

MEMORANDUM

To: Jacqui Kamp, AICP
Planner III
Clark County Community Planning

From: Steve Faust, AICP
Community Planning Director

Date: July 23, 2020

Project: Clark County Housing Options Study and Action Plan
RE: Stakeholder Interview Summary

Clark County and other communities across Washington are struggling to provide the variety and quantity of housing options that residents need. The State of Washington is encouraging cities and counties to take measures to facilitate the development and retention of moderately priced housing, such as duplexes, triplexes, quadplexes, courtyard apartments, and town homes. These housing types can offer greater variety and affordability than single family detached homes.

The Clark County Housing Options Study and Action Plan will identify housing challenges within the unincorporated Vancouver Urban Growth Area (UGA) and opportunities to encourage development of housing options that are affordable to a variety of household incomes through the removal of regulatory barriers and/or implementation of other strategies. These strategies are needed to help ensure future generations have access to affordable, quality and diverse housing opportunities.

The first step in the Housing Options Study and Action Plan process is to identify the full range of issues related to housing within the unincorporated Vancouver UGA and understand the different perspectives among key stakeholders and community leaders that represent a variety of expertise on housing. To gather this information, the project team conducted stakeholder interviews through a mix of video conference and phone calls. In addition, an online questionnaire was distributed between April 28 and July 8 to provide stakeholders another opportunity to participate. In total, approximately 70 stakeholders participated.

To identify initial stakeholder interviewees, County staff internally discussed potential interests and identified groups that represent those interests. Staff prepared a preliminary list that was reviewed by the consultant team, adding additional interest groups as needed. The consultant team conducted three rounds of interviews, each building upon the last, so as to reach the greatest number of interest groups. Each interview the consultant team



conducted concluded with a question about who else should be interviewed. Responses included both specific people and organizations, and more general interests. Everyone recommended as a potential interviewee was reached out to and invited to participate. While not everyone responded to the interview invitation, most did. A complete list of interviewees and online questionnaire respondents can be found in Appendix A. The interview questions and online questionnaire instrument are included as Appendix B.

SUMMARY OF ISSUES

The following is a summary of the issues raised through stakeholder interview and questionnaire responses that relate to the development of a greater variety of housing options in the unincorporated Vancouver UGA, and the various perspectives within these issues. A complete compilation of interview comments is included in Appendix C. A compilation of online questionnaire responses is included in Appendix D. Following the summary is a list of interests the project team recommends be represented on the Project Advisory Group (PAG), based on the key issues and perspectives identified during the stakeholder interviews.

Issues

- **Housing types.** Trends in housing development over the last 5 to 10 years have been predominantly large-lot, single-family housing, almost entirely driven by the private market. Most development is targeted for above 100% Area Median Income (AMI), and in 2018, Clark County's AMI was \$71,636.¹² Meanwhile, demographics are shifting towards an aging population and young families, a common trend both regionally and across the county. The county's rising land values and regulatory system only provide a narrow range of housing types. As median incomes levels are eclipsed by what the market is providing, fewer housing options are available to a greater proportion of the population.

Interviewees identify a variety of housing types they would like to see be built within the Vancouver UGA that could alleviate rising housing costs. The range of options includes:

- Single-level homes with wide doors and ADA-compliant bathrooms for the aging population, including multi-generational housing.

¹ U.S. Census Bureau, American Community Survey (ACS), 5-Year Estimates.

² Area Median Income (AMI) is the midpoint of a region's income distribution – half of families in a region earn more than the median and half earn less than the median. The U.S. Department of Housing and Urban Development (HUD) defines and calculates different levels of AMI for geographic areas across the country by household size. These income levels are a way to assess housing affordability. We say that a housing unit is "affordable at 80% of AMI" if a household whose income is at or below 80% of AMI can live there without generally spending more than 30% of their income on housing costs.



- Smaller multifamily complexes (10-15 units). Some interviewees point to issues of economies of scale when building apartment complexes with less than 30 units, and for others, less than 100 units.
 - PUD developments and master-planned neighborhoods.
 - Small-lot single-family detached homes
 - Townhomes, rowhomes, duplexes, fourplexes.
 - Studios apartments.
 - Cottage housing. Interviewees point to the County's cottage housing code as an opportunity to expand the availability of senior living communities and assisted living facilities in creative ways.
 - Accessory Dwelling Units (ADUs). Some respondents note that ADUs and "Tiny Homes" are a part of the picture but cannot represent the entire solution.
 - Condominiums
 - Prefabricated and modular housing
 - Courtyard apartments
 - Permanent supportive housing (combination of housing, health care, and supportive services to help individuals and families lead more stable lives)
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- **Zoning.** Discussion focused on the restrictive nature of zoning, and zoning that doesn't necessarily reflect existing development patterns. Some interviewees note that unincorporated Clark County is unique in that it is zoned more urban than rural. Some also describe the county as dense in areas where it shouldn't be, and empty in places it should be dense, stretching the County's ability to support development. Many comments reference the oversaturation of single-family zoning, while some point to the confusion from overlapping residential density ranges in urban zones, and misplaced minimum and maximum average lot size standards. Some sentiment points to a lack of high-density zoning along major transportation corridors, and poorly located commercial zoning. Related code issues include restrictive height limits in certain zones, citing the Hazel Dell area as an example, and the requirement for ground-floor retail for residential development in mixed-use zones, which can become prohibitively expensive for affordable housing development. The HWY 99 overlay was cited with a mix of opinions. Some see the overlay as having good intentions and ultimately resulting in higher quality development. Others felt the form-based code was hindering the feasibility of much-needed development because of the amount of time to implement, ultimately driving developers away.
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- **Land Supply.** Land availability is referred to as one of the most difficult challenges in Clark County. For-profit and nonprofit developers must compete for what is perceived to be a significant scarcity of land. Further out in the unincorporated areas, parcels exist but are not necessarily contiguous. Many comments note that



most of what is out there is encumbered, expensive to develop, and often hindered by wetlands and other environmental constraints.

- **Infrastructure Priorities.** While not unique to Clark County, infrastructure is often cited as a huge barrier to development. There are few resources available to address infrastructure needs, particularly roads. There are many parcels in the UGA that can't easily be served, highlighting a disconnect between infrastructure investment and where housing is expected to develop. Interviewees mentioned significant lag times between new development and infrastructure to adequately serve the development. Others cite the difficulty of reaching consensus when it comes to discussions about proportionality with developers. The County is aware of a code interpretation that allows private roads to serve a large number of lots, but with no requirement for a sidewalk. Some interviewees lament that sidewalks are often the first concession to be made, while others feel too much of the County's funds go towards gutters, sidewalks and curbing rather than actual housing units. Other infrastructure issues include on-site stormwater facilities that require significant amounts of developable land and increase costs. Finally, it was noted that the prevalence of wetlands in the County and increasing buffer requirements are reducing developable land.
- **Review and Permitting Process.** The land use and development process is perceived as heavily siloed, with communication lacking between County departments. The County's current permit tracking system is often cited as underfunded, piecemeal and inefficient. Many comments point to the lack of concurrent review for plans, which creates conflict between planning, engineering, code, environmental, etc., and causes lengthy and costly delays. Some interviewees note that while land costs and utility costs are relatively fixed, development review process durations and costs are some of the biggest variables and could result in significant cost savings. Other interviewees express the desire for clear and objective housing goals that are shared and understood across all departments in order to create a culture of streamlined review. Some note that a lack of a clear, county-level policy, results in limited capacity to engage in a "plan-check-adjust" exercise.
- **Fee Structure (Impact/Development).** Impact and development fees are identified as being some of the highest in the state. Some indicate that they are often inappropriately scaled to development and don't result in any savings from building footprints that are much smaller than the typical single-family home. Some interviewees feel that the County relies overmuch on fees to pay for infrastructure development (see above) and many suggest exploring state, local or even federal funding streams to support certain types of infrastructure as a means to reduce impact fees and promote development. Some interviewees disagree that impact



fees are stymieing development, noting that while the County continues to raise fees, the inventory is still turning over rapidly in almost all of the price segments and this is mostly due to the housing supply and demand of the Portland Metro region. Some note that development fees are directly passed on to housing consumers in terms of housing costs, thereby exacerbating the high costs of housing, but others note that reducing fees doesn't necessarily reduce the sale price, rather, the market sets the sale price.

- **Design Standards.** Discussion around design standards focused on developing a better urban design framework for developers, as they are the ones to come in at the start of development in the community and set the tone for how the rest is going to look. However, while some feel that the level of detail required by the County regarding landscaping and lot standards at the land use entitlement stage is extraordinary and unfair. Others feel that the standards are fine, but need to be carefully balanced so as to not detract from the project outcome. Some note that the of impact of design standards on housing costs often feel like a response to certain project that didn't work well, mentioning that individual problems are generally so specific that it is difficult to identify causations between cost-savings and design standards.
- **Location Criteria for New Housing Types.** Emphasis on the location of new housing development is focused on areas where there are fewer housing opportunities. The availability of public transit was consistently noted as one of the most important location criteria for new housing types. Other important location criteria include schools and grocery stores, parks, and employment hubs. While some interviewees suggest building in denser areas to take advantage of existing amenities, others caution against the risk of pushback from communities in older, established neighborhoods. Many dissuade against the development of high-density housing in only one area, preferring lighter infill and pocket development to mitigate low-income enclaves and promote diversity of housing types and income groups within existing neighborhoods. There is interest in converting the county's perceived oversupply of commercial land to multifamily residential. Comments point to the significant amount of strip commercial that feels expired, given shifts in shopping habits, and the desire to reimagine those areas, possibly for more affordable housing options.
- **Parking.** Some developers cite parking requirements as being too high, especially for low and very low-income housing development. While some argue that there is no need to have upwards of 1.5 parking spaces for each unit, others caution against reducing limits and putting a strain on available street parking with neighbors already jockeying for curb space. While there is a desire to push better transportation options and access to transit, many feel that neighborhoods still



remain very auto-centric, even with increases in density. Some cite the challenge of denser housing that simply replicates driveway and garage configurations of single-family homes, which limits available curb space with more units. However, others note that there is no demand for housing that are walkups with detached parking areas.

- **Affordable Housing Incentives.** Many interviewees mention a lack of regulatory incentives to build affordable units, which is particularly important to mission-driven developers and opens up land that otherwise would be unaffordable to build. Tools mentioned include density bonuses, transfer of development rights and land-banking models. Some mention the need for inclusionary zoning so that affordable housing strategies do not concentrate poverty and thwart economic mobility.
- **Public Perception of Non-Traditional Housing Types.** Some interviewees feel community perception has shifted towards a more acute, anti-density push across the region. The perception of housing that deviates from traditional single-family, detached homes is noted as one of the biggest barriers to the development of more affordable housing options, or even a greater variety of housing types. Comments suggest that conversations around housing affordability must center on the stories of people, rather than focus on data trends. Some interviewees point to the politics and policies of the county, both jurisdictionally and within the community, and how they have shifted quite a bit over the 5 to 10-year timeframe. Coming out of the recession, many residential projects were welcomed with open arms, but the predominant culture has been shifting towards more of a “no development” attitude. Some believe that Clark County hasn’t been as friendly toward multifamily and affordable/mixed-income development as Vancouver, lacking policies like commercial zoning incentives and parking reductions. Others share the sentiment that the County’s planning policies do not have enough teeth to ensure each jurisdiction takes on its “fair share” of housing development that includes some higher density options besides single-family detached.
- **Displacement Concerns.** Although rising housing costs are consistently emphasized, some do not view displacement as a significant challenge for the county. Much of the development occurring is cited as greenfield development (land that has never been developed), with some minimal remodeling of single-family homes, though redevelopment trends are not prevalent enough to create displacement. Others comment on the significant loss of units from rehabbing practices and reselling units at higher prices. Some point to the advantages of removing substandard housing, while others note the loss of this supply of low-income housing. Many interviewees point to the importance of manufactured home parks as one of the largest sources of housing that is affordable to lower income households, yet most vulnerable to redevelopment and in need of protection in



zoning and code. Some interviewees noted the importance of working towards equity when reviewing policy and regulations for change to ensure no group is disproportionately affected.

RECOMMENDED INTERESTS TO INCLUDE ON PROJECT ADVISORY GROUP (PAG)

The summary above illustrates the spectrum of issues related to providing more housing types that are affordable to a variety of household incomes and the variety of perspectives within these issues, as well as the range of stakeholders and interest groups involved with housing in Clark County. Interviewees included elected and appointed officials, real estate professionals, housing developers, employers, and neighborhood associations, among others. To ensure project success, the PAG should represent the full spectrum of balanced interests and perspectives related to more affordable housing options in Clark County. Based on the summary of issues and perspectives above, the following interest groups are recommended to fill up to (20) positions on the PAG:

Representation	Perspective
County Council	<i>Elected leaders with decision-making authority</i>
City of Vancouver	<i>County seat and largest city in Clark County</i>
Public housing developer	<i>Affordable housing development through federal and state aid</i>
Nonprofit developer	<i>Housing development through public-private partnerships</i>
For-Profit developer	<i>Market-based housing development</i>
Innovative Builder	<i>Builder of innovative housing types, cutting-edge practices and funding mechanisms</i>
Schools	<i>Planning for student/community growth</i>
Feasibility and financing	<i>Housing financing and development feasibility</i>
Real estate	<i>Understanding of housing market, buyer needs and preferences</i>
Older adults	<i>Housing access for populations aging-in-place or with shifting housing needs</i>
Community/neighborhood group	<i>Local, neighborhood-based interest groups</i>
Houseless community	<i>Housing access for most vulnerable/at-risk populations</i>
Communities of color	<i>Housing access for populations disproportionately affected by systems of racism and oppression</i>
Persons with disabilities	<i>Housing access for populations with special needs and accommodations</i>
Youth	<i>Future housing access for first-time homebuyers, new workforce</i>
Large employer	<i>Driver of regional wages and housing needs for employees</i>



APPENDIX A. INTERVIEWEES AND SURVEY RESPONDENTS

Stakeholder Group	Interviewee/Respondent
Area Agency on Aging & Disabilities of Southwest Washington	David Kelly, Executive Director
Building Industry Association (BIA)	Ryan Makinster, Government Affairs Coordinator
C-TRAN	Shawn Donaghy, Executive Director
City of Ridgefield	Steve Stuart, City Manager
City of Vancouver Long Range Planning	Bryan Snodgrass, Principal Planner
Clark County Association of Realtors (CCAR)	Terry Wollam, Chair of Government Affairs
Clark County Community Development	Susan Ellinger, Land Use Manager
Clark County Community Planning	Oliver Orjiako, Director Jose Alvarez, Planner
Clark County Community Services	Michael Torres, CHAD Program Manager
Clark County Food Bank	Emily Kaleel, Director of Programs
Clark County Parks Advisory Board	Jay Chester, Co-chair
Clark County Parks Advisory Board	Dave Weston
Clark County Planning Commission	Commissioner Ron Barca Commissioner Matt Swindell Commissioner Bryant Enge
Clark County Public Health	Roxanne Wolf, Community Health and Safety Director David Hudson, Manager, Health Equity Programs
Clark County Public Works	Rob Klug, Transportation Engineering Division Manager Matt Hermen, Planner III
Clark County Veterans Assistance Center	Judy Russel, President
Clark Regional Economic Development Council	Jennifer Baker, President
Clark Regional Wastewater District	John Peterson, General Manager
Commission on Aging	Commissioner Marjorie Ledell
Community Organizer	Roben White
Community Roots Collaborative	Dan Whiteley, Team Member



Stakeholder Group	Interviewee/Respondent
Council for the Homeless	Kate Budd, Executive Director
County Council	Councilor Gary Medvigy
County Council	Councilor Julie Olson
County Council	Councilor Temple Lentz
County Council	Councilor John Blom
County Council	Councilor Eileen Quiring (Chair)
Development and Engineering Advisory Board (DEAB)	Eric Golemo, Vice Chair Jamie Howsley
Evergreen School District, Silver Star Elementary	Michelle Tribe, Family Resource Coordinator
Evergreen School District	Jey Buno, Executive Director Special Services
Fairgrounds Neighborhood Association	Bridget Schwarz, Fairgrounds NA
Faith Partners for Housing	Denny Scott
Felida Neighborhood Association	Barbara Anderson
Friends of Clark County	Sue Marshall, President
Ginn Development	Patrick Ginn, Owner Phill Wuest, Chief Legal Officer
Housing Initiative	Sierk Braam, Manager and CEO
Latino Community Resource Group	Rosalba Pitkin, Diversity Outreach Coordinator
Maple Tree Neighborhood Association	Alexandra E Luna
Middle Class Alliance	Tim Probst Kathy Neary
NAACP	Carol Collier
NE Hazel Dell Neighborhood Association	Doug Ballou
Olson Engineering	Kurt Stonex, Principal
Pahlisch Homes Inc.	Mike Morse, Regional Project Director
REACH CDC	Alma Flores, Director of Housing Development Melissa Baker, Asset Manager
ReNew Creations	Dave Myllymaki, Founder
Southwest Washington League of United Latin American Citizens	Ed Hamilton Rosales, President



Stakeholder Group	Interviewee/Respondent
Sunnyside Neighborhood Association	Judy Bumbarger
Truman Neighborhood Association	Cheryl Burkey
Washington State University (WSU)	Lynn Valenter, Vice Chancellor for Finance and Operations
West Hazel Dell Neighborhood Association	Ila Stanek
Vancouver Housing Authority	Andy Silver, Director, Housing and Health Innovation Partnership Victor Caesar, Development Manager Terry Harder, Construction Manager
Vancouver Housing Authority and Vancouver Affordable Housing Nonprofit	Saeed Hajarizadeh, Finance Deputy Director
Vancouver School District	Nicole Daltoso, Facility Planning Manager
Wolf Industries, Inc.	Derek Huegel, President
Youth Commission	Valerie Shoker
No affiliation	Heidi Cody
Affiliation unknown	Name not provided
Affiliation unknown	Name not provided

APPENDIX B. INTERVIEW AND QUESTIONNAIRE TOOLS

General

1. What are your observations of housing development in Clark County and in the unincorporated Vancouver Urban Growth Area specifically over the last 5-10 years in terms of options and affordability?
 - Can you think of examples of specific recent projects that worked well, or didn't? What types of obstacles did projects encounter, regulatory or otherwise?
 - What types of housing and housing needs are being served by recent development? Who isn't being served?
 - How is recent development being located relative to existing or planned daily goods and services, including safe parks within a comfortable and safe walking distance, bicycle route, or transit ride?

2. Do the county's development regulations help implement goals to encourage more diverse and affordable housing types? If not, what are the primary barriers to developing more diverse and affordable housing? What concerns or obstacles do you hear about from developers or experience in your own work?
 - Zoning in particular (density, allowed use, annexation, land division, environmental regulations, design standards, infrastructure requirements)
 - The development review process including permit fees
 - Impact Fees
 - Other non-regulatory factors outside of the County's control, like financing or land availability

3. In addition to single-family detached residential development, what types of residential development would you like to see within the Vancouver Urban Growth Area in the future? Which non-single-family detached options seem the most promising to you, in terms of how they meet needs of County residents, regulatory requirements, and/or development economics and financing?

4. Are there development regulations, tools and practices from other jurisdictions that you would like to see the County consider adopting? Non-regulatory approaches that would be worth consideration?

5. What kind of impacts on existing naturally affordable housing stock and/or displacement of our most vulnerable community members, such as renters, people with disabilities, lower income populations, immigrant communities, and other disadvantaged groups are you seeing? What are the opportunities and barriers to preserving affordable housing and avoiding displacement?



6. Should new housing opportunities be narrowly focused or more widely dispersed? If focused, in what areas and/or types of areas should expanded housing opportunities be encouraged? For example, does it make sense to prioritize locations near certain amenities, such as schools, jobs, parks, transit, etc.? Should we prioritize areas that currently have fewer housing options or areas that have had success with these housing types?
7. Are there any other factors that we should consider?
8. Is there anyone else that we should speak with?

