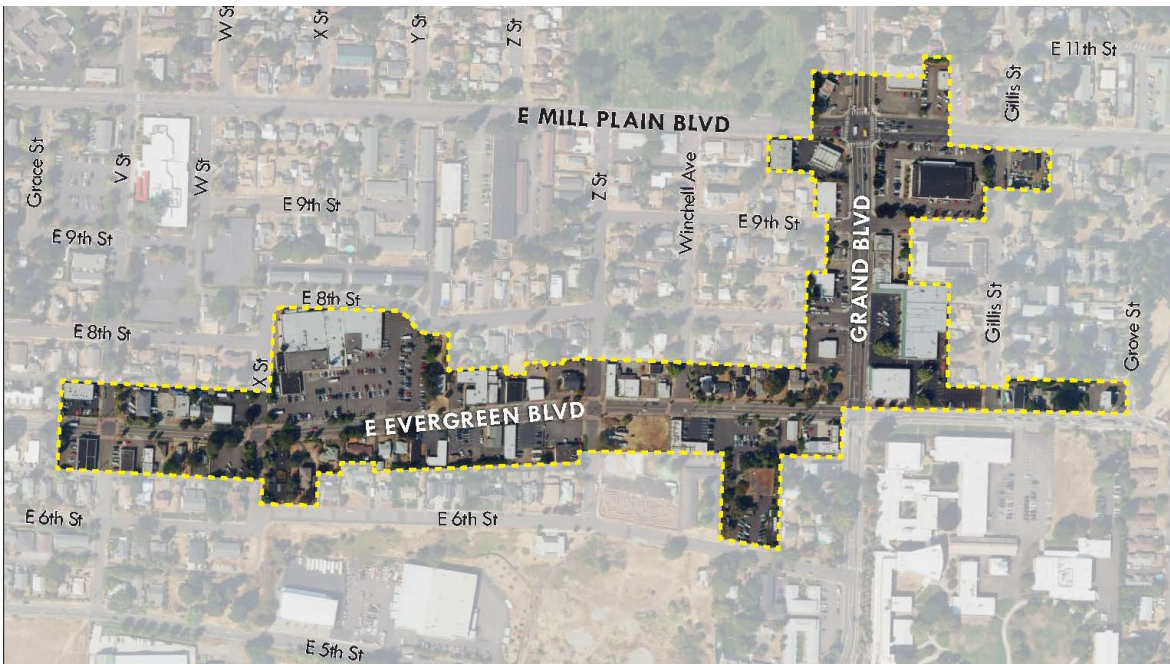
- Excited to see this project and zoning changes come about. I'm a local realtor and always happy when neighborhoods are improved for the local residents. Thanks for your time and energy in this project!
- Be bold! We are not going to do this again.
- I strongly oppose the concept of the one Apartment high rise at Evergreen & Z street with residential at street level, even worse with the back of those units facing Evergreen Blvd. I couldn't understand how such design was permitted in the first place.
- I very much like the direction of the recommendations and appreciate the feedback opportunities.
- The process of listening to citizens after you develop out of scale and character plans is a cheap stunt designed to manipulate outcomes. Real listening happens when neighborhood groups have input BEFORE any design planning begins. Leave our neighborhoods alone
- Thank you I am so happy to see that this is such a collaboration, seems very thoughtful. We need more distinct and walkable areas for businesses to thrive. A common complaint I here is the Vancouver sprawl. I am so happy we are revitalizing. Keeping character and thinking about family spaces. Please include grassy areas cute street lamps and keep it fun to walk so it becomes a vibrant destination spot.
- This is an exciting project. It'll be fun to see the progress over the years.
- Can bowling be saved? Take a look at the Alamo Drafthouse/Highball bowling center in Austin TX on Lamar Blvd for ideas.
- Please consider supporting the addition of child care in this area. The need is high for support of low to median income residents. Vancouver residents will not be able to aptly return to work following the covid-19 crisis without the support of child care services. In April of 2020, ESD 112 the largest provider of child care in Vancouver closed approx. 450 child care slots. The need was already high for child care services, and now our community faces a dire need for high-quality care specifically to children infant and toddler age.
- The images you've used are all from areas in Portland that have little to no economic, racial, or ethnic diversity. The businesses that moved into those locations cater to the needs and pocket books of the middle to upper middle class. Again, I wonder what supports will be in play once the building is simpleton? How do we make this a truly diverse and inclusive community?
- Is this new "district" going to have a name?!
- Save crosswalks/traffic lights
- Please do something to stop the speeders on Evergreen Blvd, particularly from Grand to Blandford Dr overpass. Thank you!
- <http://www.maggyhowarth.co.uk/> Have a look. We can create our own lasting legacy of identity, beauty and durability, while also building community, by offering an invitation to a public project effort that everyone can participate in. Thank you for all these great efforts. I am thrilled!
- The Deaf School is an eyesore and has been for a long time. It would be nice for it to be included.

