

# Planning Commission

**TO:** Chair Ledell and Planning Commission

**FROM:** Bryan Snodgrass, Principal Planner, [bryan.snodgrass@cityofvancouver.us](mailto:bryan.snodgrass@cityofvancouver.us), 360-487-7946

**SUBJECT:** Public hearing review of Wood Duck Springs proposal to amend Comprehensive Plan and zoning designations for a 13.9 acre property at approximately NE 63<sup>rd</sup> Street and 82<sup>nd</sup> Court from Urban Low/R-9 to Urban High/R-22 and Commercial/General Commercial

**HEARING DATE:** 11/14/2023

**REPORT DATE:** 11/2/2023

**PROPONENTS:** Sergei Cormanitchi, represented by Jayson Taylor of PLS Engineering

**RECOMMENDATION:** Forward a recommendation of approval to the City Council

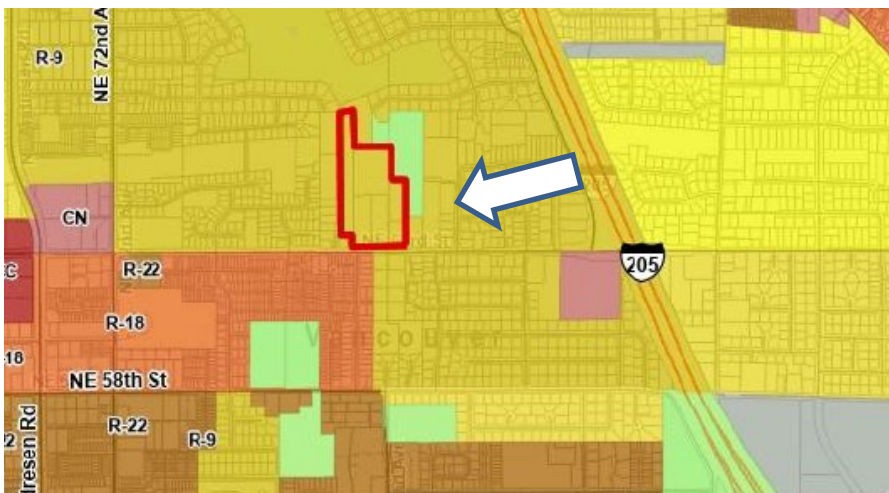
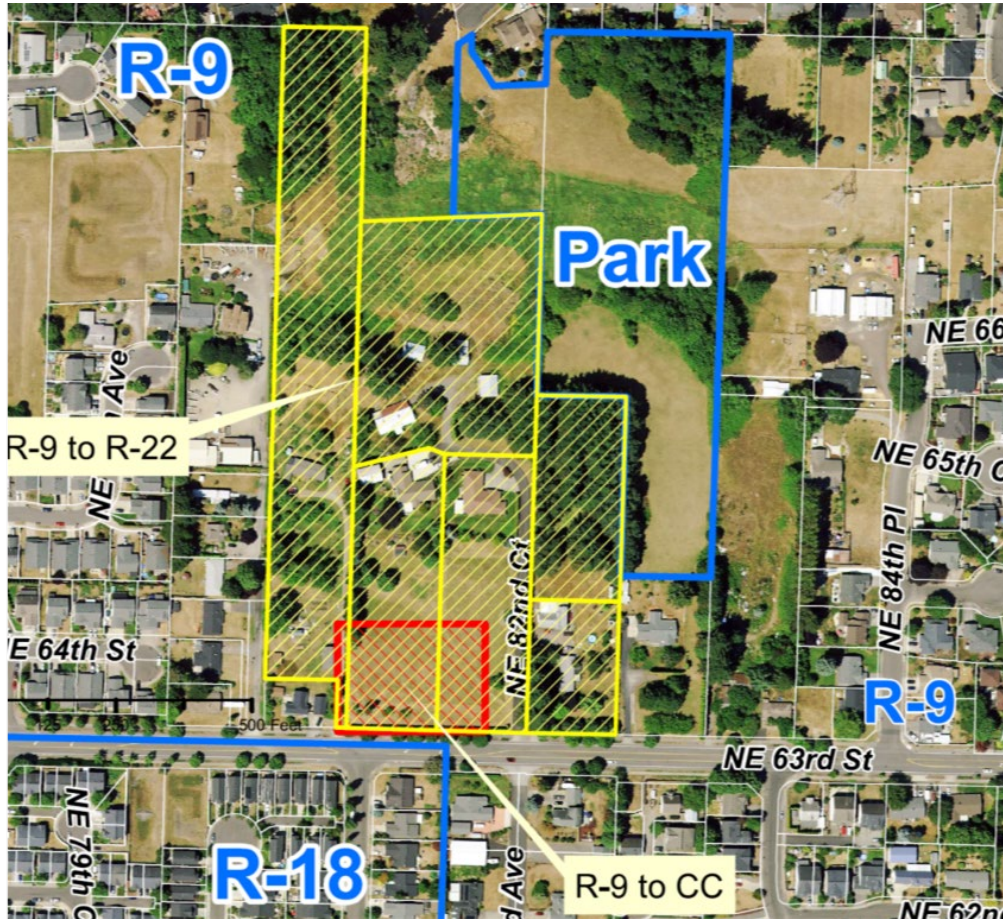
## I. BACKGROUND AND REVIEW PROCESS:

