

PLANNING COMMISSION MEETING MINUTES

Vancouver City Hall – Council Chambers – 415 W. Sixth Street
PO Box 1995 – Vancouver, Washington 98668-1995
www.cityofvancouver.us

Marjorie Ledell • Steve Schulte • Larry Blaufus • Zachary Pyle • Hannah Burak • Nena Cavel

March 8, 2022

REGULAR MEETING (Convened telephonically, no in person attendance)

Vancouver City Hall - 415 W. Sixth Street, Vancouver WA

CALL TO ORDER AND ROLL CALL

The March 8, 2022, meeting of the Planning Commission was called to order at 4:30 p.m. by Vice Chair Pyle.

Present: Zachary Pyle, Larry Blaufus, Steve Schulte, Hannah Burak, and Nena Cavel

Absent: Marjorie Ledell

Motion by Commissioner Schulte, second by Commissioner Cavel, and carried unanimously to excuse the absence of Chair Ledell.

ADOPTION OF MINUTES

Motion by Commissioner Burak, second by Commissioner Cavel, and carried unanimously to adopt the February 22, 2022, minutes as written.

COMMUNICATIONS FROM STAFF

Rebecca Kennedy, Deputy Director, notified the Commission that staff will be working on plans to move to hybrid in-person/virtual meetings in the next few months. Commissioners, staff, and the public will be able to participate in Commission meetings both virtually and in person, with more details coming soon. Lon Pluckhahn, Deputy City Manager for Community Services, was present to introduce himself to the Commission.

WORKSHOPS

4:37 P.M. HOUSING CODE UPDATES

Bryan Snodgrass, Principal Planner; Becky Coutinho, Associate Planner

Rebecca Kennedy, Deputy Director, introduced the workshop. The overall purpose of the Housing Code Updates is to provide greater flexibility within the code for the private market to build different types and sizes of housing in the community. It's not intended to address the deep affordability needs in the community, which are not typically addressed by the private market. The goal is to have an incremental impact on the supply of housing over time. City Council has not directed the Commission to using the zoning code to require the private market to build affordable housing. Bryan Snodgrass, Principal Planner, continued the presentation begun at the Feb. 22 meeting, starting with cottage cluster housing.

Commission Discussion

The Commission asked questions on cottage cluster development, and staff provided the following responses:

- Ownership of common areas and structures and maintenance of common areas. Staff responded there would be an ownership option for the structures, where they could be owned together under a site plan or divided and sold separately. There is draft language regarding the ownership and management of the common areas as well.
- Why the clusters are limited to two. Staff responded that since this is a new allowance, the thinking was to limit the size of cluster developments to understand how early projects develop and avoid unforeseen consequences. Part of staff's thinking is that cluster developments will be located in single family zones. If new regulations limit this to two clusters, it's a doubling of the density. With more than two, it would be more than doubling the density of the surrounding area. The review process will look at traffic and other impacts, but thus far generally staff have been cautious with the scale of development the new standards would allow. Staff can develop alternative proposals if desired.
- Reasoning for the requirement of 200 square feet per unit for the courtyard. Staff responded they looked at other jurisdictions to set this and used a lower amount to be more flexible.
- Threshold for adjustment for this code that would not go to a hearings examiner or planning commission? Staff responded there isn't one built into the cluster ordinance. There is a variance process that is a staff decision. Up to 20% is a Type 1 application, meaning it is not noticed to the public. Type 2 is greater than 20% and is noticed to the public. Density and lot sizes cannot be changed using a variance. Variances are meant for something exceptional, and if staff continue to see requests for a variance, it means something isn't working correctly and the code needs to be changed or updated.

Becky Coutinho, Associate Planner, continued the presentation, covering setbacks for new apartments next to existing homes.

Commission Discussion

The Commission asked questions on the following topics, and staff provided the following responses:

- How was the standard of one foot of setback for every three feet of height determined? Staff responded there is a similar standard for commercial setbacks.
- Whether this a step-back, whereas building steps-back as it gets taller, or is the proposal for a setback from the property line for all developments. Staff responded they hadn't considered a step-back approach, but will discuss internally and consider whether this may be a more appropriate tool to address concerns received from community members.

Staff continued presenting on micro-housing, ADUs in existing garages within setbacks, and new homes to allow aging-in-place.

Commission Discussion

The Commission asked questions on the following topics, and staff provided the following responses:

- The motivation behind support for aging-in-place and the balance of housing stock turnover. Staff responded that having options for people to stay in their homes will put less pressure on new housing stock to meet their new needs. Staff don't expect a lot of homes to be built this way. This type of universal design can also address the needs of other age groups- for example, community members with mobility challenges- who require wider doors, single level living, etc.

- Which type of housing will have the highest demand? Staff responded they don't expect there will be high demand for any of these types. The ADUs might show up sooner than others given that they are already happening, and this is just a tweak to expand them to certain types of garages, and expect the micro-housing may come to Vancouver soon as it's grown in popularity elsewhere.
- Maximum unit size of ADUs for existing structures. Staff responded that for the garages, if it meets the ADU standards, it can be converted. If it's too big relative to the house, it wouldn't meet the ADU standards.

Staff continued presenting on the new single-family R-17 zoning district standards.

Commission Discussion

The Commission asked questions on the following topics, and staff provided the following responses:

- Any changes to the garage standards since the last meeting. Staff responded there has not been an update or further feedback on garages but expect to hear some at the public hearing. There are opportunities for larger garages in other zones.

Staff continued presenting on the proposed new multi-family R-50 zoning district and State mandated parking reductions near transit.

Commission Discussion

The Commission asked questions on the following topics, and staff provided the following responses:

- Concern regarding a minimum lot size of 800 square feet per unit and limiting density. Staff responded it may be a legitimate concern and will discuss it with the development review staff.
- For senior and disabled parking requirements, calculated by employees rather than per unit. Any evaluation of the current amount of parking for senior and disabled housing and how it would change under the new rules. Staff responded that the table with current city rules shows the existing requirements. The state mandate does not allow parking for residents, but it is allowed for staff. There are not many comparable standards for visitor parking, so this was a best estimate and staff are investigating the visitation rate in Vancouver and Clark County.
- For senior and disabled parking, are the parking spots divided by user? Staff responded parking spots will likely not be designated by user. Minimum parking requirements are in the code and required at the time of site plan review for individual developments, but ongoing maintenance of parking is the responsibility of the individual facility.
- For market rate housing, it's a challenge to depend on transit with a 35-minute service interval. Staff responded it's meant to be consistent with other standards throughout the City, including provisions adopted a few years ago that waive the ground floor commercial component of projects in mixed use zones if they provide affordable housing near transit. Limiting this to areas with 15-minute interval service would make the areas where the parking reductions apply much more limited. There is a relationship between transit supported land uses and transit frequency and investment. The corridors that have frequent transit are those that generate ridership to support those investments. Reducing parking requirements where appropriate help support this and help reduce barriers to building housing and other transit-supportive uses leads to greater transit investment over time. If builders are targeting a market where people want to drive, they can elect to build more parking.

Staff continued presenting on the density bonus for affordable housing.

Commission Discussion

The Commission asked questions on the following topics, and staff provided the following responses:

- Concern with interpreting owned or controlled by faith-based organizations. Staff responded they will open it up to any organization, so should sidestep any issues with language interpretation.
- The City is not able to define affordable housing as 70% of AMI, per the state mandate? Staff responded that's correct. We can choose the amount of the density bonus, but the state set the affordability threshold.
- What would these bonus's look like on the group; are there examples for each scenario. Staff responded for the 25% bonus, in R-50, which allows up to 50 units per acre, the bonus would add 12.5 units, or allow up to 62.5 units per acre.
- Request for examples of what different densities look like, such as how many stories a building might be. Staff said they would develop this and provide it to the Commission.

COMMUNITY FORUM

Heidi Cody was present to provide comments on the fossil fuel moratorium. She was supportive of the moratorium and switching to cleaner fuels. The City should complete a SEPA analysis that will demonstrate the environmental justice impacts of large-scale fossil fuel projects. Any expansion of existing facilities would add to the burden and be inconsistent with the City's efforts to address climate change and pollution. The Commission should support an ordinance that prohibits all new large fossil fuel terminals, prohibits the conversion of existing facilities to fossil fuel facilities, and prohibits the expansion of storage facilities for large-scale quantities of fossil fuels.

Glen Yung was present to provide comments on the home ownership opportunities and equity. There is a large disparity of net worth between people who own a home and those who rent. Many of the upcoming developments are rental properties and he supports the Commission's work to consider ways to increase the opportunities for home ownership.

WORKSHOP

6:39 P.M. FOSSIL FUEL FACILITIES PROPOSED CODE CHANGES

Chad Eiken, Director, CDD; Bryan Snodgrass, Principal Planner, CDD

Rebecca Kennedy introduced the workshop item. Chad Eiken presented on previous workshops before the Planning Commission, background on the moratorium and direction from City Council, current regulations for bulk fossil fuel uses and the approach to revising VMC Title 20, current fuel storage facilities in Vancouver, and a summary of stakeholder input. Staff requested Planning Commission input on the proposed threshold for large-scale fossil fuel storage facilities.

Commission Discussion

Commission and staff discussion on the threshold for facilities:

- What is the cost to build new clean fuel storage facilities and long-term costs if all existing facilities are eventually closed? Staff were unsure of the cost and will bring this question to the consultants for further input. There may be some limits on the ability to do a broad economic analysis.
- In the current moratorium list of exemptions, what percentage of total fossil fuel do the exempted uses represent? Staff indicated they don't have a full inventory of fossil fuel users and will ask the consultant to assist with gathering that information.
- Is expansion required to be on existing or contiguous properties? Staff responded the Washington State Petroleum Association requested allowing expansions at a new site, or essentially a replacement and relocation of a facility. It's not clear how much this occurs but it's something to bring up with the consultant.
- Are there concerns regarding providing natural gas to homes? Staff responded they would review the feedback from utility providers and will reach out to the stakeholders again through this process.
- Any concern for unintentionally banning infrastructure for clean fuel storage and processing? Staff responded that this is a concern, and they will be looking at ways to keep options open for a facility that wants to convert to a cleaner fuel. In Tacoma, they allow fossil fuels to convert to clean fuel, with specific definitions for clean fuel and it is required to go through a conditional use process. They are not allowed to convert back to fossil fuels.
- Council's direction for the moratorium, with concerns for public health and safety, as well as climate concerns. Staff responded it initially started as a public safety moratorium to protect aquifers. As Council's climate action plan progresses, it also aligns with Council's goals related to that plan.
- Request for a cost study of preventing new facilities from being built and converting existing facilities to clean fuels.

Staff requested the Planning Commission input on allowing expansion of existing facilities.

Commission Discussion

Commission and staff discussion on expansion of facilities:

- Concerns of efficiency of scale, where a slightly larger facility might have a much greater output and is therefore more efficient than multiple smaller facilities.
- Support for restricting the expansion of new fossil fuel facilities and new facilities would only be allowed if they are for clean fuels, regardless of size.
- Support for continuation of bulk storage or even an expansion if it came with significant health and safety upgrades for seismic events.

Staff requested the Planning Commission input on amending VMC Title 20.

Commission Discussion

Commission and staff discussion on amending VMC Title 20:

- Supportive of the staff recommendations.
- Suggest consistency with the size of facilities in the area.
- What is biomass? Staff responded there was a biomass facility proposed, which used wood pellets. There are no existing facilities in Vancouver.

- Does biomass include fuels which are not fossil fuels? Staff responded it likely does and will need input from the consultant on this topic.

ADJOURNMENT 7:28 PM

Zachary Pyle, Vice Chair

To request other formats, contact Julie Nischik, Community Development Department | 360-487-7813. WA Relay: 711 | julie.nischik@cityofvancouver.us

Comprehensive Plan – Project Initiation

VANCOUVER
CITY HALL

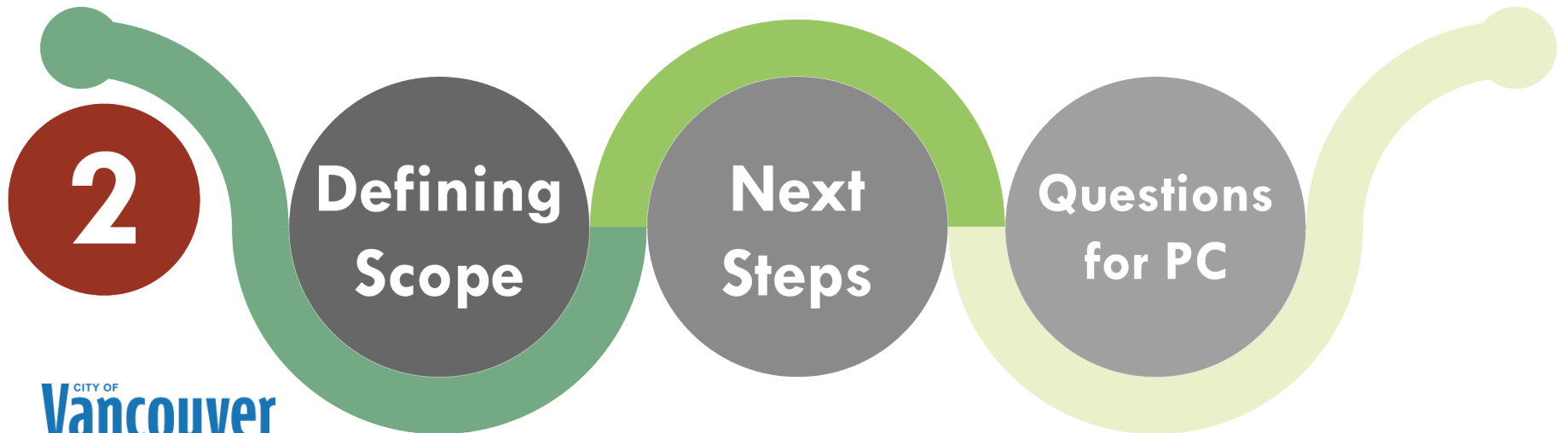
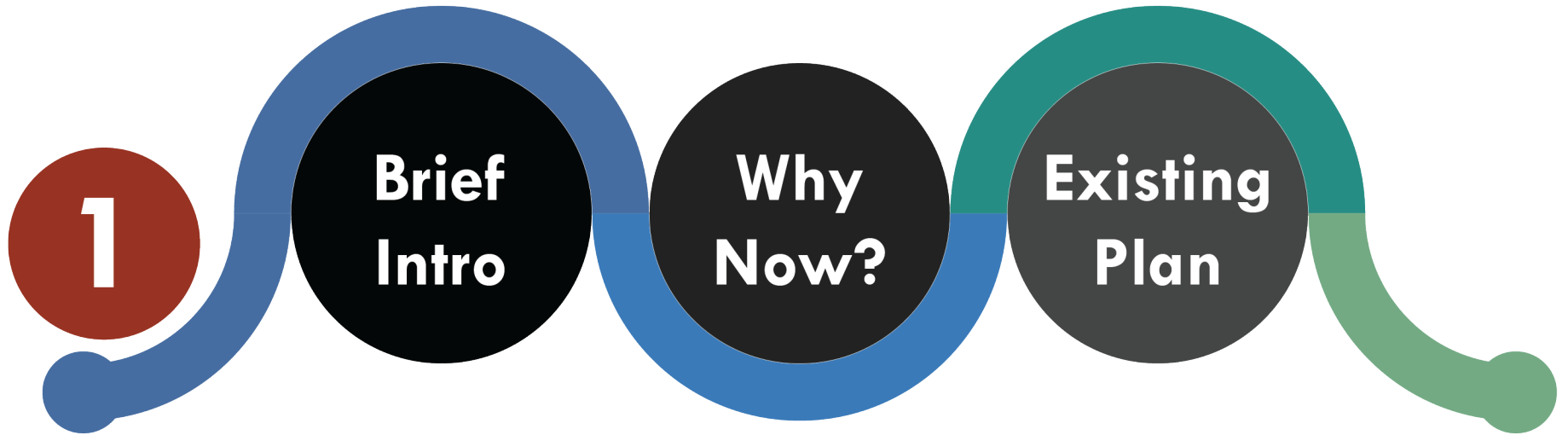
April 12, 2022

Planning Commission Workshop

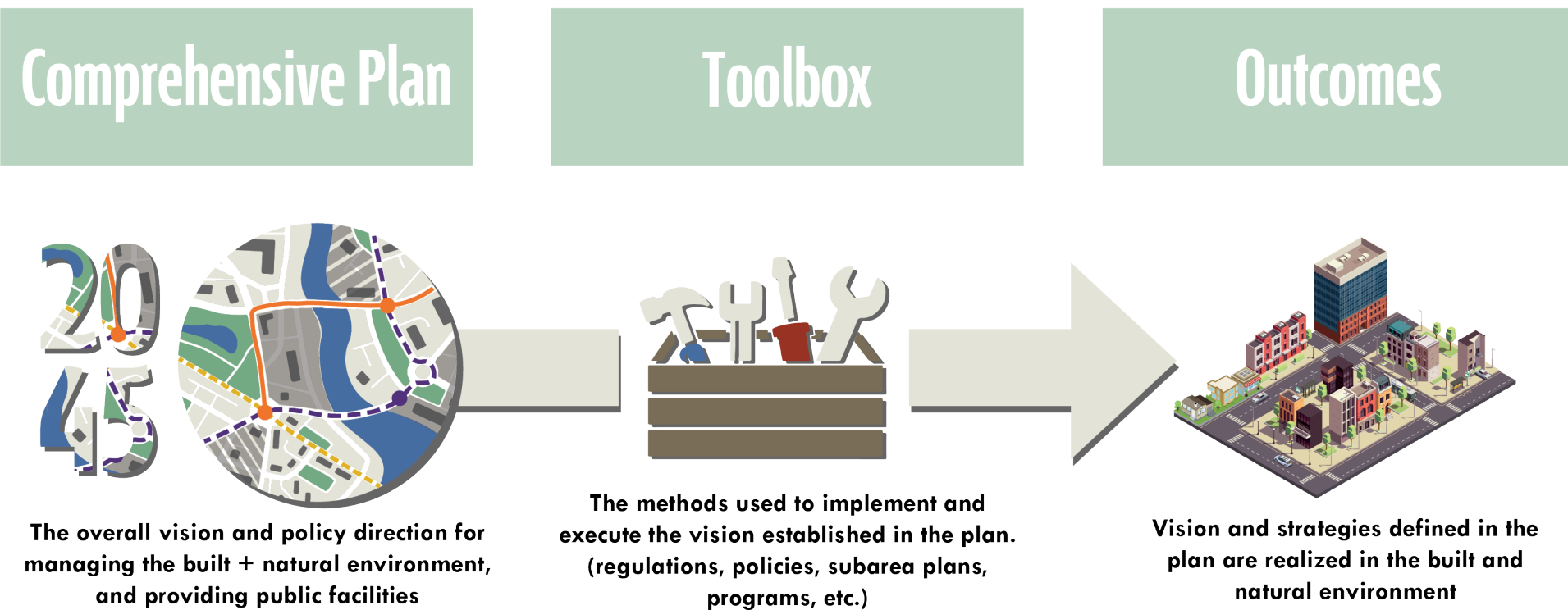
CITY OF
Vancouver
WASHINGTON

Rebecca Kennedy, Deputy Director
Domenic Martinelli, Senior Long Range Planner
Community Development Department

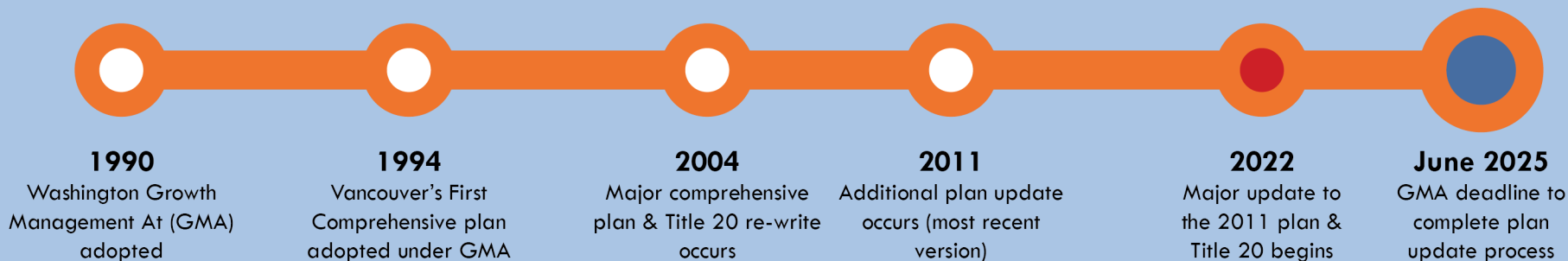
Overview



The Planning Process



How We Got Here



Why Update the Comprehensive Plan Now?

