Clark County Commission on Aging
1300 Franklin Street, 6th Floor
Vancouver, Washington

MEETING NOTES

Wednesday, September 18, 2019
4:30 p.m. – 6:00 p.m.

Members Present: Nancy Dong, Amy Gross, Franklin Johnson, Marjorie Ledell, Meghan McCarthy, Larry Smith, Pam Wheeler

Absent: Chuck Green, Linda O'Leary

1. **Welcome and call to order**
   Larry Smith opened the meeting.

   Approval of agenda
   The agenda was approved.

   Approval of meeting minutes
   The August 21 meeting minutes were approved.

   Two commissioners excused
   Chuck Green and Linda O'Leary were excused from the meeting.

2. **Presentations: Complete Neighborhoods**
   Details on each presentation are available in the CVTV video recording and presentation slides.

   Presentation: Complete Neighborhoods
   Presenters: Rebecca Kennedy, City of Vancouver and Elizabeth Decker, JET Planning

   Presentation highlights:
   - Definition of complete neighborhood: accessible for people of all ages, abilities and income levels; a variety of housing types; services: healthcare, social services, commercial services; amenities: destinations, cultural/civic; access to healthy food; schools & daycares; open space and recreation opportunities; transportation options: transit, walking, biking; built environment that works for many people: benches/seating, bathrooms, lighting
   - The City of Vancouver's comprehensive plan includes goals related to facilitating connected neighborhoods and communities, planning for an aging population, planning for growth in centers and corridors, and promoting health and fostering sustainability.

Key policies include: promoting compact urban development that includes a mix of uses, encouraging innovative, attractive, efficient private development, establish connectivity within each center/corridor and to other areas adjacent to them, integrate land use patterns and transportation networks to facilitate shorter vehicle trips and multimodal travel, provide for a range of transportation options, and invest in public facilities and amenities to enhance livability. It's not just what is in the centers and corridors, but also how they are connected.

- 20-minute neighborhood concept: residents can walk, bike or take transit to essential amenities and services within 20-minutes. The City of Vancouver Strategic Plan ahs a 20-minute neighborhood goal and objectives.
- Complete streets: ensure our built environment is one of the safest, most environmentally responsible and well maintained in the Pacific Northwest. The City of Vancouver Strategic plan has a goal and actions related to implementation of complete streets.
- Housing options: recommendations from the City of Vancouver Affordable Housing Task Force include recommendations on how to increase housing supply, including: amend zoning/development regulations to encourage affordable housing options, increase flexibility for accessory dwelling units (ADUs), and inclusionary housing: incentives to provide some affordable units in market rate developments.
- Housing opportunities: not just older adults aging out of their homes, these strategies are good for older adults and a broad cross section of society.
- Development context: retrofit vs. greenfield
    - Retrofit: adapt to the existing built environment
    - Greenfield: area that hasn't been developed yet
- Public implementation tools
    - Policy – comprehensive plan, transportation system plan, strategic plan, affordable housing plan
    - Regulations – transit oriented development, design guidelines
    - Incentives – multi-family tax exemption program, adaptive reuse program, public investment in infrastructure
    - Publicly-led projects
- Public, private, and community roles
    - Policy is relatively low cost; what the public can accomplish is constrained by funding available
    - Private development – not just about making development and often the people who translate policies and recommendations into the built projects
    - Community roles – i.e. Commission's advocacy
- Age friendly cities – a World Health Organization initiative. The framework includes the following elements. This is an initiative that communities can apply to be a part of. Lots of overlap with 20-minute neighborhood and complete neighborhood concepts.
    - Transport
    - Housing
    - Social participation
    - Respect and social inclusion
    - Civic participation and employment
    - Community support and health
    - Communication and information
    - Outdoor space and buildings
- Zoning regulations