The Growth Management Act requires Comprehensive Plan changes to be reviewed collectively and no more than once per year. Zoning changes not involving the Comprehensive Plan may be reviewed at any time and independent of one another if needed. The Comprehensive Plan and associated zoning map changes reviewed in this report was continued to November 14 from the original Planning Commission public hearing date of October 24, 2023, to allow for completion of applicant materials following a revision in the proposal.

Notice of the original October 24, 2023 Planning Commission public hearing was provided through publication in the *Columbian* newspaper. A SEPA Determination of Non-significance (DNS) was issued and published in the *Columbian* on September 21. Individual mailed notice of the both the original October 24 and continued November 14 hearing dates were sent to property owners and occupants of lots located within 500 feet of the proposal, and the site was posted. At report date only one formal comment has been received by staff.

**PROPOSAL AND RECOMMENDATION:**

- 1. Wood Duck Springs – Urban Low Density/R-9 to Urban High Density/R-22 and Commercial/CC on 13 acres at 63<sup>rd</sup> Street and 82<sup>nd</sup> Court**



The proposal is located on the north side of 63<sup>rd</sup> Street approximately one mile north of Vancouver Mall. The rezone site contains several existing single-family homes, outbuildings, and vacant land. North and east of the rezone site is Kelly Meadows Park, zoned R-9. East and west along 63<sup>rd</sup> Street are large lot single family homesites also zoned R-9. To the south across 63<sup>rd</sup> Street are smaller single- family homes zoned R-18 and R-9.

The application envisions likely development of the site with a mix of up to 218 housing units, primarily new market rate apartments and townhomes, and retention of two of the existing single-family homes at the center of the site, along with a one-acre commercially zoned area at the south of the site fronting 63<sup>rd</sup> Street. The applicant's conceptual future site layout submitted shown in Attachment A herein indicates townhomes are envisioned on the east and west portions of the site, with apartment buildings located more centrally. Development is not envisioned at the north end of the site which contains wetlands. Primary future access to the site will likely be from 63<sup>rd</sup> Street at the intersection of 81<sup>st</sup> Avenue.

The applicant originally proposed R-18 zoning throughout the site, but revised the proposal to include a commercial component on advice of City staff to better address City policies related to 15-minute neighborhoods, and climate. The proposal was also amended to request R-22 zoning.

The applicant's traffic analysis, posted separately with the November 14 Planning Commission public hearing materials, estimates that the maximum possible development under the proposed R-22 and CC zoning would result in 2,184 average daily vehicle trips, in comparison to 1,050 average daily trips from maximum development under the existing R-9 zoning. The C-Tran #32 bus runs north and south along Andresen Road approximately ½ mile west of the site, with service between downtown and the Vancouver Mall Transit Center, at generally 30-minute intervals.

One comment has been received to date raising concerns about traffic from the development adding to existing speeding on NE 84<sup>th</sup> Avenue between 63<sup>rd</sup> and 58<sup>th</sup> Streets, which is located southeast of the site and provides the most direct route from the site to and from the I-5 freeway. See Attachment B.

More detailed traffic analysis will be required at the time of site plan review.

The site is served by Walnut Grove Elementary, Gaiser Middle and Fort Vancouver High schools in the Vancouver School District. Information from the district on the current status of those schools is pending. Overall, the district has faced a general decline in enrollment from pre-pandemic levels. District school impact fees are \$2,486 per multi-family unit.