**Changing
development
demographic, and
socio-economic trends**

**Newly emerging
technologies,
changing behaviors,
and shifting attitudes**

**Impacts on land use
and growth patterns**

**GMA requirement to
adopt Comp Plan +
Title 20 code updates
by June 2025**

**Concise, accessible,
and implementable
plan that supports
community values**

**Dynamic regulatory
environment in WA:
responding to recent
legislative sessions**

What are key factors and trends?

**Land Use +
Development**

Housing

Equity

**Climate +
Environment**

Land Use + Development

- 13.9% City population growth rate from 2010-2020, Clark County major growth area in the Portland-Vancouver- Hillsboro MSA.
- Growing diversity in the community- BIPOC communities in Clark County grew by 76% between 2010-2020, from 78,000 to 137,000 community members
- Primary growth nodes in downtown Vancouver and East Vancouver / unincorporated VUGA
- Need for re-evaluation of plan's land use growth framework to more place specific approach, that accounts for recent growth trends and adds density in more areas.

2011 Plan Land Use Vision

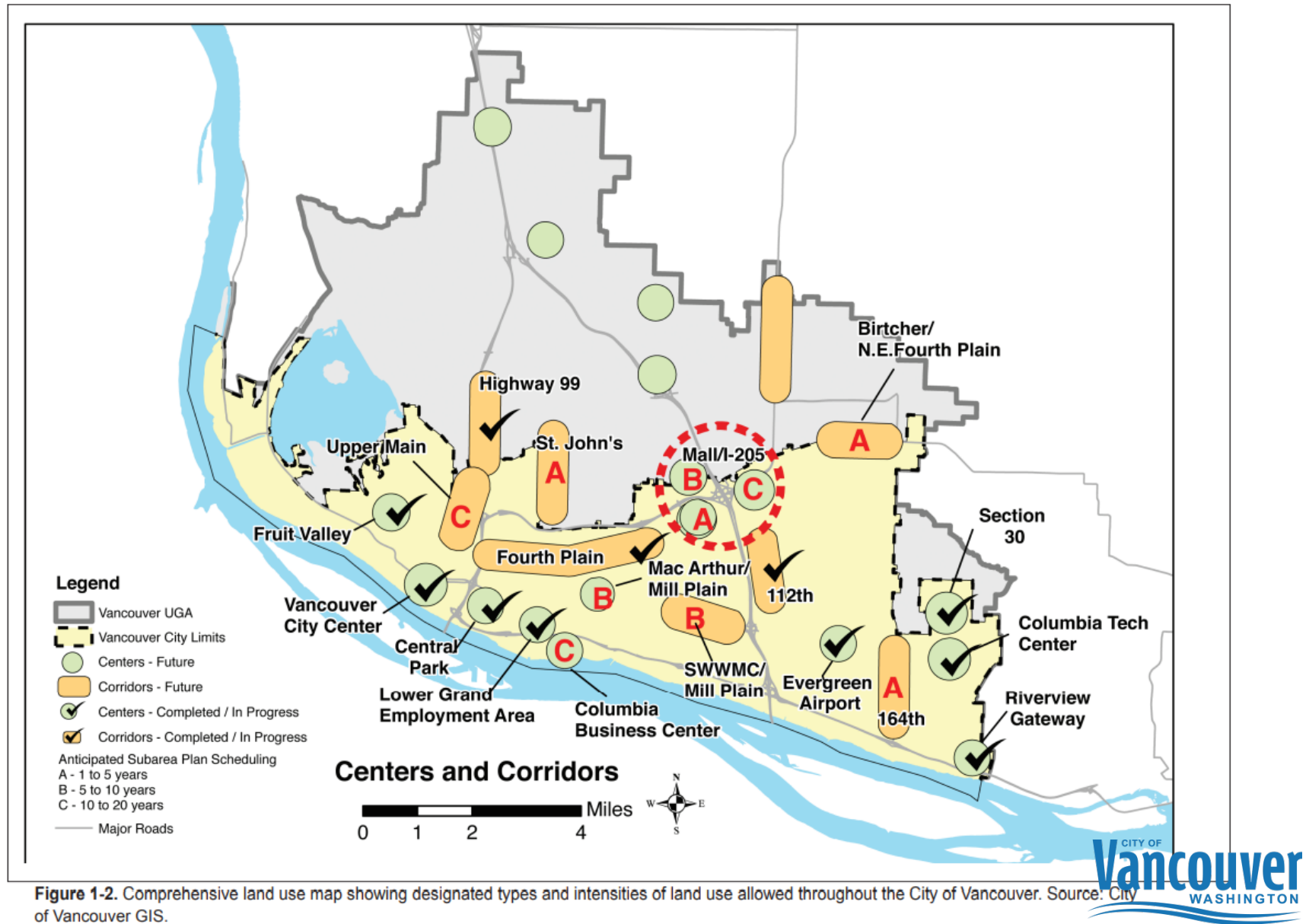
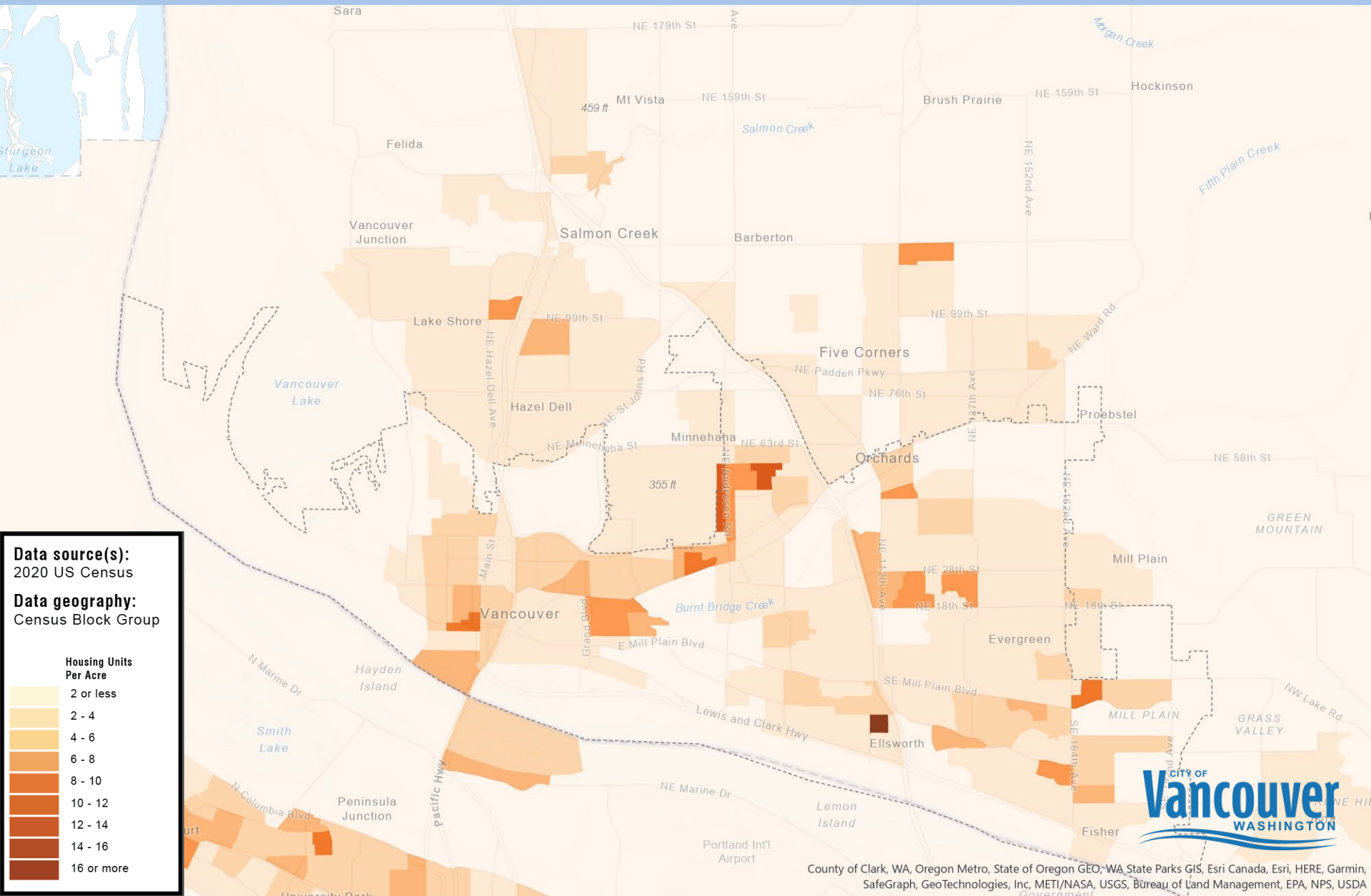
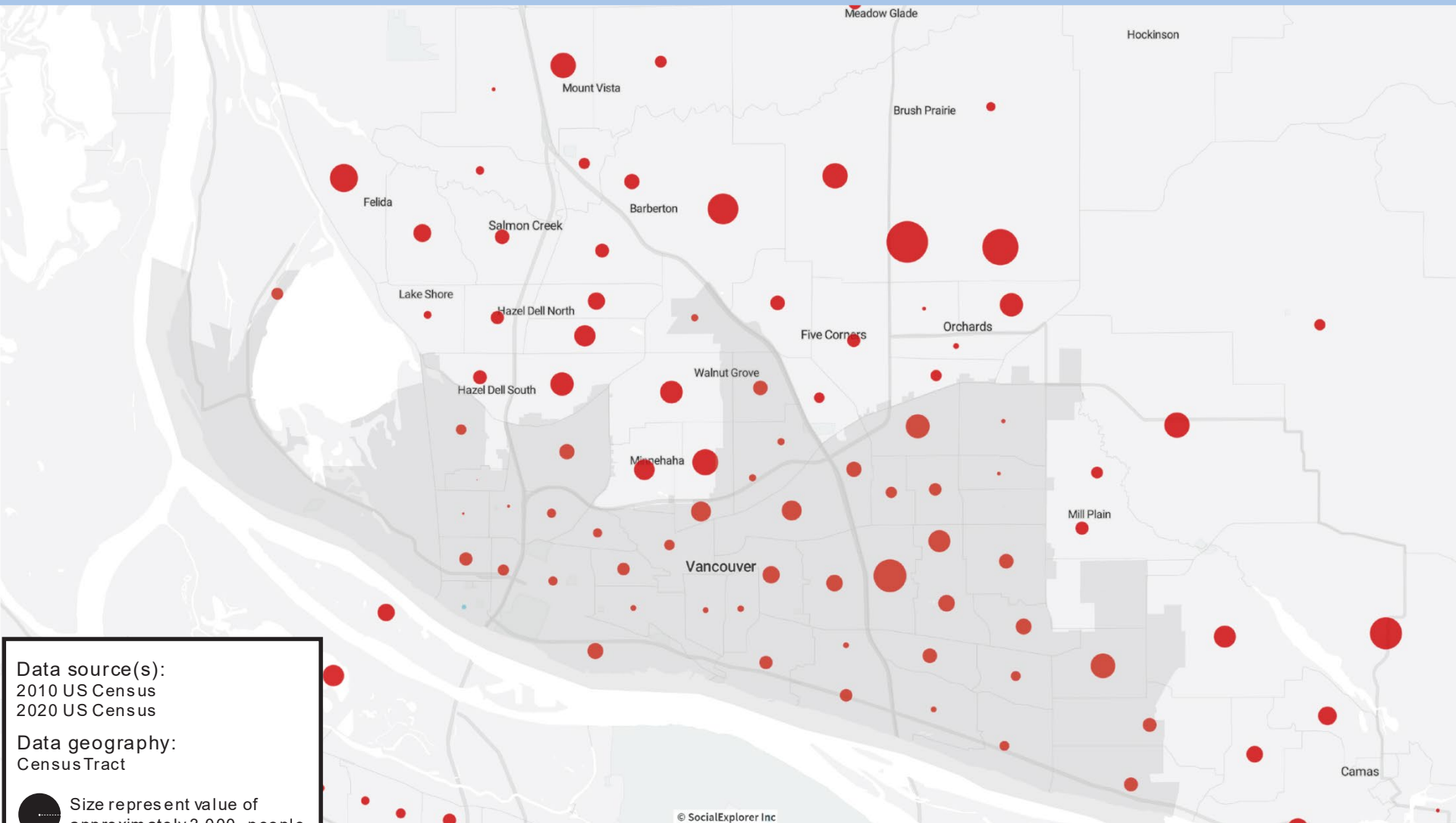


Figure 1-2. Comprehensive land use map showing designated types and intensities of land use allowed throughout the City of Vancouver. Source: City of Vancouver GIS.

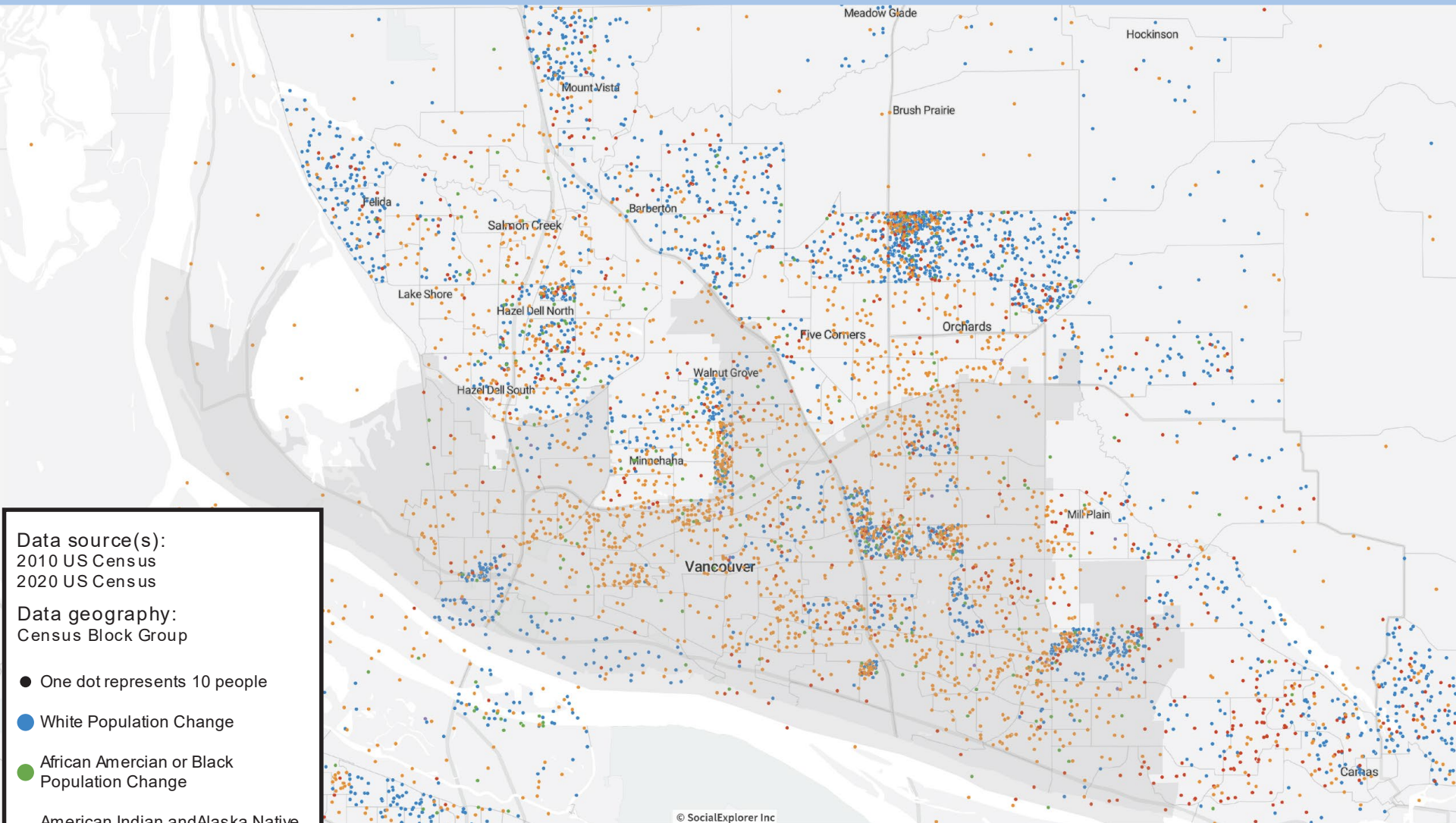
Housing Units Per Acre, 2020



Total Population Growth, 2010-2020



Population Growth By Race, 2010-2020



Housing

- For sale and rental costs continue to outpace relative wage gains - has significant impacts for low to moderate income households, displacement risk is increasing
- Need to evaluate gaps in housing – new production not meeting overall demand
- Need to differentiate between deeply affordable, affordable, attainable and market housing types, define these clearly, and develop strategies for each
- Amendments to the GMA will require work to “*plan and accommodate for housing affordable to all income levels*”
- Decreasing homeownership rate: more residents susceptible to displacement and less benefitting from economic opportunities of homeownership

Equity

- Develop framework and build off existing work to ensure equitable outcomes occur in the built environment
- Execute an inclusive process that considers and elevates the needs of BIPOC, low income, and historically excluded, underrepresented and marginalized communities in decision making processes
- Need to ensure all groups share the benefits and burdens of growth and change equitably

Climate + Environment

- Deliver land use outcomes that further the *mitigation of*, and *adaptation to* a changing climate
- Ensure no population group is disproportionately impacted by the localized impacts of climate change, and converting extractive processes to regenerative processes in an equitable manner
- Integrate with Transportation System Plan to achieve integrated land use/transportation responses to climate change
- Understand how development within the Vancouver Urban Growth Area (VUGA) impacts our ability to meet climate goals
- How do we intentionally shape residential growth and housing growth to support our climate goals? Where should we locate people?