Developer

1. How have zoning and other regulations affected the cost and timing of your developments and the types of projects that you have pursued? (Listen for general reactions, and probe further about specifics as needed.) Are there particular aspects of the following that create obstacles for your work:
 - Zoning districts applied to available land, whether low, medium or high density residential
 - Dimensional standards, such as minimum and maximum density, setbacks
 - Allowed uses, including types of housing allowed, single-family, townhouses, manufactured homes, etc.
 - Design standards, including building design, historic compatibility requirements or site design requirements like landscaping, parking ratios
 - Review requirements, including land use application types, fees, review times, building permit review fees and times
 - Environmentally sensitive land use restrictions, such as limited development on steep slopes
 - Engineering requirements, specifically infrastructure required for streets, water, sewer, stormwater
 - Building code requirements
2. Of the concerns you mentioned, what has been the most significant regulatory impediment impacting your projects?
3. What has been your experience working with the planning and development review process in Clark County (or cities within Clark County), from staff to fees to timing? Are there any areas for improvement? (Be specific; projects can have multiple reviews)



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4. Are there development review regulations, tools and practices from other jurisdictions that you would like to see Clark County consider exploring through this project?
 5. What kinds of obstacles outside of county control, such as financing, consumer preferences, land availability, or others, impact your work on housing development? How do those obstacles compare to obstacles around county regulations, what are the biggest drivers in whether and what types of development get built?
 6. What are your assumptions for soft costs building in Clark County (as a percent of hard costs)? Are there specific requirements that inform this number?
 7. How do you anticipate the economic repercussions of the COVID-19 pandemic to impact your development activity in Clark County?
 8. For the building types you would consider developing in Clark County, what would be the rental rate (in \$ per square foot) you would assume in your financial modeling for [insert applicable building types, pending further discussion]? How are you forecasting rent growth into the future?
 9. Are there resources that the County could provide to support your development work?
 - What types of resources would be most helpful?
 - Would things like educational materials on zoning, building, engineering requirements; information on fees; site-specific information about development requirements; more staff time be useful?
 - How useful are more generalized resources such as a template of fees or design requirements, compared to site-specific materials?
 10. In addition to the (fill in the blank) type of residential development you are doing now, what types of residential development would you like to be involved with in the future, or what opportunities do you see for other residential developers? What does the community want and need, and what kinds of housing could feasibly be built to meet those needs?
 11. Are there any other factors that we should consider?
 12. Is there anyone else that we should speak with?



Online Questionnaire

Think about your observations of housing development in the unincorporated Vancouver UGA over the last 5-10 years.

1. What types of homes are being built? Check all that apply.
 - Single-family homes
 - Manufactured home
 - Duplex/triplex/fourplex
 - Townhouse
 - Apartment/condominium
 - Other (please specify)

2. Who do you think is being served by recent housing development? Check all that apply.
 - Singles
 - Young couples
 - Families with children
 - Empty nesters
 - Older adults
 - Low income residents
 - Medium income residents
 - High income residents
 - Others (please specify)

3. Is recent development being located near daily services (shopping, safe parks, schools, etc.)? Check all that apply.
 - New development is a short walk or bike ride away from daily services
 - New development is being located along transit lines
 - New development is being located a short drive from daily services
 - New development is not being located close to daily services

4. What are the primary barriers to developing more diverse and affordable housing? *Do the county's development regulations (zoning, standards, review process, impact fees) encourage more diverse and affordable housing types? What about other non-regulatory factors outside of County control (financing, land availability)?*

5. Are there development regulations, tools, or practices from other jurisdictions that you would like to see the County consider adopting? Are there non-regulatory approaches worth considering?



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6. In addition to single family detached homes, what types of homes do you think are needed in the unincorporated Vancouver UGA? Select your top three housing types.
- Mother-in-law unit/ADU
 - Tiny home
 - Manufactured home
 - Cottage housing
 - Duplex/triplex/fourplex
 - Townhouse
 - Courtyard apartment
 - Live/work unit
 - Mixed use
 - Other (please specify)
7. What non-single-family detached housing options seem the most promising to you in terms of how they address housing needs? Select your top three housing types.
- Mother-in-law unit/ADU
 - Tiny home
 - Manufactured home
 - Cottage housing
 - Duplex/triplex/fourplex
 - Townhouse
 - Courtyard apartment
 - Live/work unit
 - Mixed use
 - Other (please specify)
8. What are the opportunities and barriers to preserving existing affordable housing and avoiding displacement of our most vulnerable community members?
9. What are the most important factors to consider when deciding where to locate expanded housing opportunities? Select your top four factors.
- Near major roads/intersections
 - Near transit service
 - Near parks
 - Near schools/institutions
 - Near commercial/service centers
 - Design compatibility with surrounding development
 - Near jobs
 - "Infill" sites within existing neighborhoods
 - Dispersed widely throughout unincorporated Vancouver UGA
 - Focus in a few areas
 - Others (please specify)



10. Is there anything else you would like to tell us about housing in the unincorporated Vancouver UGA?

11. Who else should we be talking to about housing in the unincorporated Vancouver UGA?

12. Please provide your contact information so we know we are reaching our key stakeholders.

- Name
- Affiliation
- Email address



APPENDIX C. INTERVIEW RESPONSE COMPILATION

What are your observations of housing development in Clark County and in the unincorporated Vancouver Urban Growth Area specifically over the last 5-10 years in terms of options and affordability?

- **What types of housing and housing needs are being served by recent development? Who isn't being served?**

- Too many big homes. Way too much focus on big lots, big money. Ginn Development is my favorite. If you're older, you're downsizing. If you're younger, it's a starter home. Confluence of competition.
- Naturally occurring affordability has been more prevalent, magnified by funding and zoning constraints for nonprofit sponsors with existing housing stock in Clark County. There is a scarcity of nonprofit sponsors working in this region. The challenge is to be competitive in state funding cycles as the inability to tap into city resources in the same way as incorporated areas of the county.
- Recent developments are very targeted in populations served (seniors, permanent supportive housing) – which means we are not serving 30-60% AMI families or households with disabilities as frequently, unless they happen to fall into the senior category as well.
- Our communities are not very diverse from a racial and ethnic perspective – we are at the beginning phase to dig into this more to determine some ways we can improve these metrics
- A lot of housing being developed in east Clark County, both single family and multifamily. Most of it is out of the price range of most people (homeless or living paycheck to paycheck). Not sure why. Even the multifamily seems to be more upper-scale, or the rent is getting to be so high maybe because of supply and demand. Best bet is probably to make the existing housing supply affordable, rather than try to build new for affordable prices.

Trying to find new land is a huge challenge. Land supply has been dwindling since the Recession. What is available is too expensive. We can't build any new projects that are affordable, can't build anything less than \$350k per unit. We are increasingly looking outside of the Vancouver UGA, because surrounding cities have more land available, but then you run into infrastructure deficits. Costs are a regional problem, not just a Clark County problem. New homes in South Hillsboro at \$750k for example once you pay for all the needed infrastructure. So new development will need to target the move-up buyer rather than new buyers.

For affordable housing, I think we need to look at new models. Blockable model in Vancouver, manufactured unit, maybe allowing that as a demonstration project. Consider allowing commercial areas to be rezoned for residential use, considering changes to retail needs.

- My impression: very suburban, in the sense of very car-based. Instead of neighborhoods we're building subdivisions. Very disconnected from schools, shopping, parks. Fits w/ the development pattern w/ Clark County, it's nothing new. Slightly higher-end market rate has been the focus mainly. What is not being served: the missing middle. Not enough affordable housing, less than % AMI. We are working on it. Need innovated ways beyond the standard HUD model.
- We are somewhat unfortunately all about single-family in the last 5-10 years, even in the multifamily zones. It's allowed there. We have some cottage standards and I think we've only had one project under those standards that has NOT been a single-family development (Felida Village cottages). In some ways, that is creating smaller lots and potentially more affordable units, but I think we could do better. I think that we're seeing absolute minimum of amenities being provided with those smaller lots, and fighting just to get that. With the amenities, they're doing everything to avoid providing them, and when they do, they are just providing grassy areas that aren't really usable. Anything between traditional apartments and individual single-family lots is something we don't see hardly any of. I think there is a market there and we could do better to provide options.
- The perception of affordable housing is the biggest barrier. Biggest message to the public: understanding who this population is. When we are looking for support at the leadership level, we need the public behind this and the importance of this if we don't have affordable housing opportunities. Needs: populations that are working minimum wage. There is a gap for entry level housing.
- In Clark County, in the last 10-20 years...the state of Washington is 20 years behind Oregon. That had an impact on Clark County being in proximity to the Portland Metro Region. While things were protected in Oregon, expansive growth in Clark County. Bedroom community-70k people commuting every day into Portland. Resulted in sprawling development. Lots of 5-10-acre parcels, turned into McMansions, lots of lawn. Squandering the land resources that they are. Within the unincorporated area (which is huge): development has been "helter skelter." Low-income population isn't being served.
- SF homes in planned developments. Changed policy recently to allow for different varieties. Townhomes, duplexes-we don't see much of that.
- I would say that it's been one-sided with a tilt towards single-family development, based on my observations based on being with the County for 30 years, conversations to develop policy and engage with the community. Initially when we talked about writing the first housing element of the comp plan and subsequent elements, initially there was a push to have 60% of single-family and 40% of multifamily, and that was changed. Changed at the urging of city partners, to 75% single-family maximum. But I think we have seen that the single-family has really dominated. Given the size and the price, those products aren't affordable.
- The thing that I've noticed over the past 10 years is the sub-5,000 SF lot for detached homes that's really occurring on the zones that we had designated for medium-density multifamily. It's the new starter home size, still single-family. There's been some

increase in townhomes, similar size, but it's all happening in zones where we don't have a lot of land to begin with, so that's kind of squeezing the market. If that's where you are going for market rate starter homes... You don't have too many affordable housing providers trying to meet needs of low and moderate-income homeowners; those developers are competing with private developers. We've seen an increase in apartments in the 10-15 years, more than we've ever seen, generally suburban style taking up more land. There's been a real interest to convert commercial land to multifamily recently. When I talk with development community, the sub 5-0000 SF lots are easier to finance compared to a multifamily project. It looks like maybe 25% of those wind up being renter occupied.

- In Vancouver, downtown core calls for development allowed outright on commercial land, and the model doesn't capture that. We capture mixed use but not outright residential development on commercial land. We want to address that going forward. The model looks at more of a comprehensive plan level. One of the things we could do is to track the density achievements on different types of zoned land, so that could be an input to check that assumptions are within realistic range. A lot of the overlap in density within Urban High, 43 units an acre, low end is 20, which overlaps with other zoning categories.
- Certain things that are happening on the ground are not being captured in the model. The model doesn't really take into account what's being built. The model is just a snapshot of what is available and what developed, and the density range at which is developed. Looks at how much more land is available for development, but there is overlap and it doesn't predict some of the multifamily or mixed-use zones very well.
- There have been a few customers in the past year, young couples, looking to buy, price point of \$350-400k. That's a very competitive market, trying to get something in new construction or past few years. We would see homes on the market for a few days with multiple offers, especially for the ones closer in. The ones farther out were not as competitive, but still very warm. We were doing full-price offers and closer in, even offering above full price. These were first time homebuyers; one needed the help of a parent to co-sign.
- Decisions are being made by the building industry, in terms of demand and margin. There's going to be less homes built at that \$350-400k price point because the margins are thinner. The larger lots (8-10,000 SF), those houses are going to be extremely higher end. Let's guess \$500-600k range just because the land as an amenity, it sets people apart right away. The unincorporated VUGA, there's a lot of residential zoning with some multifamily or mixed-use on the west side. We have a lot of pressure to switch out from multifamily zoning to 5,000 SF or attached townhouse development, they want to develop it quick and move it out. That kind of pressure puts us in a position, where when we talk about starter numbers, they are so big that people have to both be working full time. What is affordable supposed to mean? I don't necessarily think that strategies for market-rate and regulated affordable housing complement each other, may need to think about what compromises stakeholders are willing to

make. The market-driven decisions for affordable housing are pretty straight-forward: look at the balance sheet, where to shave corners.

- Everything runs backwards from what the median income is and how much I have to pay for the land. All the regulations come into play within that gap. No matter how much you try to regulate, it comes down to supply and demand. Developers are always saying that we need more land, but the “system” says that there is enough land, however, developers say you need more land to get the prices down. In terms of what we are seeing, we are seeing a lot of small lots, dense, attached products, everything is getting squeezed in part because developments are being required to provide parks within developments. Lots keep getting smaller to justify the cost that was paid for the land. I hate to say, I built some of those smaller lot, attached products, and they just don't seem to hold value the same way as single-family detached products. We have to think about what communities are going to look like 30 years from now, how value will change over time. So, I want to see 6,000 SF lots where I can get more land and build a product that will last.
- The farther north you go, the cheaper the house. But a lot of those couples, they don't have to means to access transportation. It doesn't work if you can afford a house, but then your transportation costs go way up.
- Most of the time, when projects go to the Hearings Examiner, it has to do with environmental regulations or that nexus of public improvements being required. For environmental regulations, it often has to do with how formulas are written and can even just affect whether a unit is rounded up or down. Just that one additional unit is worth an appeal for them, so that tells you a lot about margins for development. For infrastructure, somebody is going to have to pay for those facilities. If we take it away from the builders to lower their costs, then the public sector is going to have to come back and fill that in. Especially the way that the VUGA is building now, we get pockets and islands of built up areas, with a checkerboard of facilities, where sidewalks stop. Think of how unfinished and horrible that looks—and imagine that if the County has to go in and finish it themselves in 10 years, how far behind the curve with the County be then? With our taxing structure, we still don't get an even return on public investment in terms of County infrastructure costs versus tax revenue from that residential development. Transportation is important, better to look for opportunities closer in and along transit corridors rather than having to go back and add amenities after the fact to very dense development that is built farther out in the UGA.
- How do we bring in more jobs to Clark County so that households aren't commuting out to Wilsonville? It's all related to housing. Businesses are what drive housing.
- Development in the County tends to create neighborhoods that are either high-end, middle-income, or low-end. They do not create a mix of incomes living together in a neighborhood. We think that perpetuates the division of our society and contributes to different segments not understanding one another. We would like Clark County to move towards mixed-income neighborhoods all the time. Tendency is to build large and expensive houses. Not contributing to adequate housing stock.

We don't have housing projects where the final cost of the housing is between 180-250k. This is the range that would be affordable to middle income folks in Clark County. We need to look at different types and options of housing. We need duplexes, triplexes, condominiums to increase that middle section of housing, and smaller single-family homes too. It's rare to see duplex, or a small affordable SF home, a couple of nice big homes, and a triplex or small apartment building all in the same neighborhood.

- It seems like in the last year and a half there's been a big move to developing apartments, as well as attached townhomes. The increased density with those types, especially with townhouses, has put a strain on available parking with neighbors jockeying for curb space. It's a very car-centric county, even with the density of these types of development. We're trying to change that and offer active transportation options, and access to transit and other modes, but it's still very auto-centric.
- Coming out of the recession, we are trying to catch up. Have a hole in our supply. Have population growth from population. Loss of affordable units. Incomes are stagnant. Construction does not prioritize affordable housing.
- Publicly funded projects have mostly been multi-unit, high-density housing (30+ units). Limited in scope meaning not enough of them to keep up with demand for housing. Development of housing in general has by far been occurring through the private housing market as opposed to any publicly funded projects. Number of projects number of housing units, etc. It's truly insufficient to keep up with the growth in population across the county. Largely single-family housing, private market, large square footage in the unincorporated area. Targeted for above 100% AMI. Very similar to the development happening near Ridgefield-gives a good idea of what's happening.
- Development close to the campus. Many students live at home and go to school. Significant portion of students are homeless, or don't have safe place. Having access to safe and affordable housing near campus would be good. Housing is becoming very expensive.
- The politics and policies of the County have shifted quite a bit over the 5-10 year timeframe. Clark County hasn't been as friendly toward multifamily and affordable/mixed-income development as Vancouver. Doesn't have those friendly policies like commercial zoning incentives, parking reductions. When the County has been willing to help, it's very project specific. Finding land, getting through the process.

We are seeing a lot of single-family home subdivision in unincorporated Clark County. It doesn't feel like it is well thought-out from a community-wide perspective. Thinking it through from a development standpoint, obviously. Needs not being met for anything outside of relatively large SF development. Ginn has done more entry-level homes.

Unincorporated Clark county is unique in that it actually has more of an urban feeling than other unincorporated counties (includes Hazel Dell area, I-5 corridor). Would benefit from being zoned that way. There is the missing middle that doesn't exist.

- Within Vancouver UGA, I have observed single family homes scattered throughout, often within neighborhoods that are appealing to families and older individuals. Also, some multifamily apartment units – large expansive buildings and smaller ones. More

recently, I've seen some smaller single-family homes. If most are 2000+ sf, these are 900 to 1500 sf. More for moderate income households. They rarely have good access to public transportation and tend to not be near daily services, so it would be difficult for someone without car to live there. Middle class households and above. Low income households are priced out of the market. Low to extremely low-income households have few options. Even when talking about apartments with low square footage. 400-500 sf apartments going for market rate costs. It is difficult for anyone making minimum wage and needing more than one-bedroom unit. Another population not being served is folks who are just getting out of college. They may or may not have kids, but have limited incomes. Condos are practically nonexistent, nor are triplexes or fourplexes. Especially if you are looking for home ownership opportunities.

- Seeing single family detached housing, some apartments. Price goes up relative to land values and zoning and land use laws, etc. Often two-story. One builder who is adding a mother in law suite to their single-family homes. Nice concept. Like it very much. Lenar. If market will bear it, builders will build it.
- Building further out and closer in. Builders take that into account. Certain priced neighborhoods that might be attractive to seniors. Clark co did add housing to code so that they could be built. Haven't seen many of those. First plan was not what we were imagining. Wonderful examples around the country with zero lot lines, green space, some garages some covered, really cute. Not sure if they are affordable. They are smaller, but not sure if affordable. Don't know if builders don't think they will sell?
- Predominantly any type of housing excluding condos due to regressive condo law in WA. Condo law has been amended to be less prone to litigation, but still a stigma, no different than builder or bank that got burned during downturn, will take time before condo projects get developed. Progression will take as much as a decade. Condo assoc easy to go to for ambulance chasers.
- Cottage projects typically would fall into a condo project, but anything like that people go with what is proven. Haven't been built. Have been averse to being first to try it. Tiny home projects haven't seen them. Lack of R-12 to R-18 zoned land. High demand with millennial buyers, biggest pent up market, to hit price points, need to have smaller lots. Not enough lots. Successful with MF apartments. Not much land left. Rents going up rapidly so saw a lot of it built. Lot of master on the main for graying population. Southern most point on I-5 corridor on west coast that does not have income tax. Retirees, sales reps, attracted to this market because of tax structure. Want to stay on west coast. Not many 55+ communities. Fairway Village. Patrick Ginn duplex homes for 55+. Have done well when built. Haven't gone after that product as much because not a good sample size of it and not as proven so builders and developers going with proven. Think it would be successful.
- Two story, family oriented. 1.5 story and focus of living on main. 2-3 bedrooms up, but not master. Multi-gen with master on main and another. May see that not as aggressively pushed forward because older people needing to not live in home with younger people. Offices in homes will come out of this. Home sizes have gotten larger. Most homes new construction 1600+ sf. Hard to get smaller than that because price/sf

balloons. Impact fees in top 5 within state for traffic and schools. Forces to build larger home because no savings with smaller. Same kitchen, bathroom, furnace. Used to do 1300 sf ranch. Not seeing not because of demand, but can't provide value. Some small 1000sf homes with 1 car garage. Single person downsizing. Risky price per sf higher. Difficult to appraise. Being risk averse, market would support it.

- Mostly seen detached SF homes and townhouses. Houses geared toward influx of new residents moving into the area. Not geared towards as affordable. Orchards, seeing SF homes, not close to goods and services. Townhomes in the Camas area and those are closer to services. Orchards do have access to parks and schools in the area.
- 10-15 years ago, a lot of single-family homes were being built. More attached and apartments recently. The cost of land is a big factor. Land is expensive. Homes are being built on smaller pieces of land. Prices start well over \$400,000 in areas that are not livable with no transportation, stores, or sidewalks. It's made for particular group of people.
- Urban sprawl has been a "curse word since the 80s" Have to think like Europe and build where we have infrastructure. Tear down and rebuild or upgrade. Don't want to see farmland disappear. There was a beautiful farm in Lake Shore, but it couldn't be maintained. It could have been a park, but instead we have a development with no amenities. We can't keep pushing out. Soon we will be in Woodland.
- Seeing lots of McMansions/ \$750,000 houses. At the confluence of I-205 and I-5 there are acres and acres of undeveloped land. Developers are putting in houses. More than 1000 are permitted, but there is no money to construct roads to get to them. There are 329 houses at a dangerous intersection in my neighborhood. There are accidents weekly. There has been no word about road improvements. Roads are inadequate for growth. Growth is not affordable for the typical citizen. People can afford \$250,000. Manufactured homes are affordable, but don't have the value of other houses.
- In Felida the farm and red barn have gone away. The two farms in Felida are gone and are now housing. This deeply concerns me. Some people don't like the shared wall concept, but I have seen some developments between Salmon Creek and Felida that make it more affordable. It's a good concept, but homes with shared walls are still almost \$400,000. There is no room for infill in this area. Every little corner is filled in. Need to upgrade older homes and not sprawl further.
- The developments that are going in are trying to cram as many homes in as possible. People don't have enough room to put their stuff in the garage and driveway (jet skis to cars), so people have to park in neighborhoods where there is insufficient parking. We have to deal with from a customer service perspective: new residents of subdivisions are angry because there's nowhere for children to play, nowhere for them to park, and no connections to places that they want to walk. You move into new townhouse, and there's no on-street parking because of the driveways, and everybody's garage is full of junk, and they are putting stress on the existing system. How are we dealing with that

pressure? And then there's pressure on the prime commercial lands to be developed as self-storage to store the stuff that doesn't fit in their garage.