#### Analysis, findings, and recommendation

Staff finds that the Wood Duck Springs rezone proposal complies with applicable criteria for Comprehensive Plan and zoning map changes included in [VMC 20.285.050](#). The rezone would facilitate significant market rate multi-family housing along a major roadway, and the commercial component of the rezone could potentially provide close by shopping and employment opportunities for residents in the development and surrounding residential areas.

Staff finds the proposal to be consistent with [Strategic Plan](#) focus areas of Vibrant and Distinct Neighborhoods, and Climate and Natural Systems. The proposal is also consistent with [Comprehensive Plan](#) policies H-1, Housing Options; H-5, Housing Placement near Services and Centers; CD-5, Mixed Use; CD-10, Complimentary Uses; CD-14, Connected and Integrated Communities; and CD 16, Sustainability.

Staff recommends the Planning Commission forward a recommendation of approval to the City Council.





## General Information

**Applicant:**

**Songbird Homes**

Contact: Nick Zodrow  
10013 NE Hazel Dell Ave., PMB 504  
Vancouver, WA 98685  
(360) 901-1024  
nick@songbirdhomes.com

**Owners:**

**Songbird Holdings LLC**

Contact Same as above

**Rick & Kathleen Richart**

6510 NE 82<sup>nd</sup> Ct.  
Vancouver, WA 98662  
rickr@richartbuilders.com

**Linnley & Margarete Richart Trustees**

6506 NE 82<sup>nd</sup> Ct.  
Vancouver, WA 98662  
[robertr@richartbuilders.com](mailto:robertr@richartbuilders.com)

**Therese D Griffin & James Crawford**

8008 Unit A Ne 63<sup>rd</sup> St .  
Vancouver, WA 98662  
360-608-7008

**Project Contacts:**

**PLS Engineering**

Travis Johnson, PE  
604 W Evergreen Boulevard  
Vancouver, WA 98660  
(360) 944-6519  
pm@plsengineering.com

<b>Location:</b>	SW & SE ¼ of Section 8, T2N, R2E, WM
<b>Parcels:</b>	105241000, 105242000, 105190-000,005;010, 986042813
<b>Address:</b>	8008 Unit A ,8208 and 8122 NE 63rd St. 6506 and 6510 NE 82nd Ct.
<b>Project Size:</b>	13.86 acres
<b>Zoning:</b>	R-9
<b>Comprehensive Plan:</b>	UL
<b>Current Use:</b>	Single family residential
<b>School District:</b>	Vancouver
<b>Elementary:</b>	Walnut Grove
<b>Middle School:</b>	Gaiser
<b>High School:</b>	Fort Vancouver
<b>Water District:</b>	Vancouver
<b>Sewer District:</b>	Clark Regional
<b>Fire District:</b>	Vancouver Fire
<b>Park District:</b>	B
<b>Transportation Impact Fee:</b>	Pacific

## Project Discussion

The Wood Duck Springs Comprehensive Plan and Zoning Map Amendment proposes to rezone parcels 105241000, 105242000, 105190005, 105190010, 105190000, 986042813 from R-9 to R-22 with one acre to be designated as CC (community commercial). This involves a Comprehensive Plan Amendment to move the parcels from an Urban Low to an Urban High/commercial designation. The site encompasses six parcels totaling approximately 13.89 acres. Currently the project site includes a mix of existing single-family residences and vacant land. Future development plans for the site would likely retain two of the existing homes as an office or amenity space with the remainder of the site developed with apartments and condo/townhomes in a variety of densities. The acre of commercial land would be developed as an integrated commercial use. While a specific use is not proposed for this land, an 8,000 sqft fitness center/gym would fit well with the overall site and this use was used to evaluate potential traffic impacts. The applicant intends to provide a diversity of unit types and unit styles so that a wider range of housing needs may be met. This would include apartment units ranging from 1 to 3 bedrooms, townhouse style units that are 2 stories without garages and townhouse style units that are larger and have garages.

The applicant is desirous of creating homes for sale at the bottom portion of the ownership market as they believe that the first step to wealth creation is a long-term controlled housing costs created via a 30-year mortgage. But the applicant is concerned about the negative legal environment for condominiums in Washington State at this time and would most likely create rentals for those units. One of the options that the applicant is reviewing is to build larger 3-bedroom units that could be condo converted at a later date if the liability laws become more favorable. The current applicant would likely also be the one to develop the site including site and building construction. A formal application for site development will be submitted after the proposed comprehensive plan and zoning map amendment.