DATE: Nov. 15, 2021

TO: Rebecca Kennedy, Deputy Director, Community Development Department

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

RE: **Evergreen and Grand Commercial Corridor Strategy Outreach Summary**



Background

The overall Commercial Corridors Strategy project was originally initiated in 2019 to enhance existing commercial corridors, increase walkability, ensure access to services and amenities, support job growth, and increase housing opportunities. The larger project was originally envisioned to also cover the St. Johns/St. James couplet and Fourth Plain and Mill Plain Boulevards but has out of necessity focused on Evergreen and Grand during the pandemic. Future work on the couplet and Mill Plain and Fourth Plain will be integrated into the City's Comprehensive Plan update process. Current work on the Evergreen and Grand corridors may allow for revisitation of the St. Johns/St. James couplet in its own planning process; however, timelines and resources are still uncertain.

Three sub-portions of the area are identified in the Draft Strategy, a predominantly commercial mixed-use corridor on Grand Boulevard, a predominantly residential mixed-use corridor on Evergreen, and a Bus Rapid Transit (BRT) hub at the intersection of Grand

and Mill Plain Boulevards.

The Strategy recommends a set up regulatory and non-regulatory changes, including adjustments to use requirements, building heights, parking minimums, allowed uses, ground floor and public space activation, design and architectural guidelines, and programmatic investments. The Strategy also contains various transportation recommendations to be implemented included in the Transportation System Plan (TSP) update that is currently underway, called Vancouver Moves. Detailed information on these recommendations is included in the [Evergreen & Grand Commercial Corridor Strategy and Appendices](#).

Outreach and Engagement Activities and Findings:

Outreach and engagement related to the creation of the Evergreen and Grand Commercial Corridor Strategy included many opportunities for stakeholder engagement, within the constraints of the Covid-19 pandemic. The following primary stakeholder groups participated in the process:

- Neighborhood Associations and leaders
- Property owners
- Businesses
- Neighborhood residents
- Other community stakeholders
- Agency partners like the State School for the Deaf, State School for the Blind, and C-TRAN

Throughout the recent engagement process, the project team utilized the following tools to provide information and gather feedback:

- The project Be Heard page provides detailed information on the Evergreen and Grand Commercial Corridor Strategy and opportunities to submit questions to staff via the site.
- Project webpage
- Project email distribution list and regular updates
- Community in-person open house on February 13, 2020.
- Virtual open houses held on August 26 & 27, 2020; February 4, 2021, and October 21, 2021.

Major themes heard from the community at the February 13, 2020 open house were concerns about out-of-character development, poor appearance/disrepair of the public realm and existing buildings, and a desire for more local eating and drinking establishments small-scale retail, and neighborhood-serving amenities and services.

At the August 2020 virtual open houses there was a general agreement on the vision and goals of a strategy. Concern over existing building conditions remained, with additional concerns voiced including traffic speeds on Grand, public safety, and adequate parking for retail and residential development. Suggestion for the Strategy included multi-modal upgrades on Evergreen, traffic calming on Grand, community gathering spaces such as local grocery and/or farmers market, connections with wayfinding to other areas, and protection of existing community character.

During the February 4, 2021 virtual open house there was continued support for improved

**Evergreen and Grand Commercial Corridor Strategy
Outreach Summary -11/15/2021**

streetscape with wider sidewalks, greenery, trees, and public amenities such as gathering spaces and plazas. Feedback also included support for local businesses rather than chains through funding assistance and incentives, as well as support for economic diversity, a range of housing types, and adequate parking requirements to avoid neighborhood spillover. There were concerns raised regarding maintaining affordability and avoiding displacement and higher density development being out of scale and out of character with the existing neighborhood.

The February 23, 2021 planning commission workshop feedback was generally in support of corridor vision concepts and general recommendations presented. Support was shown for building height recommendations, focusing commercial development on Grand Boulevard, signage along Grand Boulevard, and support for streetscape and roadway improvements.

At the recent October 21, 2021 virtual open house, the major themes that emerged were a desire for the strategy to focus on small scale commercial, retail, service-oriented neighborhood development. There was a desire for traffic calming measures on Grand, and one person raised an idea to transform Grand-Gills into couplets, both becoming one-way streets. A specific concern was raised regarding the redevelopment of the bowling alley property, wanting to make sure it does not sit empty. A concern was raised that mixed use requirements along Evergreen should not be relaxed to no longer require first floor commercial uses. Additional comments included a desire to see a draft of the zoning code along with the strategy document.