Concurrent Efforts

Key Policy Setting Initiatives Underway

- Climate Action Plan (Summer 2022)
- Strategic Plan Update (Fall / Winter 2022)
- Transportation System Plan Update (Spring 2023)- this transportation element of the overall Comprehensive Plan
- New responses to Houselessness, including Safe Stay Communities
- Diversity, Equity & Inclusion Strategic Plan

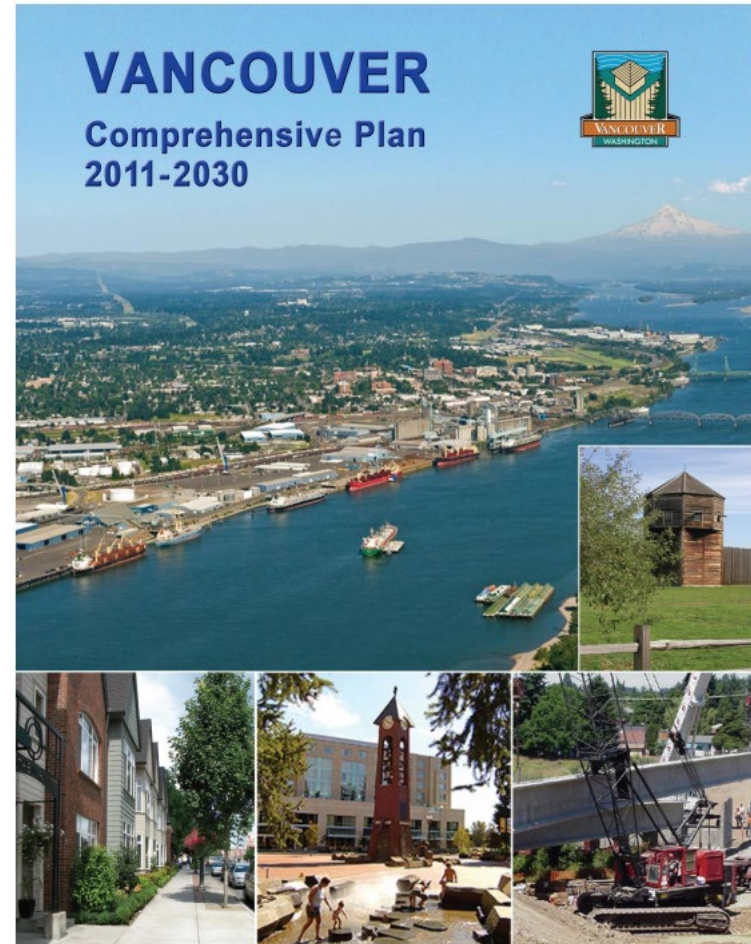
Key Initiatives Since Last Update

- Recently updated Parks, Recreation and Cultural Services Comprehensive Plan- this is the Parks element of overall Comprehensive Plan
- Reside Vancouver – Anti Displacement Strategy
- Fourth Plain Forward Action Plan
- The Heights District Plan
- C-Tran current and future high-capacity transit investments and associated equitable transit investment strategy
- Revival of efforts to replace Interstate Bridge (IBRP)

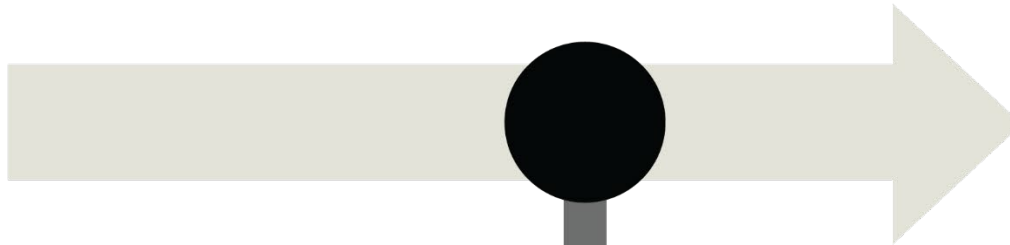
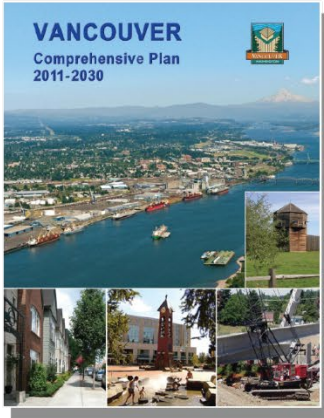
Existing Plan Overview

Plan Layout

- Organization
- Preface
- Community Development
- Economic Development
- Housing
- Environment
- Public Facilities and Services
- Annexation
- Implementation



Key Areas to Evaluate



The Next Vancouver Comp Plan

2025 - 2045

Evaluate Land Use Vision and Housing goals and strategies to reflect current day issues.

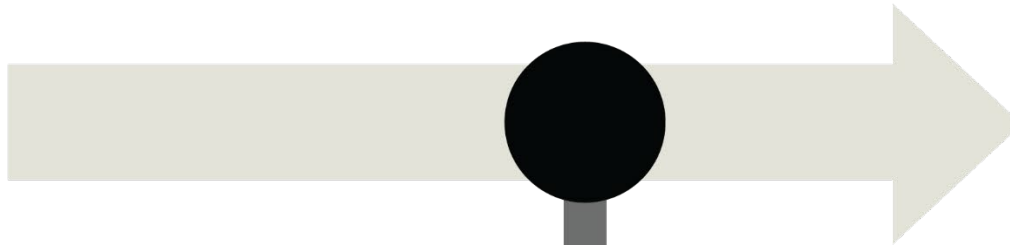
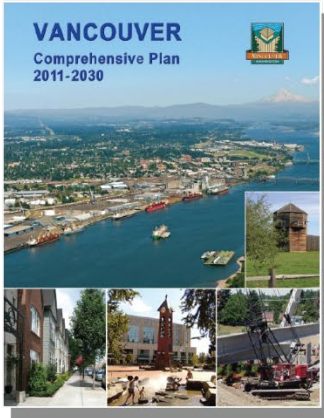
Evaluate better mechanisms to track implementation – metrics, criteria, indicators

Modify Environment chapter (mostly focused on stewardship) to include Climate Action Strategy, adaptation, and resiliency components.

Add Equity element that identifies specific equity definitions, goals and outcomes, as well as integrate equity into all other elements

Establish co-creative process that provides clear communication and documentation of how community engagement influences plan outcomes

Key Areas to Evaluate



The Next Vancouver Comp Plan

2025 - 2045

Break down public facilities and services into separate components - necessary for plan clarity.

Improve clarity, readability, and ability to understand and implement the plan (everyone)

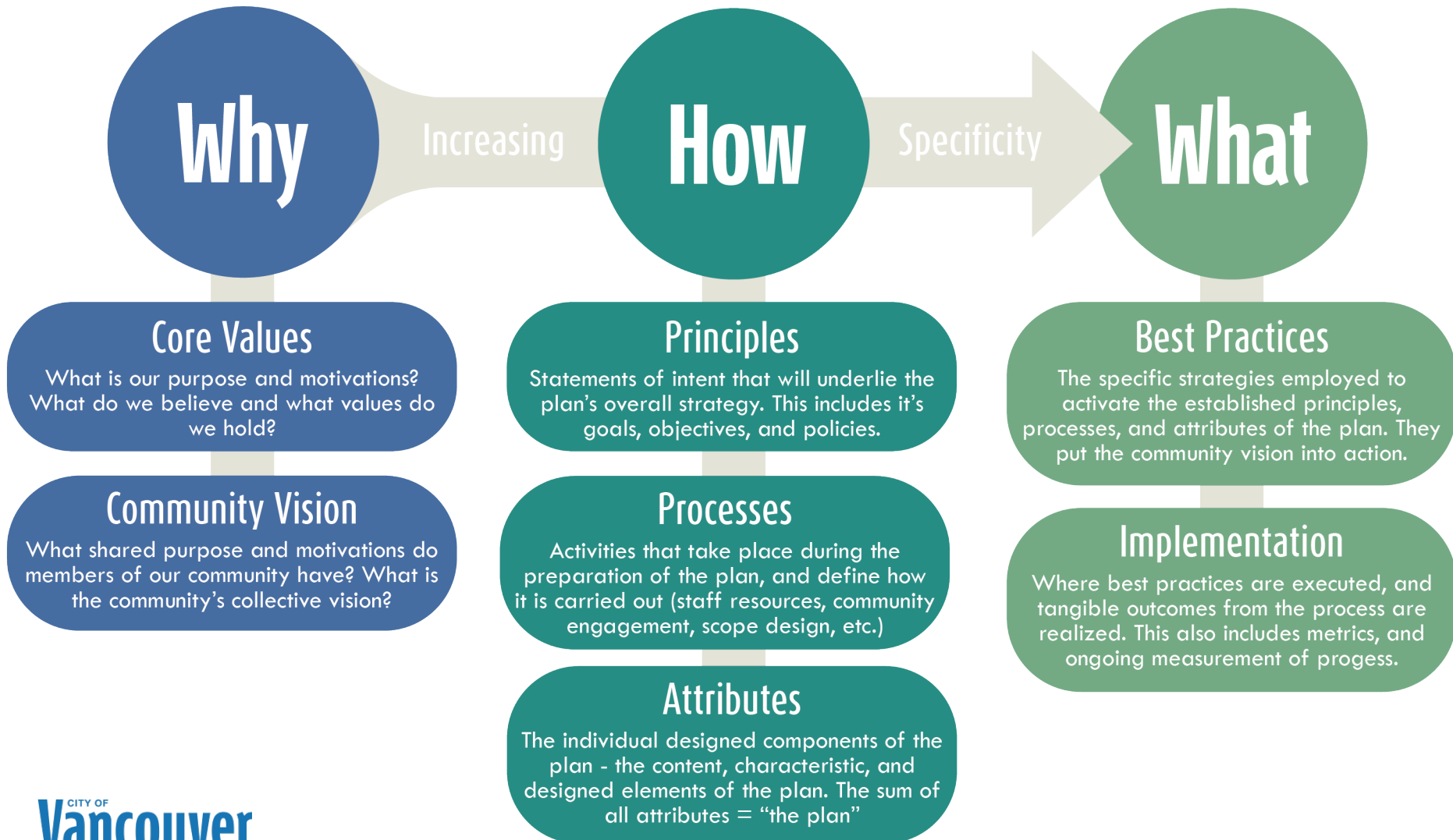
More detailed discussion of Annexation Strategy - how do unincorporated lands within the VUGA impact plan outcomes and ability to meet plan goals?

Embed equity, sustainability, affordability and other key community values throughout all chapters in the plan

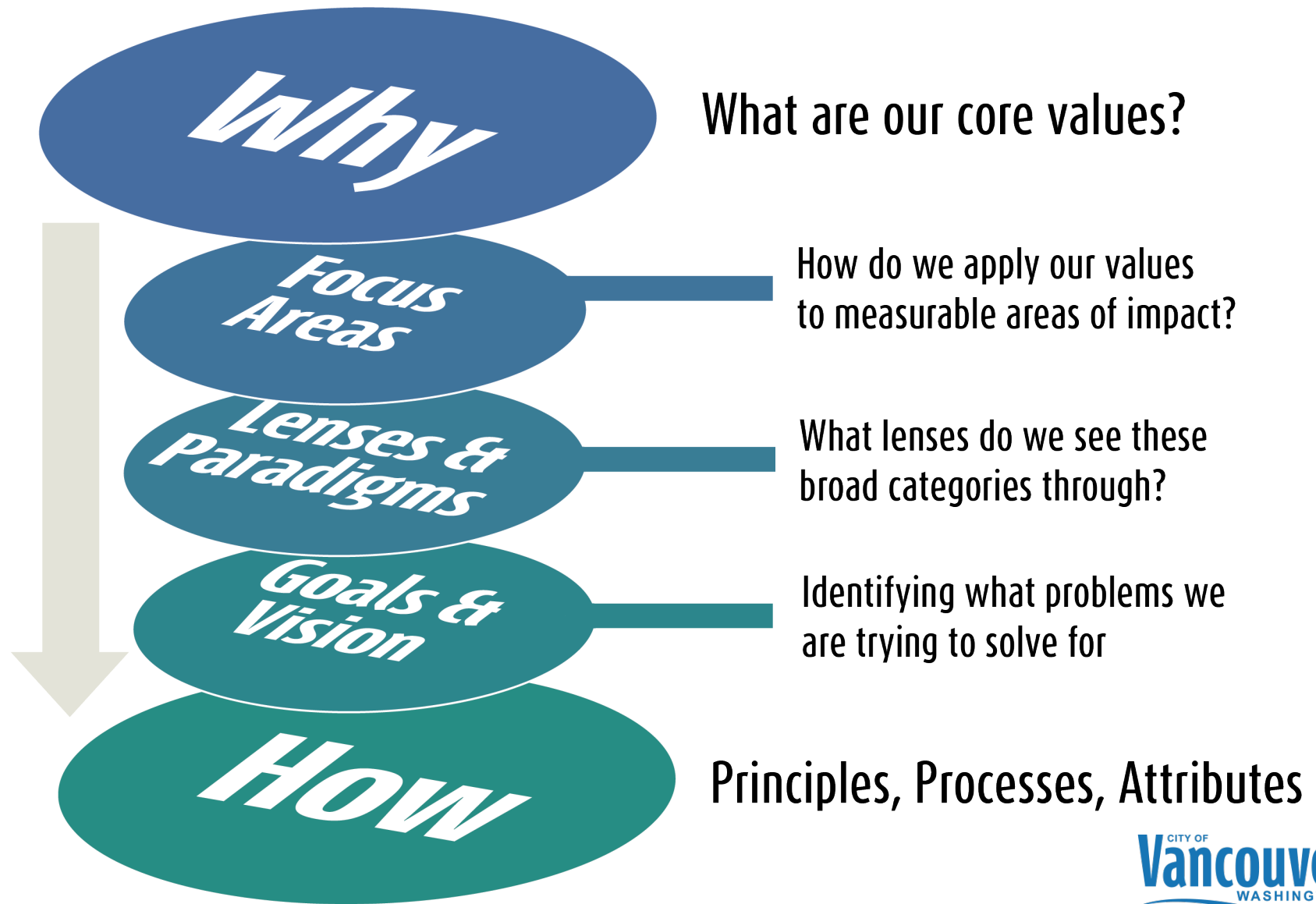
A photograph of a modern building with a curved glass facade and a hanging basket of pink flowers in the foreground. The building has multiple stories with large windows. The text "Vancouver" is visible on the building's facade. The hanging basket is filled with pink flowers and green leaves. The sky is blue with some clouds.

Defining Scope / Process Overview

Plan Methodology

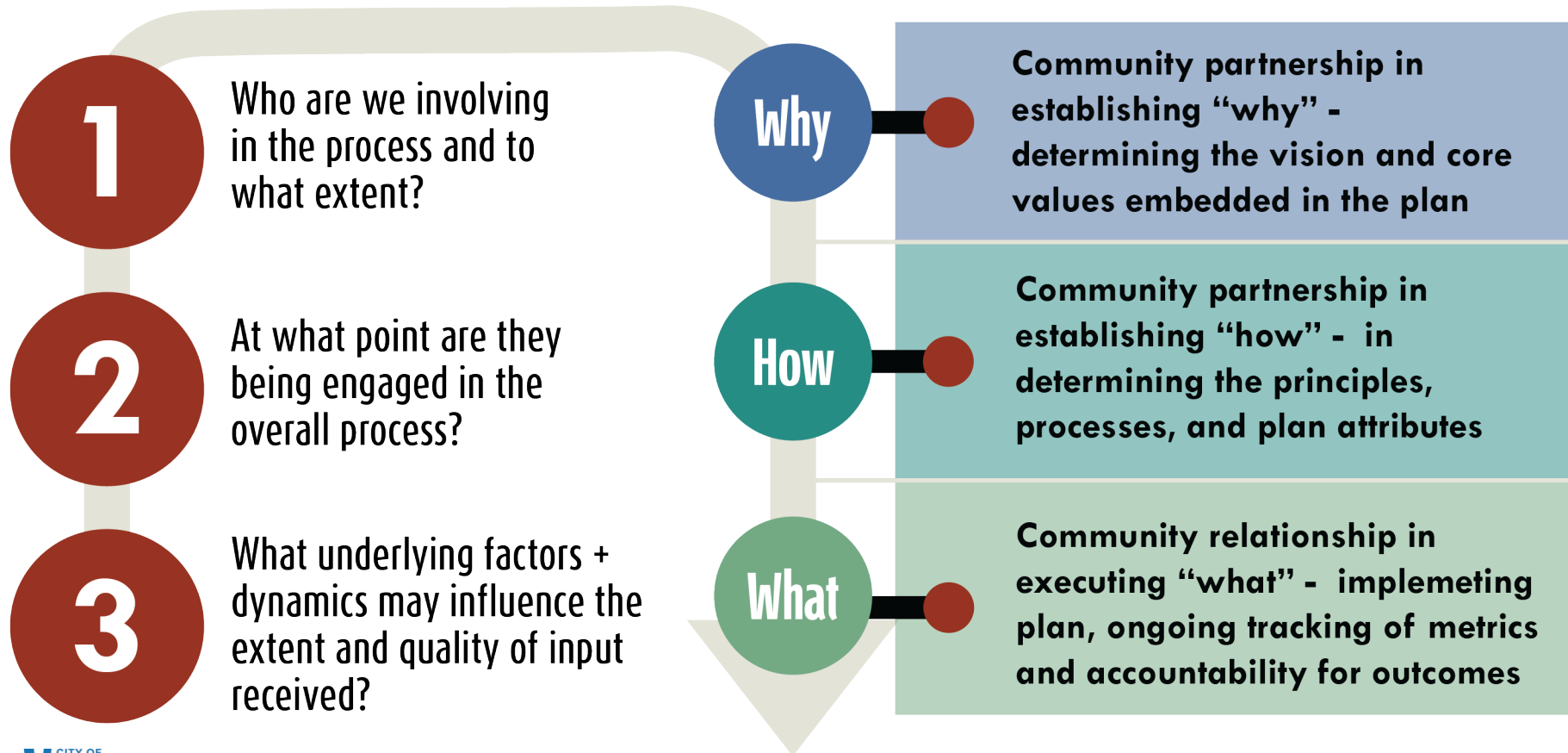


Organizing the “Why”



Community Engagement

Process Design – the ability for community engagement to be effective and meaningfully inform the plan is entirely dependent on how the overall process is designed. Staff is actively thinking about the following three questions:



IAP2 Spectrum of Public Participation

INCREASING IMPACT ON THE DECISION					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

Data Needs

Land Use

- City specific land capacity analysis and growth projections
- Analysis of performance and function of existing commercial corridors and manufacturing centers
- Parking evaluation – what is current and future supply / demand based on overall land use vision
- Evaluation of Transit Oriented Development opportunities along high capacity transit (HCT) corridors
- Evaluation of commercial, office and industrial land use trends, barriers to development, and economic development opportunities
- Understand the relationship between growth, capital facilities, land use specific climate action recommendations, and future annexation strategy

Housing

- Housing needs assessment – inventory + analysis of existing and projected housing needs to meet 2045 growth scenario
- Assessment of overall housing trends in the region
- Assessment of barriers to housing development by type
- Assessment of racially disparate impacts in housing, as defined in HB 1220
- Clear understanding and definition of different market segments of housing and strategies to increase housing production and access at all income levels