### Neighborhood Layout –

The applicant would propose that the 2 story tall townhouse style units would be built along the western side of the project in an attempt to build into the existing neighborhood. This is the only section of the abutting property that is expected to remain nearly the same for the foreseeable future due to the small existing lots as well as a long term commercial business; all of which are served by the existing private road that directly abuts to the projects west side. The applicant would also look at placing more townhouse units along a portion of the east side in an attempt to blend into the neighborhood as the parcel to the east with an existing house would be large enough for some infill redevelopment in the future.

The project north and a portion of the east abuts to City of Vancouver open space that is an undeveloped park. The applicant has already had discussions with the City of Vancouver Parks department in efforts to understand future park (Kelly Meadows) development plans as well as how the projects could benefit each other through better planning. This discussion included being able to generate better open space utilization, reducing expected parks impact on wetlands by moving a planned path from parks land to the applicant land, options for recreation along the trails, exploring build/PIF credits, trail connectivity, donations, trail materials within wetland buffers, land donation and overall planning and timing.

**Density:**

With 12.89 acres allocated to the residential zone, the site could accommodate a maximum of 283 units (22 units per acre). The current site plan only shows 218 total units within the developable portions of the site. Under the current zone (R-9) the maximum density could be approximately 105 single family units.

**Traffic Impacts:**

Apartment buildings generate 6.74 average daily trips (ADT) per unit and gyms/fitness centers generate 34.5 ADT per 1000 sqft of building area according to the ITE trip generation manual. Single-family homes generate approximately 10 ADT per unit. Development under the proposed plan would generate 2184 ADT, and development under the current zone would likely generate 1050 ADT.

The applicant has prepared a traffic study that evaluates the potential impacts of the proposed development. This study shows that there is adequate capacity within the nearby roadways and intersections to accommodate the proposed project and the increase in density.

The study made the following conclusions:

1. "The proposed Wood Duck Springs Comprehensive Plan Amendment/Zone Change project will include the rezone of six properties located at/near 8208 NE 63rd Street in Vancouver, Washington. The proposal will rezone the properties from Urban Low Density (R-9) to Urban High Density (R-22) and Community Commercial (CC), where approximately one acre will be allocated to the CC zone. Future access to the site will likely be provided via a future north leg at the intersection of NE 63rd Street at NE 81st Avenue."
2. "The trip generation calculations show that under the existing R-9 zone, the subject site could reasonably generate up to 79 AM peak hour trips, 105 PM peak hour trips, and 1,050 average weekday trips. Under the proposed R-22 and CC zones, the site could reasonably generate up to 123 AM peak hour trips, 172 PM peak hour trips, and 2,184 average weekday trips. Accordingly, the net change in the trip generation potential of the site after the proposed rezone is projected to increase by 44 AM peak hour trips, 67 PM peak hour trips, and 1,134 average weekday trips."
3. "No significant trends or crash patterns were identified at the study intersections that are indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis."
4. "Adequate intersection sight distances are available at the site access approach at the intersection of NE 63rd Street at NE 81st Avenue to allow for safe and efficient operation of the intersection. No mitigation is necessary or recommended at the intersection with respect to intersection sight distance."
5. "Left-turn lane warrants are not projected to be met at the applicable study intersections. Accordingly, no new left-turn lanes are necessary or recommended at any of the study intersections."
6. "Traffic signal warrants are not projected to be met at the unsignalized study intersections under year 2031 conditions with the zone change implemented. Therefore, no new traffic signals are necessary or recommended as part of the proposed comprehensive plan/zone map change application."
7. "All study intersections are currently operating acceptably per City of Vancouver standards and are projected to continue operating acceptably through year 2031, approximately five years beyond an assumed buildout year of the site following approval of the proposed zone change. Accordingly, no operational mitigation is necessary or recommended at the study intersections."



Additionally, this project solves a major issue around intersection spacing along 63<sup>rd</sup> by moving the access portion of this project to its east boundary directly opposite the intersection that is one of the major direct routes to the south.