The below table summarizes the survey responses received in October 2021 through online survey posted on the project Be Heard page for the final draft of the Evergreen and Grand Commercial Corridor Strategy.

| Building Height | Pedestrian Considerations | Parking | Urban Design & Overall Area Character |
|---|--|---|---|
| <ul style="list-style-type: none"> • Desire to limit building heights on Evergreen • Consider the area as a single-family neighborhood and not interested in multi-level housing • Evergreen blocks west of X Street should be targeted for 3-story • Some support 5 stories on the bowling alley anchor site, others do not – would not want the building to exceed 50 feet • Concern taller building heights would not uphold the current neighborhood character | <ul style="list-style-type: none"> • Safety improvements on Grand just south of the study area • Focus on pedestrian improvements such as wider sidewalks, easy to maintain landscaping, and street trees • Expand sidewalks and bike lanes • Reduce speed limit on Evergreen • Support for a multimodal transportation focus • Ensure connections to surrounding neighborhoods • Consider creating protected bike lanes • Enhance way finding in the area • Support for a bike lane on C-Street East to Grand • Supports for a flashing crossing at 8th and Grand • Bike lane improvements on Evergreen • Enhance pedestrian realm by including more streetlights, benches, street trees | <ul style="list-style-type: none"> • Concern proposed parking standards won't create enough parking • Support for underground parking • Maintain requirement for 1.5 parking spaces per unit to ensure enough parking • Others agreed with reduction to 1 parking space per unit • Concern parking will spillover into the surrounding neighborhood • Very concerned high density will create too much parking demand | <ul style="list-style-type: none"> • Keep existing first floor non-residential requirement for mixed use apartments • Include more open and public plaza space • Require green space with any new housing complexes • Protect high quality of life in the area • Support for street level small businesses • Support for programs design to help existing businesses • Proposal to include food carts/pods as an allowed interim use • Consider creating an arts district • Capitalize on the history by naming the area Hudson Bay Village • Focus development around ecosystem services |

Recommended Changes to Evergreen and Grand Commercial Corridor Strategy to Address Community Input:

The project team integrated stakeholder feedback into the draft strategy document, in alignment with the existing project and with the intent of seeking to balance and harmonize multiple perspectives and needs. Below is a summary of stakeholder feedback integrated into the strategy document:

- Develop a process for ongoing monitoring of on street parking availability as well as vehicle speed and volume. Plan as needed for mitigation, including parking management and neighborhood traffic calming.
- Fine grain approach to building heights that recognizes adjacent uses and calibrates heights to support overall project goals for housing and amenities
- Highlight recommendation to create neighborhood business association to support existing businesses
- Clarify urban design requirements that would enhance livability and the pedestrian experience by adding a page in Chapter 5 in the Strategy
- Enhance mobility on Grand Avenue by updating transportation standards to reduce vehicle speeds, provide safe mobility lanes, widen sidewalks, add street trees and other design elements that support a bold transformation of Grand into a safe, accessible, and attractive commercial hub.
- Call out specific traffic plans including roadway improvements on Grand south of Evergreen to include the Deaf School frontage
- Fix definitions on page 8 of the document of multi-modal to focus on personal mobility rather than just bike/ped- make sure whole document is more inclusive when it comes to mobility
- Integration of several transportation recommendations into the Strategy document as well as the Vancouver Moves project
- Recommendation for future code to allow interim uses like food carts/pods and art installations that activate underutilized spaces and support small businesses and enhance overall district character
- Recommendation for future code updates to include design guidelines that support a diversity of architectural styles, building façade modulation and pedestrian scale development
- Recommendation to relax or limit first floor retail requirement for future mixed-use development on Evergreen, but not eliminate as originally proposed.

Links:

1. [Evergreen and Grand Commercial Corridor Strategy Website](#)
2. [Evergreen and Grand Commercial Corridor Strategy](#)