- **Can you think of examples of specific recent projects that worked well, or didn't? What types of obstacles did projects encounter, regulatory or otherwise?**

- Isabella Court 1 went very smoothly. Anticipated having IC2 serve as sister property, serving seniors and families. For Isabella Court 2, funding priorities shifted, leading to an adjustment in target population to formerly homeless families. REACH spent time developing additional case management capacity internally in response to this change, as reliance on social service support from 3rd parties has been challenging, especially in unincorporated Clark County.
- Isabella Court Campus located on transit corridor
- Cascadia Trio is more isolated from a goods/services & transit perspective
- Great example is Seamar Community Center: they do health services and housing services. They work with the Veterans Health Administration. They've done projects where they consolidate housing and other services like behavioral, dental, mental health, etc. That seems to be affordable.
- First-time home buyer product is continuing to be a challenge. 75-100% of AMI. A good example: Erickson Farms is a great example. Higher price point, but it has some medium and high-level pricing: some mix of pricing, but not totally affordable. But also has a commercial component as well (Coffee shop, brewery). Not true mixed use but has a commercial node to provide connectivity. That is successful because it is an area that's been underserved.

Other side of the UGB: less great example, Northeast 152nd Ave corridor. There are 4-5 developments that only connect to 152nd, but there is very limited connectivity from one to the next. Pedestrian connectivity is where we really lag behind. We started on some new developments on 179th street. Require developers to provide trail connectivity to and through neighborhoods.

HWY 99 is another good example, but also a learning opportunity: how to find that flexibility but also the need to educate developers to use that form-based code. Higher quality of dev on HWY99, but having that form-based code has pushed developers away. Need to find that happy medium.

- I can provide you with some examples of cottage developments that are and aren't working. We provide a 200% density bonus for those and that's generally all that anyone is interested in, not other aspects of the project to balance that out. I would like to see more requirements as a trade-off for that. I don't think we are very good at getting anything to balance out variances or reductions that we grant, nothing to benefit future residents.

- One of the successes is Clark County, VHA, Council for the Homeless. These groups work very collaboratively. Seen a lot of success in terms of more housing development that includes affordable housing. Clark County is known as working collaboratively w/ all these organizations from different sectors. Big focus in Clark county around affordable housing.
 - Caples Terrace: a new development with the VHA. Focused on homeless youth, and youth aged out of foster care. Interesting model to focus on youth, focus services in the development or in walking. Esther Short: development in Vancouver, focused on housing for disability. Tailor services to those populations.
 - Things that didn't work. Development in Ridgefield, mostly in city limits so maybe not in our jurisdiction. They threw a lot of housing in. Much more affordable but far away from everything. Again, car-based, lack of personality, cookie cutter houses. Multifamily exists within Vancouver city limits. Could be possibility for stuff like that. Mostly done by Nonprofit. But needs to be in the right place-not far out like in North County. Examples of high-end apartments that are somewhat out of place. Misses the market for people who actually need this housing. Project in development-cottage housing, in District 1, on westside. Getting a lot of NIMBYism. I like the smaller footprint option, a different way to live denser, but not in an apartment. Model potentially has the ability to support aging in place, community support.
 - Bad example: 179th at the Fairgrounds, towards the outer edge of the growth boundary along I-5. Large portion was in urban reserves for over a decade. County removed the urban reserve designation and brought it into development with a patchwork plan for funding of transportation needs. No shopping, no sidewalks, etc. A glaring example of what we shouldn't do. Huge outcry in the community, impacted the school district. must work with the school districts.
 - An example of good development: in Battleground, a mixed-use area with apartments, businesses, dining, etc. On the east end, called something "...village." Relatively new. A little town square feel to it.
 - Near WSUV-newer developments past Mt Vista area, that is a good idea of what is being built. Development is really occurring where land is cheap and available. Public funded housing is located closer to transit routes, services, etc. More about access.
 - Leilani Ridge university housing. Multifamily housing. That seems to be working well. But expensive. A keyhole lot that juts into campus is being developed that seems to be a horrible fit. No public water, their own well district. Inconsistent with what one would expect for an urban area. Challenge with both of these projects is no transit access.
- **How is recent development being located relative to existing or planned daily goods and services, including safe parks within a comfortable and safe walking distance, bicycle route, or transit ride?**
- Most folks are being pushed out to the unincorporated area because of rising prices.
 - Thinking about proximity to parks, school grounds are also functioning like parks: playgrounds, walking paths. The schools are being used as a community resource. It's

tough to think how you prioritize access to all those amenities. A nice mix of all the amenities is great, if you can. More neighborhood schools, more neighborhood parks, with safe walking and bike routes. Yes, there is a bus route, but then there is a walking route from the bus stop to the school.

- Should higher density housing be located near schools? Opportunity-wise, it gets more people closer to using community resources that they are paying for through taxes. It makes sense, we want people to be able to enjoy the grounds. Having that high-density housing closer to the school, you'll see the playgrounds being used more. We all want to see that. It reduces the issue of whether families can walk to school safely, we can review the routes and make them safer if there are more families within closer proximity, and we can reduce bussing. On the disadvantage side, looking at how much a school population could grow with that type of development. In general, we've seen a leveling out of the number of kids coming into the school system. In general, growth has decreased a little bit, and families are waiting longer to have kids. Projection wise, you do see a small increase on the horizon. We've done all this bond-funded construction, but will we see a population boom to use it? I think there is always the question of whether our school buildings can hold the capacity that is coming in? Because often times, additions are years and years down the road.

Strategy of infill has the potential to be able to get the healthy mix of low income and high income in the same neighborhoods. That gives us great potential and would be ideal to alleviate the shortage of housing options. For the school district, it would be great. There is always a capacity concern, but always options to meet it: temporary buildings, or other, we are in the business of meeting needs. We are always able to accommodate one way or another. Traffic can be an issue, for drop-off and pick-up. If you put in the safe walking routes, more than likely, the neighborhood families are going to use those options.

Looking at new development in the Vancouver UGA, I would imagine that a lot of those students would wind up getting bussed because of the large area and distances. A lot of that is that the neighborhoods are so large.

- Scarcity of nonprofit sponsors working in the Clark County area, specifically outside the City of Vancouver. In tandem with naturally occurring affordability being more prevalent in the marketplace for nonprofit sponsors. There are private rental units that are serving below 100% AMI, but are not regulated or held to the same standards. Nonprofit developers now need to be competitive. Need Access to resources and capital.
- Not necessarily from a housing perspective, but from a whole development perspective: The whole nexus, proportionality issues. We have a hard time asking development to build the infrastructure necessary for the community. A lot of times the road network is the first thing to be built, and then when the developer starts arguing about what is proportionate to their development, sidewalks are the first thing to go. We try to require that, and we do a pretty good job of that, but have a hard time when it comes to discussions about proportionality.

We've working on an ADA transition plan. It's enormous what has to be done to meet the requirements. I grew up with sidewalks, bike lanes everywhere. As a colleague jokes, Clark County only discovered sidewalks in 1985. You look at the patchwork of what exists for sidewalks outside of key locations, and it's immense. The ability to get out of your car, even to get to a bus stop, very likely there will be missing patches of sidewalk. As we get more dense development and infill happening, we're going to continue to see a patchwork and we will have a need to fill in the patchwork to fulfill mobility and safety needs. On our principal arterials, we have a missing sidewalk need of 6.4 miles. 44.7 miles missing on minor arterials. 94.9 miles missing on urban collectors. 336 miles of sidewalks missing on local access streets. Some of this stems from older development that came in before sidewalks were required. We don't have revenues keeping up with our needs, to provide any alternatives to cars. Our biggest concern is how can we provide the service and generate revenues to support it?

We can't necessarily just throw money at it and build our way out of it. Very difficult to acquire right-of-way needed to build it, without narrowing the roadway width. You're talking about acquiring people's front yards and driveways. The DOT was looking at a way to build a pedestrian path along SR 500. In order to do that, they needed so much ROW that would make most of the abutting lots unbuildable, no room left to build a house on. What are you doing to people living along the corridor?

- Clark County requires sidewalks on two sides of the street for all public roads. On private roads sidewalks are required on one side of the street. All arterials are constructed with bike lanes. Collector streets are constructed with either parking or bike lanes.
- SF subdivisions are not planned well, or very obviously near amenities.
- I have noticed that new housing keeps going farther and farther north from Orchards keeps spreading out. Just housing with no stores or businesses in some of the areas, making walkability impossible. Homes cost more than most people can afford - \$375,000 and up.

Do the county's development regulations help implement goals to encourage more diverse and affordable housing types? If not, what are the primary barriers to developing more diverse and affordable housing? What concerns or obstacles do you hear about from developers or experience in your own work?

- **Zoning in particular (density, allowed use, annexation, land division, environmental regulations, design standards, infrastructure requirements)**
- **The development review process including permit fees**
- **Impact Fees**
- **Other non-regulatory factors outside of the County's control, like financing or land availability**

Developers: How have zoning and other regulations affected the cost and timing of your developments and the types of projects that you have pursued? Are there particular aspects of the following that create obstacles for your work:

- **Zoning districts applied to available land, whether low, medium or high density residential**
- **Dimensional standards, such as minimum and maximum density, setbacks**
- **Allowed uses, including types of housing allowed, single-family, townhouses, manufactured homes, etc.**
- **Design standards, including building design, historic compatibility requirements or site design requirements like landscaping, parking ratios**
- **Review requirements, including land use application types, fees, review times, building permit review fees and times**
- **Environmentally sensitive land use restrictions, such as limited development on steep slopes**
- **Engineering requirements, specifically infrastructure required for streets, water, sewer, stormwater**
- **Building code requirements**

Developers: Of the concerns you mentioned, what has been the most significant regulatory impediment impacting your projects?

Developers: What kinds of obstacles outside of county control, such as financing, consumer preferences, land availability, or others, impact your work on housing development? How do those obstacles compare to obstacles around county regulations, what are the biggest drivers in whether and what types of development get built?

- **Time is money. County must encourage concurrent, efficient and simple review processes. Need more public-private partnerships.**
- **Not as intimately familiar with this. If we have anything in place that limits number of dwellings and type, our code probably prioritizes large single family on large lots, and there's not a lot of flexibility there.**

- Covington Commons LP – Clark County Planning Commission process (2 years and counting)
- Financing and land availability!
- Impact Fees: such a challenge. We have such major infrastructure needs. We need a more efficient implementation of regulation/development review. Streamlining the review process, break down the silos. I have heard that some of the zoning regulations are difficult to get through. We always get request for impact fee adjustments through the school districts for developments. Land availability is a difficult issue in Clark County: we are running out of it. As you go into the unincorporated areas, there are parcels, but they are not necessarily contiguous.
- Fees and regulations: they all have costs associated with them, that get passed on to the end user. I do a lot of project pro-formas and you would be surprised how many don't pencil out. Maybe one in five works. Every time there's another requirement, it makes housing less affordable. And it makes the existing supply more expensive as well, dragging up the market.

Most costly elements: the stormwater costs, utilities to get to sites, and transportation improvements are very enormous. There was a major shift in the 70s to move away from using property taxes and bonds, towards "development paying its share," and the costs are getting passed into the cost of housing. We need to have a harder conversation about infrastructure financing in the community. It's not a subsidy to the developer so much as maintaining affordability, and having the dollars stay here locally rather than having infrastructure costs added to the price of homes that then get submitted as mortgage payments to far-away banks. Back in the late 80s, 90s, when we were doing a subdivision, we could start in January and have a preliminary plat by May. Now it takes \$150k and a year of review to get a project approved. It's hard to remember how it used to be...

The County's zoning code is actually better than many other jurisdictions.

Challenge to assemble application materials: the long checklists for application materials that aren't necessary, then we waste another month getting through.

Wetlands: more of the Corps and DOE issue than the County. But I see projects held up for 1.5 years over a low spot, that's a huge issue. The buffers have grown significantly, takes a lot of land away from development. Is there any way for the County to develop a countywide plan to address the issue?

- It seems to be that it is more the non-regulatory factors that influence what development we get. People know that they have been successful before with single-family lots so that's what they are comfortable with and try to build more of. Everybody from the developers to the consultant community--that's their bread and butter, that's what they go with. Other things make them nervous. They have the opportunity to get used to it—has happened somewhat with the Hwy 99 corridor. I think that has gotten better, though has gotten watered down with some code changes. They only get used to it if it's required.

Hwy 99: It's supposed to be a different way of having folks look at development. There were cottage standards for Hwy 99 and cottage standards elsewhere in the code. There was a debate over the Hwy 99 cottage standards, and the Council wound up approving the removal of the Hwy 99 standards. There also used to be single-family standards in Hwy 99 and those were revoked. Hwy 99 is the absolute hardest section of code to implement, and takes time.

- Something that is super important to the land use program right now is that planning is not fully fee-funded. Especially with everything going on in the world right now, there is pressure on the general fund. Planning department should be more and more fee-funded. When you spend a lot of time on a project, either the fees need to go up or you need to spend less time. I think we are in most instances getting better type development out of the Hwy 99 corridor, but it takes a lot of time, so I become concerned about how to continue making that happen. I think we are going to get more and more pressure to address fees.
- We're not really building in the affordability realm, except for maybe Ginn. We're happy with the recent state statute that was written, with some flexibility/exemption for SEPA if you meet certain requirements. That speeds up development in transportation corridors, business districts. Our industry is generally happy to see that moving forward, and look to expand it so that development that's already in compliance with adopted plans doesn't need additional review. Some people will say that more inventory, at any price, is part of the solution, but I'm not pushing that. Yes, even higher priced homes can free up more housing. But we want to be able to provide product at lower prices and throw everything we can at this issue of affordability. County Council is stuck with state mandates, not much leeway even though we aren't like Puget Sound area. Rural/urban divide is more of a cultural issue here than anything.
- Impact fees: The park impact fees had significant increases in the past few years. They were going to do one big increase and then eased it in over several years. The traffic impact fees, luckily, I think it was maybe as far back as 2012, they included a percentage increase fee every year, so they track better over time. School impact fees have really varied depending on the district. Those make up a huge portion of what people pay, and they don't really differentiate between where the money goes. The newer ADU regulations have a significant decrease for impact fees, so that has helped. We have had quite a number of ADU applications since that has passed. I think people complain about impact fees, but they pay them.
- Zoning is a huge barrier: Projects in zoning areas that require first-level commercial in some areas. Retail is one of the most expensive things to do for developing affordable housing.
- Land availability and affordability is difficult. Trend of the County not prioritizing this land-banking idea is bad.
- Disconnect between infrastructure investment and where politicians want housing.
- Relating to impact fees, 179th: interchange project ended up with the highest impact fees in the state (which will impact affordability). At first, there was agreement on

moving forward, but the County kept adding on and making it more difficult. Responsibilities for the state (WSDOT), County, private developers, then it turned into developers being required to pay for everything. High impact fees don't correlate with affordable housing. Everything that gets developed in that area will now have to pay higher impact fee, so affordability goes out the window. The County is obligated by the State to put the infrastructure in, some debate about whether developers or County is going to pay for it. Developers being made to pay for all of it when it's the responsibility of the County. That doesn't support housing affordability.

- County has not really coordinated well with Vancouver. Annexation has been opportunistic on the side of the City. Need inclusionary zoning, so we are not concentrating poverty. Met with political resistance, but things could be put in place like design elements to help soften this.
- A huge barrier is infrastructure: not enough resources to address infrastructure needs (particularly roads). There are places where development has moved forward with the promise that infrastructure will follow but it never quite happens. Ends up resulting in lots of failed intersections.
- County is in a position to take more of a leadership role in terms of achieving their density requirements and coordinating on annexation.
- Intent of the council to provide more housing types for both developers and consumers. Traffic engineering is a major roadblock. Inflexibility of road modifications or sometimes people get too far in the weeds and instead of following the code, they overinterpret the code. Inspectors get in the way. No clean, simple process. Too much individual intervention and code over-interpretation.
- I'm hearing from some developers who elevate their issues to the Council: they talk about scarcity of land, and issues relating to land use controls. If you allow smaller parcel size, you can start thinking about code updates. You can think about reducing parking requirements. We've been waiving some specific development requirements. It's difficult to say that land use controls are the problem. Sometimes what I'm hearing developers take to the Councilors is that our development code is very onerous, and we are requiring so much, and that if we would only allow a road modification or other changes, the developer could make the project work. It seems in some cases that it is investors that are running the projects.
- We don't have design standards for most residential development. Where there is community opposition, we can use design as a way to minimize objections. Even though we hear about infrastructure costs and need for private public partnerships, that is a different question when you are talking about affordable housing. You hear about development timeline, need to waive impact fees, but it's really the scarcity of land where profit and nonprofit developers to compete. It's very hard for nonprofit developers to find a piece of property that is properly zoned, or find property and then have to go through rezoning process, which adds an obstacle.
- The thing that is a challenge, as I mentioned before, is the shift to smaller lot sizes with not a lot of thought to what the impacts are. You end up with a lot of the same type of housing, just smaller. You have these front facing garages that don't allow for on-street

parking, so that becomes problematic with a reduction in parking. Usually a two-car garage, plus two spaces in driveway, so you can meet your standards but it's not really how people use their house, and you have less on-street parking. There's been a code interpretation for the past seven or so years that allow private roads to serve a large number of lots. With that, there's no requirement for a sidewalk on one side of the street. On-street parking again becomes a problem. I'm not sure that I'm hearing it's a problem from developers, but it seems like a problem from me. We try to stay away from design standards but there are some developments with a rear-loading alley. Within the same development, some part uses the rear alley and another part doesn't, and you can see that the latter doesn't have on-street parking and it's a pretty stark contrast. There's a perception among developers that any change to that would be burdensome, but there might be benefits to the community from a better designed project.

Since these are done in our multifamily zone, if it were done as an apartment, there would be a requirement for open space, but then there isn't when developed as platted lots, and those small lots aren't giving you a lot of open space so I think that has been lost. There could be opportunities for good design to be part of the zoning code reform opportunities. Look at ranges we have now: 5,000 to 20,000 SF single family, apartments at higher densities. Is there something missing? Can we consider smaller lots, and through design, to serve affordable housing? Would a 4,000 SF lot be affordable, depending on the house you put on it, and can we look to design to make that work in the community context? If you want something that is affordable but not condo or apartment, you are only providing one size so you need to look at a smaller size that doesn't bring opposition or make developers think it's not feasible.

- I hear a lot about impact fees from realtors that work directly with builders. We have some of the highest impact fees in the whole state. How do we build affordable housing under those circumstances? And another disturbing piece is that it takes so long to go through the permitting process, that the uncertainty about how long it's going to take, increases the risk that the builder has to take on before they can start building. That all adds to the costs.

I don't necessarily sit on the side of the building community for this issue. I've watched us with very low impact fees raise them up to some of the highest in the state, and yet, the inventory seems to turn over pretty rapidly in almost all of the price segments. I think that's because we're part of the Metro marketplace. I think people keep deciding to keep their good job over in Oregon and dealing with driving over the bridge to access a home that they think offers them certain amenities like a better school, a bigger yard, better value per sq. ft. Take Ridgefield with the highest school impact fees in the County, it's part of the fact that the greenfield development was so quick and schools got overwhelmed. When it comes to regulation, both environmental and impact fees, I think they are necessarily because they protect the community around them to prevent systems from degrading, so people can get the value that they thought. Sure, people are going to complain about the cost of buying in and the impact fees, they are real; I

just don't see the market cooling off as a result. I hear the complaints though, not sure if that is just about the margin a developer can get for the house. I think it will continue because we are part of the Metro supply and demand. I don't think we could build enough to outpace the Metro demand for housing.

As a developer, every penny you can save on fees is a penny you earn. If you can reduce your fees, you aren't going to reduce the sale price: the market sets the sale price. The high fees aren't stopping the sale of homes, but they affect affordability. If you add \$25k in fees to a house, it adds \$75k to the price of the house (established industry ratio). The only thing that's going to lower the price of housing, is to slow down demand. The only way to do that is get Californians to go to Montana.

Impact fees are not going to go away. Fees are a necessary evil. The only thing a developer needs is certainty, to know what their fees will be when it's time to pay. For example, fees in Clark County are vested at the time of preliminary plat (not in Ridgefield!). That kind of certainty, a developer can build that in. So, one tactic would be to give developers certainty: fix the fees early in the application and review process.

- Yes: all of the above. In the MCA report, we mention some of the regulatory things that could be changed to increase affordable housing.
- Inclusionary zoning. One of the biggest barriers. No political support. The County has done various changes to their requirements
- Change in parking reduction. County HAS done this for some projects. But they are doing this piecemeal. They adjust per project. It's so important to get back to measuring the progress.
- Need a fully systemic approach. We don't want ad hoc. It's not anyone's fault, it's just a vacuum. No one has actually stood in the way of this. When we were speaking to the County Councilors. We showed them a chart of the population divided by quintiles and how many households we have in each quintile and the average income for each, and how much 30% of income is for those folks.
- Density bonus for affordable housing would be helpful to the County and the development community.
- As far as Traffic Impact Fees, fees can only be assessed on new development. They're calculated based on the amount of buildable land and the amount of growth that's anticipated. If we change the zoning code or designations for some area and allow infill or greater density, it skews the calculations for impact fees. Now you're anticipating a greater amount of units coming in that could share the costs of the improvements needed. It's not necessarily a problem but an adjustment that needs to occur. Our fees are based on the trip generation per the ITE manual and local manuals, and those are based on national trip generation studies. When we look at new types of housing development like ADU and cottage housing, those may be different than the standard housing types on the books. In our codes, we have an opportunity for "unique" development to conduct their own trip generation study and submit it for approval if they feel like they don't fit the existing categories.