## **Comprehensive Plan Map Amendment Approval Criteria**

### **VMC 20.285.050**

The following discusses the criteria that must be addressed for a comprehensive plan and zoning map amendment, and how this proposal complies:

*A. Overall proposed map amendments reviewed under this chapter shall be approved only if demonstrated by the proponent to be in the public interest, as based on a review of all applicable principals from the following:*

*1. How the proposal is more consistent than the existing designation with applicable policies of the Vancouver strategic plan and comprehensive plan.*

**Response:** The request is consistent with Objective 6.2.1 of the Vancouver Strategic Plan: “Develop a broader range of housing choices through incentives, changes in regulations and implementation of the Affordable Housing Task Force recommendations.” The intent of this amendment would be to allow zoning that would increase the overall supply of housing in the city, which would result in lower purchase prices and rental costs. While this does not provide “affordable housing” it goes a long way to make housing more affordable. The applicant has a great deal of experience in townhouse construction and has ideas that can create even more affordable products in the for-sale market. Unfortunately, within the existing codes this would require a condominium development which currently has significant issues due to current laws and insurance issues. In the event that laws change and the project can be converted into condominiums, the site would allow for home ownership at a relatively low price point. Since the adoption of the strategic plan housing prices have continued to soar. This is partly due to a high demand for housing in the Vancouver region that far outpaces the new housing supply. The first step to increasing affordability is to increase supply so that the basic tenants of the Econ 101 supply demand curve can be followed.

*2. How the proposal is more consistent than the existing designation with each of the following objectives as applicable:*

*a. Encourage more intensive development to locate in major urban centers and corridors, particularly downtown Vancouver. Encourage development of distinct neighborhoods served by commercial nodes, and discourage urban sprawl and strip commercial development;*

**Response:** The site is within 0.5 miles of NE Andresen Rd. and approximately 1.5 miles from the nearest access to I-205, both major corridors in the area. Higher density residential development in this area would discourage urban sprawl. NE 63<sup>rd</sup> Ave is an arterial that crosses I-205 and should be expected to be even more of a corridor as redevelopment happens.

*b. Provide development of uses which are functionally integrated with surrounding areas and neighborhoods in terms of local shopping, employment, recreational or other opportunities;*

**Response:** Not applicable, this is a proposal for residential zoned property. The applicant is investigating commercial uses that are appropriate to the area and development and is open to having 5% of the gross floor space being commercial use.

*g. Provide for the formation and enhancement of neighborhoods and communities; and*

**Response:** The redevelopment of these parcels will result in an attractive development, with improved public roadways that will be designed to build in with the nearby neighborhood.

*h. Provide affordable or below-market-rate housing opportunities.*

**Response:** The proposal does not include affordable or below-market-rate housing, but the increase in housing supply will help make housing more affordable in the area. Apartments are an attractive affordable alternative in today's market. If laws changed at the State of Washington level the applicant would be interested in developing smaller units that would most commonly be sold as a condominium.

*3. Scope of review. Review and evaluation of proposed comprehensive plan or zoning map changes shall consider both the likely and possible future use of the site and associated impacts.*

**Response:** The applicant intends to provide typical apartment units within the central portion of the project after the comprehensive plan and zoning map change approval and blend into the neighborhood with 2 story townhouse units along the west side. The request is a change from a lower density to a higher density, however it is still a residential zone so only residences will be proposed. Impacts created would be those of a higher density residential development, with typical impacts to local schools, emergency services and streets. Impact fees will be required to be paid to offset these impacts.

*4. Cumulative Impacts.* The review of individual comprehensive plan map or policy amendments, other than exceptions noted in VMC [20.285.040](#), shall also consider the cumulative transportation, land supply, and environmental impacts of other plan amendments proposed within the same annual cycle. (Ord. M-3922 § 13, 07/06/2009; Ord. M-3701 § 9, 05/02/2005; Ord. M-3643, 01/26/2004)

**Response:** The impacts of this development will need to be reviewed in conjunction with the other plan amendments within this review cycle.

## **ZONING MAP AMENDMENT APPROVAL CRITERIA**

VMC 20.285.060.A. sets out the applicable zoning map amendment approval criteria not involving associated comprehensive plan map amendments.

This proposal is required to demonstrate the following:

1. How the proposal is more consistent with applicable policies of the Vancouver strategic plan and comprehensive plan than the existing designation; and
2. That a change in circumstances has occurred since the existing designation was established.

**Response:** The site is adjacent to Kelley Meadows Park and very near to Green Meadows Golf Course, providing ample recreational opportunities. Vancouver Mall, Costco and Home Depot are nearby providing employment and local shopping opportunities. A higher density residential development would integrate well with these areas. The applicant is also willing to work with the City of Vancouver Parks department on the development and integration of recreation required by the development and advantageous to the Park and the neighborhood.