**EVERGREEN & GRAND
APPENDIX B:**

**CORRIDOR
CONDITIONS
SUMMARY**



DECEMBER 2021

EVERGREEN AND GRAND STUDY AREA

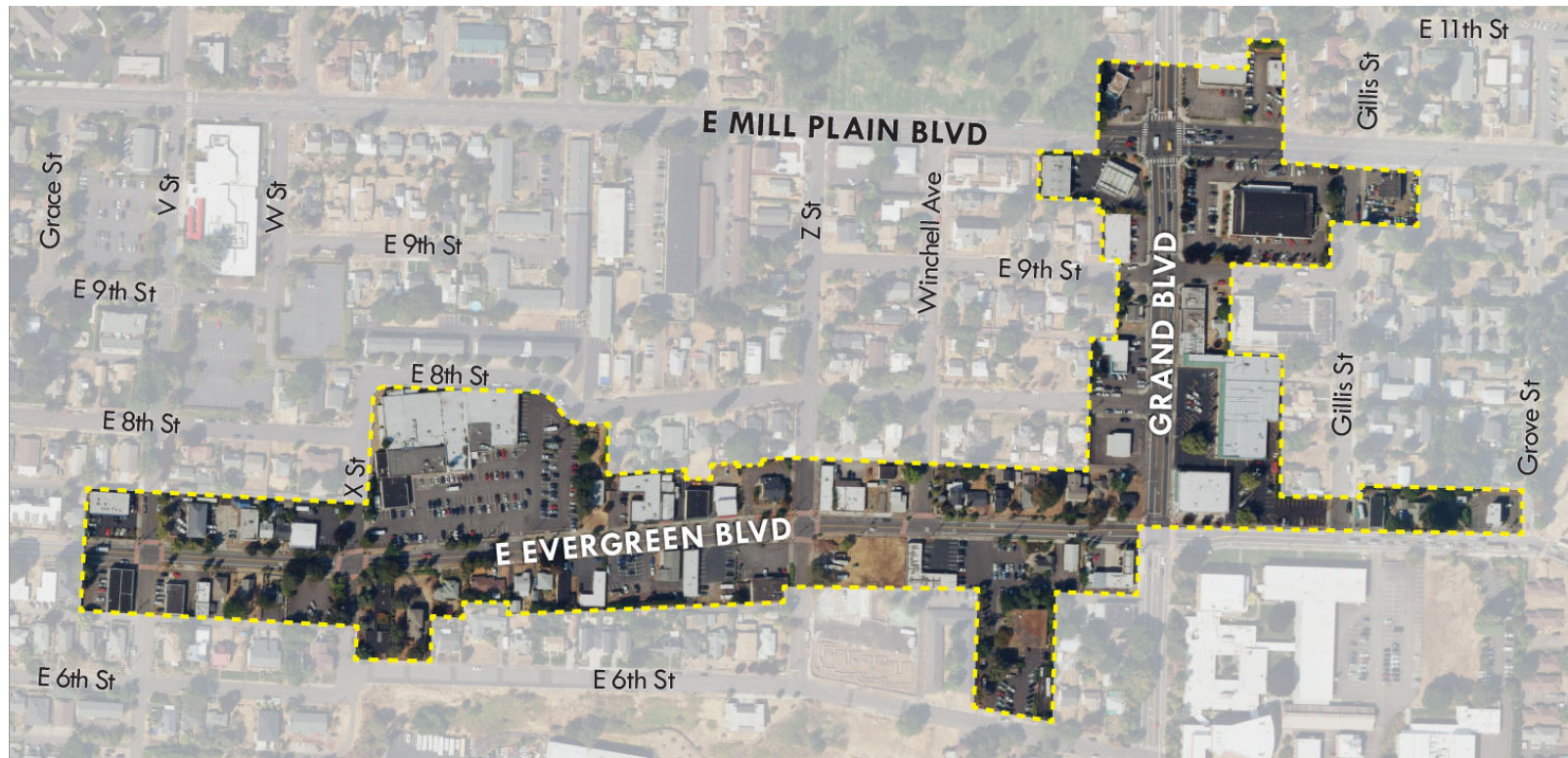


Figure 1. Evergreen and Grand Study Area

Evergreen & Grand Commercial Corridors Strategy

The City of Vancouver is embarking on a community planning process for the Evergreen and Grand commercial corridors that is intended to support neighborhood livability and create a walkable environment where businesses can thrive. Through this process, the City will evaluate the types of uses that are allowed, the pedestrian environment, building orientation in relationship to the street, and parking and access. In the first stage of the planning process, the project team evaluated existing conditions along the corridors and engaged the public to help identify issues, opportunities, and community priorities.

The Evergreen and Grand Corridor Conditions Summary provides an overview of the existing conditions in the study area including existing land uses, roadway, sidewalk, and transit conditions, and zoning. Community feedback and data gathered during this stage will be used to shape a long-term community vision for future development of the corridors, with a focus on what types of land uses are appropriate and how people can best access them.

GRAND BOULEVARD



EXISTING LAND USES

- Automotive
- Residential
- Institutional
- Retail shopping center
- Street-oriented retail
- Office
- Vacant

Existing Land Uses

Existing land uses on Grand Boulevard include commercial retail shopping and dining, as well as office, automotive, and institutional. Examples include the Arco gas station, a retail shopping center, and the International Air and Hospitality Academy. Buildings along this corridor are generally oriented to the street with varied setbacks and parking in the front, and single-family residential homes have been adaptively reused for commercial purposes over time.



Automotive - Gas Station



Commercial-Residential
Adaptive Reuse



Institutional - Trade School



Retail - Shopping Center



Roadway Conditions

Grand Boulevard is a three-lane roadway with five-foot bike lanes and no on-street parking—the availability of which is often a benefit for commercial retail. For businesses to thrive, Average Daily Trips (ADT) to the area should be between 5,000 and 15,000. The current ADT on Grand is 10,000, indicating a suitable market for new commercial retail. While additional traffic could be detrimental to a visitor’s desire to patronize businesses or spend time in public places due to traffic noise and increased vehicle presence, there is the potential to accommodate a thriving commercial retail environment along Grand with improvements to the design and orientation of buildings, parking, and the pedestrian environment as part of future development.