Data Needs

Climate

- Assessment and analysis of urban form changes needed to support community wide GHG reduction goals
- Assessment of climate adaptation and resilient land use strategies the City can implement within its land use vision
- Assessment of development density targets that meet growth projections and accommodate other climate mitigation and adaptation needs- example: more room for trees, more room for stormwater infrastructure

Other

- Review of all existing adopted plans, policies and procedures to understand relationship with the Comprehensive Plan
- Comprehensive review of community demographic data
- Conduct audit of the City's Land Use Code, recommend changes based on overall plan outcomes
- Evaluation of Capital Facilities plans and investments needed to support growth projections and strategies

Expected Deliverables

**Updated
Comprehensive
Plan**

**Updated
Parking
Regulations**

**Additional
Park Funding
Mechanisms**

**Modified Title 20
Land Use Code +
other “Tools”**

**Land Use +
Built
Environment
Vision**

SEPA Review

**Equitable,
Documented
Engagement
Process**

**Resilient
Infrastructure
Facilities +
Utilities**

**Urban Park
Designation
Standards**

**Dashboards:
Housing,
Employment
+ others**

**Annexation
Strategy**

**Relationship
establishment
between other
plans**

**Additional priorities
uncovered during
plan process**

**Implementation
Strategy**

April 4 City Council Feedback

- Support additions of Climate and Equity elements and integration of goals in these areas throughout the Plan, just transition, equity, ending generational poverty as plan lenses
- Support for a different engagement process that engages the community at the beginning through a co-design process
- Support for a housing needs analysis, and other evaluation metrics (data dashboard) as described earlier
- Emphasis on execution and implementation in addition to policy – shorten time windows for implementation, adaptation based on results from ongoing monitoring of metrics and outcomes
- Develop a process for more frequent, iterative reviews and updates to the Comprehensive Plan
- Review economic development strategy and how industrial and large commercial parcels are performing in a changing environment

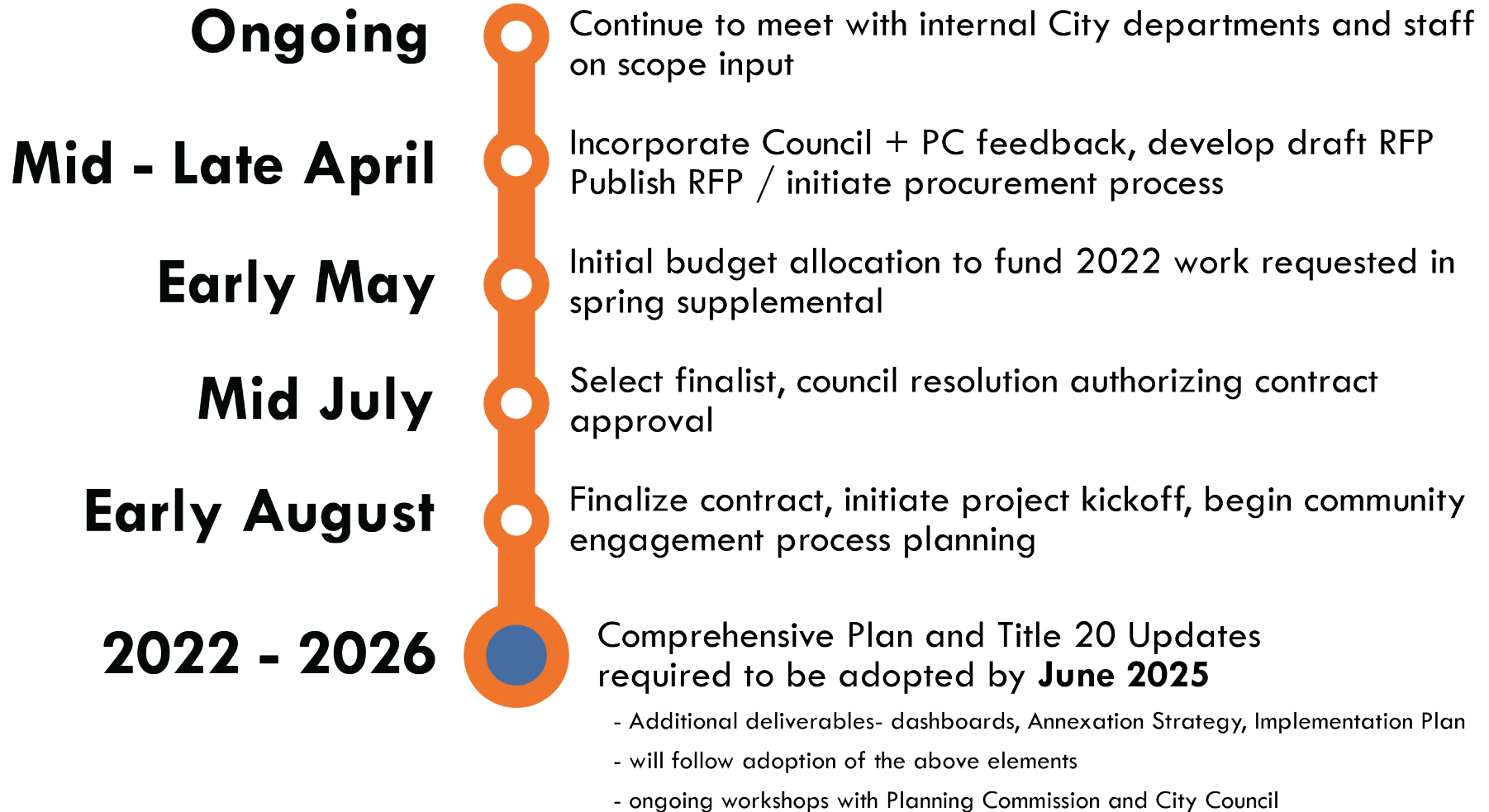
April 4 City Council Feedback

- Need to elevate the voices of renters in the outreach process (in addition to other prioritized groups noted earlier)
- The final plan should disaggregate data into stories- theses can help translate comprehensive Plan policies into values and outcomes that people recognize
- Prioritize home ownership as an opportunity to address inequities in generational wealth
- Urban farming and food systems policies should be included, given their tie to resiliency
- Explore plan elements in relation to other Counties / Cities in the region, and how they influence one another

Role of the Planning Commission

- The Role of the Planning Commission in the Comprehensive Plan update process is to serve as the primary citizen oversight committee making recommendations to Council related to approval of Comprehensive Plan document, as well as review and recommendation of Title 20 updates required to implement the plan.
- The Commission will utilize approval criteria for Comprehensive Plan amendments and Title 20 amendments as outlined in the code.
- The Commission will also review the updated Plan's compliance with key provisions of the Washington State Growth Management Act.
- The Commission will review various other documents and policies that implement the Plan- such as subarea plans, corridor plans, and the 6-year Transportation Improvement Program- for adoption by reference into the Comprehensive Plan, at plan adoption and on an annual basis.

Next Steps



Questions for Planning Commission

1

What factors, trends, or considerations are critical to incorporate as part of the update process?

2

Are there elements or key considerations that were not discussed today that should be included?

Questions and Discussion

Rebecca Kennedy, Deputy Director
rebecca.kennedy@cityofvancouver.us

Domenic Martinelli, Senior Long Range Planner
domenic.martinelli@cityofvancouver.us

Housing Code Updates

VANCOUVER
CITY HALL

CITY OF
Vancouver
WASHINGTON

April 12, 2022 Vancouver Planning Commission Public Hearing

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

www.cityofvancouver.us/cdd/page/housing-code-updates

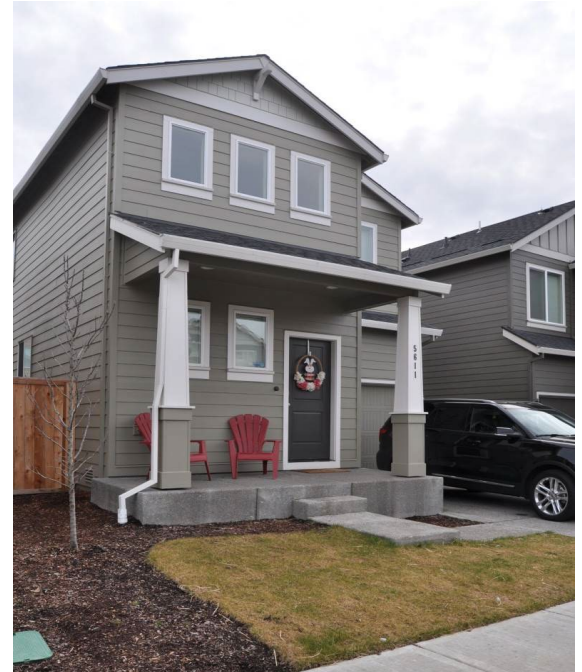
Housing Code Updates

- Eight zoning code text changes intended to expand options for different housing types and sizes to increase affordability



Project Goals and Context

- Intended to realize recommendations of the 2016 Affordable Housing Task Force, promote efficient development, maintain neighborhood livability with gradual rather than rapid change, and plan for the long term.
- Only part of City approach to attainable housing, which also includes programmatic investments in affordable housing. Follows Council direction to increase flexibility in types and sizes of housing that the private market can build.
- Additional work to increase access and supply of different types of housing forthcoming in 2022-2025 Comprehensive Plan update process.



Process to date

- Ten Planning Commission and Council workshops beginning in late 2019
- Meetings with 8 individual neighborhoods associations and two neighborhood umbrella groups (Alliance and Leaders)
- Four developer meetings, one meeting with housing providers and advocates
- On-line engagement through project website, neighborhood newsletter, Be Heard Vancouver



April 12 Hearing Protocol

- Staff to review each of proposed eight code changes individually
- Initial Planning Commission questions and identification of concerns to follow each individual item
- Public testimony, any follow-up Planning Commission questions and formal voting to follow after all items reviewed. Initial vote will be package of those items with no Commissioner concerns, or opposition. Following votes will be on individual items where Commissioner concerns, oppositions, or proposed amendments are noted.

1. New Single-Family R-17 Zoning District Standards

- Requires rezone approval, and land division approval, with public hearings
- Limits garage widths to $\frac{1}{2}$ front façade or 10 feet, requires front door, limits housing repetition, and facilitates alleys, in the R-9 and R-6 districts in addition to R-17
- Allows duplexes, triplexes and fourplexes as well as SFR



1. New Single-Family R-17 (cont.)

- Requires compliance with existing city narrow lot standards, including provisions for utilities, parking, alley incentives
- Alleys required unless unfeasible for lots below 3,000 square feet, encouraged otherwise
- Home fronts required to vary between adjacent two homes only, not those across a street



1. New R-17 – Compliance with Narrow Lots Standards

VMC 20.927, Narrow Lot Developments, requires

- On/off site improvement plans addressing utilities, driveways and street trees
- One guest parking space per 3 lots
- Solid waste/recycling access plan
- Alley standards
- Shared driveway standards



Return to Planning Commission

- Initial Commission questions, and identification of concerns or proposed amendments

2. Proposed New Multi-Family R-50 Zoning District

- Requires rezone and public hearing to site
- Allow apartments of densities up to 50 units per net acre maximum
- Increase maximum lot coverage and building height to provide more flexibility
- Decrease minimum parking requirement from 1.5 to 1 spaces per unit to be consistent with Citywide SFR standard. Also apply to other MFR zones. Projects can provide more parking if desired.



Return to Planning Commission

- Initial Commission questions, and identification of concerns or proposed amendments

3. State Mandated Parking Reductions Near Transit

Housing Type	Current City Min.	State Mandate	Recommended New City Minimum Requirement
Market Rate MFR	1.5 spaces/unit	0.75 spaces/unit within ¼ mile of transit stop with 15-minute service	0.75 spaces/unit within ¼ mile of transit line with 35-minute service intervals
Very affordable housing (50% AMI)	1.5 spaces/unit	0.75 spaces/unit within ¼ mile of transit stop with 30-minute service	0.75 spaces/unit for affordable (60% AMI) housing, citywide.
Senior housing	1.0 spaces/unit	Zero spaces/unit within ¼ mile of transit stop with 15-minute service. Can require guest and staff parking	0.75 spaces/employee plus one visitor space per 10 residents, citywide.
Disabled	1.5 spaces/unit	Zero spaces/unit if within ¼ mile of transit stop with 15-minute service. Can require guest and staff parking.	0.75 spaces/employee, plus one visitor space per 10 residents, citywide

Return to Planning Commission

- Initial Commission questions, and identification of concerns or proposed amendments

4. Density Bonus for Affordable Housing

- GMA requires allowing density bonus for long term affordable housing (defined in this case at 80% AMI for 50 years) owned or controlled by faith-based organizations
- Proposal would expand eligibility to any party providing a guarantee of meeting the threshold, with density bonus of:
 - 50% in R-2, R-4, R-6, R-9, and R-17
 - 100% in R-18, R-22, R-30, R-35 and R-50
- Bonus would not authorize structures or building heights not allowed by underlying zone



Density examples



**Evergreen Townhomes,
Evergreen & S Street, 21
units per acre**



**K West Apartments, Fourth
Plain & 57th Avenue, 35
units per acre**

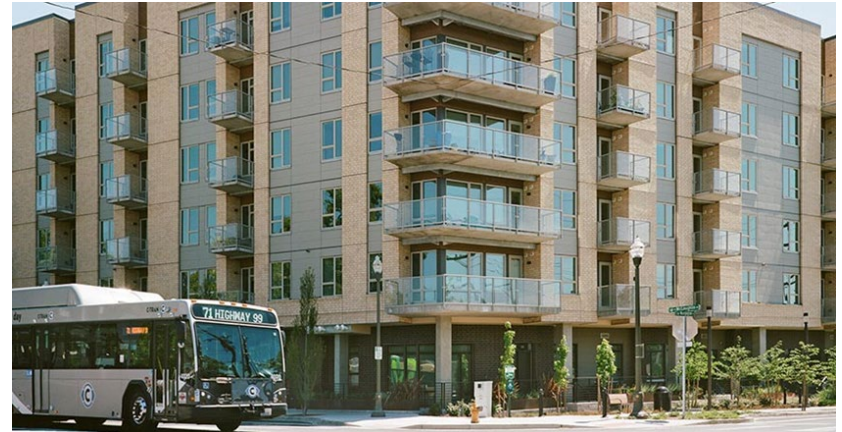


**Esther Short Commons, 8th & Esther, 82
units per acre**

Density examples



**The Hamilton- 20th &
Broadway, 157 units per acre**



**The Uptown- Main &
McLoughlin, 185
units per acre**

Return to Planning Commission

- Initial Commission questions, and identification of concerns or proposed amendments

5. Cottage Cluster Housing

- Allow clusters of small cottages around common courtyards in single-family zones
- Limit density to twice underlying zoning.
- Allow 4-12 cottages with sloped roofs and porches. Limit single units to 1,600 sf and duplexes to 3,000 sf both with 25' height limit, with allowances for 30' in project interior.



Return to Planning Commission

- Initial Commission questions, and identification of concerns or proposed amendments

6. Setbacks for New Apartments Next to Existing Homes

- Current code requires new development in high density residential zones abutting lower density zones to be setback 5 feet from the property line, with 6-foot high shrub screen or fence.
- Proposal is to require additional one foot setback for every three feet of proposed building height over 35 feet, up to a maximum setback of 15 feet. Stair-step setback, also called a “step-back,” could be used.



Return to Planning Commission

- Initial Commission questions, and identification of concerns or proposed amendments

7. Micro-housing – MFR with shared Kitchen and Bathroom

- Allow apartments with shared kitchen or bathroom facilities in multi-family zones
- Currently allowed only in medical or recovery context with on-site staff. Proposed to allow for apartments without staff.
- No density bonus – only what's allowed by zoning



Return to Planning Commission

- Initial Commission questions, and identification of concerns or proposed amendments

8. ADUs in Existing Garages within Setbacks

- Existing historic garages located within setbacks can't be converted to ADUs.
- Proposal would allow replacement or conversion to ADUs provided building and planning standards met, and height within setback limited to 15 feet.



Return to Planning Commission

- Initial Commission questions, and identification of concerns or proposed amendments

Overall Review Criteria and Staff Findings

- VMC 20.285.070 requires zoning code text changes to be consistent with applicable Comprehensive Plan and Strategic Plan policies, and the public interest.
- The staff report finds that the proposed changes are consistent with Comprehensive Plan policies to increase housing options and affordability as well as other housing goals, and furthers the public interest.
- Staff recommends the Planning Commission recommend that the City Council approve the proposed Housing Code Updates zoning text changes addressed in the staff report, based on the findings in the report and hearing deliberations.

Return to Planning Commission

- Public testimony on any of the eight proposed zoning code text changes

Overall Staff Recommendation

- The Planning Commission recommend that the City Council approve the following proposed zoning text changes, based on the findings in the staff report and April 12 hearing:
 1. R-17 new single-family zoning district standards
 2. R-50 new multi-family zoning district standards
 3. State mandated parking reductions near transit
 4. Density bonus for affordable housing
 5. Cottage cluster housing
 6. Setbacks for new apartments abutting existing homes
 7. Micro-housing apartments with shared kitchen and bathrooms
 8. Allowance for ADUs in existing garages within setbacks

Sample Staff Recommendation for Individual Changes

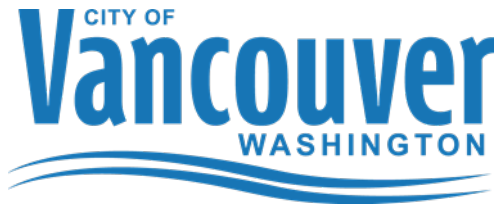
- The Planning Commission recommend that the City Council approve proposed Housing Code Updates zoning text change #_, _____, based on the findings in the report and April 12 hearing, {if needed} *with the following amendments* _____

VANCOUVER
CITY HALL

Bryan Snodgrass, Principal Planner, bryan.snodgrass@cityofvancouver.us,
360-487-7946

Becky Coutinho, Associate Planner, becky.coutinho@cityofvancouver.us,
360-487-7899

www.cityofvancouver.us/cdd/page/housing-code-updates



Planning Commission

TO: Planning Commission
FROM: Bryan Snodgrass, Principal Planner, bryan.snodgrass@cityofvancouver.us, 360-487-7946
SUBJECT: Housing Code Updates - Zoning text changes to increase range of allowed housing types and sizes citywide
HEARING DATE: 4/12/2022
REPORT DATE: 4/1/2022
PROPONENT: City of Vancouver Department of Community Development
LOCATION: Individual code changes applicable to various zoning districts as indicated
RECOMMENDATION: Approve zoning text changes

I. BACKGROUND AND REVIEW PROCESS:

Proposed changes to the Vancouver zoning code text or map not involving Comprehensive Plan changes may be considered at any time, subject to public hearing review before the Vancouver Planning Commission and City Council. The Housing Code Updates project consists of eight amendments to City zoning standards addressed in this report, and one building permit review change related to aging-in-place features for new homes that is not subject to formal Planning Commission review. Notice of the April 12 Planning Commission public hearing was provided through publication in the *Columbian* newspaper and on the Planning Commission website. A SEPA Determination of Non-significance (DNS) was issued and published on April 1 in the *Columbian*, with no SEPA comments received to date.