- Where – Answering the where question: Most common function of zoning regulations is to separate uses, create individual zones for residential, commercial, and industrial uses. But when you think about complete neighborhoods, there is a need for a mix of uses within a neighborhood context, either through fine-grained zoning districts or mixed-use districts.
- What – what gets built, what types of development, missing middle – which type can be built where? Ie big issue now is exclusive SF zones and exclusive MF zones. Adding standards to zoning code makes it possible. Someone still needs to do it, but first step is to make sure permissible. What are the details and features of development? Ie pedestrian circulation, building orientation to street, outdoor seating, bike racks, transit stops, landscaping.
- How – the following examples show how complete neighborhoods are taking shape in the region.
- The Heights District
    - This is a project in central Vancouver, WA. The development area is surrounded by 8 existing, primarily residential, neighborhoods. The project provides an opportunity to bring amenities to these neighborhoods. In the project area, there already are many services such as day cares, schools, churches, and a grocery store. The project is more focused on filling in gaps and making the area feel more connected.
    - The project will consist of a mix of uses. The density is designed to taper to lower density on the edges, so that it blends in well with the surrounding low density residential areas. The project will incorporate open space and connection to existing open spaces in the area. The project will include employment uses, so that you could work in your neighborhood or near your employment center.
    - The project will incorporate public space, benches, transit stops, lighting, and universal design (not just ADA accessible). It will include pocket parks and complete streets with on street parking, shared low-speed car and bike lanes, on ground retail, housing and office space, very wide sidewalks, landscaping and stormwater green infrastructure.
    - The circulation plan is designed to accommodate all ages. One of the challenges with this project is figuring out how to get people to it. The plan includes making crossing improvements, adding roundabouts, and retrofitting existing roads to add more complete facilities. Some of the nearby roads will be retrofit as well, to become more pedestrian, bicycle and transit-oriented.
    - The area is located at the intersection of some of the most affluent and some of the most economically vulnerable neighborhoods in the city. Equity in complete neighborhoods is really important so that everyone feels welcome. The project includes affordability targets of 60-75% market housing and 25-40% income-based housing.
- Cornelius Town Center, Oregon
    - Cornelius is a town near Hillsboro, OR. There was formerly a lot of agriculture in the community. It is one of the more diverse communities in Washington County.
    - The community is focused on redeveloping its town center and turning it into a 20-min neighborhood for the surrounding residential neighborhoods.

        - One feature they're adding into the design are awning features to add weather protection.
        - There has been a lot of collaboration with ODOT because there are state right of ways in the area.
        - The community simplified its zoning in the area from 8 to 4 zoning districts, where each district has its own specialty.
        - The community blurred different types of uses across some of its zones, for instance, one area can now allow residential and/or low impact commercial uses.
        - Building entrance design is being adjusted so that sites can become more accessible for those on transit, foot, or bike, without having to navigate a huge parking lot.
        - The project was inspired by one initial project where the city bought land and brought together community partners to buy and remodeled it into a library with subsidized senior housing above it. This initial project helped the community think about how to do more of these type of projects and how a public project can help set the stage for future private development.
    - Talent, Oregon
        - This is a town in southern Oregon that is experiencing housing shortage and affordability challenges.
        - The community decided to look at housing options besides standard single family homes.
        - They also wanted to look at fire issues where the town is near more wild areas, and think about how to use their land more efficiently where they have a railroad track that creates some barriers. They also have a large aging population.
        - Some strategies the town employed included making it easier to build ADUs, cottage housing, duplexes, and triplexes. The city also owns some land and is planning to initiate some projects to bring certain amenities to the town center.
- Specific considerations for older adults and the design of complete neighborhoods:
    - Universal design: parks, plazas and infrastructure
    - Encouraging accessible, "visitable" housing development
    - Beaches/outdoor seating, lighting, public bathrooms
    - Facilities for safe walking, biking and rolling
    - Convenient transit service/access
    - Close proximity to a variety of services and amenities, including healthcare
    - Programs that provide financial assistance for accessibility retrofits or support maintenance, Senior Citizen Property Tax Reduction Program
    - Inclusive programming that promote social interaction and community building

Q&A and Comments from Commission on Aging:

- **Marjorie:** which comes first, complete neighborhoods or complete streets? Or are they concurrent? **Rebecca**: there is not a standard answer. A neighborhood or street could become more complete over time. I can think of places that are vibrant but hard to get to. It depends on the place and context, but certainly combining land use and transportation element is important. You want to marry your land use and transportation policies together to help each other. How you get there is contextual.