Sidewalk and Transit Conditions

While sidewalks are present, they are fairly narrow and lighting is oriented to vehicles rather than pedestrians or bicyclists. There are no trees or landscaping strips, leaving no separation between the street and sidewalks and leading to “splash zones” and lowered interest in commuting on foot. However, there are crosswalks at several intersections and block lengths are not excessive, making navigating this corridor as a pedestrian less difficult compared to many other places in the City. There are also several C-TRAN bus stops serving the corridor.

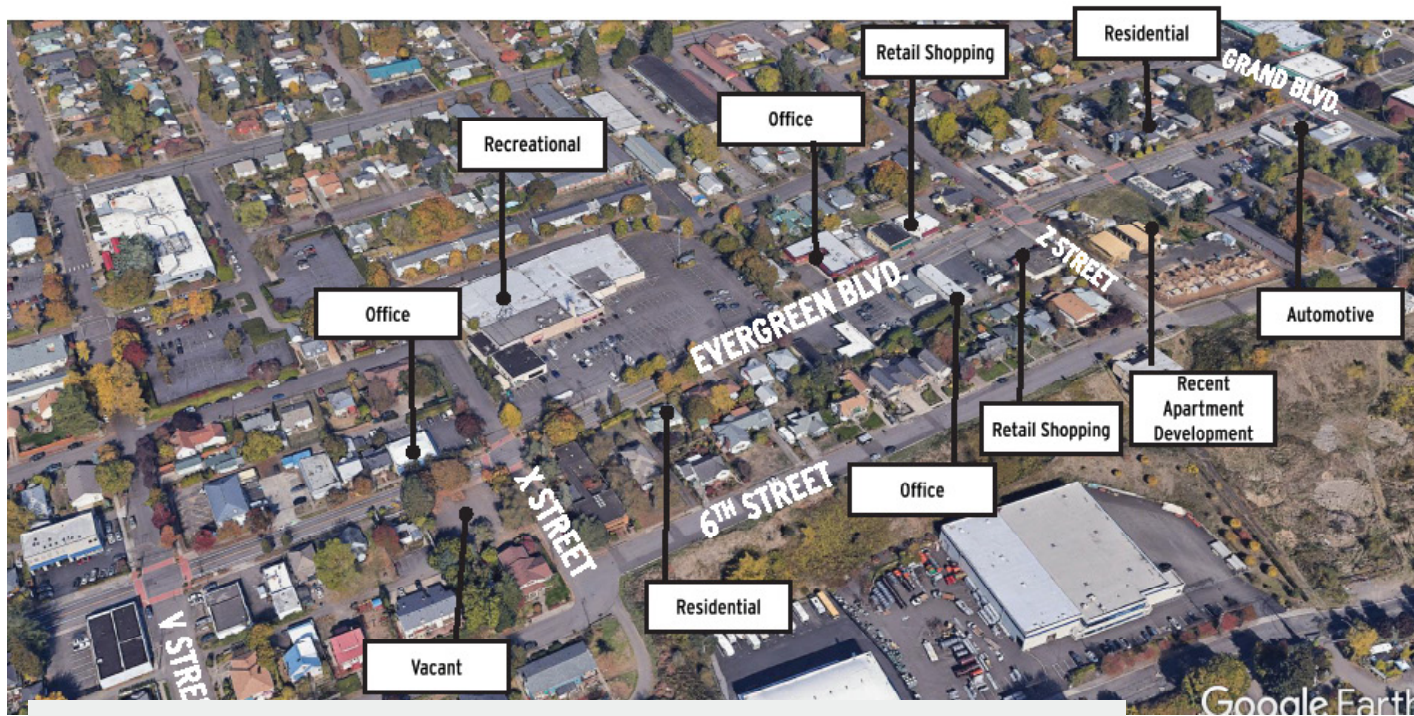
ROADWAY CONDITIONS

- Two 12' travel lanes
- One continuous 12' turn lane
- No on-street parking
- 5' standard bike lanes
- 25 MPH speed limit
- Traffic signals at Mill Plain and Evergreen
- Traffic volumes of 10,000 Average Daily Trips (ADT) north of Evergreen, 5,000 ADT south of Evergreen

SIDEWALK & TRANSIT CONDITIONS

- Typically 6' wide
- Highway-style lighting approximately 1 per block
- No street trees
- Multiple driveways per block
- Crosswalks at Mill Plain Blvd., Evergreen Blvd., and 8th St.
- C-TRAN bus stop at 8th St.

EVERGREEN BOULEVARD



EXISTING LAND USES

- Automotive
- Residential
- Recreational
- Retail shopping
- Office
- Parking lot
- Vacant

Existing Land Uses

Existing land uses on Evergreen Boulevard include single-family and multi-family residential, commercial retail shopping, office, and recreational uses. Examples include the Crosley Lanes bowling alley, a mini-mart, and office and commercial services. Many buildings along this corridor are built to the sidewalk with parking lots on the side or in back, but there are some with varied setbacks and parking in front. There are also single-family residential homes, some of which have been adaptively reused for commercial business, and recently constructed multi-family apartments.