The proposed code changes are intended to increase housing choices and attainability citywide, following recommendations from the [2016 Vancouver Affordable Housing Task Force Report](#). The project was initiated with three workshops before the Planning Commission in fall 2018 and summer and fall 2019, before being largely suspended in 2020 with the onset of the pandemic. Work was revived in 2021, with discussions at City Council on June 6 and October 12, 2021, and the Planning Commission most recently on March December 14, 2021, and [March 8, 2022](#). The City Council has also had multiple workshops, most recently on March 21. City Council hearings have not yet been scheduled. The proposed amendments are modest to moderate changes to city standards. Many would allow housing types currently allowed in other jurisdictions in Clark County as well as statewide. Others modify housing types already allowed in Vancouver. Some as noted would require at least one public hearing or administrative review with notice to be developed. Some are required by state law.

City Long Range Planning, Development Review, and Transportation staff have been involved in the development of the proposals, and all will attend the April 12 public hearing to answer any further questions.

II. SUMMARY OF THE PROPOSAL:

The proposal is to amend portions of VMC Title 20 as summarized in the below table, with references to specific code language contained in Attachment A of this report. Note that some zoning code sections implement multiple project components, as indicated.

A. Housing Code Updates – General Summary.

New recommendations are those introduced since March 8 workshop.

Proposal	Key features	General Feedback	Comment
1. New R-17 single-family zoning district standards allowing 2000 to 5000 square foot lots, subject to access and streetfront requirements	Requires rezone approval and hearings. Allows plexes as well as SFR. Limits garage widths, requires adjacent homefronts to vary, and facilitates alley loading, in R-9 and R-6 districts in addition to R-17. Recent – requires compliance with existing city narrow lot standards, including provisions for utilities, parking, alley incentives Recent – alleys required unless unfeasible for lots below 3,000 square feet, encouraged otherwise. Recent – Home fronts required to vary between adjacent two homes only, not those across a street. New – Include requirement for solid waste plan	General public acceptance of need for smaller homes, but concerns about parking and access, potential for nearby small lots or existing homes sites to be rezoned. Developer support, with concerns about garage width limitations and alley requirement	See page 9 herein for specific code language. City Narrow Lot Standards recommended to also apply to R-17 are here
2. New multi-family zoning district standards allowing up to 50 units per acre with 1 parking space per unit minimum	Requires rezoning to implement. Lowers minimum parking requirement from 1.5 to 1 space per unit for R-50 and other MFR zones, to rectify inconsistency with SFR standard, recognize MFR per unit traffic generation is less than SFR per unit, and to align with emerging legal mandates.	General public acceptance, concerns about parking and rezoning	See page 26 herein for specific code language
3. State mandated reductions in minimum parking requirements for various housing types near frequent transit	Requires site plan review to implement. Allows long term lower income affordable (60% AMI or less) housing projects or portions of projects to provide 0.75 spaces per unit citywide Allows senior and disabled persons housing to provide no parking citywide for residents, but requires staff and guest parking. Recent - Allows market rate apartments within ¼ mile of transit lines running every 35 minutes, or anywhere in CX zone, to provide 0.75 parking spaces per unit.	General public acceptance, with questions about determining transit frequency	See page 41 herein for code language State requirement listed under RCW 36.70A.620
4. State mandated density bonus for long term affordable housing	Allows density bonuses varying by zoning district (less in SFR zones, more in MFR zones) for long term low income affordable housing, defined in this case by statute as 80% AMI or below. Does not allow apartments in SFR homes New: Simplifies density bonuses to 50% in SFR zones, 100% in MFR zones, but only if consistent with allowed building types and height limits of underlying zone.	General acceptance. Developer request led to expansion of eligibility from state mandated religious organizations to any party	See pages 18 and 35 herein for code language. State requirement listed under RCW RCW 36.70A.545 .

5. New cluster cottage standards	Requires subdivision hearing or Type II administrative review with notice to implement. Allowed in SFR zones, with more but smaller and shorter homes than normally permitted, with cottage features, near common open space. Can be divided into individual lots typically for ownership or maintained as a single property with rental units. New – Allow Planning Director to reduce required number of lots within 25 feet of common open space for narrow or unusually shaped project parcels. New – Include requirement for solid waste plan	Generally supportive public comment with questions about affordability. Developer requests to allow larger units and garages, and generally more flexibility	See page 54 herein for code language. Clusters also allowed in Clark County, Battleground and Ridgefield
6. Updated setback and buffering requirements for new apartments next to existing homes	Recent – Maintains currently required 5 foot setback for first 35 feet, with one foot additional setback for each additional 3 feet of proposed height, up to maximum 15 foot setback. New - additional language clarifying that a “stair step” approach can be used. Added setbacks for taller buildings apply only to portions of the building above 35 feet.	General public concern about apartments and interest in larger setbacks	See page 58 herein for code language
7. Micro-housing - Updated apartment standards to allow shared bathroom and kitchens	Allows shared bathrooms and kitchens in non-medical multi-family housing without staff.	Limited feedback	See page 75 for code language. Limited market interest thus far
8. Updated ADU standards to allow garages with non-conforming setbacks to apply	Allows legally existing garages located within side and rear yard setbacks to apply for conversion or replacement to ADUs if building and planning standards met. Recent – limits height within setback to 15 feet.	General public support for ADUs although concern about short term rentals. Questions about height of ADUs in setbacks	See page 76 herein for code language

B. Community and Stakeholder Outreach

Initial outreach prior to the pandemic consisted of Planning Commission and City Council workshops as noted, and research and consultation with comparable jurisdictions, local residential developers, a presentation at a joint meeting of the Hough and Carter Park Neighborhood Associations, and a presentation at an October 2019 quarterly meeting of citywide neighborhood leaders.

Project work was initially suspended with the onset of the pandemic, and outreach limited to virtual and on-line. Staff has been gathering community input through an online survey available on [Be Heard Vancouver](#) since April 2020. Approximately 90 community members have commented on the descriptions of the project and its components, with comments both in support and opposition. See February 22 public comments link at bottom right of the Be Heard Vancouver page.

Outreach efforts resumed in the summer of 2021, with Commission and Council workshops. In early 2022, the below targeted small group virtual meetings were held:

- January 6th, 2022: Single-family and multifamily developers roundtable
- January 12th, 2022: Vancouver Neighborhood Alliance meeting
- January 18th, 2022: General public open house
- February 1st, 2022: Fircrest neighborhood association meeting
- February 2nd, 2022: Harney Heights neighborhood association meeting
- February 3rd, 2022: Clark County Development Engineering and Advisory Board
- February 10th, 2022: Arnada neighborhood association meeting
- February 16th, 2022: Affordable housing agency and advocates roundtable

Some of the major themes and comments heard from these meetings:

- Suggestion to consult Ridgefield garage standards and Bend cottage cluster standards
- Concerns about shared water infiltration systems under R-17
- Concerns about site clearance of existing historic garages
- Concerns about length and difficulty of rezone process for R-17 and R-50
- Concerns about street front R-17 requirements adding to cost
- Concerns about R-17 standards preventing shared driveways and garages
- Desire to expand parking reduction near transit beyond highest frequency transit
- Concerns around parking, traffic, and ability for firetrucks to reach homes
- Desire to consider cluster or other lots without street access
- Desire for more flexibility for larger and taller cluster homes
- Desire to preserve neighborhoods character and community feel
- Desire to allow ADUs to locate on lots with small existing homes
- Concern that requiring architectural standards for R-17 could raise the cost of development
- Desire for more design standards for single family homes
- Questions around how the new zones would get mapped and whether this could represent illegal spot zoning
- Question on whether prohibitions against repetitive housing increase price
- Support for expanding density bonus from faith based affordable housing developers to any non-profit affordable housing developer
- Support for having parking reduction near transit stops to include arear near the transit line rather than just stops
- Support for aging in place incentives
- Concern front entry design requirements could increase building costs
- Concern alleys could create spaces that are not activated and therefore unsafe
- Dislike of limiting garage width to less than 50% of front façade, comment that the market demand is for two car garages
- Comment to ban new developments having cul-de-sacs
- Concern cottage cluster design facing courtyard could create poor walkability conditions on the exterior of the cluster

- Question about historic neighborhoods and R-17
- Question about management of cluster common open space
- Question if parking reductions could be retroactively applied to existing properties that could rezone to R-50 or are near transit, allowing for removal of existing parking spaces
- Questions about compliance with parking reductions near transit over time as transit routes and frequencies change
- Concern rezoning properties to R-50 could remove some naturally occurring affordable housing
- Concern cottage cluster standards may not result in a more affordable housing choice
- Comment to allow off street parking lot in R-17 subdivision development
- Comment that alleys would create more impervious surface
- Question if it would be possible to create a new home and convert existing home on the lot to an ADU
- Comment to continue thinking of ways to ensure ADUs are affordable
- Concern allowing more ADUs could result in more short-term rental units
- Comment that staff should consider displacement and gentrification as a result from the proposed code changes
- Recommendation for staff to speak to property managers when determining parking requirements for senior housing near transit

Previous e-mail comments received are Attachment B to this memorandum.

Outreach efforts will continue as the project moves into the final phases prior to adoption. Staff are currently scheduled to speak at a March 31 Dubois Park neighborhood association meeting.

C. New Information and Activity Since March 8 Planning Commission Workshop

1. City Solid Waste staff have indicated a desire to better accommodate solid waste collection provisions throughout City standards, particularly when small or narrow single family lots are involved. These would involve some updates to transportation standards under Title 11 of the Vancouver Municipal Code, and to various Title 20 land use standards including VMC 20.920, Infill Development Standards and VMC 20.927, Narrow Lot Developments, and possibly other code sections. Issues to be addressed include the location, design, and access to individual lot or common solid waste collection points with adequate access for solid waste vehicle. The changes are not envisioned to significantly impact R-17 or cottage cluster development, but because various portions of Title 11 as well as Title 20 beyond R-17 and cottage clusters are involved, staff envisions bringing forward updates as part of the fall 2022 code clean up review. At this time the only changes to the proposed R-17 and cottage cluster standards are to add language requiring applications to include a solid waste plan indicating common or individual unit collection points with demonstrated access and turning space for solid waste vehicles.

2. The City Council received a staff presentation on the Housing Code Updates on March 21, with various issues raised by individual Council members. Initial staff response are available on the discussion [recording](#), with more detail and follow-up below:

- Is the proposed reduction of minimum parking requirements to 0.75 spaces per unit for affordable housing projects citywide appropriate since some units may rent to families with two cars? What has been the experience with local affordable housing projects?

While some affordable housing units may be occupied by two-car households, many will likely consist of one or no-car households. Locally, a February 2020 [memorandum to the Planning Commission](#) addressing this issue noted on page 3 that an overall average of 0.2 spaces per unit were being used according to testimony from operators at Lincoln Place downtown, Meriwether Place on Fourth Plain Blvd, and at Share's housing projects at various locations. A 2020 [study](#) of affordable housing facilities in Denver found that 883 total spaces had been provided for 1353 total units, and only 461 of the spaces, slightly more than half, were occupied. Nationally, the Institute of Traffic Engineers Parking Manual reported in 2019 that various studies observed affordable housing parking demand ranging from 0.3 spaces per dwelling unit in city centers to 0.6 in dense, multi-use urban settings to 1.3 in general urban/suburban settings. The recommended 0.75 requirement near frequent transit is required by state law. Applying the state requirement citywide is intended to recognize that private market does not typically provide unsubsidized below average cost housing, only affordable housing providers do. As with most parking minimums citywide, individual developments can and do provide more parking than the minimum the code requires if this is needed to serve their future tenants or required to access financing.

- Do the recommended increased setback requirements for new apartments locating next to existing single-family homes render new multi-family projects infeasible? Conversely, are privacy impacts from new adjacent apartments that are potentially able to look into the existing home windows being adequately addressed?

Calibrating setbacks between multi and single-family home requires balancing goals of compatibility and overall housing supply. Increasing multi-family building setbacks to 5-15 feet from property lines depending on building height is likely to be feasible for most apartment projects. Prohibiting windows on apartment facades adjacent to existing single-family homes would effectively subject apartments to requirements that are not applied to single family homes.

- Given the cost and complexities of the rezone process, should the proposed new R-17 and/or R-50 zones be applied in appropriate places by the City as part of the upcoming Comprehensive Plan update?

Although like other zones some R-17 or R-50 designations may be implemented through the private rezone process, the City may also wish to consider rezoning some properties if appropriate as part of the 2022-2025 Comprehensive Plan update process. Public hearings would be required in either case.

- For the affordable housing density bonus, is the recommended bonus of 50% in single family zones appropriate for development affordable at the 80% AMI level?

The proposed density bonus of 50% in single family zones would be tempered by requirements that underlying zoning standards for the type and maximum height of structures would still apply, effectively precluding multi-family housing in most single-family neighborhoods. The 80% AMI level for the bonus is required by state law, and would still create opportunities for some households that would not otherwise be provided by the private development market without subsidy or incentive.

3. One email comment was received since the March 8 workshop and the finalization of this report, included in Attachment B of this report along with the staff response. Also included is correspondence received just prior to the workshop. Comments received prior to March 8 workshop are included in the [workshop staff report](#)
4. The City Council also received a workshop presentation on overall housing economics and supply issues from the consulting firm ECONorthwest at a March 28 workshop, which will be repeated before the Planning Commission on April 26. The presentation was not part of the Housing Code Updates project and did not directly address any of the specific updates proposed. For those interested here are links to the Council [presentation](#) and a [tape](#) of the discussion

III REVIEW CRITERIA AND FINDINGS:

Applicable Zoning Code Standards:

Section 20.285.070 Comprehensive Plan or Zoning Code Text Amendments

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

- 1. The proposal is consistent with the applicable provisions of the Vancouver Strategic Plan and Comprehensive Plan; and*
- 2. The proposed change is necessary to further the public interest based on present needs and conditions.*

Applicable Strategic Plan Policies:

Goal 6: Facilitate the creation of neighborhoods where residents can walk or bike to essential amenities and services - "20-minute neighborhoods"

Goal 8. Strengthen commercial, retail, and community districts throughout the city

Applicable Comprehensive Plan Policies:

CD-9 Compatible uses

Facilitate development that minimizes adverse impacts to adjacent areas, particularly neighborhoods.

CD-10 Complementary uses.

Locate complementary land uses near one another to maximize opportunities for people to work or shop near where they live.

H-1 Housing options

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

H-2 Affordability

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

H-3 Housing improvement Encourage preservation, rehabilitation and redevelopment of existing housing stock. Support neighborhood based improvement efforts.

H-4 Innovative zoning Encourage innovative housing policies that provide for affordable housing and maintain neighborhood character.

H-5 Housing placement near services and centers

Facilitate siting of higher density housing near public transportation facilities and in designated centers and corridors.

H-6 Special needs housing Facilitate housing for special needs populations dispersed throughout Vancouver and the region. Such housing may consist of residential-care facilities, shelters, group homes, or low-income housing, and should be located near transportation and other services such as health care, schools, and stores.

H-7 Home ownership

Promote opportunities for home ownership and owner occupancy of single- and multifamily housing.

H-8 Public-private partnerships

Facilitate enhanced partnerships between public, private, and non-profit sectors to address affordable housing

Staff Findings:

The proposed zoning code text changes comply with applicable zoning, Comprehensive Plan and Strategic Plan standards, and the public interest. In particular, the text changes overall increase the range of less costly housing options, consistent with Comprehensive Plan policies H-1, H-2 and H-4, and H-8. Allowance of ADU conversion of historic garages is consistent with policy H-3. Compliance with state mandates for housing near transit furthers consistency with policies H-5, and H-6. Proposed new R-17 zoning standards are consistent with policy H-7.

IV RECOMMENDATIONS

Based on the findings in this report and at hearing deliberations, staff recommends the Planning Commission recommend that the City Council adopt the zoning code text changes addressed in this report.

Chapter 20.410

LOWER DENSITY RESIDENTIAL DISTRICTS

{Recommended changes for R-17 standards underlined and in yellow, for state mandated density bonus in green, and for cottage cluster standards in teal}

Sections:

20.410.010	Purpose.
20.410.020	List of Zoning Districts.
20.410.025	Lower Density Residential Zone Function and Location Criteria.
20.410.030	Uses.
20.410.040	Minimum and Maximum Densities.
20.410.050	Development Standards.

20.410.010 Purpose.

Preserve and promote neighborhood livability and protect the consumer's choices in housing. The Low-Density Residential Districts are primarily designed to preserve and promote neighborhoods of detached single dwellings at low intensities. Flexibility in housing type is promoted by allowing manufactured homes, duplexes, and planned unit developments under special conditions. Compatible nonresidential development, such as elementary schools, churches, parks, and child care facilities are permitted at appropriate locations and at an appropriate scale. (Ord. M-3709 § 3, 2005; Ord. M-3643, 2004)

20.410.020 List of Zoning Districts.

A. R-2: Low-Density Residential District. The R-2 zoning district is designed to accommodate detached single dwellings with or without accessory residential units at a minimum lot size of 20,000 square feet and a density of 1.8 to 2.2 units/net acre. Some civic and institutional uses are permitted as limited or conditional uses. The R-2 zoning district was referred to as R1-20 zone prior to March 11, 2004.

B. R-4: Low-Density Residential District. The R-4 zoning district is designed to accommodate detached single dwellings with or without accessory residential units at a minimum lot size of 10,000 square feet and a density of 2.3 to 4.4 units/net acre. Some civic and institutional uses are permitted as limited or conditional uses. The R-4 zoning district was referred to as R1-10 zone prior to March 11, 2004.

C. R-6: Low-Density Residential District. The R-6 zoning district is designed to accommodate detached single dwellings with or without accessory residential units at a minimum lot size of 7,500 square feet and a density of 4.5 to 5.8 units/net acre. Some civic and institutional uses are permitted as limited or conditional uses. The R-6 zoning district was referred to as R1-7.5 zone prior to March 11, 2004.

D. R-9: Low-Density Residential District. The R-9 zoning district is designed to accommodate detached single dwellings with or without accessory residential units at a minimum lot size of 5,000 square feet and a density of 5.9 to 8.7 units/net acre. Some civic and institutional uses are permitted as limited or conditional uses. The R-9 zoning district is a new zoning district that combines what was referred to as R1-6 and R1-5 zones prior to March 11, 2004. (Ord. M-3643, 2004)

E. R-17: Low-Density Residential District. The R-17 zoning district is designed to accommodate detached and attached single dwellings with or without accessory residential units at a minimum lot size of 2,000 square feet and a density of 8.8 to 21.8 units/net acre. Some civic and institutional uses are permitted as limited or conditional uses.

20.410.025 Lower Density Residential Zone Function and Location Criteria.

A. *General Criteria.* The Lower Density Residential designation is applied to areas that provide predominantly single-family structures (attached or detached) on individual lots. Application of individual zones to specific areas in the City should enhance and support the integrity of existing neighborhoods, provide for a range of choices in housing styles and cost, and encourage compatible infill development and redevelopment.

B. Lower Density Residential Zone (R-2, R-4, R-6, R-9, R-17) Location Criteria.

The Lower Density zone designations defined above can be appropriately applied and maintained in areas meeting one of the following criteria:

1. Blocks, intersection-to-intersection street segments, or areas with defined physical edges, which have at least eighty (80) percent of the existing structures in single-family residential use on lots whose average size falls within the minimum and maximum lot size standards of the zone to be applied. Half-blocks at the edges of single-family zones with more than fifty (50) percent single-family structures, or portions of blocks on an arterial with a majority of single-family structures, shall generally be included. This shall be decided on a case-by-case basis, but the policy is for inclusion.