*c. Provide development which is compatible and integrated with surrounding uses in terms of scale, orientation, pedestrian enhancements, and landscaping;*

**Response:** The north end of the site includes a wetland area that will create a buffer between the site and the uses to the north, directly north of that wetland area is Green Meadows Golf Course. To the east is a city park along a majority of the shared property line. At the SE corner there is a single-family residence adjacent to the site. The south end of the site is bounded by NE 63<sup>rd</sup> Street, a collector arterial. On the west end of the site the applicant is proposing to 2 story townhomes that will blend in better to the neighborhood and will abut the existing private road to the west. This site is well positioned to be developed with a higher intensity use that will not have a significant effect on the existing neighboring uses. The site will have direct access to NE 63<sup>rd</sup> street and will only be directly adjacent to one single-family home that also has redevelopment potential.

To the SW of the proposed area is an area that was developed under R-18 code while that land was under Clark County jurisdiction.

*d. Conserve or enhance significant natural or historical features;*

**Response:** The applicant will retain the existing wetland and buffer areas located on the north end of the site. Additionally, the applicant is willing to work with the City Parks department to move planned park trails out of the wetland area and onto adjoining lands, thus reducing wetland impacts. The applicant has also demonstrated unique design features in the past in an effort to enhance wetland function. If possible, they will seek to duplicate this demonstrated success.

The applicant would also explore solar systems atop parking lot covers as well as on top of southerly facing apartment roofs. The applicant has used innovative hot water systems, lighting, appliances and design elements to reduce energy usage and would use these as well as others to reduce the carbon footprint of this development.

*e. Provide adequate provision of transportation, water, sewer, and other public services;*

**Response:** Site access will be provided directly from NE 63<sup>rd</sup> Street with access across from the existing 81<sup>st</sup> Ave intersection. A water main is located in NE 63<sup>rd</sup> Street and CRWWD will be the sanitary sewer purveyor. The site can be served with sanitary sewer with the development of parcel 105210000, and a potential easement from the park property (105240000) as well as a portion of it from sanitary sewer located within NE 63<sup>rd</sup> Street.

*f. Provide significant family wage employment opportunities and broadening of the Vancouver economy;*

**A. Consistency with Vancouver Strategic Plan**

The City adopted a 2016-2021 Strategic Plan, and updated it in November 2018.

The request is consistent with Objective 6.2.1:

6.2.1 Develop a broader range of housing choices through incentives, changes in regulations and implementation of the Affordable Housing Task Force recommendations. Page 23.

In the final 2016 report the Affordable Housing Task Force discussed potential tools and programs to increase the supply of affordable housing units in the city. One of the high priority items discussed was amending zoning/development regulations to encourage affordable housing options.

Option for Council Consideration	Description	Estimated Time for Staff to Develop and Present to Council	City Direct Costs/ Staff Time	Cost to Property Owner/ Developer	Potential to Increase Affordable Units	Considerations and Details Additional information to follow based on Council guidance and staff analysis.	Task Force Priority
<b>EXPAND SUPPLY OF AFFORDABLE HOUSING</b>							
Amend zoning/ development regulations to encourage affordable housing options	<ul style="list-style-type: none"> <li>Allow/promote alternative housing, e.g.               <ul style="list-style-type: none"> <li>Cluster/cottage housing</li> <li>Come-lot duplexes</li> <li>Micro-housing and single room occupancy (SRO) housing</li> <li>Shared housing, including rooming/boarding houses</li> </ul> </li> <li>Reduced parking requirements</li> </ul>	Medium to Long	\$\$	\$	Medium	<b>Details:</b> <ul style="list-style-type: none"> <li>May be effective at increasing overall supply over a long period of time, but affordability not guaranteed</li> <li>Marketing incentives/opportunities to property owners and developers</li> <li>Can use current staff, but may be contracted out</li> </ul> <b>Questions:</b> <ul style="list-style-type: none"> <li>Requires determination of priorities among several options</li> <li>Need to determine appropriate level of incentives</li> </ul> <b>Task Force comments:</b> Support for allowing a wider variety of housing types and sizes. This option may also provide low-income homeownership units, an opportunity to address affordable housing apart from rentals.	High

The intent of the option would be to increase the overall supply of housing in the city which would result in lower purchase prices and rental costs. While this does not provide “affordable housing” it goes a long way to make housing more affordable. Since the adoption of the strategic plan housing prices have continued to soar. This is partly due to a high demand for housing in the Vancouver region that far outpaces the new housing supply.