- Clark County is seeing an increase in apartment development. When zoning allows multifamily uses, multifamily (townhouses and apartments) get built. Clark County has Office-Residential (OR-22) zoning and Mixed-Use Zoning districts. Yet in the Office Residential district only residential gets built and the commercial portion of the Mixed Use is most often storage. This means that the intent of mixed use and office-residential in limiting trip distance and encouraging active modes of transportation isn't met. Inversely, the transportation network has to absorb these trips. Very recently we had a potential development propose apartments in the Commercial zoning district as part of a PUD.
- Impact fees area assessed at time of building permit based on the trip generation assigned to the use. For all traffic impact fees there is a 15% reduction intended to recoup money that will be paid by property taxes. Unincorporated Clark County is broken into 4 districts: Hazel Dell, Orchards, Mount Vista and Rural. Each one of these districts has different TIF rates.
- Another issue is that impact fees aren't scaled to housing size. The five-bedroom house with three cars paying the same as a one-bedroom home. We've talked about revising that, but there are a lot of issues hiding under rocks.
- Departmentalized approach-we have a process where we have 20 different little fees (also true with impact fees) that come from different departments. County will not give you a list of ALL the impact fees, you have to go to individual departments to collect. City of Vancouver, on the other hand, will give you a list of everything in one place.
- Lots of wetlands outside of the City. If we use federal dollars, we trigger EIAs often. But that's more about our funding sources.
- The County doesn't have great funds to pull from- they do have a mental health fund that we can pull from, but then we're building for a very specific population.
- Zoning wise, the County's highest density residential (R-43) is a positive. A huge drawback from an affordability standpoint on county zoning is that there are no incentives built into the zoning system to build affordable units-no density bonuses, other general incentives you see elsewhere that you can get if you build a certain amount affordable.
- These tools are so important. Because it allows mission driven developers like VHA, it opens up land that otherwise wouldn't be affordable. By doing incentives, allows affordable housing to spread cost over more units, makes unusable land more usable by reducing parking, or by opening up commercial land that is not developing as well as high density residential otherwise.
- Impact fees: State allows local jurisdictions to give an 80% reduction to these fees for affordable housing. County charges the whole 100% impact fee, regardless of whether you're doing affordable housing or not.
- The county has been taking a laissez faire, market-driven approach to housing development. There was money to be made in single family homes, not in condos, fourplexes or triplexes. There has been a turnaround in the last few years. Developers coming in to build for newly graduated individuals or young families. A big barrier to

creating housing in these areas is that there is very little property that is actually on a transportation route. You can't build multifamily housing in the middle of Brush Prairie.

Also, the county has little funding allocated to leverage building the types of houses that are needed. The county hasn't steered that ship much, so housing diversity has not been realized. The county has to steer the ship and leverage dollars or subsidize these types of housing and rental costs so developers can offer units at a more affordable price.

- Impact fees and proximity to Portland. The comprehensive plan update and what are buildable lands. There are a lot of developers sitting on vacant lands. I think the county already has the land inventory. The Permitting Department is not good. People don't want to build here. Staff can be arbitrary and capricious. You will hear different answers from different people. Hoping the county can break that power trip. Want to get comprehensive objections out on the table right up front and for all infrastructure types. It costs money every time you have to change designs. The county hired a consultant who engaged public last year and looking to implement changes. Changes have been slow to roll out.
- People living in rural areas like looking out on a neighbors' vacant land. Land owners want no restrictions. Homeowners want restrictions. Any development that requires public comment gets it in spades.
- Land use challenge for affordable housing. If have 40 acres and are a parent and purchase in 70s or 80s planning to divide for family members for 5-acre lot. Can't do that due to land use and is very hard to reduce rural lands at this time. Even if surrounded by 2.5-acre parcels. Washington law. Tried to get before hearings board, but turned down. Organizations fighting that. Another thing is that can't have ADU unless attached, trying to get that changed. Counter-intuitive. Of all the places to put separate accessory unit. In town, don't need to go through much to add ADU because want to create for affordable rent or for parent. Makes it difficult for people in rural area. Son or daughter or disabled adult child. Want detached for more freedom, but can't do it.
- Under apartment zoning, the County reached a point where inventory was ahead of where it needed to be. R-9, R-12 to R-18 are lacking for smaller lots. Can do PUDs with density bonuses, but giving up open space. Typically, only done when have to set aside critical area. Trend on community design side, why going larger and PUD, millennials 30% of buyers, prefer shared community spaces. Older generations more private. Part forced because people have smaller areas and can't afford big house with big yard. Larger sites help to accomplish that, hard to do on smaller sites/pencil.
- Try to improve and shorten timeframes. Trying to help on engineering side. Continue to do that. Make timing predictable and faster. Cheaper, more affordable can make housing, more predictable. Not meeting housing demand because timing it takes, early on in process getting critical area responses. Can't move forward cause of risk. Need to know wetland response. Transportation. Pre-apps used to be very beneficial, but staff says too busy to vet on front end so know what issues are and can design accordingly

and don't have to adjust design multiple times which causes delays or waiting for responses. Mainly relate to transportation and wetlands, hydric soils. Those are cogs in that. Standard of practice to get bonded. When getting near to being done with site bond for permits so can get going before plat approval, but can't get occupancy. Understand and simplify that process. County is risk averse. So much money extended out, need to shorten timeframe to get to market and meet buyer demand, reduces carrying cost. Builder/developer now.

- Developers will say that regulations are so restrictive. Truth is that it's the price of land and they want to build cheap and make a profit. Some commercial have augmented long standing residences. The "Panera Bread complex" serves the community across Hwy 99, a trailer community/residential area and rest home off 75th Street. Panera takes care of their needs. You can supplement needs of residential without a large commercial development. Homes along lake shore are beautiful. Many are older than 5-10 years. Mid-income households struggle to find homes in their price range. Need transportation. We are trying to get people off the roads.
- Bought shared home with my daughter. That is a trend. It took more than a year to find a home to meet our needs. There are not enough multi-generational homes to meet the need. It's difficult to find those. Many in my age group are looking for a single-story home without stairs. All of the multi-floored homes aren't meeting those needs. There are physical barriers for disabled people. Society is stepping up to that, but not strong enough. Concern about park impact fees. Feeling challenged to provide affordable housing. Can't put a big enough bold mark on affordability.
- Not building affordable homes around here. Do not have adequate roads, schools, water, sewer. Using septic and wells. Prohibitively expensive. My family owns land handed down through generations. Regulations couldn't accommodate that each family member owned part of every square inch, not just one square inch. We all have an equal portion. My cousin has four children and should be able to provide land for her kids to build on, but it would cost hundreds of thousands of dollars to get there. Then county tells us where we can build our houses.
- Builders want to make a lot of money. Would like to see a law or rule that says build your homes, but you have to include some affordable housing. Builders have to pay impact fees. Is there a way to reduce fees for different types of housing? If there are some attached homes, multi-generational, or small apartments, the county can reduce fees or make it easier or more profitable for variety of homes. Try to leave certain areas and live where all homes look alike. You are insulated from the rest of the community. It doesn't make for a good community. There should be homes for the disabled and subsidized apartments in each neighborhood. Use county code or zoning to develop diverse communities.
- Need starter homes. Smaller homes on smaller lots. HOAs in the area. My background is the Midwest, so I'm used to bigger homes and bigger lots that cost less. Land is terribly expensive. Utilities that go in with your housing is a factor not considered. People get into smaller homes, but there is an impact in the quality of education in some areas. Smaller homes with smaller lots are a good way to go. Neighbors say that

results in smaller roads. If you build for families with kids and three bedrooms and three cars for a two-car garage, your street becomes a one lane road. Not much left to build on. New subdivision going in has one- and two-story homes. Even younger families are looking to one story. Townhomes. Not apartments.

- Land development – plat recordation process is antiquated. Many jurisdictions (especially in Oregon) allow plat to record prior to improvements being full accepted. We bond for the public facilities and can record the plat without even breaking ground on the property, but typically plat records within 80% of completion. Allows them to start model homes under certain requirements and get the ball rolling. This is a barrier for funding, since there is only so much we can do until a plat is recorded.
- Home construction permitting/inspection. There have been gut wrenching moments trying to fulfill some of the requirements, such as accepting fully completed application, pulling permit, and inspections. If not available, electronic submittal of plans.
- No major issues with engineering or environmental requirements.
- County needs to re-look at zoning codes – wouldn't take a rocket scientist to look at zoning code of Camas and Vancouver, and do it like they do it. Even if they had a functioning "yes" culture, they cannot function without a more standardized, uniform zoning code that is similar to city jurisdictions that falls under their umbrella. When you combine that with a no culture, it makes inflexibility more magnified.
- No issues with current PUD ordinance, was not more difficult than other places.
- Level of design standards that they require at the land use entitlement stage is extraordinary and unfair. City of Hillsboro has a similar requirement, so they are not alone. Asking for too much info at the entitlement process. (1) if you are a developer only, you don't know what will be built there yet, (2) even if you were the builder, you would decide to change elevations based on evolution of peoples' tastes that requires you to go through land use approval process. Camas is doing better than Clark County, and they have had a good experience with Estacada.
Inflexibility on lot coverage ratios and setbacks on the smaller lots – contributes to difficulty in filling a middle housing. So much talk about affordability and how it translated to the urban growth boundary restriction and restraints. Supply rules that apply here is the largest contributor to our ability. More land in Clark County than Beaverton or Hillsboro, but the culture is hard.
- Process for the housing options study seems long – there are barriers now and housing isn't getting built.
- It feels like the whole County zoning code is 20-25 years behind what we are trying to deliver in the market. The code is old, but they are hewing to it. They take the most conservative interpretation of their own code. City of Vancouver is no less hard-nosed about enforcing code, but will try to figure out how to get a project. Instead of designing communities based on best practices, we are having to meet zoning codes that have not changed with society. To deliver the homes people can afford, we have to use less land. Way too many commercial zones. County should convert community commercial zones. A lack of available land in medium density residential zones, especially near the corridors where they like to build. Like the R18, R22, R12 zone. These can work if we use

the PUD ordinance to get a bit of density bonus. Like to build close to the corridors – Highway 99 plan has been a bust and no one has been able to make it work.

- Cottage code in the county has been a boon because it doubles the density.
- Lot coverage is a huge issue – trying to deliver more house on a family for less land. For us the market is driven by price point. Need higher lot coverages. Need to go to 65-70%.
- Adding in the setback and landscaping requirements. Have never really understand why we have the setbacks AND the lot coverage requirements. In the City of Vancouver, allows to do zero lot line development. Can build a 20-foot-wide home on a 25.5' wide lot, can repeat this over and over. The County has a zero-lot line code, says you can do the same thing but gives each home a 10-foot side yard. People would love to have yards, but they really want a house they can afford.
- Net vs gross density in the various zones and consistency with different housing types. In the City of Vancouver, had an R22 zoned property and built garden style apartments. It's all private, and it's a parcel. If he builds attached – buildable density goes down. Going to pull out storm facility to address this. Another example: had a project in the city of Vancouver. Could have fit 42 zero lot line townhomes on the property. Zoning would have allowed it, but they gave up three townhomes because of the requirement.
- Design standards are fine, but need to be carefully balanced. Not just developers or homebuilders. We like good design. We think about what type of product we put on property, what the community looks like. Like to design the communities for the type of product / market they want to hit. Try to use alleys when possible (can still retain double car garage, with a 15-foot door, can get a two-car garage), provide greenspace. Don't like to underpark communities. Balance between providing alleys (which the County seems to want) with required road widths for emergency access.
- PUD ordinance needs a fresh look. Needs to ensure that it works, is flexible, not too procedurally burdensome.
- WA Dept of Ecology is really hard to deal with, even if the local community signs off on the project. This is because of the consolidated environmental ordinance – so any time the county looks to ecology for background.
- Lenders are concerned. We're not having a problem with vertical loans because the market seems pretty strong. Land loans A&D loans, or converted through and that is platted to hold for a while.
- Redmond, Oregon is a good city to work with because of their ability to work through issues with collaborative spirit.
- Long, onerous development process in Clark County. No matter what, when you buy a piece of property that is not zoned properly for housing, to get it properly documented is a 1-2-year process. If you have to go through a land use rezone, it can take two years. It's all process oriented. Can't do one thing before another.
- At the commissioner level have had people help to problem solve. As a developer you have to be careful, you don't want to be "that guy."
- Larger, well-staffed development company can navigate the bureaucracy. Smaller/nimbler companies lose out. If you have staff who re focused on driving the

process, you can shorten the process. This puts single shingle developers wanting to create something at a disadvantage.

- Storm systems costs are extravagant. Shared by all now so it's not like one developer has over on storm development.
- Permitting and housing in Ridgefield was happening so fast that they had GMA issues and it is something that the County is particularly mindful of.
- 179th area has no coordinated plan for how development is going to happen. The complete/walkable neighborhood concept are newer to some of the Clark County constituents who are used to jumping in their car and going where they want to go. Opportunity for more TND in thinking about 179th in the future.
- Fiscal impacts of single-family development as an economic development strategy. An interesting question: How to better reconcile tax generation from new construction SFR compared to jobs and employment uses? Building industry association wrote an op-ed about how single-family housing produces enough revenue to be sustainable. <https://www.vbjusa.com/opinion/columns/design-construction-column/housing-development-pays/>
- Short list of challenges: Lack of supply of good land. Most of what is out there is encumbered, expensive to develop. There is also lack of infrastructure, areas that are in the UGA but can't actually be served, though more a problem in some other cities compared to the County. Mounting costs: everything seems like a small cost, but they add up, many impact fees. Every regulation also adds to the cost of the lots. Turns out you price it out of what the median household can afford.
- Speeding up the process and reducing some of those review costs is really the only variable, since land costs and utility costs are pretty fixed. We were brainstorming how to do an affordable senior project, and the land costs were too high. Relationship between housing location and amenities:

Sometimes infrastructure can be built around housing after the housing is built. There are some pretty walkable areas, but some people have different values about what kind of place they want to live in and what their priorities are. I always get concerned about adding all new housing types of a certain type. Some people want acreage, some want a suburb, some want a condo or another option to buy, rather than rent. Variety is huge.

For the lower-density products, our clients are not always looking at the same amenities. More focus on roads and transportation access rather than transit availability, for example. When we do larger projects, we can build the parks right into them to add amenities.

There are some surprises about what kinds of development are successful, seeing some developments where commercial developed around residential that didn't ever seem likely to flourish. Felida Springs example, where it was first supposed to be mixed use, residential above commercial, but that wasn't viable, so morphed into more service commercial.

There is a lot of strip commercial in the County is past its expiration date, given Amazon and other retailers, so maybe we need to reimagine those areas, possibly for more affordable housing options.

One other issue: on the edge of urban areas, we are running into resource lands that we have to leapfrog over and start developing in rural areas that are farther out. That is really inefficient because you have to extend infrastructure that much farther out, and it's that much more expensive.

There was a shift with Millennials: idea we would cater to them in downtowns, urban areas. But their priorities changed: they want to move out to get some land, for their kids. But they can't afford it because price of housing is so high. I think the perfect product that is missing is: small single-family detached homes in the R-12, R-18 zone with homes around 1,600-1,800 SF: those sell, around the \$300-350k price point. Hard to find a place to put them. Instead most homes are getting built around \$500k, which is unaffordable.

Another challenge, coming out of the recession, almost all projects were welcomed with open arms. Towards the last few years, we have seen an anti-density push across the region. The County as part of the Comp Plan should amend countywide planning policies to put more teeth into each jurisdiction having its "fair share" of housing options, to include some higher density options besides single-family detached.

With the aging boomer population, I'm looking for the building industry to come up with some creative housing that we haven't seen in the County. We're doing the senior living communities with cottages through assisted living, but I'm looking for more senior cottage communities with single-story development, some common areas.

When we looked at the County's cottage code, the density limit wasn't the challenge. The ones that I have seen work look more like townhouses and single-family homes, that don't look like typical cottage development. When you have parking away from the homes and you walk into them, there is no demand for them. What you are seeing instead is taking the code and building single-family homes with individual garages and driveways, with some shared open spaces. They need to get rid of the detached parking pod requirement.

- The City hasn't been proactive in terms of land banking. Land costs are rising. More of a focus on market-rate.
- Looking at impacts of design standards, that raise costs, that are in response to a certain project that didn't work well. Individual problems are generally so specific, hard to develop trends.

The last model said that the County had all this available land, and that it has 40,000 units left to build. Even though the model says there is capacity, the market still spikes. Market doesn't seem to believe there is capacity and the prices reflect that.

In the Vancouver UGA, a lot of the decisions were made years ago. When you start opening these areas up, it's already been decided what's happening, and then there is

pushback from the community about not wanting the growth or the type or intensity of growth that is coming. There hasn't been good education for the public that these decisions for development have been made, so public input has to be focused on massaging the details. How do we come to some kind of agreement with the people in the area already? The Comp Plan has been adopted already, and the current political officials get blamed for it. There's really been a failure from the County to educate people about what has already been decided, to show that this development just implements a plan adopted long ago.

There has been a missing middle. Nothing in the middle has been built. There was a constraint on townhouses and condos because of bad state law (defect liability law) that we believe has been fixed.

Median income in Clark County is far below what is required to buy a house. Need an income of \$89k, but that's across all housing products for new and used (\$300-400k). So, a lot of people are being left out because that income level is well above the County median. Part of the problem that we run into is the urban/rural divide: GMA requires that we develop certain parts, even if current residents want to keep it rural.

Product being developed: At the more affordable end, it's a lot of small lots with zero lot line with townhouses (some liability law issues have been resolved). That's what you have to do to get to affordability. Some people in that market are looking at cottage housing, trying to find ways to make it feasible. Ginn's projects for example, it looks higher end, nearly zero lot line, mixing some cottage housing in, with land usability to work around stormwater and wetlands. A large number of members (very vocal members) are single family, that's what they are building. Their product is market driven, what do clients want? A lot of markets are looking at \$500k for homes, they are very nice, high quality with that price point. They are getting tight on small lots, which runs into conflict with people's expectations that they are looking for some yards at that price point.

We do represent multifamily, but there is less conversation around that. Ginn also does multifamily, some state and federal financed work, but not our primary issue.

A few smaller issues relevant to this conversation: GMA envisions a more urban density, the problem is that other parts of GMA and County code and building code, like setbacks, that don't work with that. There was an electrical transformer for a property, but couldn't fit within the required setbacks.

Different interpretations in different jurisdictions, seems frustrating to see whether it is or isn't a true design concern. For example, whether driveways can cross/impede clear vision areas for corner lots, since you have to put the driveway somewhere to make that lot buildable. Clark County seems to dig their heels in, when other jurisdictions can find a way to make it work. Members believe that it is reactionary, Clark County was loose for a long time and now it's "no before it's yes."

- The County does a good job noticing us on zone changes and we comment, if we think there is a problem. They do an excellent job, even at the pre-app stage, in providing notice. The City convened an Affordable Housing Task Force, report came out in 2015, included regulatory and non-regulatory provisions. There was a voter initiative to fund an affordable housing program. They recommended various other non-regulatory stuff beyond changing zoning.

The numbers are still pretty bad: most people can't afford what is being built. The city has a decent amount of multifamily zoning and we have a generous mixed-use provision, to allow residential in commercial zones. It's only been built in big numbers in the past few years. Vast majority of it is market rate, even above market rate along the waterfront. There are a lot of nonprofit developments. City does have a multifamily tax exemption ordinance, but it hasn't been very stringent about the affordability threshold, so it seems to produce more market-rate options but not truly affordable. We've had a policy on the books for a while that if it's a rezone and it's for affordable housing, the City will serve as applicant for the rezone. Ground floor retail requirement can be waived for affordable housing. We're seeing some projects take advantage of these options. Affordable projects tend to be some downtown, west-side emphasis, Fourth Plain area, not as much going east.

- Housing costs are way too high. This may be due to impact fees, school impact fees. Raises the costs for rooftops. We are influenced by being north of Portland. The predominant workforce commutes every day to Portland. This drives up housing costs. Despite so much building going on, we don't have enough inventory. I don't know the specifics for each income class, but the lack of inventory drives up prices. We need to get a sufficient inventory to lower costs. Balance impact fees in order to keep infrastructure maintained.

The county is dense in areas where it shouldn't be. The county's ability to support it is stretched. We need affordable housing. Lower cost housing can be done nicely in good areas that would welcome that kind of density.