2. Blocks, intersection-to-intersection street segments, or areas with defined physical edges, which have less than eighty (80) percent of the existing structures in single-family residential use but in which an increasing trend toward single-family residential use can be demonstrated; for example:
 - a. The construction of single-family structures in the last five (5) years has been increasing proportionately to the total number of constructions for new uses in the area, or
 - b. The area shows an increasing number of improvements and rehabilitation efforts to single-family structures, or
 - c. The number of existing single-family structures has been very stable or increasing in the last five (5) years, or
 - d. The area's location is topographically and geographically connected to, and compatible with, existing single-family residential development, with physical edges (such as major arterials, topography, waterways, open space, existing natural or landscape screening, etc) that separate and buffer the area from Higher Density Residential, Commercial, and Industrial.
3. Areas with sensitive physical, environmental or natural resource characteristics that make lower intensity development advisable and appropriate.
4. Areas that meet the above criteria for designation as Lower Density Residential shall not be rezoned for nonresidential uses, except NC (Neighborhood Commercial), unless the change has been adopted as part of a sub-area planning study.
5. No vacant or underutilized land areas (per Vacant Buildable Lands Model criteria) within the City shall be rezoned R-2 or R-4 for new residential development. Land use and zoning designations for residential lands being annexed into the City shall be converted to City designations in accordance with VMC Table 20.230.030. (Ord. M-3946 § 6, 2010; Ord. M-3730 § 9, 2005)

20.410.030 Uses.

A. *Types of uses.* For the purposes of this chapter, there are four kinds of use:

1. A permitted (P) use is one that is permitted outright, subject to all of the applicable provisions of this title.
2. A limited (L) use is permitted outright providing it is in compliance with special requirements, exceptions or restrictions.
3. A conditional use (C) is a discretionary use reviewed through the process set forth in Chapters [20.245](#) and [20.210](#) VMC, governing conditional uses and decision-making procedures, respectively.
4. A prohibited use (X) is one that is not permitted in a zoning district under any circumstances.

B. *Use table.* A list of permitted, limited, conditional, and prohibited uses in Low-Density Residential Districts is presented in Table 20.410.030-1.

Table 20.410.030-1. LOWER-DENSITY RESIDENTIAL DISTRICTS USE TABLE

USE	R-2	R-4	R-6	R-9	R-17
RESIDENTIAL					
Household Living	P ¹	P ¹	P ¹	P ¹	P ¹
Group Living	P/X ¹	P/X ¹	P/X ¹	P/X ¹	P/X ¹
Home Occupation	L ²	L ²	L ²	L ²	L ²
Medical Center Residential	L ²³	L ²³	L ²³	L ²³	L ²³
HOUSING TYPES					
Single Dwelling, Attached	L ¹⁸	L ¹⁸	L ¹⁸	L ¹⁸	L ¹⁸
Single Dwelling, Detached	P	P	P	P	P
Accessory Dwelling Units	L ⁴	L ⁴	L ⁴	L ⁴	L ⁴
Duplexes ²²	L ²¹	L ²¹	L ²¹	L ²¹	L ²⁴
Multi-Dwelling Units	X	X	X	X	L ²⁴
Existing Manufactured Home Developments	L ⁵	L ⁵	L ⁵	L ⁵	L ⁵
Designated Manufactured Homes	L/X ¹⁹	L/X ¹⁹	L/X ¹⁹	L/X ¹⁹	L/X ¹⁹
New Manufactured Homes	L ²⁰	L ²⁰	L ²⁰	L ²⁰	L ²⁰
Cottage Cluster Housing	p ²⁵	p ²⁵	p ²⁵	p ²⁵	X
CIVIC (Institutional)					
Basic Utilities	C	C	C	C	C
Colleges	C	C	C	C	C
Community Centers	X	X	X	X	X
Community Recreation	C ⁶	C ⁶	C ⁶	C ⁶	C ⁶
Cultural Institutions	P/C ⁷	P/C ⁷	P/C ⁷	P/C ⁷	P/C ⁷
Day Care					
- Family Day Care Home	P ⁸	P ⁸	P ⁸	P ⁸	P ⁸
- Child Care Center	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹

USE	R-2	R-4	R-6	R-9	R-17
- Adult Day Care	L/C/X ⁹	L/C/X ⁹	L/C/X ⁹	L/C/X ⁹	L/C/X ⁹
Emergency Services (except ambulance services)	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹
Ambulance Services	X	X	X	X	X
Medical Centers	X	X	X	X	X
Parks/Open Space					
- Neighborhood Parks	P	P	P	P	P
- Community Parks	L ¹⁰ /C	L ¹⁰ /C	L ¹⁰ /C	L ¹⁰ /C	L ¹⁰ /C
- Regional Parks	C	C	C	C	C
- Trails	L ¹⁰	L ¹⁰	L ¹⁰	L ¹⁰	L ¹⁰
Postal Service	C	C	C	C	C
Religious Institutions	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹
Schools	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹
Social/Fraternal Clubs	X	X	X	X	X
Transportation Facility	C ¹²	C ¹²	C ¹²	C ¹²	C ¹²
COMMERCIAL					
Commercial and Transient Lodging	L/C/X ¹³	L/C/X ¹³	L/C/X ¹³	L/C/X ¹³	L/C/X ¹³
Eating/Drinking Establishments	X	X	X	X	X
Entertainment-Oriented					
- Adult Entertainment	X	X	X	X	X
- Indoor Entertainment	X	X	X	X	X
- Major Event Entertainment	X	X	X	X	X
General Retail					
- Sales-Oriented	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴

USE	R-2	R-4	R-6	R-9	R-17
- Personal Services	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴
- Repair-Oriented	X	X	X	X	X
- Bulk Sales	X	X	X	X	X
- Outdoor Sales	X	X	X	X	X
Motor Vehicle Related					
- Motor Vehicle Sales/Rental	X	X	X	X	X
- Motor Vehicle Servicing/Repair	X	X	X	X	X
- Vehicle Fuel Sales	X	X	X	X	X
- EV Basic Charging Stations (accessory only)	P	P	P	P	P
- EV Rapid Charging Stations (accessory only)	P	P	P	P	P
- EV Battery Exchange Stations	X	X	X	X	X
Office					
- General	X	X	X	X	X
- Medical	X	X	X	X	X
- Extended	X	X	X	X	X
Non-Accessory Parking	X	X	X	X	X
Self-Service Storage	X	X	X	X	X
Marina	C	C	C	C	C
INDUSTRIAL					
Industrial Services	X	X	X	X	X
Manufacturing and Production	X	X	X	X	X
Railroad Yards	X	X	X	X	X

USE	R-2	R-4	R-6	R-9	R-17
Research and Development	X	X	X	X	X
Warehouse/Freight Movement	X	X	X	X	X
Wholesale Sales	X	X	X	X	X
Waste-Related	X	X	X	X	X
Major Utility Facilities	X	X	X	X	X
OTHER					
Agriculture/Horticulture	P	P	P	P	P
Airport/Airpark	X	X	X	X	X
Animal Kennels/Shelters	X	X	X	X	X
Cemeteries	C ¹⁵	C ¹⁵	C ¹⁵	C ¹⁵	C ¹⁵
Detention & Post Detention Facilities	X	X	X	X	X
Dog Day Care	X	X	X	X	X
Heliports	X	X	X	X	X
Recreational or Medical Marijuana Facilities	X	X	X	X	X
Medical Marijuana Cooperatives	X	X	X	X	X
Mining	X	X	X	X	X
Rail Lines/Utility Corridors	P	P	P	P	P
Temporary Uses	L ¹⁶	L ¹⁶	L ¹⁶	L ¹⁶	L ¹⁶
Wireless Communication Facilities	L/C/X ¹⁷	L/C/X ¹⁷	L/C/X ¹⁷	L/C/X ¹⁷	L/C/X ¹⁷

1 Residential Care Homes, state or federally approved, with six or fewer residents and any required on-site residential staff permitted by right; all larger group living uses prohibited.

2 Subject to the provisions of Chapter [20.860](#) VMC, Home Occupations.

- 4** Subject to the provisions of Chapter [20.810](#) VMC, Accessory Dwelling Units.
- 5** Subject to the provisions of Chapter [20.880](#) VMC, Manufactured Home Parks. Manufactured Home Developments established prior to July 1, 2005, are exempt from the standards of VMC [20.410.050\(F\)](#), Criteria for Placement of Manufactured Homes, and may continue to exist and expand within existing previously approved boundaries. An existing manufactured home in a development or subdivision may be replaced or may be relocated either to an approved manufactured home development or an approved manufactured home subdivision.
- 6** Subject to provisions in VMC [20.895.040](#), Community Recreation and Related Facilities.
- 7** Libraries only permitted outright; all other cultural institutions are conditional uses.
- 8** Family day care homes for no more than 12 children are permitted when licensed by the state.
- 9** Adult day care facilities for six or fewer adults allowed as limited uses subject to compliance with the development standards governing Home Occupations, per VMC [20.860.020\(B\)\(1\)](#) through [\(B\)\(7\)](#) ; facilities with seven to 12 adults allowed as conditional uses; and larger facilities are prohibited.
- 10** Community parks that meet all of the criteria contained in VMC [20.410.050\(E\)\(1\)](#) are permitted by limited uses; all others require conditional use approval. Trails are limited uses subject to the additional development standards contained in VMC [20.410.050\(E\)](#).
- 11** Schools, religious institutions, government buildings, fire stations, child care centers, and emergency services facilities that meet all of the criteria contained in VMC [20.410.050\(D\)](#) are permitted by right; all others require conditional use approval. Child care centers permitted by right shall be consistent with Chapter [20.840](#) VMC, Child Care Centers, and be subject to Type II review pursuant to VMC [20.210.050](#).
- 12** Except bus, trolley and streetcar stops, including bus shelters, which are allowed by right.
- 13** One- and two-bedroom Bed-and-Breakfast facilities are permitted outright and three- to six-bedroom Bed-and-Breakfast facilities are allowed as conditional uses, with all Bed-and-Breakfast facilities subject to provisions of Chapter [20.830](#) VMC, Bed-and-Breakfast Establishments. No more than six bedrooms are allowed under any circumstances. All other commercial lodging is prohibited.
- 14** Retail commercial uses limited to 1,500 gsf per use to a maximum of 5,000 square feet in planned developments of 150 units or more. See VMC [20.260.020\(B\)\(1\)\(b\)\(2\)](#).
- 15** Subject to provisions in VMC [20.895.030](#).
- 16** Subject to provisions in Chapter [20.885](#) VMC, except sales of fireworks which is prohibited in residential zones.
- 17** Building-mounted antennas are allowed by conditional use on nonresidential buildings in single-family residential zones subject to requirements contained in Chapter [20.890](#) VMC, Wireless Communication Facilities.
- 18** Subject to VMC [20.260.020\(B\)\(1\)\(a\)\(2\)](#), planned development, and subject to VMC [20.910.050](#), Zero Lot Line Developments.

19 A “designated manufactured home” is exempt from the development standards of VMC [20.410.050\(F\)](#) and may continue to exist and expand. An existing unit may be replaced or may be relocated either to an approved manufactured home development or an approved manufactured home subdivision. After July 1, 2005, only “new manufactured homes” that also meet the “designated manufactured home” criteria will be permitted on individual lots not part of an existing approved manufacturing home development or manufactured home subdivision. Except that a new manufactured home placed on an individual lot after July 1, 2005, may be relocated as permitted by this title if within five years of the date of the original placement.

20 Subject to VMC [20.410.050\(F\)](#), Development Standards – Criteria for Placement of Manufactured Homes.

21 Subject to Chapter [20.920](#) VMC, Infill Development Standards.

22 Existing duplexes built on lots meeting the minimum infill lot size standards of Table 20.920.060-1 shall be considered conforming uses even if not part of an infill development.

23 Medical Center Residential uses, as defined in VMC [20.160.020](#), are permitted outright if approved through a public facilities master plan per VMC [20.680.040](#).

24 Two-family dwellings (Duplexes), three-family, or four-family dwellings are permitted subject to density and development standards of the R-17 district.

25. Pursuant to VMC 20.950, Cottage Cluster Standards

(Ord. M-4255 § 6, 2018; Ord. M-4254 § 3(BB), 2018; Ord. M-4187 § 5, 2016; Ord. M-4071 § 7, 2014; Ord. M-4066 § 5, 2013; Ord. M-4035 § 2, 2012; Ord. M-4034 § 10, 2012; Ord. M-4024 § 6, 2012; Ord. M-4002 § 5, 2011; Ord. M-3931 § 9, 2009; Ord. M-3922 § 19, 2009; Ord. M-3840 § 18, 2007; Ord. M-3709 § 4, 2005; Ord. M-3663 § 12, 2004; Ord. M-3643, 2004)

20.410.040 Minimum and Maximum Densities.

A. *Purpose.* The purpose of this section is to establish minimum and maximum densities in each residential zoning district. To ensure the quality and density of development envisioned, the maximum density establishes the ceiling for development in each zoning district based on minimum lot size. To ensure that property develops at or near the density envisioned for the zone, the minimum density for each zoning district is set at just above the maximum density of the next less intense zone.

B. *Maximum and minimum densities.* The maximum and minimum densities for the Low-Density Residential Districts are contained in Table 20.410.040-1.

Table 20.410.040-1 Minimum and Maximum Densities and Lot Sizes ^{1,2}				
Zone	Minimum Lot Size	Maximum Net Density	Maximum Average Size	Minimum Net Density
R-2	20,000 sf	2.2	30,000 sf	1.8
R-4	10,000 sf	4.4	19,000 sf	2.3
R-6	7,500 sf	5.8	10,500 sf	4.5
R-9	5,000 sf	8.7	7,400 sf	5.9
R-17	2,000 sf	21.8	4,900 sf	8.8

1 The minimum and maximum density factors shall only be used for calculating densities of planned unit developments governed by VMC [20.260](#), infill development, density transfer, and situations where an existing house is allowed on a larger than maximum lot size per VMC [20.410.040](#).C.2.c (Exceptions). Minimum densities shall be calculated based on the gross area of the site minus any public rights-of-way, street tracts, private road easements, lots for dwellings existing on December 11, 2004, or designated critical areas."

2. Housing projects devoted entirely to housing affordable to households earning 80% of less of Area Median Income (AMI) and providing guarantee acceptable to the Planning Official that such units will remain affordable at this level for 50 years may increase the maximum net density and reduce the associated minimum lot size requirement of the underlying zone by up to 50% in the R-2, R-4, R-6, R-9, and R-17 zones, provided this is not used to exceed underlying zoning district requirements for permitted structure or use types, building heights, or other development regulations.

C. *Exceptions.* The following exceptions are permitted to the lot size and density provisions for the R-2- R-9 zoning districts contained in Table 20.410.040-1 above:

1. Minimum lot size/maximum density:

- a. Lots developed or approved before March 11, 2004, are exempt from the requirements for minimum density. However, if a site is completely redeveloped, the new development must comply with the minimum density requirements contained in Table 20.410.010-1 above.
- b. Non-residential uses are exempt from minimum lot sizes.
- c. Within a development of two or more lots, the minimum lot size may be averaged as long as no lot is smaller than 80% of the minimum required lot size.
- d. Legal lots of record (lots legally created) that do not meet the minimum lot size requirement may be developed with a single dwelling unit.

e. When the maximum density contains a fraction of a unit, the applicant must round to the nearest whole unit. For calculations of X.1 – X.4, this means rounding down; for calculations of X.5 – X.9, this means rounding up to the next whole unit.

2. Maximum lot size/minimum density:

a. Non-residential uses are exempt from maximum lot sizes.

b. On large parcels containing an existing dwelling on March 11, 2004, a lot no greater than one acre may be created around the existing dwelling with the remainder platted to create the number of dwelling units required within the range of minimum and maximum density established for the zoning district in which the parcel is located.

c. When the minimum density contains a fraction of a unit, the applicant must round to the nearest whole unit. For calculations of X.1 – X.4, this means rounding down; for calculations of X.5 – X.9, this means rounding up to the next whole unit.

d. On sites that contain sensitive environmental conditions, all or a portion of the sensitive resources areas may be deducted from the gross lot area before the minimum and maximum densities are calculated unless the applicant chooses to transfer density per the requirements of Chapter [20.940](#) VMC, On-Site Density Transfers.

3. *Planned Developments*. See VMC Chapter [20.260.060](#) (Development Standards – Item 4) for additional exceptions to lot size requirements. (Ord. M-3931 § 10, 2009; Ord. M-3701 § 13, 2005; Ord. M-3643, 2004)

20.410.050 Development Standards.

A. *Compliance Required*. All developments must comply with:

1. All of the applicable development standards contained in the underlying zoning district, except where the applicant has obtained a variance(s) in accordance with Chapters [20.290](#) VMC.

2. All other applicable standards and requirements contained in this title.

B. *Development standards*. Development standards in low-density residential zoning districts are contained in Table 20.410.050-1. These apply to all primary dwellings and accessory buildings on the site. For additional regulations governing accessory buildings, see Chapter [20.902](#) VMC.

1. Additional standards within R-6, R-9, and R-17 Zoning Districts. The following standards are in addition to the requirements in Table 20.410.050-1.

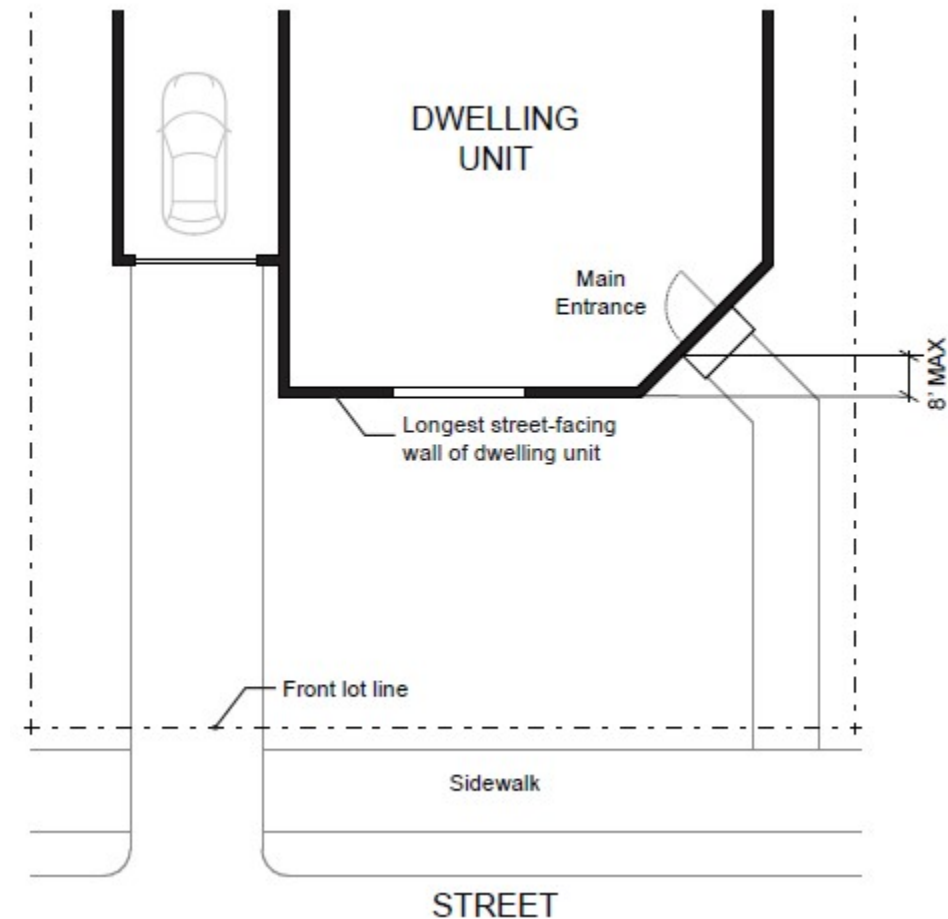
a. Garages. The width of the garage door facing the street may be up to 50 percent of the width of the street-facing building façade or 10' in length, whichever is greater. Garage limitations do not apply to residential development accessed through rear alleys, or where the garage is located in the rear of the lot.

b. Main Entrances. Main entrances shall be visible from the street and must:

1. Not be recessed more than 4 feet behind the longest street-facing wall,

2. Have an awning, a porch of at least 25 square feet in area, or other covered architectural feature, or

3. Face the street or be oriented at an angle of not more than 45 degrees from the street-facing façade. Corner lot homes may face either street.



c. Front Façade Variety. Duplicative front facades on abutting home sites along the same street are prohibited. Facades shall be substantially different if they contain at least three of the following design features:

1. Varied or staggered front setbacks, with variations of at least five feet.

2. Different building heights, with the two heights varying by at least five feet.

3. Varied rooflines such as hipped or pitched roofs.

4. Different window opening locations and designs, with the following potential variations:

a. Variation in the number of windows by at least one window on the front façade.

b. Variation in the size of two or more windows, with a variation of at least 15% in size.

c. Variation in the location of windows, with a variation in placement of at least three feet in any direction for two or more windows.