In response to the strategic plan and the Affordable Housing Task Force recommendations, the City Council studied and approved housing code updates. The Housing Code Updates webpage states the following as a purpose of the update:

“Vancouver, like many communities, is facing a housing crisis. As the city continues to grow, there is a desire and need for new types of housing that would allow residents to live more affordably while also maintaining neighborhood livability. However, current city zoning rules prohibit many of these housing options. Changes to the development code can create opportunities for the private sector to deliver a more diverse, affordable housing stock.”

The project goals of the housing update are stated as the following:

“The goal of the project is to update City codes to allow for different, smaller and more affordable types of housing choices. Many are recommended in the Affordable Housing Task Force report (2016) and many are similar to what is allowed in Clark County and other Washington cities nearby and statewide.”

The specific goals include:



- Allowing for the development of diverse housing types to meet changing demographic needs and consumer preferences
- Expanding market rate, middle income, and affordable housing choices
- Maintaining neighborhood livability with incremental, rather than wholesale, change
- Providing more opportunities for people to live near where they work and attend school, and reduce costly commutes
- Facilitating development in areas with full existing public services

The current proposal is consistent with this plan and will help meet the City’s goals. The general proposal associated with the zone change will accomplish the following:

- The Wood Ducks Springs Rezone project will add diversity to the housing options in the immediate vicinity of the site.
- The rezone will not have a large effect on adjacent homes as the proposed access is directly from an arterial street.
- The future project would blend into the existing neighborhood as it would place 2 story townhomes on the west side by existing small lots, place apartments within the center and north portions of the project. This would also match the streetscape to the west in the R-18 zones.
- The site is located near schools, stores, and public transport that has the potential to reduce costly commutes.
- The project in is an area with full existing public services.

**B. Consistency with the Comprehensive Plan**

The applicant is requesting a concurrent change in the Comprehensive Plan designation. The current and proposed plan designations are residential and are compatible. The proposed plan results in a higher density but can be designed to have less of an impact on the neighboring lower density community.

Table 1-5. Vancouver comprehensive plan land use designations

Comprehensive Plan designation	Corresponding Zoning	General Intent
<b>Residential</b>		
Urban Lower Density	R-2, R-4, R-6, R-9	Predominantly single-family detached residential development, with some allowances for duplexes, townhouses, and single-family homes on small lots using infill standards
Urban Higher Density	R-18, R-22, R-30, R-35, MX	Predominantly apartments and condominiums, with some allowance for attached housing (such as duplexes, townhouses, and small-lot single-family homes) and mixed use

This request furthers the Community Development policies on page 1-14 to 1-15 of the Comprehensive Plan:

*CD-2 Efficient development patterns Encourage efficient development throughout Vancouver to ensure achievement of average density of 8 units per acre set by countywide planning policies. Encourage higher density and more intense development in areas that are more extensively served by facilities, particularly transportation and transit services.*

Response:

- The site is near a full-service grocery store/commercial area, elementary school, community park, and C-Tran Bus route 78 on NE Andresen Rd.



- Safeway and Walgreens are both approximately 1/4 mile from the site. This is approximately a 5-minute walk. There is also a Starbucks (inside Safeway), Chase Bank, State Farm Insurance, The UPS Store, Sprint Store, Great Clips, Nail Salon, Drive through Coffee, and Subway.
- Walnut Grove Elementary is south of the site.
- Raymond E Shaffer Community Park is located approximately 1/4 mile to the southeast. This is a 10-acre park that connects to another 7-acre park to the south.
- C-Tran Bus route 78 stops at NE Andresen Rd and NE 63<sup>rd</sup> Street. This is less than a 1/2 mile from the site.
  - The northbound and southbound busses arrive every 30 min from 6:00am to 9:00am and 3:00pm to 6pm
  - The northbound and southbound busses arrive every 60 min from 9:00am to 3:00pm and 6:00pm to 10pm

*CD-3 Infill and redevelopment- Where compatible with surrounding uses, efficiently use urban land by facilitating infill of undeveloped properties, and redevelopment of underutilized and developed properties. Allow for conversion of single to multi-family housing where designed to be compatible with surrounding uses.*

Response:

- The proposal includes converting existing underutilized land into an apartment housing project.