Developers: What has been your experience working with the planning and development review process in Clark County (or cities within Clark County), from staff to fees to timing? Are there any areas for improvement?

- You used to be able to submit concurrently both the land use and building permit. Only recently the County has changed, you have to submit each separately, one after the other. Departmental reviews have different revisions, no compiled comments with consensus. Nightmare.
- Land development and housing construction is divided into too many different silos in the County, and they aren't talking well with each other: engineering, fire/life safety, environmental, building code and energy efficiency, which create all sorts of conflicts. One thing I've seen is that by getting lot sizes and homes smaller, you are creating more conflicts with parking, transportation, utility service, etc. How do you harmonize all of this? There may be ways to reduce costs by looking into that.
- Inefficiencies in the permit center also impact affordability, which has been identified already. Study, work group has been done, but then it's sat on the shelf and there has been no progress. Inefficiencies cost money: holding costs on a single home are several hundred dollars every day, so a two-week delay is costly. County inefficiencies: they have unrealistic turn-around times, then start the clock over every time you resubmit, which is frustrating.

For example, applicants are required to submit GIS details from the County's GIS system like lot lines, but then are told by the County that it doesn't match their records. Even though the discrepancy came from the County's own GIS department, the County (permit reviewers) restart the review clock.

- Went through a zone text amendment and MP update in order to permit housing on campus. Was a 2-year process, for hundreds of thousands of dollars. Kept getting delayed. No significant change required, did due process, etc. Just took a long time. The update was pretty straight forward. Don't understand how it cost hundreds of thousands. It was public money. Nothing significant needed to change.
- As hear from developers, it is difficult to work with Clark County and some cities are easier to work with than the County. Been working on this since 2017. Been looking at permitting and development process, trying to address it. Long time to change culture and process. Culture issue hard to change instantaneously.
- Clark County is one of the most dysfunctional public jurisdictions that we've worked with – starting from land use to building permit applications, permitting, and inspecting." If this continues, Clark County will be on the list of geographies to avoid working with (along with City of Portland).
- There is a real culture problem at Clark County. Permeates both planning and engineering. Feels like a culture of no, and caution. Have had an extremely challenging time getting projects through planning, environmental review, engineering. Not open to discussing how to deliver projects with an open mind.

- Bureaucratic culture. There are a few individuals who do not try to help figure out if there is a different/better process to help. You are stuck navigating through their bureaucracy. Specifically, traffic engineering is very strict. In planning. A couple people stall that process. To your face, and cite chapter and verse when it comes time. As a person that walks in the door and asks for help – there really isn't a process to help navigate the bureaucracy because it's just based on bureaucracy. Not unrealistic. Have worked with sophisticated set of customers – know when to feign naivete... need help navigating through this process. Even when he thought he had the ear of someone, Snell" they had a network of decision / indecision that was tough to navigate.
- Biggest frustration: the process by which you can build has become so departmentalized that it's hard to get through the process. Can't have a single stream going through it. You used to be able to submit for review concurrently, now have to go 1-by-1 basis. Not an all-in-one service. Clark County doesn't do any of their own electrical reviews. Done by the state. Create delays and complications.
- Only done a couple projects in the last two years. We don't do a lot of work in Clark County, but there's a reason for that. The permitting process was nightmare-ish.
- A lot of projects have very strict requirements, times, deadlines, etc. Because the County process is so unfriendly, what has been frustrating is that even when we ask for their help, their stance is-we don't care-go to the end, even when the County has their own money in the project.

In addition to single-family detached residential development, what types of residential development would you like to see within the Vancouver Urban Growth Area in the future? Which non-single-family detached options seem the most promising to you, in terms of how they meet needs of County residents, regulatory requirements, and/or development economics and financing?

Developers: In addition to the type of residential development you are doing now, what types of residential development would you like to be involved with in the future, or what opportunities do you see for other residential developers? What does the community want and need, and what kinds of housing could feasibly be built to meet those needs?

- Single-level homes, with wide doors, options of walk-in showers.
- Multifamily residential development will work well for sites adjacent and near the Cascadia Trio complex.
- Love to see more PUD-type developments, master-planned communities. Would be good to have a mix of densities, integrate a variety of housing options, some commercial. A challenge because of the parcellation of Clark County. A larger emphasis on townhomes and duplexes that are a little larger for families—not necessarily crammed apartment buildings. Embrace European concept where services are right in the same area you live.
- There might be ways to do smaller multi-family projects. Right now, duplex can go through as a building permit. If you do a 3-4 plex, it bumps up to \$100k for land use review because site plan review is required. If you could go to a Type I process for those 3-4 plexes, it would make a big difference. Short plats right now are too difficult, such that they aren't worth it. Site plans are the same as short plats. Minimum is \$80k, goes to \$100-150k pretty quick for soft costs. We've got apartments, townhouses, single-family detached, cottages—what else do you need? ADUs is a good area where we could see some growth. I like where the City and County have gone with their regulations.
- Jack Harroun has a new model in Lower Hough: existing lot that he developed into three units, as a condo. Each unit can be sold individually, but there is a common space element. It isn't exactly an affordable product but cheaper than if he had gone through site plan review.
- Allowing up to four units through a Type I without site plan review would be really huge, very successful. Look at some garden apartments with four units, parking behind.
- For apartments, many developers don't want to mess with less than 100 units. There are economies of scale to it.
- Are there incentives, ways to build smaller apartment complexes with 10-15 units? Maybe a model project, pre-approved set of plans that you can plop on any land you can find?
- You have many 0.25 acre lots, that could be converted to a four-plex, but right now aren't cost-effective, so the lots just sit as a single, older single-family house.

Ryan Ziegler is doing some creative infill projects around Portland.

I really believe that requiring everybody to do a certain percentage of their development as ADA accessible or elder friendly or affordable; having some requirement might be an easier way to get into these ideas rather than thinking that some different kind of development is going to flourish anytime soon. Kind of easing everyone into it. Can be used to create true tradeoffs to variances or other regulatory relaxations. Small steps to ease people into it. Right now, people are just trying to get the density bonus but not provide anything with that.

- To get at the truly affordable apartments—I don't think a lot of the apartments we see are affordable, the rents are astounding—we would need to see something totally different. We tend to see the same type of apartment complex developments that we have seen for the past 10-20 years—need to see something different. Something smaller. Looking at ways to provide smaller and possibly more affordable. Need the right place to do it, but less auto-oriented and true mixed-use kinds of development. We're not seeing that at all right now. Any of the MX zoning now, they're doing everything they can to get around it.
- Especially lately, it's just a game trying to come up with concurrency, traffic counts, whatever it is, just a game to come up with ways to get around all of our requirements. Being as specific as possible with the requirements is absolutely necessary.
- The more flexibility you can give to developers, allowing middle housing options. Duplexes, cottage housing, townhomes, etc. All of it needs to be allowed. Can't be picky about what we like and don't like.
We need more mixed-use development, with walking paths, small gathering places, etc. Maybe these amenities will need to be more spread out with COVID-19.
- Generally, we need more options for more people. Condos-ownership-wise, might be interesting. Townhouse design. Duplex, tri-plexes. These seem to work here. The cottage housing idea is interesting, nice. Size and bungalow-style architecture. Something detached, but in a smaller footprint, and potentially w/ the community-building aspect, like a common house. Good for healthy, aging in place. Cross between planning and social services-folks that want to age in place but not leave their home. Ability to have onsite, ADU situation, or have the ability to have people have homes w/ attached or nearby quarters.
- ADUs – could serve students, seniors. Having clusters of smaller footprint homes. Courtyard housing. Everyone has a yard, but there is also a common area. Needs to be planned so that there is transportation and amenities nearby.
- Cottage housing. But we are not seeing people take advantage of this. Duplexes, townhomes.
- In talking with BIA, I believe there are already developers and builders thinking about this. I have teenagers at home wanting to move out one day. I think you can get the best of both worlds by exploring cottage housing. There are developers right now that are building development with single-family cottages and central amenities, like a shared gaming room rather than everyone needing an extra rec room. I think you would see a lot of young people that are social animals that would be interested. And

also for older couples, same kind of thing: you have a shared yard, landscapers who can do the yard.

I saw some cottage housing in Seattle when they were bringing in the new light rail line, transit-oriented development. That was a boon for affordable neighborhoods, to be able to get into downtowns. One thing that I think is starting to loosen up is condo development. I think condos are one of the cheapest ways to provide some affordable housing, but the liability associated with development has made builders hesitant. I think that is loosening up and I think that can create some opportunities for affordable housing.

I think the state of Washington changed the condo law, so I think the liability issue has been mitigated to a degree. I think we just need to get a bit bolder about how you are going to use existing land and make opportunities there for more density. I thought someone was going to say that they wanted to boot those teenagers out to an ADU over the garage: I think ADUs, attached or detached, I think we have to open up that idea and perhaps they become an amenity even in new homes for higher-priced homes. Maybe they become rental units or house somebody in your own family unit, I don't care. I know people are concerned because of street parking and things of that nature, but I think CC&Rs are one of the biggest obstacles to innovations in neighborhoods. I think we need to look at existing opportunities that we might not be taking advantage of. We need to keep looking at cottages: are we getting any additional units out of it, or just a different way to use the existing land? I think we need to offer density bonuses for builders if they comply with some of the strategies that might help put more people on the existing land that we have. Maybe those density bonuses can compel more supply.

- Duplexes, triplexes, condominiums, smaller footprint SF housing. Shared housing program: in which focusing on older adults and developing a program where they can connect older adults struggling to stay in their homes w/ other older adults that could move in with them. Because of COVID-19, this is becoming difficult.
- The things that we implemented recently are the ADU standards and cottage development, but we haven't seen the effects of implementing those yet so hard to say if they are meeting the need or not.
- Need to set goals for number of units to build by X date. How many will be affordable? Lack of appropriate requirement and incentive. County needs to preserve and protect mobile home parks. Being intentional instead of being reactive, particularly around the idea of land. Must dedicate more land to affordable housing. Clark County owns land. They should contribute the land, or at less than market value, and develop a partnership to build units that come in at a price that is affordable to 50-60% MFI.

County ought to reform the method by which they distribute federal funds for housing. They go through a process where the Mayor essentially decides what to spend. Too much of those funds go towards gutters, sidewalks, curbing, etc., instead of housing. Every dollar that comes to Clark County will go to unincorporated areas unless the cities

dedicate 90% of it to housing. Must be radical to make sure it gets devoted to housing. County needs a dedicated stream of funding for affordable housing. In Vancouver they passed a tax measure for housing. The County needs something similar.

- Fourplexes, duplexes. Mixed, dispersed housing close to public transportation. Look for open land to integrate housing with the surrounding neighborhood, environment.
- We need more high-density, multi-family housing. Challenge here is cultural. We should not be forcing future development into the SF model. The future is and should be in high density MF housing. But not blocked apartments. Thoughtful, good design is needed. Cottage housing, tiny homes, etc. are policy red herrings. Not very cost effective or result in much added housing or flexible housing to a community. Can't be the end all be all.
- Doesn't really matter the housing type, but maybe the configuration. Dual or triple masters: something where there is a shared kitchen and living area, but a bathroom per bedroom. The cost per square foot of starter homes is so high. It's not anywhere near the shape of the curve I'm used to. We need more incentives for starter homes: fees shouldn't be based on per lot, but on a sliding scale of sales price.
- I think there is an opportunity with duplexes, triplexes and fourplexes, because they can be scattered within single family homes and don't have to be their own independent community. Cottage housing too. I would rather see a diversity of housing within neighborhoods. Not all houses need to look the same and these neighborhoods don't exist in the greater county area. One type that is greatly needed is small, single family condos or apartments that are interwoven with established neighborhoods. People are opposed to huge complexes of 200-300 units. They are not excited about moving into those, but it is the only option based on income levels.
- I don't think any specific type, but there are specific areas. One commercial area changed from residential and shrunk the commercial portion. It is perfect for mixed use. Depends on the footprint and where it's located. There are areas that were platted near a golf course for larger homes and townhomes. Not all got built, but some did. Plats got zoned for single family residential.
- Brush Prairie is along a rail line, homes and a library and is zoned industrial. There is some industry there, but there could be a variety of home styles and types. It's not as simple as one style fits better than another. County passed an emergency measure to allow people to live in RVs on private property. With COVID-19, the county needs to allow it. Gets to accessory dwelling units. What kind of road structure or neighborhood supports that? Will people be ok with that increased density? More family oriented and less low income, low cost solution to small homes in an area that's not zoned for it. Different avenues to approach. Where would they fit best.
- Possible if more builders would try cottage homes, seniors would like that. Separate homes. 55+ communities. Find ways to try to encourage that. Duplex and triplex also. Many owners live on one side of duplex and lease other side. As long as you can put these duplexes in areas where there are single family dwellings too. Not just one area.

- Ask development community what will sell? Best way to develop? Site distance things met with driveways. More free-flowing idea gathering, would hear more. Try whatever we think works and see if it does. Tough because cottage, have to change entire code unless pilot project.
- Lot type. 2000 to 4000 sf lot. Challenge at state level. Helping with impact fees and sizing them. Increase at 5000 sf lot to normal. Instead of just multifamily, reductions on impact fees for 4000 or 3500 sf, because attainable housing. Attainable in range of 280k to 380k. Small, detached, 3200 sf lot even 2200sf lot. Some attached and some detached. Need to provide increased stock to meet attainable.
- Townhomes seem promising and more affordable and still get community. Courtyard apartments seem promising with green space provided and important in our community.
- Hazel Dell is built out. Cottage homes are perfect for students in areas like WSU and Clark College. As it turns out, people most interested are retired people who don't want a yard. Small fees in yard maintenance. Clusters are less than 20 homes. 16 is the average size. Everything is built in your area. Closer to city limits near Hazel Dell Elementary, many homes could stand refurbishing. Developers not doing that and the county doesn't encourage it. The Planning Department could stop using blanket regulations for everything. If want to go into specific area and need single story, duplexes, small lots, work with developers to meet their needs and get the project built. Don't force people to build what the market won't take. Planning and permitting. Permitting used to take forever. Now it's just really expensive. Case by case basis. Things would get done. And would have housing we need when we need it. Will need more multi-generational housing.
- There is an elementary school in the neighborhood, so take surrounding kids from Roads End and put apartments there. Homes being built now are moderate size. Around 1800 sf to accommodate kids. Don't want any more apartments, because we will have more kids and we are already having issues with traffic control. Smaller houses to get more retired people in the area. We are seeing a transition. The median age in our area was 65 to 80. Now it's 45-57. Mostly with young kids. More retired people in the last few sales. Looking for smaller areas. Don't have transportation or businesses. We are a residential area. Traffic is a big concern. One code rule for everything is hard. Can't get diversity. Need to balance communities. Notification that goes out is 300 feet.
- I think all different categories are appropriate. Even more radical step of tiny houses. Don't know what housing people will be able to afford. NIMBY. People with big houses don't want manufactured homes near them. Or even smaller houses. Need to look at more than that. To build affordable homes, would re-legislate to be only as big as one acre, can make it even smaller. Closer to freeway to get denser housing.
- People who have more money are buying up homes and renting them out. In our cul de sac, people are renting. Price then goes up. Rental properties can jack up the price up to 10% a year. Makes it hard for people to buy a home if it's affordable and someone buys it to make money. Shouldn't profit greatly off of affordable housing. Need diversity in

homes. Need a mix in the area. Don't have large apartment buildings outside of the urban core. Creates an unhealthy situation for people in complex and around them. Smaller complexes, 15-20 units with other types of homes. Economic mix. Agree that tiny homes should be part of the solution. Pandemic will put people out of homes. Living in cars or on streets or build tiny homes area around different parts of the county. There is a lack of space so the county should remove restrictions on moving tiny homes.

- Diverse housing types to meet workforce needs: More of a balance between larger lot single family and more dense housing types to satisfy workforce needs for employee attraction. There are examples of higher wage and higher skill jobs to Clark County, but their workforce skews younger and needs more housing choices besides large houses. What do their employees want for where they might be at these points their lives. Examples include Home depot quote center (acquired software company); Zoom info (brb software platform); Vigor – Moved their office platform to invest in the Southwest Waterfront. Scaling up by a few hundred employees. To show that areas of Clark County can meet these needs, market a range of built forms and diversity of the City of Vancouver, historic neighborhoods, Battleground, downtown condos. Diversity of types of living opportunity and types of communities where people can want to live for larger companies who have a diversity of needs.
- Meeting needs of empty nesters. Clark County is favorable from a tax perspective for empty nesters and their housing needs could be met by more housing options.
- I think taking as diverse look at it as you can. We need to look at ADUs, rezoning some areas to attain higher densities, lifting the height limit in Hazel Dell. You need to look at all of that. One area where we've spent a lot of energy on is the 179th St corridor. I think that's the perfect area because we've put a lot of energy into building private-public partnerships, and that intersection is going to get built.

If we go back to 2007, the Discovery Corridor was identified as a place to spend public money and I think it remains a priority. We just spent a lot of time doing work on small and medium business strategies, maybe more on manufacturing, and we need to open up that corridor. It could look a lot more like Bellevue along the 405 corridor. It's really tall right along the freeway and then tapers right down, gives a good mix of housing densities and opportunities. We're already buying the interchange for 179th, so now it's a matter of saying, what are we going to build there? If it's all houses that are spread out, then I'd say we missed the boat, not getting good return on our transportation investment.

I agree with all that, especially that it takes all the options, and that there's opportunities around 179th. We can also look at opportunities around SR 503. Keep an eye to SR 503 and Battle Ground, using that also as a way to address some affordability issues.

- Need to do pocket development: not development at larger scale. But it's almost as much work to develop a 10 unit as it is for 5 units. If there is a way for developers to make multiple pockets that could go in for review on a similar scale or with similar fees.

- Regulatory burden for small MF parcels that are really precluding smaller investors from doing something more innovative. Regulatory burden is prohibitive (cost, process).
- Maybe focus on corner lots where it won't be in conflict
- There is some high-density zoning near the hospital, Salmon Creek. I know there have been some applications to R-18. For solutions, we're looking for a better balance to include multifamily and the denser end of the single-family zones.
- Part of that is an annexation question and some is area specific. A more balanced range of housing is most important. In terms of product types, we're looking at some specialty types like SROs, cottages, ADUs. Allowances for duplexes and triplexes is something we are trying. Will be pretty sensitive for most of the people out there, so looking to retain some kind of discretionary review for those development types.
- There used to be a Boundary Review Board, disbanded some 15 years ago. Van Mall North was the last big annexation the city has done. We used to have a blueprint for timing of annexations, but timelines weren't met. It expired in 2017 and County Council didn't want to re-up. May be an opportunity to revive and plan more strategically for annexation of the VUGA.
- Generally, do 40 units and up/mix multifamily. Townhomes, rowhomes.
- Studios are an opportunity. In the future, he's interested in continuing to build housing, particularly studios. No one is building studios, since 1-2-3BR is where you get the density. You only parking space for a studio, you need two for a one bedroom. You can have two people live in a 900 per month instead of 1200 a month. One person can afford that. Would participate even in some lower rents – Felida is not a really good place for it. A couple could be subsidized.
- He wants to do studios in Ridgefield in the 5-story building there. They are an underserved market
- I haven't seen a lot of condominiums or townhouses, both of which can get you into home ownerships, so I'd like to see them considered. Need to address parking to make those work. I've seen more variety recently, apartments and townhouses with smaller lots. We've added cottage housing recently and I see it being used. One concern I have is that we allowed for a doubling of density in the underlying zone as an incentive for cottage housing, and developers are taking advantage of this but not designing them to respect neighboring property owners. It needs to be well designed or will accelerate the demise of those cottage cluster provisions. Needs to give some thought to the neighbors. They are permitted outright so planning staff is having a hard time asking for concessions, because it's almost seen as an entitlement to get the higher density.

Are there resources that the County could provide to support your development work?

- **What types of resources would be most helpful?**
 - **Would things like educational materials on zoning, building, engineering requirements; information on fees; site-specific information about development requirements; more staff time be useful?**
 - **How useful are more generalized resources such as a template of fees or design requirements, compared to site-specific materials?**
-
- Parks department and board tend to have arms around parks and don't intrude or tweak requirements and standards. There have been discussions, but not put in place yet. Roads have capital facilities plan. Certain roads on plan, if you do roads, get TIF credit. No parks or trails in capital facility plan. Need flexibility so if site is built and provides park, done in Ridgefield, dollars that go into public park, have to provide access, get impact fees. Trails. Credited to motivate builder. Those amenities available to public and at lesser cost because not prevailing wage because private. Exploit as soon as possible. Going on for two years and not put in place yet. Need to spearhead. Don't have trail plans so I'm trying to do offset trail improvements on 320 lot to construct trails to provide connection. Then I have to ask for credits, but not in capital facilities plan. Why would parks add trails if already paid for. Probably not going to get reimbursed, but how should be done? It's an amenity to my community. Should tie it together. Certain corridors 179th urban holding. Should plan to provide connection and encourage developers. Parks has to provide more flexibility on design. Pretty restrictive. Have to have large percent active space. Should focus on what is the active space, not just grass areas. Focus more on use area, easier to calculate and give credits, design requirements so big doesn't allow for that.
 - There is some benefit to having an urban design lens on how your areas are being designed. As developers, we come in at the start of development in the community, and we are setting the tone for how the rest of it is going to look. We need more of a framework.