5. Different garage location, configuration, and design, or

6. Other architectural elements including but not limited to covered porches, dormers, eaves with a minimum six-inch projection, pillars or posts, bay windows, or balconies.

7. Mirrored facades.

d. Alleys. Where alleys are present, all garages and on-site parking shall be accessible from the alley. In R-17 zones, single-family residential developments shall utilize rear alley-loading as follows:

i. Alleys shall be required for developments on sites of four acres or larger where the proposed average new lot size is less than 3,000 square feet unless the application demonstrates and the Planning Official agrees that alleys are unfeasible due to significant site constraints such as significant variations in topography, irregular site shape, or presence of natural resource constraints

ii. Alleys are encouraged in all other cases

e. Compliance with Narrow Lot Development Standards. Developments within the R-17 zoning district shall be subject to [VMC 20.927, Narrow Lot Development Standards](#), with the exception of VMC 20.927.040.A.5.d garage width standards. }

{Comment: the above are the major changes from the previous draft. They are intended to respond to requests for more flexible alley standards, and a recent Commissioner suggestion to incent alley use for proposal with the smallest lots, when the need for alleys is greatest. Existing Narrow lot standards are invoked because they address many of the concerns presented by small lot R-17 development, and are not unique to skinny lots}

Location and configuration of driveways. Driveways shall be located to preserve space for on-street parking by meeting one of the following requirements.

i. For housing units or developments on corner lots, off-street parking areas shall be accessed on the back façade or located in the rear yard. No off-street parking shall be allowed in the front yard or side yard.

ii. Driveways providing access to the front façade must be consolidated for adjacent dwellings.

iii. Consolidated driveways shall be tapered (i.e., narrower where they connect to the street and wider at the back to the driveway) to minimize the width of curb cuts and to enhance pedestrian safety.

iv. Individual driveways must be separated by at least 20' as measured from the edge of the driveway apron.

f. Solid Waste Provisions. The development application shall include a plan for access for solid waste and recycling collection service, indicating common or individual unit collection points with demonstrated access and turning space for solid waste vehicles

Table 20.410.050-1 Development Standards in Lower-density Residential Zones					
STANDARD	R-2	R-4	R-6	R-9	<u>R-17</u>
Minimum Lot Size ⁵	20,000 sf	10,000 sf	7,500 sf	5,000 sf	<u>2,000 sf</u>
Maximum Lot Size	30,000 sf	19,000 sf	10,500 sf	7,400 sf	<u>5,000 sf</u>
Maximum Lot Coverage	50%	50%	50%	50%	<u>65%</u>
Minimum Lot Width ⁵	100'	80'	50'	45'	<u>25'</u>
Minimum Lot Depth ⁵	100'	90'	90'	65'	<u>65'</u>
Minimum Setbacks					
Front yard	10'	10'	10' ⁶	10' ⁶	<u>10'⁶</u>
Rear and through yards ⁴	5'	5'	5'	5'	<u>5'</u>
Side yard	10'	7'	0' ^{15'} ²	0' ^{15'} ²	<u>0' ^{15'} ²</u>
Street side yard	10'	10'	<u>10' ⁸</u>	<u>10' ⁸</u>	<u>8</u>
Garage/Carport from public/private street right-of-way or sidewalk easement	20'	20'	18'	18'	<u>18'</u>
Garage/Carport from alley ³	15'	10'	5'	5'	<u>5'</u>
Maximum Height	35'	35'	35'	35'	<u>35'</u>

Table 20.410.050-1 Development Standards in Lower-density Residential Zones					
STANDARD	R-2	R-4	R-6	R-9	R-17
Minimum Off-Street Parking Spaces	1	1	1	1	1
Minimum Landscaping Requirement (percentage of total net area)	10%	10%	10%	10%	10%

1 Subject to Chapter [20.910.050](#) VMC.

2 For each additional 10 feet of building height, or fraction thereof, over 25 feet, add 2 feet to the setback to a maximum of 10 feet on each side or rear yard.

3 There must be a minimum of 20' maneuvering space from entrance edge of the carport or garage to opposite edge of the alley.

4 A through lot will be treated as an interior rear yard, especially with respect to placement of principal and accessory structures, location of parking and height of fences only when there is no vehicular access to the abutting street. If access occurs then the through lot yard will be treated in all respects as a front yard.

5 Smaller lot sizes and dimensions may be allowed subject to VMC 20.920, Infill Development Standards.

6 Porches, eaves, bay windows, columns, or other structural extensions may extend up to 5-feet into the front setback or in accordance with 20.910.040.A.

C. Institutional development standards. Institutional uses such as colleges, schools, religious institutions, and emergency services facilities that locate within Low-Density Residential Districts shall comply with the following development standards:

1. For portions of an institutional campus abutting residentially-zoned property (not separated by a street):

a. Minimum setback: 35 feet.

b. Maximum height: 35 feet at the setback increasing one foot for every one foot of additional setback to a maximum of 75 feet.

c. Minimum landscaped buffering between the institutional use and residential development: 15 feet.

2. The development standards in subsection (1) above do not apply to existing buildings.

3. All other development standards on the institutional campus are the same as those in the underlying base zone except as follows:

a. Modified through a variance procedure per the requirements of Chapter [20.290](#) VMC alone or in conjunction with a Conditional Use procedure per the requirements of Chapter [20.245](#) VMC; or

b. Established as part of a Public Facilities Master Plan procedure per the requirements of Chapter [20.268](#) VMC.

D. *Criteria for institutions as limited uses.* As noted in Table 20.410.030-1 above, a school, religious institution, government building, fire station, child care center or emergency services facility is allowed as a limited use if it meets all of the criteria described below. An institution that does not comply with all of these criteria must be reviewed as a conditional use, except for school modular classrooms, which shall be permitted outright.

1. The site contains no more than 12 acres for an elementary school, not to exceed 75,000 gsf.
2. The site contains no more than two acres for a religious institution, not to exceed 30,000 gsf.
3. The site contains no more than one acre for a child care center, not to exceed 10,000 gsf.
4. The site takes its primary access from no less than a minor arterial.
5. If a religious institution also has a private elementary school, the total development shall not exceed 60,000 gsf and seven acres.

E. Criteria for Parks/Open Space as limited uses (Reserved for future use)

F. *Criteria for Placement of Manufactured Homes.*

1. General Provisions:

a. Manufactured homes are permitted on individual lots in the R-2, R-4, R-6, and R-9 residential zones in accordance with the placement standards as set forth in this section and other provisions which apply to conventionally built dwellings.

b. Nothing in these provisions shall be interpreted as superseding deed, covenants, or restrictions which are generally not enforced by the city.

c. Existing manufactured home developments and manufactured home subdivisions are permitted and are not subject to the provisions of this chapter. An existing manufactured home in a development or subdivision may continue to lawfully exist and be replaced or can be relocated either to an approved manufactured home development or an approved manufactured home subdivision.

d. A new manufactured home placed on an individual lot subsequent to the adoption of this ordinance, may be relocated as permitted by this title if within (5) five years of the date of the original placement.

2. Manufactured Home Placement Standards:

Except as allowed in subsections 1c and 1d above, all manufactured homes placed within the City of Vancouver shall comply with the following standards:

- a. Manufactured homes must meet the development standards of the base zone unless otherwise noted.
 - b. The manufactured home must meet the definition of a “new manufactured home”, unless otherwise noted. A new manufactured home means any manufactured home required to be titled under Title [46](#) RCW, which was not titled to retail purchaser before July 1, 2005, and was not a “used mobile home” as defined in RCW [82.45.032\(9\)](#).
 - c. The manufactured home must meet the requirements of a “designated manufactured home”. Provided that manufactured homes built to [42](#) USC Section 5401-5403 standards (as amended in 2000) must be regulated in the same manner as site built homes.
 - d. The manufactured home must meet the following requirements
 1. Is comprised of at least two fully enclosed parallel sections each of not less than twelve feet wide by thirty-six feet long;
 2. Was originally constructed with and now has a composition or wood shake or shingle, coated metal, or similar roof of not less than 3:12 pitch;
 3. Has exterior siding similar in appearance to siding materials commonly used on conventional site – built building code single-family residences;
 - e. The manufactured home must comply with all local design standards applicable to all other homes within the neighborhood in which the manufactured home is to be located
 - f. The manufactured home be set on permanent foundation, as specified by the manufacturer, and that the space from the bottom of the home to the ground be enclosed by concrete or an approved concrete product which can be either load bearing or decorative.
 - g. The manufactured home must be thermally equivalent to the state energy code.
3. Review and Inspection:
- a. City will review building permit applications and will issue appropriate zoning and building permits and conduct the installation inspection.
 - b. The Department of Labor and Industries is responsible for inspections including replacement, addition, modification, or removal of any equipment or installation and issuing permits under RCW Chapter [43.22](#). (Ord. M-4066 § 5, 2013; Ord. M-3959 § 24, 2010; Ord. M-3931 § 11, 2009; Ord. M-3922 § 20, 2009; Ord. M-3840 § 19, 2007; Ord. M-3709 § 5, 2005; Ord. M-3701 § 14, 2005; Ord. M-3663 § 13, 2004; Ord. M-3643, 2004)

Chapter 20.420

HIGHER DENSITY RESIDENTIAL DISTRICTS

{Recommended changes for R-50 standards underlined and in yellow. Changes for the affordable housing density bonus in green}

Sections:

[20.420.010 Purpose.](#)

[20.420.020 Zoning Districts.](#)

[20.420.025 Higher Density Residential Zone Function and Location Criteria.](#)

[20.420.030 Uses.](#)

[20.420.040 Minimum and Maximum Densities.](#)

[20.420.050 Development Standards.](#)

[20.420.060 Commercial Development Restrictions.](#)

20.420.010 Purpose.

Promote a range of housing choices while preserving neighborhood livability and protecting the consumer's choices in housing. These districts are designed to promote medium- to high-density residential neighborhoods. Housing types include manufactured homes, duplexes, rowhouses, and multi-unit structures. A mix of nonresidential uses, such as professional office and limited commercial, civic, and institutional uses, is permitted outright or conditionally subject to provisions to minimize adverse impacts, if any, on the residential character. However, the encouragement of mixed uses should not result in a predominance of business or commercial uses in areas designated for residential development by the Comprehensive Plan. (Ord. M-3709 § 6, 2005)

20.420.020 Zoning Districts.

A. R-18: Higher-Density Residential District. The R-18 zoning district is designed to accommodate attached homes such as duplexes and rowhouses, and garden-type apartments at a minimum lot size of 1,800 square feet per unit. Professional office uses are permitted under certain circumstances. Some retail, civic and institutional uses are allowed conditionally. This zone consolidates the R-18 and OR-18 zones as of March 11, 2004.

B. R-22: Higher-Density Residential District. The R-22 zoning district is designed to accommodate rowhouses, garden-type apartments, and lower-density multi-dwelling structures at a minimum lot size of 1,500 square feet per unit. Professional office uses are permitted under certain circumstances. Some retail, civic and institutional uses are allowed conditionally. This zone consolidates the R-22 and OR-22 zones as of March 11, 2004.

C. R-30: Higher-Density Residential District. The R-30 zoning district is designed to accommodate multi-dwelling structures at a minimum lot size of 1,500 square feet per unit. Professional office uses are permitted under certain circumstances. Some retail, civic and institutional uses are allowed conditionally. This zone consolidates the R-30 and OR-30 zones as of March 11, 2004.

D. R-35: Higher-Density Residential District. The R-35 zoning district is designed to accommodate multi-dwelling structures at a minimum lot size of 1,200 square feet per unit. Professional office uses are permitted under certain provisions. Some retail, civic and institutional uses are allowed conditionally. (Ord. M-4034 § 11, 2012; Ord. M-3922 § 21, 2009; Ord. M-3730 § 11, 2005; Ord. M-3663 § 14, 2004; Ord. M-3643, 2004)

E. R-50: Higher-Density Residential District. The R-50 zoning district is designed to accommodate multi-dwelling structures at a minimum lot size of 800 square feet. Professional office uses are permitted under certain provisions. Some retail, civic and institutional uses are allowed conditionally.

20.420.025 Higher Density Residential Zone Function and Location Criteria.

A. *R-18 (Higher Density Residential) Zone Location Criteria.* The R-18 designation is most appropriate in areas with the following characteristics and relationships to the surrounding area:

1. Areas occupied by a substantial amount of multifamily development, but where factors such as narrow streets, on-street parking congestion, local traffic congestion, lack of alleys and irregular street patterns restrict local access and circulation and make a lower intensity of development desirable.
2. Areas where properties are well-suited to multifamily development, but where adjacent single-family developments or public open space make a transitional scale of development (height and bulk) desirable. There should be a well-defined edge such as an arterial, open space, change in block pattern, topographic change or other significant feature that provides physical separation from the single-family area. (This is not a necessary condition where existing moderate scale multifamily structures have already established the scale relationship with abutting single-family areas).
3. Properties must have access from collector or arterial streets, such that vehicular travel to and from the site is not required to use local access streets through lower density residential zones.

B. *R-22 (Higher Density Residential) Zone Location Criteria.* The R-22 designation is most appropriate in areas with the following characteristics and relationships to the surrounding area:

1. Areas already developed predominantly to the permitted R-22 density and where R-22 scale is well established.
2. Areas with close proximity and pedestrian connections to neighborhood services, public open spaces, schools and other residential amenities.
3. Properties that are adjacent to existing business and commercial areas with comparable height and bulk, or where a transition in scale between areas of larger multifamily and/or commercial structures and smaller multifamily development is desirable.
4. Areas well served by public transit and having direct access to arterials, such that vehicular traffic is not required to that pass through lower density residential zones; street widths must be sufficient to allow for two (2) way traffic and on-street parking in accordance with City street standards.
5. Areas with significant topographic breaks, major arterials or open space that provide a separation and transition to Lower Density Residential areas.

C. *R-30 (Higher Density Residential) Zone Location Criteria.* The R-30 designation is most appropriate in areas with the following characteristics and relationships to the surrounding area:

1. Areas that are already developed predominantly to the permitted R-30 density, or areas that are within an urban center, or identified in an adopted sub-area plan as appropriate for higher density multifamily housing.
2. Properties in close proximity to major employment centers, open space and recreational facilities.
3. Areas with well-defined edges such as an arterial, open space, change in block pattern, topographic change or other significant feature providing sufficient separation from adjacent areas of small scale residential development, or areas should be separated by other zones providing a transition in the height, scale and density of development.
4. Areas that are served by major arterials, where transit service is good to excellent, and where street capacity could absorb the traffic generated by higher density development.
5. Principal streets in the area shall be sufficient to allow for two (2) way traffic and parking on both sides of the street. Vehicular access to the area shall not require use of streets passing through lower density residential zones.
6. Areas of sufficient size to promote a high quality, higher density residential environment with close proximity (and good pedestrian connections) to public open spaces, neighborhood oriented commercial services, and other residential amenities.

D. *R-35 (Higher Density Residential) Zone Location Criteria.* The R-35 designation is most appropriate in areas generally characterized by the following development characteristics of the area and relationship to the surrounding area:

1. Areas that are developed predominantly to the intensity permitted by the R-35 zone, or areas located within an urban center, or defined in a subarea plan adopted by the City as appropriate for higher density multi-family housing.
2. Areas of sufficient size to promote a high quality, higher density residential environment with close proximity (and good pedestrian connections) to public open spaces, neighborhood oriented commercial services, other residential amenities, major employment centers, open space and recreational facilities.
3. Properties adjacent to business and commercial areas with comparable height and bulk.
4. Properties in areas along arterials where topographic changes either provide an edge or permit a transition in scale with surroundings.
5. Areas that are served by major arterials and where transit service is good to excellent and street capacity could absorb the traffic generated by high density development. (Ord. M-3730 § 12, 2005)

E. *R-50 (Higher Density Residential) Zone Location Criteria.* The R-50 designation is most appropriate in areas generally characterized by the following development characteristics of the area and relationship to the surrounding area:

1. Areas that are located within an urban center, defined in a subarea plan, or other location generally appropriate for higher density multi-family housing.
2. Areas of sufficient size to promote a high quality, higher density residential environment with close proximity (and good pedestrian connections) to public open spaces, neighborhood oriented commercial services, other residential amenities, major employment centers, open space and recreational facilities.
3. Properties near business and commercial areas that are or can be developed with compatible height and bulk.
4. Properties in areas along arterials where topographic changes either provide an edge or permit a transition in scale with surroundings.
5. Areas that are served by major arterials and where transit service is good to excellent and street capacity could accommodate the traffic generated by high density development.

20.420.030 Uses.

A. *Types of uses.* For the purposes of this chapter, there are four kinds of use:

1. A permitted (P) use is one that is permitted outright, subject to all of the applicable provisions of this title.
 2. A limited (L) use is permitted outright providing it is in compliance with special requirements, exceptions or restrictions.
 3. A conditional use (C) is a discretionary use reviewed through the process set forth in Chapters [20.245](#) and [20.210](#) VMC, governing conditional uses and decision-making procedures, respectively.
 4. A prohibited use (X) is one that is not permitted in a zoning district under any circumstances.
- B. *Use table.* A list of permitted, limited, conditional, and prohibited uses in Higher Density residential zones is presented in Table 20.420.030-1.