ROADWAY CONDITIONS

- Two 11' - 14' travel lanes
- 12' turn lane at Grand Blvd.
- On-street parking from Winchell Ave. to X St.
- 5' standard bike lanes - Grove to Winchell Ave.; X St. to Reserve St.
- 25 MPH speed limit
- Speed bumps
- Traffic signal at Grand Blvd.
- Traffic volumes of 4,000 ADT west of Grand; 6,000 ADT east of Grand

SIDEWALK & TRANSIT CONDITIONS

- Typically 6' wide
- No lighting
- Few street trees
- Utility poles and wires
- Multiple driveways per block
- Crosswalks at Grove, Grand Blvd., Evergreen Blvd., Winchell Ave., Z St., X St., and V St.
- C-TRAN bus stop at V St., Crosley Lanes, Z St., and Grand Blvd.



Roadway Conditions

Evergreen Boulevard is more intimate than Grand with a two-lane roadway varying in width, bike lanes that transition to sharrows partway through the study area, and lower traffic volumes at 4,000-6,000 ADT. Traffic calming measures and transportation improvements including speed bumps, crosswalks with bulbouts, and intermittent on-street parking have been implemented along this corridor to reduce speeds, improve safety for pedestrians and bicyclists, and enhance the pedestrian environment. With presence of existing on-street parking, there is also the opportunity for additional spaces that could serve commercial retail along the corridor and create a buffer between pedestrians and moving traffic.

Sidewalk and Transit Conditions

Sidewalks along Evergreen Boulevard are typically around six feet, but there are areas with wider sidewalks conducive to supporting successful commercial retail. Evergreen is served by transit with multiple C-TRAN bus stops, and while multi-modal improvements have been made along Evergreen, lack of lighting, few street trees, and multiple driveways per block detract from the walkability of the pedestrian environment.

EVERGREEN AND GRAND STUDY AREA

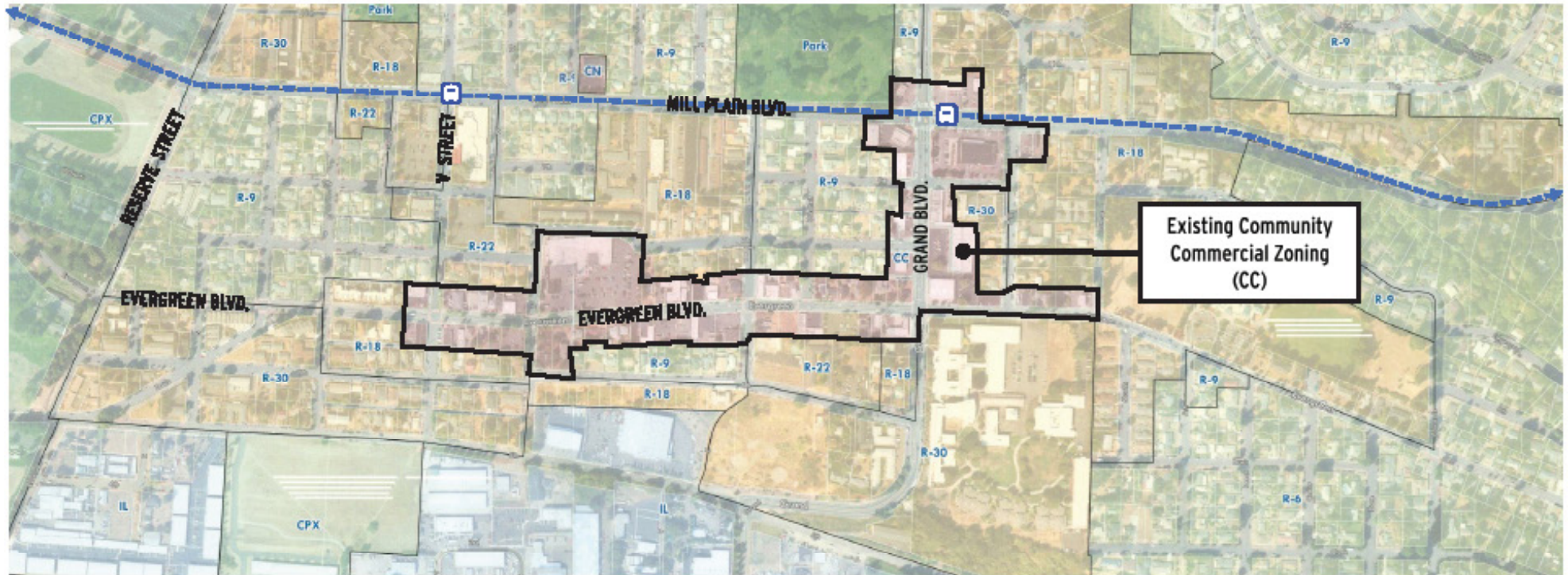


Figure 2. Evergreen and Grand Study Area Existing Zoning

Existing Zoning

The the Evergreen and Grand study area is zoned Community Commercial (CC), which is intended to provide for retail goods and services purchased regularly by residents of several nearby neighborhoods, and accommodate offices, institutions, and mixed-use housing with significant opportunities for walking, bicycle and transit trips encouraged through building and site design, landscaping, and access. However, current development regulations and allowed uses within Community Commercial do not support development that meets the zone's intent.