Developers: How do you anticipate the economic repercussions of the COVID-19 pandemic to impact your development activity in Clark County?

- Two other self-explanatory elements; COVID-19 is going to make unemployment a huge issue. Going up from 15.5% now. Very involved in the community during the last recession. People were moving back in with their parents or multiple families all living together in one house. Adds to mental health stresses. Packs people together in small living spaces at a moment when we have a virus going around.
- Absolutely no idea. Economic impacts of COVID-19 are changing the market as we speak. No idea what's coming. Right now, lots of good rental opportunities that are suddenly becoming available that weren't available a month ago. There are great deals right now-things are suddenly available. Prior to this-we were seeing displacement of people local here moving north to Cowlitz County.

Are there development regulations, tools and practices from other jurisdictions that you would like to see the County consider adopting? Non-regulatory approaches that would be worth consideration?

- Area planning, community framework planning.
- Really interested in having the County look at the feasibility of scaling impact fees based on home size or value. Boise has done a lot of cool regional planning for parks and trails. Getting our trail plan put together would be awesome.
- I do know in some places-when they are putting in large developments (to house 2-3k (family-type housing), they'll work with the school district to locate a school right in the middle of the development. When you work together, rather than assess impact fees after the fact, seems to work better. Close coordination. Community Services NW runs this: designed to support folks with mental illness. It's a housing project. In addition to all the resources they generally offer in community service models, they offer behavioral and mental health support.
- I do like how City of Vancouver allows an expedited review: engineering and land use at the same time. It's a little higher risk. The County doesn't allow that for residential right now, part of why the County's expedited process doesn't work well; also, they effectively abandoned it and don't have staff availability. Staff doesn't have knowledge, coordination or capacity to respond to issues.

For a recent project, we tried to submit building plans, County refused to accept until engineering plans were reviewed, which is really inefficient, so they finally agreed to accept building plans once engineering plans were through the first stage of review at least. That didn't used to be the policy, and there is no reason for it. Those can go in parallel and should. Just trying to get a legal review on an application is a six-month review. We'll send down a draft declaration that is there for six months. Everybody is in their silos over there, there's not a lot of cross-talking among the departments.

Years ago, City of Portland allowed you to waive ADU fees and those were wildly successful. I'm also interested to see how HB 2001 and the Residential Infill Project affect things region-wide, what we can crib from. That might be a little harder to implement outside of more urban areas, like Minnehaha.

Another change that would help would be to kill the Hwy 99 overlay—that would be simple and would support development. Good intentions but it just doesn't work. The group developing it just kind of gave up after so many committee meetings and adopted something that was half done. Now there are properties that don't pencil to develop even if the land were free.

- Transfer of development rights. Affordable housing bonuses. Land banking. Form-based zoning.
- There's a movement around workforce housing. Pushing the economic developers to factor in housing when they give subsidies and incentives for large businesses to move

in. Either the company itself is contributing to housing. Need to regulate the short-term rental market.

- Not allowing ground floor retail if you can make the case for it (it gets very expensive).
- In Somerville, MA, we highlighted all these personal stories of housing-that really shifted perception and public support for housing in general. Keeping it about people.
- Some simple things like having corners develop duplex and triplexes. Allowing ADUs, sure, but making it the solution to affordable housing is inaccurate. No policy around rentals. Something to consider-maybe make ADUs more attractive, might need more insight into how to regulate it so it's not just Air BnB rentals. Removing the SF category was interesting. Curious about benefits of doing so. Adult family home model? If there was the ability to purpose-build some of these places. We might not have codes that prohibit this, probably a market factor, but looking at increasing needs for care. Oxford housing model for transitional housing seems to work well. Allow more unrelated people to live together.
- Pierce County: went to a fully digital permit system. Builders hated it for a year, but once they got used to it, they love it. It's real time, more efficient, can see where your permit is in the system. The County's current permit tracking system was underfunded, and piecemealed together, and not efficient. It's just not working, and then County claims they are done with the project, even though they know that it doesn't work, and you can't just build on to it, need to start over and budget enough money.

Our members' biggest complaint is about inefficiencies and inconsistency, which we know adds cost through delay. Why is it so much worse here in the County than other jurisdictions? I really thought the members were just complaining, but it really is worse here with different answers depending on who you talk to.

- Mixed-use development. A lot to learn from Metro. Transit-oriented development, clustering development
- Process of "Same-as": able to pick up and drop same plans and permits for one set of homes to another set of homes. It's something I think we're doing, but I don't know if it's being employed. Helps streamline the process. Could be useful to advertise?
- Overlap in the density ranges for urban zones could be cleaned up. I've tried that in the past unsuccessfully.

We also have an issue, doesn't happen very often, in R1-6 and R1-5, we have a maximum average lot size in addition to minimum. I've only seen one instance of it, but it essentially allows all your lots to be 7,000 SF in an R 1-5 zone. That doesn't seem to match with the purpose of the zone.

I think there are things Community Services is already doing. Partnership with HUD to focus on rehabilitation of existing housing stock. The community has made investments in transportation corridors, but haven't taken a look at what opportunities exist to increase density along them rather than making single-family neighborhoods more accessible. Rethink your land use based on your transportation investment to prioritize

housing opportunities. We have not really talked much about how your supply and demand matches the needs of families in the community.

City of Vancouver has recently allowed multifamily in commercial areas along transit corridors. We don't have light rail, so we can't do what they've done in Clackamas or Washington Counties. Taking advantage of community investments that have already been made.

- How do you get some state or local funding to support the infrastructure, in order to reduce impact fees? In Federal Way, we would look at ways to do a public project where it would improve roads and infrastructure, then housing could come in behind it. In Portland, we looked at tax increment financing as a way to work out a deal with developers to agree to provide some affordable housing units.

Using appropriate incentives on existing regulations to try to squeeze out more units on the same amount of property, or getting dedicated affordable units. Let go of height limits for affordable housing, for example, in Hazel Dell. Expand the palette of incentives.

Want to avoid making Vancouver look like Portland, we still want larger lots and more amenities. The County is beautiful because there are beautiful pieces of land that we can't develop, and we want to protect them. At what point can we say that our area is full and we don't want to keep growing? Do we want to look like downtown Portland? Even though we are growing really fast, we still are keeping some sense of small community. How do we keep what is existing? I don't want to double the capacity living in my neighborhood if we add ADUs everywhere. That's not what I chose when I moved into my neighborhood, and if you re-do everything, you lose what you originally wanted and what people bought into.

Think about how we preserve the existing opportunities and make room for others who are also looking for new opportunities.

Change is always happening. We have to keep some residential inventory. We can't turn away from residential and go work on jobs. It's tricky getting caught in the middle.

- Inclusionary zoning. Andy Silver's projects in cooperation with VHA are about providing affordable housing and providing zoning exclusions in exchange for affordable housing. These are great. When you look at statistics for median incomes for average incomes in this area, we are burdened with the fact that most of the statistics include the greater Metro area, which includes Portland. The economy here is much different than Portland. Need to make sure numbers reflect Clark County, not Portland.
- With the passage of HB 2001 in Oregon, I would anticipate that a similar bill will happen in the state of Washington. But our ability to predict the future is really limited. Think about ridesharing options and how we incorporate into modeling. It seemed promising for the past few years, but with COVID now, people will be sharing less cars. Maybe that whole industry goes away or has to adapt to safety measures.

Regarding modeling and the assumptions that go into, we try to forecast future trends but more of a comparison to the base. There's a lot of greyness in the data. I think that the model would respond to changes in land use, but I don't know how much effort we need to put into it to respond to a more definitive set of uses. I think we really have to look at what our ability is to predict the future. There's a lot of things that could change: people might want to ride the bus because parking becomes inconvenient. Did Portland guess in 1990 what the bike share mode was going to be by now? Every few years we are hearing new and interesting ideas about transportation futures, and we'll just have to be honest about those possibilities every time we revise the comprehensive plan. Think about telecommuting, which has become more feasible overnight since we've been forced to.

If the County Council decides to tighten the growth boundary rather than growing (pushing out as they've done ever since I've worked here), we would have to look at infill scenarios. Continuing to expand has high costs for infrastructure maintenance and installation costs over time, need to consider the long-term impacts on costs over time. The true costs are sometimes masked here in the County, because we have many service districts like sewer, water, electric, schools, that have to pay the costs of extending infrastructure networks rather than the County. Even with all the development in the unincorporated areas, our actual population that we service has stayed pretty constant because some of the developing areas get annexed by the nearby cities and pass out of our jurisdiction. So we might not see it at the County level, but the long-term costs and obligations will persist.

- There's a builder: they build 2 or 3 level walkups. They're garden apartments. High quality construction, energy efficient. Space in between units. We need more homeshare programs. Faith Partners for Housing has been developing a scope for this and talking to potential funders.
- I can forward you some materials. We looked at cottage housing, single family on smaller lots. We're proposing a zone with 2,500-SF lots. We are seeing a lot of single-family development in the low-end multifamily zones, debating whether to continue to allow that, what the benefits are and the controversy in removing that use. (See the memo from ECO.) We're wrestling with how to use those zones.

Another thing that we would like to have is a better understanding of the specific relationship between certain zoning districts and rents, and prevalence of renters vs owners. How does zoning impact pricing and tenure, and are they correlated?

- Believe in regulatory approaches that encourage the types of housing that communities need and encourage the types of communities that we want to create. The market will respond to the environment that it needs to thrive. Think that complete streets policies are important. Policies that encourage diversity in types.
- Inclusionary zoning is important. It can look different depending on the neighborhood. A certain portion could be fourplexes and you wouldn't know it from the outside. Any time an apartment complex is created, a certain number could be for permanent

supportive housing or for high need populations. This also diversifies neighborhoods and populations so there is not just one socio-economic class.

Parking requirements for multifamily development. Low income households tend to not have as many cars as those in higher socio-economic brackets. There is no need to have 1.5 parking spaces for each unit. Also, how close to transportation. Also, can developers get a reduction in taxes if the development services people at certain socio-economic levels? The City of Vancouver has employed this incentive.

- One example was maybe in King County (definitely in WA) cottage housing. See them in other places too. Others seen in Oregon or maybe other places. ADUs, using basement of home as second unit and making that available. Arizona and pods of tiny homes. Don't know if people can and want to live in tiny homes. Producers want to have similar to cottage home set up, but these are the ADUs, but dwelling units in neighborhood. Right now, tiny homes have to be on wheels.
- Not necessarily. Communal living as affordable option. Not sure if good fit for Clark County.
- Marvelous cottage home park with central space, but tiny homes on foundations. 800sf or less. That is a great type of community organization to have. Permanent, but built like tiny home in cottage setting. Community Roots collaborative. Working on project with Wolf Industries of Battle Ground. Building tiny houses for \$700. Expand. Chris Thoboban.
- Came back from national conference where people from east coast take as a given that if you have a home in default, legal process where after X number of years, you lose the home. They knock it down and build new. Get rid of eyesores and derelict homes. House condemned in her neighborhood because unstable and filled basement with sand. Zombie houses. Banking industry.
- Off Padden is the big Albertson's that was shut down and just sitting there. County buy that property and build affordable housing. Been empty more than 5 years.
- Parks advisory board looking at and working, looking at amenities required to sustain neighborhood. Pouring cement for sidewalks, building paths in park. Good role models in Skamania County where builders are able to lower price on home because they provide a fully functional park as what we would provide, but they can do it cheaper. PAB pushing for this. If can reduce builder fees, but needs to be passed on to consumer. Can't come to consensus on that.
- Look at Minneapolis area and their new policies for multi-unit development in single-family neighborhoods. Don't want to prohibit single-family housing though, and some neighborhoods that are fully developed as single-family wouldn't be compatible with those new developments.
- We don't want people to be socially isolated in housing. With COVID-19 we will have to rethink this, though.

What kind of impacts on existing naturally affordable housing stock and/or displacement of our most vulnerable community members, such as renters, people with disabilities, lower income populations, immigrant communities, and other disadvantaged groups are you seeing? What are the opportunities and barriers to preserving affordable housing and avoiding displacement?

- Don't see that this is a significant challenge for the County.
- The affordable housing, we have is being remodeled, updated, and pricing folks out of the original range. We need more community stabilization.
- Not much. We're still seeing mostly greenfield development. There may be some single-family units that are going away, but not a big impact. We see some redevelopment, in areas like Hwy 99.
- Threat of losing affordability based on timespan (40-year horizon may be ending.) Speculators coming into the market. Biggest threat: community is not tied together, there are no community development organizations that work to advocate for these populations. It's no man's land. There are no community-based rooted centers in this area. Protect the manufactured housing areas. Those are the most vulnerable. These should be protected in zoning. Model of underwriting the land (land trust or something) would be interesting for the County to explore.
- Struggle with gentrification. Fourth plains boulevard is very diverse. We are working with the city to make physical improvements. Working with the business association to improve storefronts. But that is driving up housing costs. One of the things we are trying to do: maintain that affordability, put measures in place to prevent gentrification.
- In the City of Vancouver, we are seeing lower quality stock being either torn down or rebuilt or flipped to make higher end stock. Unfortunately, we are getting rid of substandard housing that many have made do in and replacing it with high end stuff. Nowhere else to go, except for a step down, to mobile home parks. They are paying way too much for this extortion. If there were a way for the County to support regulation so it doesn't cause harm.
- Rents have been rising, but income has not.
- Remodeling practices. A lot of impact on elderly as well.
- I haven't really seen that much here compared to what is happening in Portland. Only thing I can say is that instability in neighborhoods and schools. We have cottage housing, just starting to be built and we are getting community opposition around design. Financing is a big deal, we don't have any control over, we hear developers say that "oh it doesn't pencil" so they walk away. (i.e., not a lot of redevelopment that would create displacement.) We don't see a lot of gentrification in the County.

There are some mobile home parks that serve very low-income households. I think a couple of them might be in locations where there might be interest in redevelopment, possibly by the housing authority. It's very hard to know how you take care of existing residents.

- I own a house in Clark County. Owned it for 7 years. I say it was the last affordable house in the County. Built in 1967, as most of the houses in this area. Bought for 170k. My next door neighbor just bought the house next door for 350k. That's the listed sale price for my house now too.
- Older neighborhoods where houses were once affordable even as much as 10 years ago, those are no longer affordable.
- People get taxed out of their homes. 30 years later the value has gone up and they can barely afford to pay taxes.
- Other things we see in my neighborhood: companies wanting to buy houses to rent them out. Decreases housing stock available for those to buy.
- The public that have improvement requests, people asking for sidewalks, stop signs, etc. We're seeing added pressure on the existing substandard roads as more people want to get from A to B without having to get in their cars.
- Losing units from rehabbing. State estimates loss of 95,000 units since 2000 to rehabbing and reselling at higher prices.
- Instability of manufactured home parks.
- We're developing an anti-displacement strategy. I think people generally underestimate the impacts of planning for new development. We have a bias towards new, shiny development. We see a lot of work from Glenn for small homes, that is still around \$330k. The old stuff is cheaper even if it's bigger, and it gets overlooked. Mobile home parks: we have 15-20, more than you would think. Would like to protect them with an exclusive zone but also haven't seen a lot of conversions so perhaps less worried.
- My observation: none of it is affordable anymore.
- Public sector affordable housing-income restricted: it's really in danger of losing its affordability. Not a ton of examples in the County, but usually where a for profit owner, where special needs housing where operation and maintenance costs get so high that it threatens viability. Working on funding streams there.

Private sector affordable housing-older multifamily, smaller single-family homes, private-sector unrestricted affordable housing. Pre-COVID housing, we are losing far amount than we can build. Pretty huge barriers in a hot rental market because the housing is sold based off the rent possibility, not reality. And usually the buyers are quick and have cash. The discussions have been-hopefully we don't have a long downturn, but if we do, there may be opportunities in a less hot market to purchase and preserve older housing in the private side. We would need enough equity leverage, with restrictions around affordability, but not too onerous. We haven't totally seen the displacement yet, but as rents go up in Vancouver, we'll start seeing this trend more obviously.

Right now, the Washington state 4% tax credit program is the best tool for preserving affordable housing (rehab, acquire apartment buildings, maintenance, etc.). Program is getting pretty tapped into at the state, especially in the Seattle area. This will become more of an issue and it will become much more competitive in a few years.

- 15 years ago, households could look outside the City of Vancouver for lower cost housing. Now people need to look inside the City of Vancouver for lower cost housing. There are still mom and pop landlords in the city. There are fewer in Clark County because larger property management companies or developers are buying affordable units and flipping them at market rate. There are few options outside of the city with rents lower than market rate.
- Incentives. Regulations will not be met with support, but incentives may. The city's affordable housing fund offers landlords to rehab properties if they commit to keeping rents affordable at 80% of the fair market rent. That has motivated some landlords to keep affordable units and rehab those units.
- Look to the City of Vancouver. The city has done a good job researching those practices. Neither the city nor the county has targeted populations that are disproportionately affected by socio-economic class or homelessness. African Americans are disproportionately affected and no one is providing culturally specific support. It could be a part of working toward equity when looking at what policies want to adopt and how to allocate them to developers and nonprofit entities.
- I don't have a sense of to what degree that is occurring in the county.
- Mobile home parks. Been in Oregon legislature as well. Going to hear from residents about how they are gouged by park owners. Happens too often. Understand they need to pay taxes, but they are trying to move old out and bring new in. Creates homelessness. Allow for them. Did change manufactured home code so could have more of them here. Always good to look at it take more in depth look at it. Encourage rather than trying to eliminate it. Housing is so terribly expensive. Young people buying expensive homes. Try to preserve those areas for sure.
- Gentrification. If don't increase density in those areas. When allow for greater density. If change zoning in general, upzoning, that's when pushing a different use of those properties. Great if had more manufactured or tiny home communities. Not inexpensive good options out there for manufactured or storage container homes. Focused on sustainable house, so expensive to build. Need housing, code requires energy efficiency, nothing to meet code, but not go beyond Need to do those in volume. No one doing that.
- Downtown Vancouver area. Not necessarily. Not close to where I live.
- Primary problem is the law. City won't allow you to put in a manufactured home period. Areas around the country thriving with manufactured. Only way is if it's built and carried in. Changes when someone talks to me about my home. My home is not a mobile home. No affordable way to move that home. Another problem is there is a park, but they don't own the land. Then owner says get out. If older than a certain age, can't move them. They are incredibly affordable. Have to comply with code, buying lots of supplies and build all day long. Efficiencies of scale. Good value on sf basis, but no place to put it.

Regarding mobile home, good solution, but have to be careful about how it's set up. Right now, mobile homes are more than \$800 month as someone buys them up. Can

raise rent without anyone's permission. Not limited to Vancouver city limits. Build in Salmon Creek. Manufactured are high quality. Could not find piece of land to put it on. Live in world with a lot of people, but codes not moving to keep up with this. Not adequate for current economic circumstances. State laws say can't have rent control. Codes and laws are behind reality of them of the times.

Should new housing opportunities be narrowly focused or more widely dispersed? If focused, in what areas and/or types of areas should expanded housing opportunities be encouraged? For example, does it make sense to prioritize locations near certain amenities, such as schools, jobs, parks, transit, etc.? Should we prioritize areas that currently have fewer housing options or areas that have had success with these housing types?

- Public transportation and land use go hand in hand. Wherever you put housing, there must be transportation. Wherever transportation, there must be housing. Talking about mass transportation, but also micro-mobility options.
- Prioritize areas that currently have fewer housing options.
- More narrowly focused: we need more housing integrated with commercial.
- Focus on housing within the school district. Don't want families we serve to now not have housing. Any place in our geography we support. But also, don't create segregated areas by lumping all affordable housing units in one place.
- Some of the things we discuss internally is the need for affordable housing and family housing. The biggest thing is that instead of it being concentrated, having a healthy mix. We all have anecdotal experience of how that has played out in the Vancouver area. Use zoning and comprehensive plan, and enforcement, to provide for a broader distribution of income groups is important, and try to avoid economic-driven decisions during implementation that have the effect of concentrating low-income populations.

Looking at more of the inner urban growth area, it seems like those areas, when it comes to access and bus routes, tend to be pretty good. One example, the parks and rec program was set to be at Hough Elementary, so we suggested Harney or Lincoln, but to our knowledge, no bus routes or comfortable walking routes to Lincoln. We thought maybe we just send them to VSA, which is also on Main St. Having neighborhood schools, it can limit public transportation accessibility because you aren't going to be having a lot of families used to using the bus.