In addition, the request fulfills both CD-9, facilitating compatible uses adjacent to each other, and CD-10, placing housing near services (complementary land uses).

Chapter 3 of the Comprehensive Plan contains the City's Housing element. The Plan recognizes the need for diverse housing:

*As the baby boom generation ages over the next 20 years, there is likely to be a greater need and demand for smaller units, retirement homes, and assisted living.  
Page 3-3.*

The plan notes that most residential housing is single-family housing (57%). *Id.* Housing affordability is also a City concern:

*The Growth Management Act requires local jurisdictions to demonstrate that regulations allow and encourage housing for all economic segments of the community. Table 3-3 provides a breakdown of local households by income ranges, and the general share of Vancouver housing they can afford to buy or rent without having to spend more than 30% of their income.*

There are several policies that would be furthered by this request, including:

*H-1 Housing options*

*Provide for a range of housing types and densities for all economic segments of the population. Encourage equal and fair access to housing for renters and homeowners.*

*H-2 Affordability*

*Provide affordable housing by formulating innovative policies, regulations and practices, and establishing secure funding mechanisms. Target affordability programs toward households with incomes below the median.*

### **C. Change in Circumstances**

The proposed zone change is in response to the current housing shortage and affordability crisis that is currently occurring in SW Washington. This shortage of housing within the area that the subject property lies represents a change in conditions or circumstances since the zoning designation was established. The proposed zone change will result in additional housing units that will increase the housing supply in the area and contribute to improving housing affordability.

According to the 2016 Affordable Housing Task Force Report issued by the City of Vancouver, it was noted that:

*Vancouver, Washington and the surrounding communities are experiencing an unprecedented demand for rental units. In June 2015, the vacancy rate in Vancouver was just below 2%, down from 3.8% at the end of 2010.1 The tightening market has led to a dramatic increase in rents. Between October 2014 and October 2015, the increase in median rent for a 2-bedroom, 1-bath unit in Vancouver was the highest in the nation at 15.6% (a jump from \$900 to \$1,040 per month). Page 2.*

While this report was issued in 2016, conditions have not improved in recent years. This report recognizes that higher densities can promote more affordable housing.

### **CONCLUSION**

Approval of this application would result in a development that can be served by existing urban public services and will provide more flexibility in density and housing types, resulting in more affordable housing.

## Attachment B – Comments Received

**From:** Steven Holt <[stholt@andersen-const.com](mailto:stholt@andersen-const.com)>  
**Sent:** Tuesday, October 31, 2023 1:08 PM  
**To:** Snodgrass, Bryan <[Bryan.Snodgrass@cityofvancouver.us](mailto:Bryan.Snodgrass@cityofvancouver.us)>  
**Cc:** [mori.ronae@gmail.com](mailto:mori.ronae@gmail.com)  
**Subject:** Concerned Citizen In the Walnut Grove Area

You don't often get email from [stholt@andersen-const.com](mailto:stholt@andersen-const.com). [Learn why this is important](#)

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

Good morning, Mr. Snodgrass,

It was brought to my attention by my neighbor Eric that there are plans in the works to add 224 multi-family units to the area. I understand the city is growing and developing, and I can relate to and even appreciate the booming construction industry that is currently transforming our cities. I am a direct beneficiary of this industry as a project engineer for Andersen Construction Company, and I also come from the trades. However, I am extremely concerned about the direct and immediate impact that many units will have on the traffic flow in front of my house on 84<sup>th</sup> Avenue from 63<sup>rd</sup> to 58<sup>th</sup> Street. This is directly in front of my home, and I observe people break the law daily by speeding through our neighborhood because it's a shortcut to the freeway and expressway. I have three brilliant, talented, and gifted young children (13, 9, & 8) who play with the other kids in the neighborhood and they all cross this street daily. Although a stop sign was installed, they were placed in the wrong locations, and they do little to nothing to help ensure the safety of all the young children or special needs children. Are there going to be any additional speed control measures put in place to help with the sudden influx of traffic in this area? Lastly, there are speed bumps on 87<sup>th</sup> Avenue from 63<sup>rd</sup> to 58<sup>th</sup> Street so vehicles avoid driving that road due to the traffic control measures.

Warmly,

**Steven Holt Jr**  
PROJECT ENGINEER 2