Allowed uses within the Community Commercial (CC) zone include:

- Limited types of residential
- Lodging (limited)
- Office
- General retail, including less-restrictive uses such as banks and credit unions, big-box retail, etc.
- Motor vehicle repair, sales/rental, and gas stations
- Self-storage

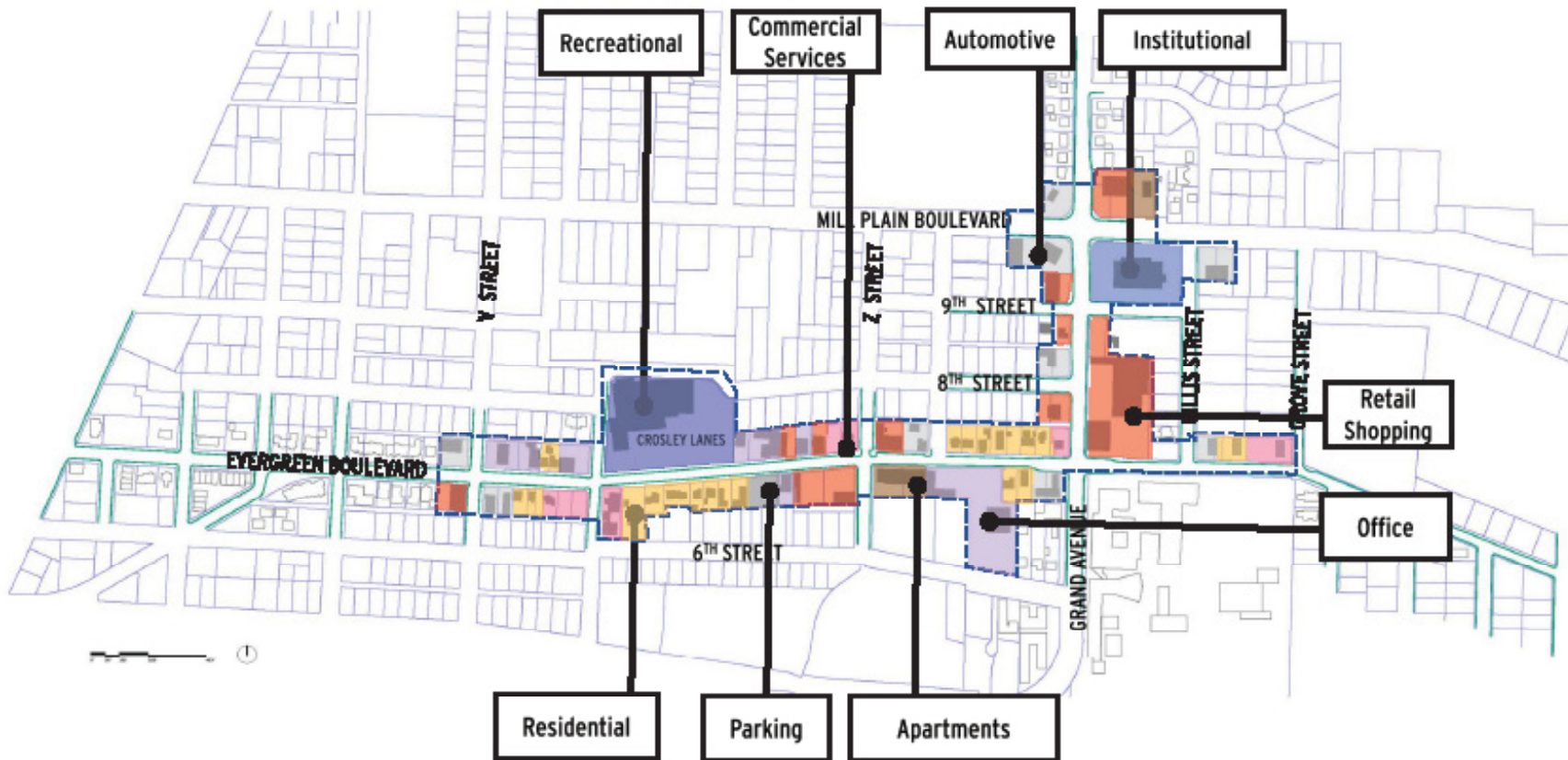


Figure 3. Evergreen and Grand Study Area Existing Land Uses

Development standards for the CC zone also do not recognize the fine-grained and more urban development patterns characterizing the corridors. Current regulations, such as requiring front building setbacks of at least 10 feet, do not align with the existing buildings in the study area, nor do they encourage building and site design for new development that creates a compact and walkable environment conducive to a vibrant neighborhood-serving retail corridor.