Elizabeth: I think you can have a complete street without a complete neighborhood, but it would be hard to have a complete neighborhood without complete streets.

- **Marjorie**: is there research on what older people need, younger people want? **Rebecca:** there is research on what millennials want and what seniors want. If you compare the research, there is a lot of overlap, such as on affordability. **Elizabeth**: AARP has an amazing website on land use and communities. They are huge proponents of ADUs and very aware of the overlap and intersection between older adult needs and community needs. They could be a good resource.
- **Nancy**: my question is about the Andresen street diagram, where is the extra wide sidewalk coming from? Are you taking the width from the existing street? And, how do we know that we will have more pedestrians and fewer cars? **Rebecca:** we know it's a low volume street, based on traffic analyses and modeling. There is excess right of way for carrying cars. Based on that research, there is sufficient space for sidewalk on each side of the street and a bike lane on each side of the street.
- **Nancy**: what is the timeline for the corridors and centers plan? **Rebecca**: that plan does not reflect specific projects. Each corridor and center is in different stages and phases. The Heights, for instance is currently underway. **Nancy**: how can we track a project's progress? **Rebecca**: you can track it on the city's website and sign-up for email updates. With the Heights, for instance, there will be hearings coming up in the next couple of months.
- **Amy**: thank you for taking care of people of WA and OR. What is JET? **Elizabeth**: it is a family acronym. **Amy**: regarding the centers and corridors map, it says the green dots are future centers. Why is VanMall in that group? **Rebecca**: VanMall is a place where the city would like to do some planning work in the future. Nothing has been done there recently. Each corridor and center unique. There will need to be a community process. VanMall has some disconnections between the nearby neighborhoods and the challenge of crossing SR 500.
- **Franklin**: I know the city works with neighborhoods to help retrofit streets for traffic calming. To what extent are you integrating traffic calming into new projects? **Rebecca**: the street is often what is already there, and we often need to slow traffic down and work with the citizen led petition process. We will need to have conversations with neighborhoods as the city grows on how to proactively do safety improvements on their streets. Internal streets to the Heights project are being designed with traffic calming incorporated, but most projects do involve retrofitting existing streets.

Q&A and Comments from Public:
None

Debrief: What have we heard? Potential recommendations? Request(s) for more information?

- Marjorie: it could be useful to include resource links in our annual report on the research documenting what boomers and millennials have in common
- Marjorie: I recommend complete neighborhoods as a concept for local jurisdictions to embrace
- Larry: I liked the last presentation slide with specific considerations for seniors that summarizes what we need to do
- Larry: it would be good to emphasize the concerns and opportunities about the Heights area. BRT will be there and it will be very active and not too far away from the

new elementary and middle school being built and will attract younger folks to the area.

3. **Public Comment**
    - Glen Yung: I live in the Hough neighborhood. I have heard the Heights presentation before and I'm interested in the unintended consequences of the project and what will happen around the Heights. If you look at the equity maps, there is a lot of affordable housing around that area. I could see myself living there and can see having an upward pressure on the housing near the project and am concerned about that. We're adding housing which should help but I am also concerned with the city going towards a lot of multifamily instead of single family and would love to see some ownership built into the multifamily structures being built. As we age and retire on a fixed income, your home is your biggest insurance and if you are renting, you are not protected from increasing prices. I see us focusing on multifamily housing, but how do we keep our seniors owning their homes so they are protected against increased prices? **Larry**: can staff follow up with speakers regarding public comments and question? **Nancy**: I went to a housing meeting recently which was focused on development of more middle housing like cottage clusters, so creating a new category of housing with a smaller footprint and some of the legislation being considered nationally and in the region. It will be interesting to see when goes into effect.

4. **New Business, Updates and Announcements:**
   The next Commission on Aging meeting will be held on Wednesday, October 16, 2019 and the presentation will be on community engagement and economic development.

5. **Adjournment**
   The meeting adjourned at 5:55 pm.

The Clark County Commission on Aging provides leadership and creates community engagement in addressing the needs and opportunities of aging.