- I think requiring everyone to do a little bit, that seems like we might get more and get people more used to it. I don't know if that's possible, but that seems like a better way to do it. Only certain people are doing development in an area in Hwy 99. We're only now finally seeing some projects move forward after a long wait since it was adopted. I just see potentially for more impact if it's more widespread.
- Nodes and corridor type development. Top priority is where there is a lack of options. (single family, residential areas). But that nodal concept is so important: need options near these amenities. County and the City could do an overlay of their maps and see where their target areas and strategic areas are. If you can solve the connection and overlap of these policies. The infrastructure is so important. You might have the schools and groceries stores nearby. Prioritize focus on providing access to folks that have historically not been provided access.
- Focused on geographic areas where there are fewer housing options. There's not a lot of work being done there.

- A little bit of both, for all questions. Affordable housing complex wouldn't make sense in Yacolt. But cottage housing would be more suited to a rural setting. Would hope that the opportunities would be presented within the context of the location. Adding large amounts of density should occur where places are already dense. Outside of Battleground, there are folks who need flexible options, still. They just may look a little different.
- As development gets pushed further out, its less accessible on our limited public transit. When developers talk about building affordable housing, they talk about their price point of their housing, but not factoring all additional costs, makes it unaffordable for those who have to travel further and further to live affordably. In the City of Vancouver, we are seeing lower quality stock being either torn down or rebuilt or flipped to make higher end stock. Unfortunately, we are getting rid of substandard housing that many have made do in and replacing it with high end stuff. Nowhere else to go, except for a step down, to mobile home parks. They are paying way too much for these-extortion. If there were a way for the County to support regulation so it doesn't cause harm.
- Hazel Dell is a blighted area that needs a plan. If you're looking at housing, you need to look at parks, schools and transportation. Might make sense to look here.
- It depends. Access to public transportation and grocery stores need to be part of the equation.
- The locations are for the most part set based on what properties are zoned, unless we are going to look at creating new residential zones. If we want to protect Urban Medium and Urban High to really allow those things, maybe we create a new subcategory for small SF lots near existing development of a similar pattern. Then we can locate where amenities and transit can make these things work.

I'm not sure we are going to achieve fairness throughout the neighborhoods but still maintaining the medium and multifamily zoning is important. That sets where opportunities exist. Connection between affordable housing and transit. Transit development sometimes is a way to merge lower-wage earners and access to employment opportunities. There are infill opportunities, but you get opposition sometimes, concerns about parking, safety and acceptance. I think we have oversaturation of single-family zoning. We need something else; something is missing.

- We need to take a step back from that question and look at a bigger one.
- Need to be aware of the environmental impacts of housing. We need to be building housing where transit is available on a regular basis and where people work and shop. Those are the most important factors when we consider where housing should go.
- Obviously in Clark County we've had more dispersed land use where we view it as areas rather than neighborhoods. More concentration would be a change and we'd have to adjust the models.
- Public Works would like to do more neighborhood circulation planning in the future. This effort would focus on connecting residential districts to certain amenities, including parks, schools, jobs, and retail services.

- In terms of the critical work to zone some areas for higher development, that has to be locationally specific based on infrastructure and amenities. But there is some value in allowing things that can be done anywhere, like these new zones we are thinking of creating to allow more dense single-family zoning. We aren't zoning any areas on the map for that yet, we'll look for the market to respond and request it in certain areas. Gives some opportunities to share the burden throughout the city. There is a policy for the Vancouver UGA that no more than 75% of housing should be single-family. It would be nice to see more teeth to the County, to say to the County that they are required to provide some more capacity for housing variety in those areas.
- Policies should incentivize development where you want development. I believe in density. Concentration of populations in areas where there is access to services and people's needs can be met as they change over time. Incentivize development in urban cores. But at the same time, don't be overly restrictive with development policies outside of areas you want developed, because we can't anticipate everything. There has to be room for creativity and innovation. Where you want to be most restrictive are in areas that are environmentally sensitive, hazardous, etc. In terms of commercial, non-commercial areas, being restrictive is less important.
- Don't want to stigmatize certain areas and build all housing types in one place. It will take targeted infill. This will require regulatory flexibility from the County. Always prioritize near amenities.
- Look at access to resources; always want to be within ½ mile of a grocery store. Haven't looked at schools. But have looked at parks, random specialty stores, etc. Hazel Dell, Orchid and Salmon Creek are hot areas.
- County needs to look at this effort around creating new housing opportunities through an equity lens. People should be able to live in areas they want to live in regardless of socio-economic class. Neighborhoods should be created with the amenities mentioned, location near schools, jobs, parks, and transit. Besides Hazel Dell, there are very few opportunities in the county. Low income individuals shouldn't be sentenced to Hazel Dell. Use an equity lens to ensure that diverse populations have access all parts of the community.
- Hazel Dell and land opened up in the 179th area. The spigot was turned on in 179th area. From behavioral support to low income housing. All types of mid-level housing, most people can't afford. People from California and Portland. The county is trying to push housing mixes on the low end in 179th area. There is some housing along corridors. Hazel Dell is dense already. May have to look to commercial or mixed-use areas for low cost housing. We need a balance, using both approaches.
- Broad. New development and have duplexes in existing neighborhoods. Used to be able to put duplex on corner lot. Lot of corner lot duplexes and then single families throughout the block. Nice, older duplexes that blend in with the rest of the architecture and homes around there. Done tastefully and thought through. Done in certain areas and put duplex/triplex can wrap around corner. If there are controls to keep neighborhood. Clusters of them if there is upkeep. Can do either, but should have duplexes and maybe triplexes in SF residential development.

- Better idea to have these housing types more widely dispersed and in different communities. So increased diversity.
- Strong feeling about forcing high density in certain areas and then create ghetto situations. Diversity of housing has to reflect diversity of the population. Requires input from neighborhood associations to be able to do walk through or drive through neighborhood to see there are streets that are less than attractive. Renters, homeowners, absentee landlords and figure out if we can build on what we have. Can't say enough about offended to see what happened to my green county. Failed shopping complexes. Vancouver – Kauffman Ave development has been empty, had fire, all that asphalt not getting used. Why do we have homeless when we have empty buildings? Old housing from civil war.
- Like to see before plans are confirmed, see builders stay within range of the neighborhood. See what is there in the neighborhood, spread out if two apartments in one area. What is area within four street radius. Areas more appropriate than others? Make the building fit the area. Avoid people getting upset. Little common sense goes a long way. Right to plan what they want on their property, but still needs to fit the neighborhood.
- Growth Management Plan – that is what it's supposed to do. Provide for sustainable development that addresses needs of the people for housing, jobs, etc. Maybe have people filing lawsuits if came up with something not compatible with GMA. Addresses vacant lands and what they're zoned for. If try to go higher density, can't get away with that. Have more than just county code and developers, have own GMP that has to align.
- My neighborhood association is lower income and filling up quickly with high density. Not sure have much space left in the area. If get too small for family home, no place for garden, no place to play. The neighborhood association is large, but doesn't have one park within perimeter, though close by. Were promised some parks, but management changed and was dropped.
- Difficult to go into old neighborhood and re-plan. Easier in new neighborhood. Gentrification occurs, but usually unaffordable. Careful about gentrification does not take place. Off Mill Plain in heights area, near shooting range. Planning big development, want to make sure not forcing people out for huge expensive housing.
- As development gets pushed further out, its less accessible on our limited public transit.
- When developers talk about building affordable housing, they talk about their price point of their housing, but not factoring all additional costs, makes it really unaffordable for those who have to travel further and further to live affordably.
- There is a debate about whether it is better to add density to already dense areas throughout like in Oregon. Where there are established, older neighborhoods, you have to be careful of that pushback. Many people are not willing to rezone or allow additional densities in existing zones other than ADUs. There are few areas that would support that.
- We need to focus on unincorporated areas. Housing developments are spread out everywhere throughout the county. Most were put in place through the last comprehensive plan. Years ago, people anticipated the Growth Management Act and

zoning was more liberal. People with the opportunity to create one and five acre lots took advantage of the situation. There are some low-income homes and row houses, but not enough starter homes. Battle Ground, Brush prairie, Ridgefield have been developed with McMansions. We need more low-income starter homes near population centers. Middle to above average costs by our average median. There is a lot of development without secondary roads laid out or maintained. There is a lot of density where there shouldn't be. I favor mixed use developments with apartments over commercial.

Are there any other factors that we should consider?

- Talk to C-Tran. Anything that happens needs to be well connected to transit. Community transportation is so important.
- Public transportation needs to be really accessible. Access to physical activity. Access to healthy, affordable food needs to be a priority.
- This County Council tends to think about middle class family wants. They definitely should be considered, but we have a lot of other folks. Really do need to pay a lot of attention to the non-dominant population, like renters, those with disabilities, non-English speakers. Our attention gets put on what our basic, stereotypical Clark County needs or wants. Our aging in population is different than what it was 20 years ago.
- Design standards; How do they enter into the discussion? Don't sneak them in, and then claim that you are keeping housing affordable. There may be valuable reasons to do that, but be honest and up front about it. Impact fees can be controlled by the County and are the County's primary opportunity to keep home prices affordable. They can't really control the price of housing, or stormwater, but they can control impact fees. If they keep raising those, it has an impact. If you want great parks, you have to pay for them. \$20-25k on every home is an issue, no matter the cost of the home. School impact fees, that's tough, because everyone wants good schools.
- Affordable housing just doesn't happen on its own. It needs to be incentivized and be required in a regulatory way.
- We need to know what people want.
- Also think about maintaining housing stock and aging in place. Working through HUD to subsidize existing housing. It might be radical, but we might even consider a bond to support affordable housing. Revitalizing neighborhoods with great opportunity for affordable housing, like the Heights subarea planning effort in Vancouver. What price point would people consider affordable? I don't think it's the same as homeless issues. Would going to smaller lots get to that price point? Or is it still not affordable?
- Just reiterating how important it is to measure. There is no systemic goal to have housing that is affordable for folks that already live here. No systemic measure of that. Because we don't have that, we can't do a "Plan-check-adjust" exercise. I think making progress in Clark County would really benefit from collaboration between the County and the cities. I know Vancouver is looking at some of the numbers we just spoke about, but we are looking in Vancouver. Their methods may be useful for Clark County. Trying to increase that collaboration.
- Clark County Public Works recently provided a Councilor with draft code regulations that would require pedestrian easements on collectors and arterials so that pedestrians have better connections to these major roads. There is an effort to require accessways. Typically, because of safety concerns, we try to limit residential development connections to arterials, which results in a long stretch of fence line that doesn't connect to the arterial/collector so people can't walk to the bus stop or amenities along the main roads. Draft code is attempting to provide that. Since transit reacts to rather

than predicts development/density, we have to anticipate potential future transit routes and how to access them.

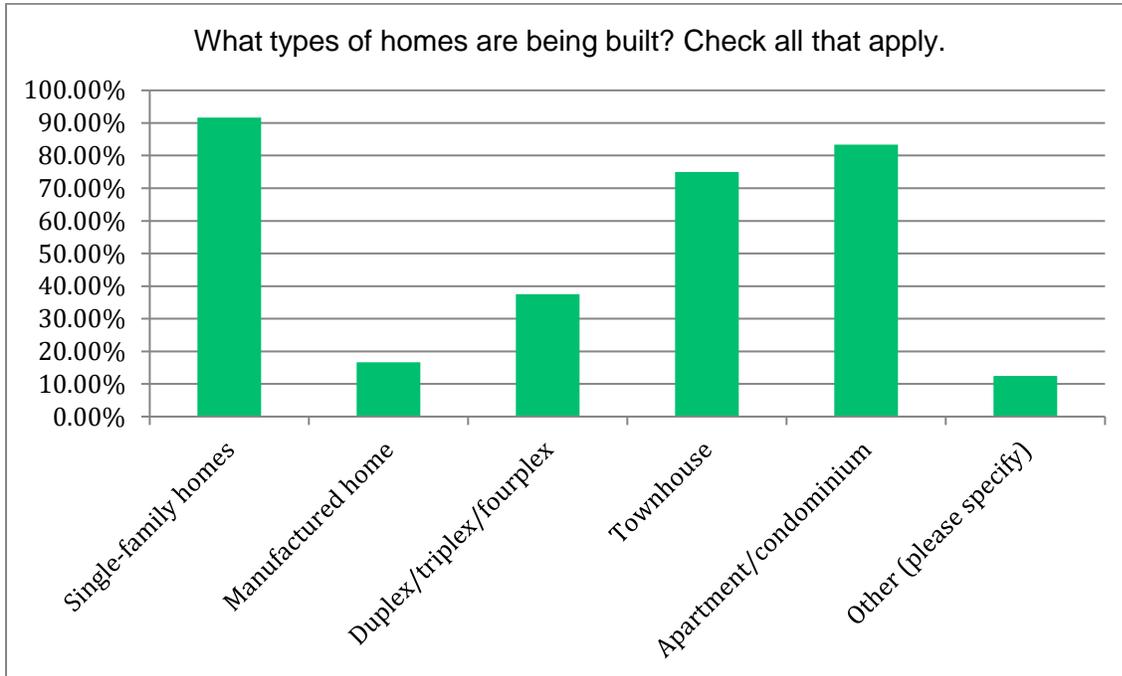
- Vancouver needs a homeshare program.
- Housing the homeless is important, yet so fraught with difficulty. The standard of housing has gotten so high that you either have to live in high quality or squalor. No in between. Need for short-term occupancy, transitional housing. Are there things that are mandated that aren't particularly helpful or super important when you're just trying to house people? More creative, flexible standards.
- To reiterate: really important for jurisdictions to have a commitment to affordable housing that is then communicated up and down their structure. Have seen the County operate differently. Have to go to the councilor who's district it's in, and hope they're on board.
- The county needs to be proactive in its approach. Work to create a community that is welcoming and accessible to everyone. To do that takes a lot of work and requires proactive policies and they haven't done much of that hard work. Therefore, we have people who on a daily basis are being pushed out of the county because they can't afford to live here. Low income, full time minimum wage workers.
- We need support for behavioral health. Several nonprofits are focused on that type of development. Look to commercial properties that are not attractive to other commercial businesses/developers. Need to be allowed to build in commercial areas. Adjust parking requirements. Most low-income housing is supported by behavioral health services. Don't need as many cars. Adjustments to incentivize a nonprofit to build behavior health supported apartments. It's a solution for a segment of the population that can't live on their own and needs support. Those with disabilities. Need to blend into the community so they feel accepted and live a more normal life.
- One family started buying up mobile home parks and then jacking up rents phenomenally fast. These people own their home, but are in rented space, so they don't get homeowner protections. There are parks that people are getting priced out. They can't afford the rents or have to sell their space. Two or three of these 40+ home locations are in dire straits. It is a real tragedy. Some people are opportunistic. Rent control is against the law in Washington. The county is hoping for state legislative relief, but there is no political will to implement rent control. A mobile homestead act for people who own homes on rental land was proposed to legislators. It was not supported. Laser focused on prefabricated home parks and mobile home parks.
- In my view and consensus of national home builders, planning and land use rules have created more of a problem than they've solved. Superficially raise the price of land because of a false scarcity. When try to urbanize everything. When grow up and not out and insist only way to do it, I think it creates this problem of false scarcity and therefore supply and demand issue that housing costs more because cost and availability of land. Look at vast parts of unincorporated county and think we do have land to build. Not paving paradise. Planned, but carefully planned so can have housing affordable for every income level. I've seen it done before in North Carolina. Saw large PUDs with price points in various spots and they were beautiful developments. Could have lower priced

home and higher end in another part of the development. Probably townhouses too. Promote that. Maybe development process, so hard they give up. Land use and some things over past 20-30 years are inhibiting and creating pricing issues.

- Trying to be more detailed in pre-application responses. When going through and completing project. Builder/developer doesn't have ability to go back. Staff does. If past time frame or constraints. Miss opportunity to provide input. Understand lack of staffing, but have to keep things moving in efficient timeframe. Every year takes longer than before. Should be same rules.
- More types of housing in more areas so that communities are more diversified.
- Better outcomes through mixed-use zoning and subarea plans.

APPENDIX C. SURVEY RESPONSE COMPILATION

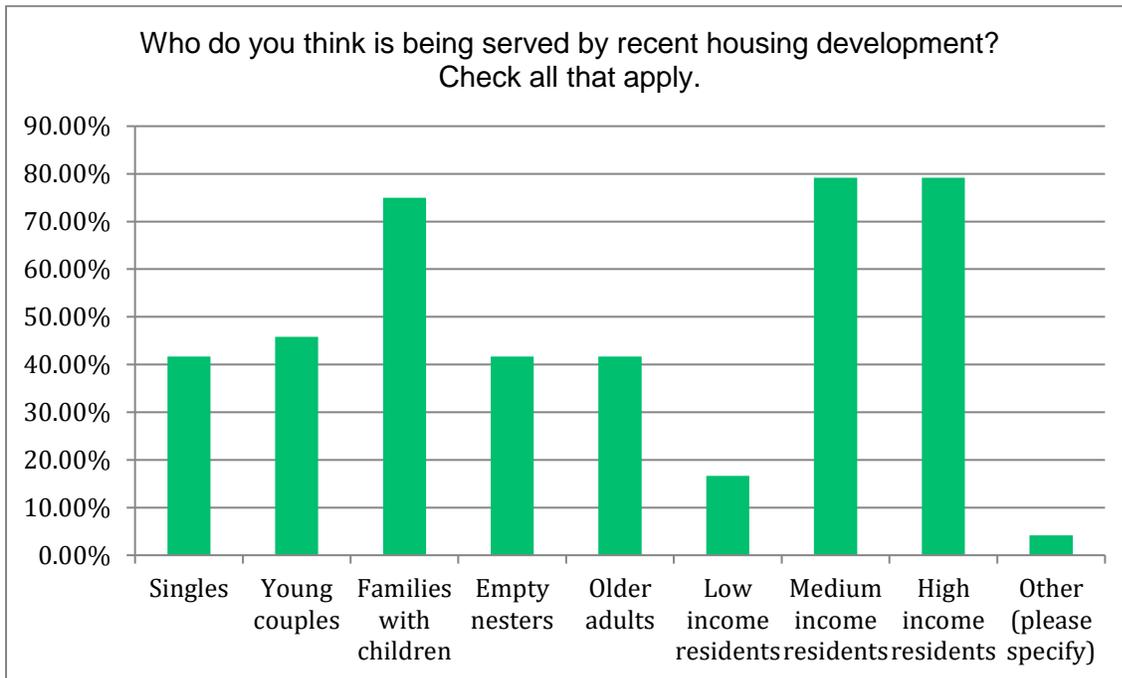
1. What types of homes are being built. Check all that apply.



Comments:

- Too much spread. Need more density. Also not considering water.
- Limited number of ADU's
- single family cottages and ADU's

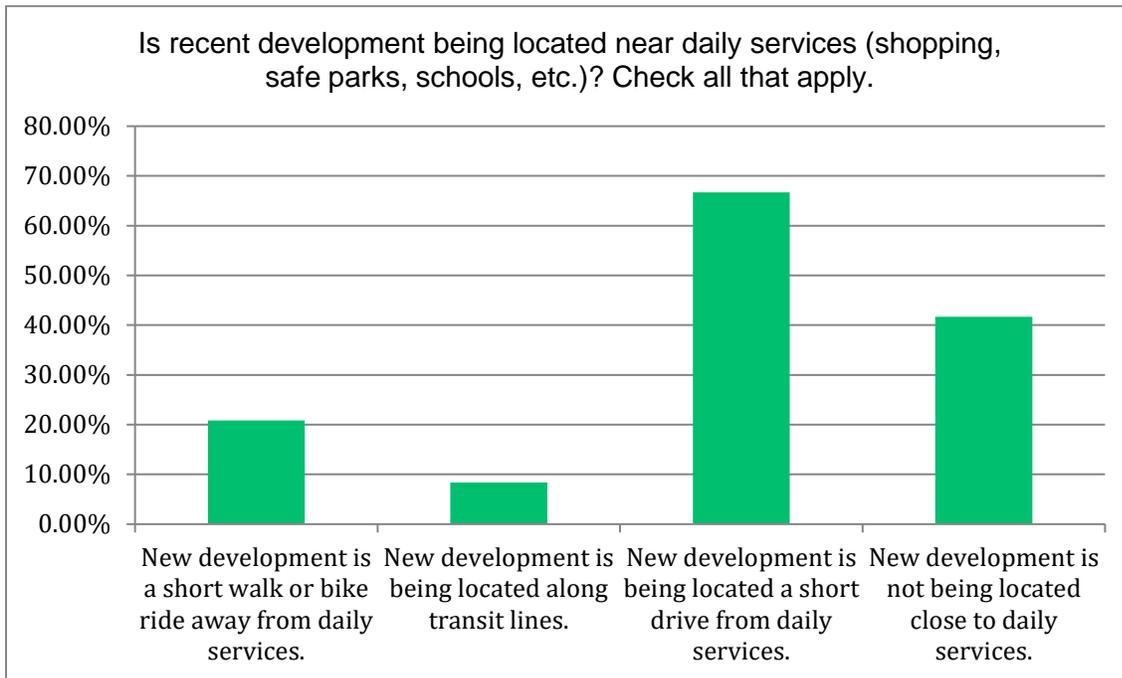
2. Who do you think is being served by recent housing development? Check all that apply.