An updated, context-sensitive Strategy for the Evergreen and Grand commercial corridors will address these issues, and ensure that development regulations recognize the unique built environment that exists in this area and promote development consistent with the intent of the zoning. In addition to regulatory changes, an updated Strategy will result in recommendations for additional programs and tools that should be implemented over time to achieve the long-term community vision established through this process.

PLANNED BUS RAPID TRANSIT



MILL PLAIN BRT

- Locally Preferred Alternative approved
- Construction anticipated to begin in spring 2021
- Operation anticipated to begin in 2023
- Nearby stations at Grand Blvd., V St., and Reserve St.
- Vehicle and station design similar in character to existing Vine BRT

Mill Plain Bus Rapid Transit (BRT)

C-TRAN will be constructing a new Bus Rapid Transit (BRT) line that will run along Mill Plain Boulevard north of the Evergreen and Grand commercial corridors study area. Construction on the new line is anticipated to begin in spring 2021, with completion expected in the next three years.

The Mill Plain BRT will have three stations within a five-minute walking distance of the corridors, providing opportunities to benefit existing commercial businesses and connect people to both the Evergreen and Grand commercial corridors and other community destinations throughout the City.

**EVERGREEN & GRAND
APPENDIX C:**

**VISION
SUMMARY
TABLE**



DECEMBER 2021

EVERGREEN AND GRAND CORRIDORS VISION

Promote equitable and diverse corridor development that is vibrant, sustainable, and mixed-use.
Foster development that recognizes and builds upon the neighborhoods' unique setting, history, culture, and character.

LAND USE

GOAL

Strengthen current businesses while providing an appropriate mix of commercial and residential uses.

OBJECTIVES

- Provide viable opportunities for new retail and dining uses that attract local and regional businesses.
- Support a mix of uses that serve the daily needs of surrounding neighborhood residents and employees.
- Encourage transit-supportive uses near the planned Mill Plain Bus Rapid Transit (BRT) station platform at the intersection of Mill Plain and Grand.
- Allow a variety of housing types to serve a range of needs, preferences, ages, and incomes.
- Discourage additional motor vehicle related uses (service and repair shops, gas stations, etc.) in the corridors.
- Discourage nuisance uses that may lead to increased crime, or excessive traffic, or noise.
- Foster street-oriented uses that create walking and biking activity throughout all business hours, all days, and all seasons.

MOBILITY

GOAL

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

OBJECTIVES

- Provide safe and direct sidewalk and bike lane routes and intersection crossings within and to the corridors for all regardless of age or physical ability.
- Foster safe and comfortable connections to and from transit, including the Mill Plain Bus Rapid Transit (BRT) and existing bus routes.
- Limit excessive traffic speed through effective speed reduction and/or traffic calming measures.
- Maintain access for emergency, service, maintenance, delivery, and personal vehicles to businesses.

PARKING

GOAL

Provide adequate parking to serve existing uses and future development.

OBJECTIVES

- Support existing and future retail uses by providing adjacent short-term curbside parking and bike parking, as appropriate.
- Minimize impacts of parking on the walking and biking environment.
- Limit excessive spillover parking in adjacent neighborhoods.
- Consider 'right-size' parking to support corridor vibrancy and affordability.

URBAN DESIGN

GOAL

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

OBJECTIVES

- Create opportunities for cultural, community, and other amenities that attract customers and strengthen businesses.
- Encourage safe and active public spaces that are inclusive, accessible, and comfortable for all residents, customers, employees, and visitors.
- Encourage new public spaces that contribute to the livability and economic vitality of the corridors.
- Foster a distinct identity and improve corridor aesthetics by increasing the amount of cohesive landscaping and streetscape features.
- Promote sustainable design for buildings, sites, and streets.
- Ensure form, massing, and scale of new development is context-sensitive and supports and strengthens the livability of the corridors.

ECONOMIC DEVELOPMENT

GOAL

Provide ample opportunities for small-scale, locally-owned businesses to thrive.

OBJECTIVES

- Maximize redevelopment opportunity sites.
- Discourage gentrification and displacement by identifying policies, programs, or other measures to address affordability concerns and wealth creation opportunities for residents and businesses.
- Provide regulatory flexibility to foster innovation and creativity.
- Strengthen existing local and small businesses by establishing programs and tools to support their economic viability.
- Implement policies, programs, and other tools to mitigate impacts of the ongoing coronavirus pandemic.