Comments:

- Families moving back in together. Adult children

3. Is recent development being located near daily services (shopping, safe parks, schools, etc.)? Check all that apply.



4. What are the primary barriers to developing more diverse and affordable housing? Do the county's development regulations (zoning, standards, review process, impact fees) encourage more diverse and affordable housing types? What about other non-regulatory factors outside of County control (financing, land availability)?

- The business of real estate development does not allow for diverse offerings. We need to consider cooperative housing and community residential efforts. Funded by State or Municipal banks or bldg co-ops.
- tax relief to developers should be attached to low income housing projects to encourage more inventory
- Land is going to become more and more of an issue and premium over the next upcoming decades. I think the County quite favorable with review and impact fees compared to other metro areas, and counties. Financing is a tricky game in the affordable housing space, but I think loaning institutes are fundamentally strong and there are some options. I'm not sure how Covid-19 is going to affect the supplemental grants/state funding going forward in the affordable housing space, but I can't imagine anything positive will come from it.
- Review process and impact fees. Also, general inflation has created significant issues in protecting affordable housing not only for low-income residents, but middle-class as well.
- land availability and zoning

- I can't speak to regulations, as I don't know them, but affordable housing should be integrated into all neighborhoods, with close access to good schools and parks.
- Primary barriers are 1. Land availability - due to GMA regulation and other barriers to land development. 2. Governmental regulation - current code requirements and regulations add as much as 25% to the home price.
- The Zoning code is not flexible to allow for innovative, dense communities in close in desirable location. Also, the land-use and development process needs to be predictable and efficient.
- A shared definition of "affordable"; Land owner price expectations which were built before the Great Recession and have continued upward; Buyer and builder expectations that "affordable" means a 2,500 square foot home, instead of a smaller home or townhouse; Limited # of contractors driving price of sub work up; Lack of incentives to show builders/developers equivalent bottom line without building the most house they can on lots. Land supply and financing not an issue.
- Comp Plan and zoning are not encouraging affordable housing which is much needed in this area.
- The primary barriers are Land prices & County review process time. A second-tier barrier is financing (mortgage income/credit scores)
- speaking not as one having real expertise my "feeling" is that housing in the area you are reviewing is primarily driven by higher than "normal" economic status thus not "affordable" for some/many.
- County & other jurisdictions regulations, fees, & zoning. Some Staff in these jurisdictions go out of their way to make development difficult and costly. Land availability and therefore cost is a large problem. Zoning leads to either large costly homes or narrow small homes, neither of which meet the need of low income or young families.
- The county needs to incent or require affordable housing, it does not happen on its own. We need inclusionary zoning so that affordable housing strategies do not concentrate poverty and thwart economic mobility.
- zoning, financing, land availability
- This is an important question. I would need a deeper insight from the demand (resident) side to understand where people are with respect to available resources and then also hear from the developers trying to meet the need as to the primary impediments. Anecdotally, I have heard concerns about land availability as a possible barrier.
- counties lack of leadership and permit process, development regulations and process - city of Vancouver has the same codes and regulations but somehow they can get through it in half the time.
- We need incentives to develop housing affordable for low- and middle-income families. 2) The problem is not any of the regulations listed above. Standard, zoning, and fees to provide services are all necessary and are not affordability factors. Affordable Housing does not create itself. The County as the primary planning force in unincorporated County should require developers to include more affordable units as they look to

develop land. Land owners demand higher prices because they know developers are building high end homes and are willing to pay higher land prices. Financing is also not an impediment to developing affordable housing, especially with such low rates.

- a lack of high-density zoning along major traffic corridors, too much poorly located commercial zoning, impact fees are very high especially for schools. Land availability is tied to zoning densities, there is very limited financing available for affordable housing, parking requirements are too high, especially for low and very low-income housing, encourage multiple zoning types or do away completely with single family zones

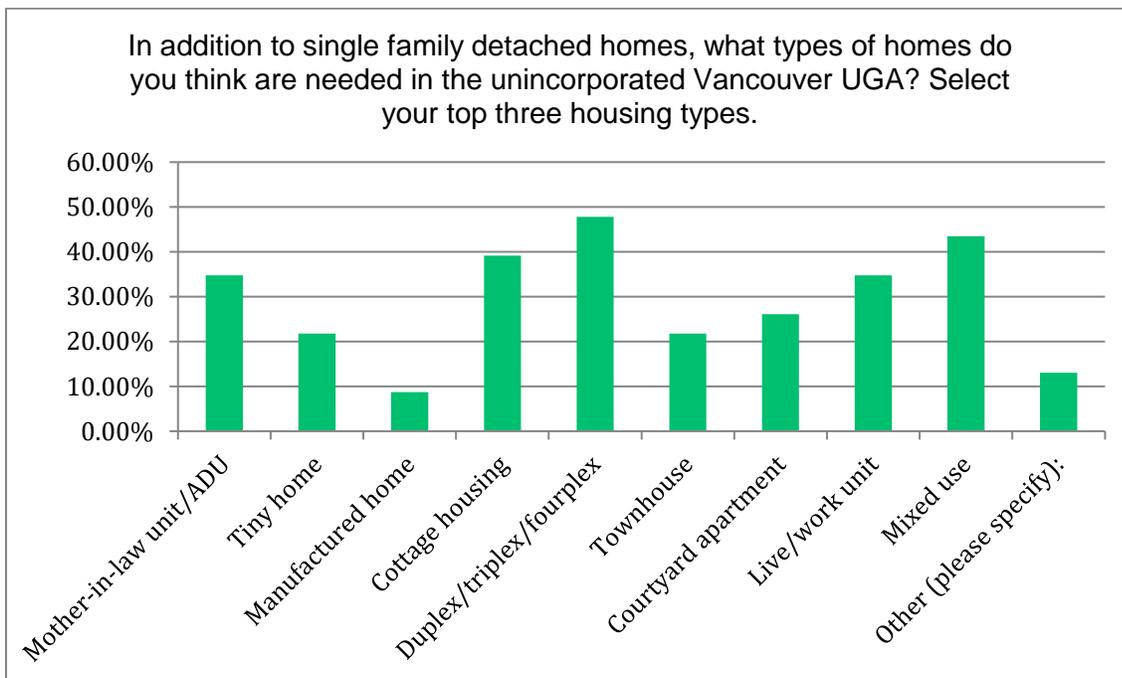
5. Are there development regulations, tools, or practices from other jurisdictions that you would like to see the County consider adopting? Are there non-regulatory approaches worth considering?

- You could contact me for examples. Also, regional food systems need to be part of the overall plan.
- Well, the Affordable Housing Fund from Vancouver has allowed my organization Community Roots Collaborative to move forward with our project. Without the grant we would not have been able to pencil out the 20 tiny home community (300 sq. ft). project. It would be good to see a similar fund for unincorporated Clark County.
- Permitting and other necessary action related to moving forward with construction of multi-family housing is critical. Additionally, support for and use of tax breaks for affordable housing action is required.
- Enough with the sprawl. Develop in ways that are compact, with access to public transportation.
- Absolutely yes. I am unable to be specific in my answer to this question, however, we know that some municipalities in other areas of Washington State and in other states embrace and encourage development and a streamlined building process. Non-regulatory approaches worth considering - A mindset and culture that adopts development and building as a positive and needed part of our local economy.
- Yes, overlay districts, new codes, mftc incentives, etc.
- Low income housing tax credits; lot coverage, setback, and other numeric flexibility in exchange for lower price per square foot housing; Continue promoting diversity of lot sizes/zoning to encourage product type diversity; Enhance mixed use overlays to get more multi-family where services and amenities exist; Require parks/trails/open space/transit access in new development (especially higher density), which gives better opportunity for lower income households to have higher quality neighborhoods; Density bonuses for low-income housing.
- High density housing with commercial along major transit lines is needed to address housing shortage of affordable housing.
- unsure of a specific local proposal that would foster more private sector investment in low to mid-level income building being done
- It would be beneficial if the County would bring back infill standards. Infill will provide higher density in areas that are often already serviced by public services. The County

should modify their cottage standards to remove the utopia feeling that they are trying to get in favor of simply small affordable homes.

- Inclusionary zoning, density bonus incentives for developers, funding, transit-oriented development, ADUs, tiny houses with shared courtyards, mixed use development.
- Would love to see donation of land for low income housing
- Yes, watch what the leadership at the City of Vancouver is doing. They have eliminated waste, lean training, don't ask for unneeded items; process quickly and are efficient.
- Communities successful in creating a mix of developments to match their population only did so through deliberate planning and involving of all stakeholders, including affordable housing developers, economists, regional planners, and construction sector. One non-regulatory approach has been for local governments like Cities and Counties to acquire land, and therefore control the best option for its use.
- allow affordable housing development in commercial zoning without having to meet a minimum commercial SF requirement, lessen parking requirements, increase zoning densities, especially along transit corridors, create a housing fund, lower school impact fees for affordable housing, have county departments work to lessen cost burdens, especially infrastructure requirements for affordable housing like saddling affordable housing developments with infrastructure upgrade requirements

6. In addition to single family detached homes, what types of homes do you think are needed in the unincorporated Vancouver UGA? Select your top three housing types.

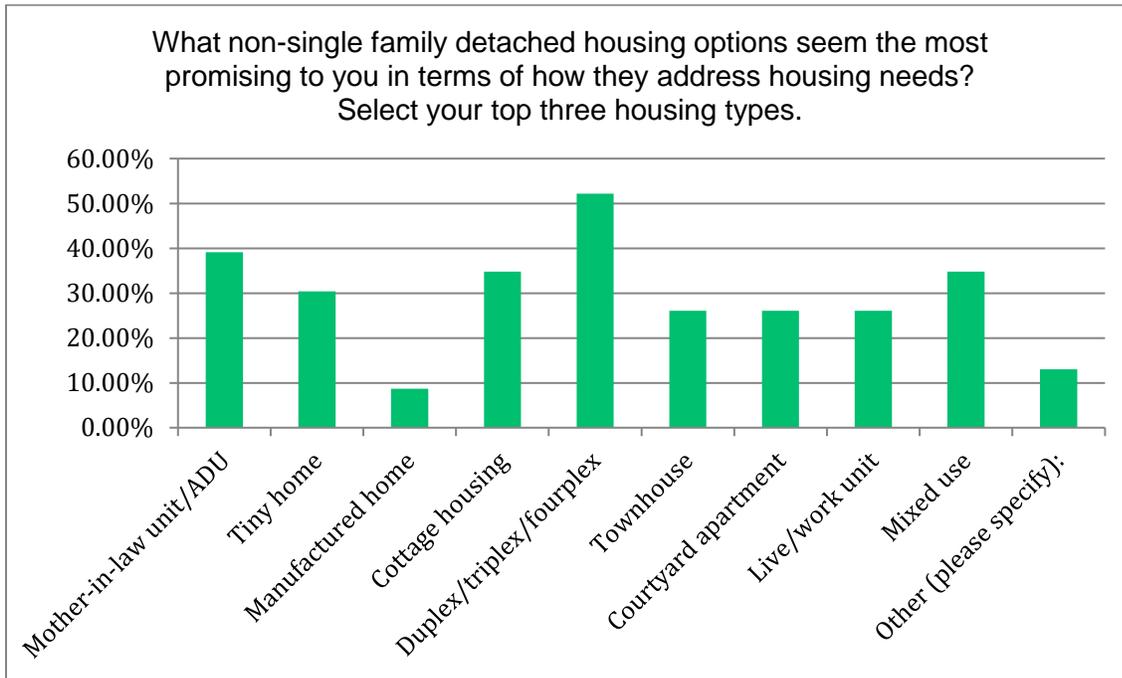


Comments:

- Any of the above that are affordable, for low income families

- The problem is not necessarily the type of housing, it is its affordability.
- high density residential along transit corridors, specific set aside for affordable units

7. What non-single-family detached housing options seem the most promising to you in terms of how they address housing needs? Select your top three housing types.



- Any of the above that are affordable, for low income families!
- The problem is not necessarily the type of housing, it is its affordability.
- high density housing

8. What are the opportunities and barriers to preserving existing affordable housing and avoiding displacement of our most vulnerable community members?

- Rethink the real estate corporate for profit model.
- stipends and incentives for home owners to upgrade current homes to be able to stay in place
- I think being able to build more efficiently is going to allow building owners to drive down the cost of rents. The modular construction method is the future of construction. We are seeing signs of that coming to our county, but it has been slow to take off in the US. (Wolf Industries, Blockable etc.)

Social service (case management) agencies, fed government, state government, quasi-local government, for-profit and non-profits groups all need to work together better. There really needs to be one big meeting of the minds. It just seems there is more competition than collaboration, but that's just my take after spending the last 3 years

learning the industry.

I would start looking at methods of rent control. We can't have rent rise 10-20% year over year. It's just something that may need considered.

The unemployment rate is going to cause problems once federal unemployment stimulus money is no longer in play. The wave of this pandemic will continue well past the cure. It's going to cause some barriers for our residents. We need roofs. Not square footage. 300-600 sq. ft houses are going to be needed. We only have so much land.

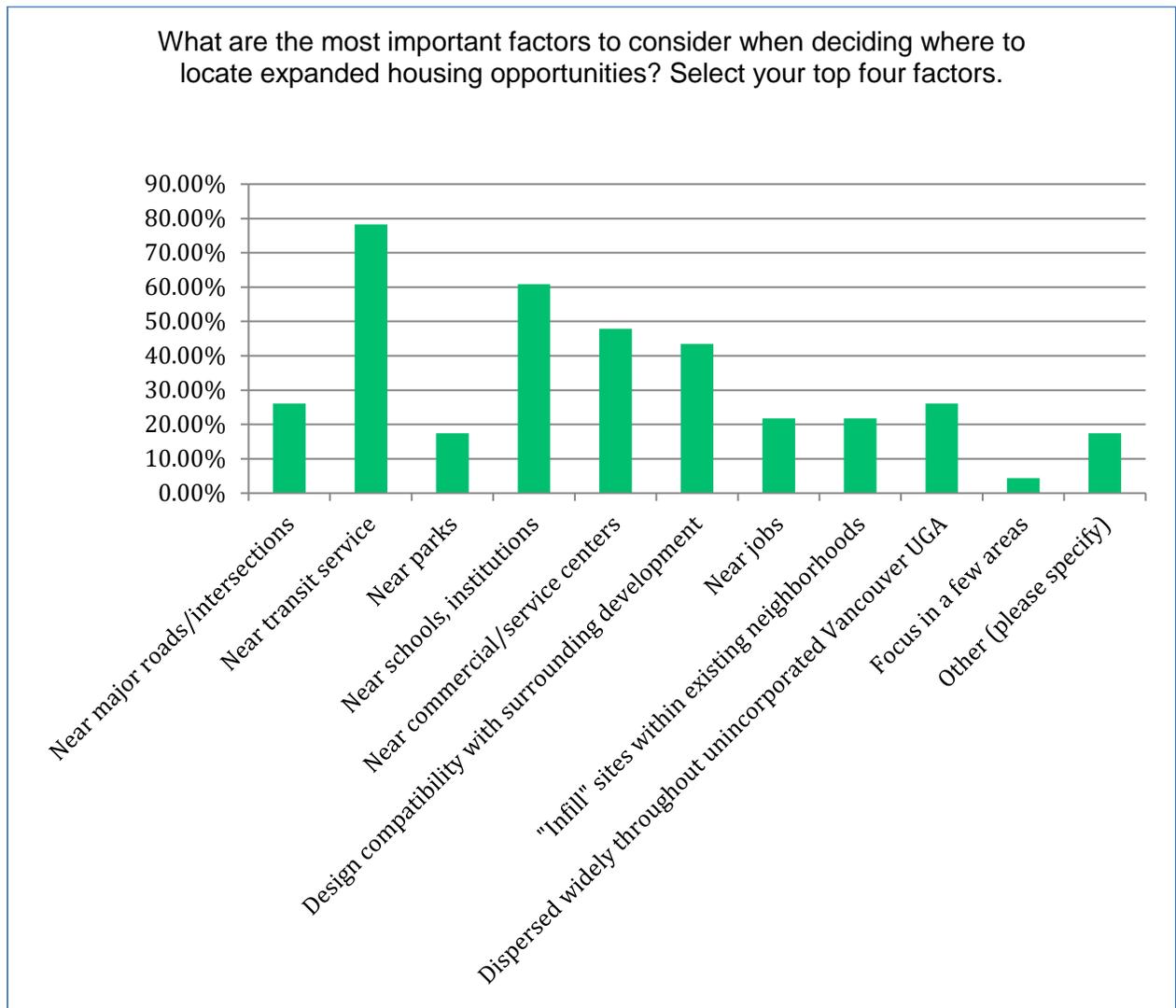
Gentrification.

- Affordability, distance to services as well as availability, well-paying jobs.
- I don't know. We have to fix it.
- The largest barrier to preserving affordable housing is the high-density requirements imposed on the market by the GMA. The market desires options that allow for less density and with relaxed regulation we will have the land available to accomplish this.
- Proper Zoning code promoting this type of development aligned with incentives such as MFTE. Also, affordable housing incentives for SDCS and grants
- Expand/create State current use program for affordable housing, to assure property value increases around them don't tax people out of their homes.
- Not sure.
- The "Market Place" environment for housing is a barrier - everyone wants to buy a house and make money on it - we should socialize housing - if you are a couple of single you need 2 bedrooms - couple with 1 child 3 bedrooms etc. but they cost the same
- unmet transportation needs.
- We need to find ways to provide affordable homes. This can be done by allowing ADU's, tiny homes, and cottage homes as long as the County allows them to be simple homes. We as a community would love to see these fancy cottage developments, but the reality is "fancy" adds to cost. Additionally, mobile home parks should be encouraged as a fourth option.
- Incentives and regulations designed to preserve existing affordable housing. Seek assistance from our federal partner to expand the housing voucher program and veterans housing programs. Rent relief for the unemployed due to covid-19. They are going to be hit with large back rent debt that will force many out of their homes.
- More mental health assistance and more drug and alcohol help. city and county need to more fully listen to residents as to what they want and do not want, like bicycle lanes where elderly people will be displaced from their homes because they won't be able to access them easily
- High cost of land, expensive SDC fees for a family member that would otherwise be living in the house anyways.
- We must identify existing affordable housing and encourage owners to keep up with repairs and preserve life. One way is to provide incentives like low interest loans or grants targeting owners in specific areas. Again, this has to be the job of the County planners and staff to design policies towards that goal. Leaving to preserve affordable housing to the private sector seldom works. Properties become dilapidated, causing

less pride in ownership by all and eventually becoming a liability to the community as a whole.

- Control rent increases to avoid speculative apartment complex investment and subsequent displacement, create incentives for landlords to keep rents low, or keep tenants, create more opportunities for nonprofits or quasi government entities to buy existing apartments

9. What are the most important factors to consider when deciding where to locate expanded housing opportunities? Select your top four factors.



- And I neighborhood that feels safe and family friendly.
- Avoiding urban sprawl. Build affordable housing compactly.
- None of these factors are favorable to housing affordability. They are either neutral or have a negative effect on affordable housing.

- In siting affordable housing there is an opportunity to address existing inequities. Affordable housing planning needs to assure that it does not concentrate poverty or exacerbate existing concentrations of poverty. In doing so there is hope that kids from low income families will be able to access good schools, parks, grocery stores and transportation. When poverty is concentrated, it limits economic mobility and opportunities that translate into life expectancy, health, wellbeing and economic mobility.

10. Is there anything else you would like to tell us about housing in the unincorporated Vancouver UGA?

- Long term water situation and climate collapse.
- expansion is necessary for more cohesive safety and security of the neighborhoods such as public utilities and fireworks bans
- It should be located in areas that have easy access to public transportation, affordable food, feels safe, and the ability to obtain resources.
- Continue to support housing by also utilizing mixed-use construction so that services and lifeline materials are able to be obtained.
- We need more density and more diverse housing options, including density.
- Be strategic, be creative, be clear, be aggressive.
- We need to identify some entry level housing areas and work with developers/builders to figure out how to develop the entry level homes. We can develop a definition for entry level.
- Mixed use development does not work in unincorporated Clark County, let's keep it in urban areas such as downtown. The commercial zones already allow above ground floor residential if a certain area will work for vertical mixed use. Don't encumber land with MX zoning where it does not belong.
- Is there an annexation strategy or coordination with the City of Vancouver since it is there identified growth area?
- the most important factor in any housing is affordability.
- Yes, the Type I application to determine the eligibility/conforming of an ADU on a lot costing 1,790 dollars is crazy. The cost of this task does not take more than 1-2 hours of time and the fee is way out of line with that task.
- Much of unincorporated Clark County is urban with plenty of land still available to be targeted for affordable housing as well as market rate housing. Mixed income housing and neighborhoods bring out the best in everyone. We have a proud and hardworking community who have a track record of understanding this concept.
- Changes to the zoning and building code with a sensitivity to promoting affordability across all housing types