Table 20.420.030-1 Higher Density Districts Use Table					
USE	R-18	R-22	R-30	R-35	R-50
RESIDENTIAL					
Household Living	P	P	P	P	P
Group Living	P	P	P	P	P
Home Occupation	L ³	L ³	L ³	L ³	L³
HOUSING TYPES					
Single Dwelling Units, Attached	p ^{4, 25}	p ^{4, 25}	p ^{4, 25}	X	X
Single Dwelling Units, Detached	p ^{4, 25}	p ^{4, 25}	p ^{4, 25}	X ⁵	X⁵
Accessory Dwelling Units	p ¹	p ¹	p ¹	p ¹	p^{1, 24}
Duplexes	p ⁴	p ⁴	p ⁴	p ⁴	p⁴
Multi-Dwelling Units	p ⁴	p ⁴	p ⁴	p ⁴	p⁴
Manufactured Home Developments	L ⁷	L ⁷ /X	L ⁷ /X	L ⁷ /X	L⁷/X
Designated Manufactured Home	L/X ²³	X	X	X	X
New Manufactured Home	L ²³	X	X	X	X
CIVIC (Institutional)					
Basic Utilities	C	C	C	C	C
Colleges	C	C	C	C	C
Community Centers	C	C	C	C	C
Community Recreation	C ⁸	C ⁸	C ⁸	C ⁸	C⁸
Cultural Institutions	P/C ⁹	P/C ⁹	P/C ⁹	P	P
Day Care					

1 Subject to the provisions of Chapter [20.810](#) VMC, Accessory Dwelling Units.

- 2** The language for this footnote has been deleted.
- 3** Subject to the provisions of Chapter [20.860](#) VMC, Home Occupations.
- 4** Provided the minimum required residential density is met, on an overall project basis.
- 5** Single-family dwelling units legally established prior to March 11, 2004, shall be considered permitted uses.
- 6** Subject to the provisions of VMC [20.895.040](#), Community Recreation and Related Facilities.
- 7** Subject to the provisions of Chapter [20.880](#) VMC, Manufactured Home Parks. Manufactured Home Developments established prior to July 1, 2005 are exempt from the standards of VMC [20.420.050\(G\)](#), Criteria for Placement of Manufactured Homes, and may continue to exist and expand within existing previously-approved boundaries. An existing manufactured home in a development or subdivision may be replaced or may be relocated either to an approved manufactured home development or an approved manufactured home subdivision. Manufactured Home Developments in the R-22, R-30, R-35 zones are allowed as a Limited Use (L) only as part of a Chapter [20.260](#) VMC Planned Development that meets overall minimum density standards for the applicable zone.
- 8** Subject to the additional provisions in VMC [20.895.040](#).
- 9** Libraries permitted only; all other cultural institutions are conditional uses.
- 10** Family day care homes for no more than 12 children are permitted when licensed by the state. Child care centers are permitted as conditional uses, subject to the provisions of Chapter [20.840](#) VMC, Child Care Centers, unless part of a Planned Development, in which case they are approved subject to Chapter [20.260](#) VMC. All child care facilities must be licensed by the state.
- 11** Adult day care facilities with 12 or fewer clients are permitted outright; larger facilities are permitted as conditional uses.
- 12** The language for this footnote has been deleted.
- 13** Community, regional parks and trails that meet all of the development standards in VMC [20.420.050\(E\)\(1\),\(2\)](#) and (3), respectively, are permitted by as limited uses; all others require a Conditional Use approval.
- 14** Schools, child care centers, and religious institutions that meet all of the locational criteria contained in VMC [20.420.050\(F\)](#) are permitted by right; all others require conditional use approval. Child care centers permitted by right shall be consistent with Chapter [20.840](#) VMC, Child Care Homes and Centers, and be subject to Type II review pursuant to VMC [20.210.050](#).
- 15** Except bus, trolley and street car stops, including bus shelters, which are allowed by right.

16 Bed-and-breakfast establishments as limited uses subject to provisions of Chapter [20.830](#) VMC, Bed and Breakfast Establishments; all other commercial and transient lodging prohibited.

17 New commercial uses allowed as limited uses subject to special development restrictions in VMC [20.420.060](#). Existing commercial uses permitted if legally established prior to code effective date. However, alterations and expansions shall be subject to Chapter [20.245](#) VMC (Conditional Use Permits).

18 Subject to the provisions in VMC [20.895.030](#).

19 Subject to the provisions of Chapter [20.850](#) VMC, Dog Day Care.

20 Except as an accessory to a medical center.

21 Subject to provisions of Chapter [20.885](#) VMC, except sale of fireworks prohibited in residential zones.

22 Subject to the provisions of Chapter [20.890](#) VMC, Wireless Communication Facilities.

23 A “designated manufactured home” is exempt from the development standards of VMC [20.420.050\(G\)](#) and may continue to exist and expand. An existing unit may be replaced or may be relocated either to an approved manufactured home development or an approved manufactured home subdivision. After July 1, 2005, only “new manufactured homes” that also meet the “designated manufactured home” criteria will be permitted on individual lots not part of an existing approved manufacturing home development or manufactured home subdivision. Except that a new manufactured home placed on an individual lot after July 1, 2005, may be relocated as permitted by this title if within five years of the date of the original placement.

24 Permitted only as existing non-conforming uses.

25. Subject to provisions in VMC 20.410 applying to the R-17 zoning district

(Ord. M-4255 § 7, 2018; Ord. M-4254 § 3(CC), 2018; Ord. M-4223 § 4, 2017; Ord. M-4187 § 6, 2016; Ord. M-4105 § 3, 2014; Ord. M-4071 § 8, 2014; Ord. M-4066 § 5, 2013; Ord. M-4035 § 3, 2012; Ord. M-4024 § 7, 2012; Ord. M-4002 § 6, 2011; Ord. M-3959 § 25, 2010; Ord. M-3931 § 12, 2009; Ord. M-3840 § 20, 2007; Ord. M-3730 § 13, 2005; Ord. M-3709 § 7, 2005; Ord. M-3701 § 15, 2005; Ord. M-3663 § 15, 2004; Ord. M-3643, 2004)

20.420.040 Minimum and Maximum Densities.

A. *Purpose.* The purpose of this section is to establish minimum and maximum densities in each residential zoning district. To ensure the quality and density of development envisioned, the maximum density establishes the ceiling for development in each zoning district based on a units per acre standard. To ensure that property develops at or near the density envisioned for the zone, the minimum density for each zoning district is set as just above the maximum density of the next less intense zone.

B. *Minimum and maximum densities.* The minimum and maximum densities for the Higher Density Residential Districts are contained in Table 20.420.040-1.

Table 20.420.040-1. Minimum and Maximum Densities

Zoning District	Minimum and Maximum Net Density
R-18	12 – 18 units per acre
R-22	18.1 – 22 units per acre
R-30	22.1 – 30 units per acre
R-35	30.1 – 35 units per acre
<u>R-50</u>	<u>35.1 – 50 units per acre</u>

C. *Exceptions.* The following exceptions are permitted to the density provisions for the higher density residential zoning districts contained in Table 20.420.040-1 above:

1. Minimum lot size/ and maximum density calculations:

a. Lots developed before March 11, 2004, are exempt from the requirements for minimum density. However, if a site is completely redeveloped, the new development must comply with the minimum density requirements contained in Table 20.420.040-1 above.

b. When the maximum density contains a fraction of a unit, the applicant must round to the nearest whole unit. For calculations of X.1 – X.4, this means rounding down to the next whole unit; for calculations of X.5 – X.9, this means rounding up to the next whole unit.

2. Minimum density:

a. When the minimum density contains a fraction of a unit, the applicant must round to the nearest whole unit. For calculations of X.1 – X.4, this means rounding down to the next whole unit; for calculations of X.5 – X.9, this means rounding up to the next whole unit.

b. On sites that contain critical or sensitive areas, all or a portion of those areas may be deducted from the net building area before the minimum and maximum densities are calculated at the discretion of the development applicant.

3. *Planned Developments*. See VMC Chapter [20.260.060](#) (Development Standards – Item 4) for additional exceptions to lot size requirements. (Ord. M-3931 § 13, 2009; Ord. M-3840 § 21, 2007; Ord. M-3730 § 14, 2005; Ord. M-3701 § 15, 2005; Ord. M-3643, 2004)

4. Affordable Housing Density Bonus

a. Housing projects devoted entirely to housing affordable to households earning 80% of less of Area Median Income (AMI) and providing guarantee acceptable to the Planning Official that such units will remain affordable at this level for 50 years may increase the maximum net density requirement of the underlying zone by the following amounts.

ii. Up to 50% in the R-2, R-4, R-6, R-9, and R-17 zones.

ii. Up to 100% in the R-18, R-22, R-30, and R-50 zones.

b. These density increases may not be used to exceed underlying zoning district requirements for permitted structure or use types, building heights, or other development regulations.

20.420.050 Development Standards.

A. *Compliance Required*. All developments must comply with:

1. All of the applicable development standards contained in the underlying zoning district, except where the applicant has obtained variances in accordance with Chapter [20.270](#) VMC Site Plan Review.

2. All other applicable standards and requirements contained in this title.

B. *Development standards*. Development standards in residential zoning districts are contained in Table 20.420.050-1. These apply to all primary dwellings and accessory buildings on the site. For additional regulations governing accessory buildings, see Chapter [20.902](#) VMC.

Table 20.420.050-1 Development Standards					
Standard	R-18	R-22	R-30	R-35	R-50
Minimum Lot Size	1,800 sf ¹	1,500 sf ¹	1,500 sf ¹	1,200 sf ¹	800 sf ¹
Maximum Lot Coverage	50%	50%	50% 55%	50% 60%	70%
Minimum Lot Width	20'	20'	20'	20'	20'
Minimum Lot Depth	50'	50'	60'	60'	60'
Minimum Setbacks					
Front yard	10'	10'	10'	10'	10'
Rear and Through lot yard	0' ² /5'	0' ² /5'	0' ² /5'	0' ² /5'	0' ² /5'
Side yard	0' ² /5'	0' ² /5'	0' ² /5'	0' ² /5'	0' ² /5'
Street side yard	10'	10'	10'	10'	5'
Garage/carport from public/private street right-of-way or sidewalk easement	18'	18'	18'	18'	18'
Garage/carport from alley	5' ⁴	5' ⁴	5' ⁴	5' ⁴	5' ⁴
Maximum Height	50'	50'	50'	60'	70'
Minimum Landscaping Requirement (percentage of total net area)	10%	10%	10%	10%	10%

1 Provided the required residential density is met on an overall project basis.

2 See requirements for zero lot line developments pursuant to Section [20.910.050](#) VMC.

3 This footnote has been deleted.

4 There must be a minimum of 20' maneuvering space from entrance edge of garage/carport to approved edge of alley

C. *Institutional development standards.* Institutional uses such as colleges, schools and religious institutions that locate within higher density residential districts shall comply with the following development standards:

1. For portions of an institutional campus abutting residentially-zoned property (not separated by a street):
 - a. Minimum setback: 35 feet.
 - b. Maximum height: 35 feet at the setback increasing one foot for every one foot of additional setback to a maximum of 90 feet.
 - c. Minimum landscaped buffering between the institutional use and residential development: 15 feet.
2. The development standards in Subsection (1) above do not apply to existing buildings.
3. All other development standards on the institutional campus are the same as those in the underlying base zone except as;
 - a. Modified through a Variance procedure per the requirements of Chapter [20.290](#) VMC; or
 - b. Established as part of a Public Facilities Master Plan procedure per the requirements of Chapter [20.268](#) VMC.

D. *Pedestrian development standards.* The following additional development standards apply for multi-family projects with more than two buildings on a site.

1. Each building in the complex shall have at least one direct pedestrian connection to the street even when separated from the street by an off-street parking lot. This pedestrian access shall be the most direct route between the building's main entrance and the street. Whenever possible, the main pedestrian connection shall not cross a parking lot or driveway.
2. There shall be pedestrian connections among residential buildings and from each residential building to indoor and outdoor communal facilities, e.g., recreation room, swimming pool, and parking lots, carports or garages.
3. The following design standards shall apply to this pedestrian circulation system:
 - a. The circulation system must be hard-surfaced and at least 5' wide.
 - b. Where the system crosses driveways, parking areas or loading areas, the system must be clearly identifiable through the use of striping, elevation changes, speed bumps, different paving material or other similar method.
 - c. Where the pedestrian connection is parallel and adjacent to a parking lot or driveway, the system must be a raised path or be separated from the auto travel lane by a curb, bollards, landscaping or other physical barrier. If the connection also provides access to a parking lot, at

least one access ramp from the connection to the parking lot must be provided that meets ADA standards for accessibility for the disabled.

d. The on-site circulation system must be lighted to a level sufficient for use by residents and their visitors after dark. Such lighting shall be directed in such a manner to prevent glare into nearby residential units.

E. Criteria for Parks/Open Space as limited uses.(Reserved for future use)

F. *Criteria for institutions as limited uses.* As noted in Table 20.420.030-1 above, schools, child care centers, and religious institutions are allowed as limited uses in Higher Density residential districts if they meet all of the criteria described below. An institution that does not comply with all of these criteria must be reviewed as a Conditional Use, except for school modular classrooms, which shall be permitted outright.

1. The site contains no more than 12 acres for an elementary school, not to exceed 75,000 gsf.

2. The site contains no more than two acres for a religious institution, not to exceed 30,000 gsf.

3. The site contains no more than one acre for a child care center, not to exceed 10,000 gsf.

4. The site takes its primary access from a street with no less than a minor arterial designation.

5. If a religious institution also has a private elementary school, the total development shall not exceed 60,000 gsf and seven acres.

G. *Criteria for Placement of Manufactured Homes.*

1. General Provisions:

a. Manufactured homes are permitted on individual lots in the R-18 residential zones in accordance with the placement standards as set forth in this section and other provisions which apply to conventionally built dwellings.

b. Nothing in these provisions shall be interpreted as superseding deed, covenants, or restrictions which are generally not enforced by the city.

c. Existing manufactured home developments and manufactured home subdivisions are permitted and are not subject to the provisions of this chapter. An existing manufactured home in a manufactured home development or subdivision may continue to lawfully exist and be replaced or can be relocated either to an approved manufactured home development or an approved manufactured home subdivision.

d. Except that a manufactured home placed on an individual lot subsequent to the adoption of this ordinance, may be relocated as permitted by this title if within (5) five years of the date of the original placement.

2. Manufactured Home Placement Standards:

All manufactured homes placed within the City of Vancouver shall comply with the following standards:

a. Manufactured homes must meet the development standards of the base zone unless otherwise noted.

b. The manufactured home must meet the definition of a “new manufactured home” unless otherwise noted. A new manufactured home means any manufactured home required to be titled under Title [46](#) RCW, which was not titled to retail purchaser before July 1, 2005, and was not a “used mobile home” as defined in RCW [82.45.032](#).

c. The manufactured home must meet the requirements of a “designated manufactured home”. Provided that manufactured homes built to [42](#) USC Section 5401-5403 standards (as amended in 2000) must be regulated in the same manner as site built homes.

d. The manufactured home must meet the following requirements.

1. Is comprised of at least two fully enclosed parallel sections each of not less than twelve feet wide by thirty-six feet long;

2. Was originally constructed with and now has a composition or wood shake or shingle, coated metal, or similar roof of not less than 3:12 pitch;

3. Has exterior siding similar in appearance to siding materials commonly used on conventional site –built building code single-family residences;

e. The manufactured home must comply with all local design standards applicable to all other homes within the neighborhood in which the manufactured home is to be located.

f. The manufactured home be set on permanent foundation, as specified by the manufacturer, and that the space from the bottom of the home to the ground be enclosed by concrete or an approved concrete product which can be either load bearing or decorative.

g. The manufactured home must be thermally equivalent to the state energy code.

3. Review and Inspection:

a. City will review building permit applications and will issue appropriate zoning and building permits and conduct the installation inspection.

b. The Department of Labor and Industries responsible for inspections including replacement, addition, modification, or removal of any equipment or installation and issuing permits under RCW Chapter [43.22](#). (Ord. M-4066 § 5, 2013; Ord. M-3931 § 14, 2009; Ord. M-

3730 § 15, 2005; Ord. M-3709 § 8, 2005; Ord. M-3701 § 16, 2005; Ord. M-3663 § 16, 2004; Ord. M-3643, 2004)

20.420.060 Commercial Development Restrictions.

Commercial uses. General office, medical office, personal and sales-oriented retail services, eating and drinking establishments, and other nonresidential uses may be allowed in the Higher Density residential districts as part of a mixed use building or site pursuant to VMC [20.430.060](#). (Ord. M-4034 § 12, 2012; Ord. M-3730 § 16, 2005; Ord. M-3698 § 3, 2005; Ord. M-3643, 2004)

Chapter 20.945

PARKING AND LOADING

{changes for state mandated parking reductions underlined and highlighted in yellow. Changes for R-50 standards in green}

{Staff Comment:

The state mandated parking reductions for different types of housing are particularly complicated given the differing mandates with varied definitions covering varied geographies for the different housing types. See below table for comparison:

Mandated Parking Reductions

Type of housing identified by statute	Current City Parking Requirement	New State Mandate	Recommended New City Standard
Market Rate Multi-family housing	1.5 spaces per unit	0.75 spaces per unit, or one space per bedroom, if located within ¼ mile of transit stop with 15 minute service intervals	0.75 spaces per unit if located within ¼ mile of transit line with 35 minute service intervals, 1.0 spaces per unit elsewhere
Very affordable housing (50% AMI)	1.5 spaces per unit	0.75 spaces per unit, or one space per bedroom, if located within ¼ mile of transit stop with 30 minute service intervals	0.75 spaces per unit for affordable (60% AMI) housing citywide.
Senior housing (undefined)	1.0 spaces per resident, no staff or visitor parking required	Zero spaces per residence, if located within ¼ mile of transit stop with 15 minute service intervals, although staff or visitor parking can be required	0.75 space per employee plus one visitor space per 10 residents citywide.
Disabled persons housing (undefined)	1.5 spaces per unit, no staff or visitor parking required	Zero spaces per residence, if located within ¼ mile of transit stop with 15 minute service intervals, although staff or visitor parking can be required	0.75 space per employee, plus one visitor space per 10 residents, citywide

The staff rationale for the recommended new city standards is as follows:

- The affordable, senior and disabled persons housing reductions are recommended to be applied citywide rather than only near transit in recognition that there are limited number of such facilities, their parking needs will be less than that of conventional housing, supporting and facilitating these facilities strongly aligns with housing choice goals, and that applying

the reductions citywide limits administrative burdens and interpretive questions raised by the different distances to transit, and the different frequencies of transit service

- *Broadening the application of the affordable housing parking reduction to projects affordable at 60% of AMI and below rather than the state mandated 50% AMI threshold is intended to align with other city and Title 20 standards using the 60% threshold.*
- *For the market rate parking reduction, lowering minimum requirements from the current 1.5 spaces per unit to 0.75 spaces per unit may be too large a change on a citywide basis, so the reduction to 0.75 was limited to areas near transit. Service intervals of 35 minutes rather than 15 minutes are recommended in order to match other Title 20 standards using the 35 minute threshold. C-Tran's website indicates that the Vine, 25, 30, 32, 37, 60, 65, 71, 80 and 92 bus lines provide daily service at 35 minute or better frequencies, while only the Vine and 37 provide 15-minute frequencies. Attached is link to the [system map](#).*
- *Staff is researching whether independent senior facilities warrant a different parking reduction than other types of senior housing because many residents drive and will have parking needs. Since The statute does not appear to allow requiring resident parking for any type of senior facility, it may be appropriate to only apply the independent senior living parking reduction to a narrower area near transit.}*

0.945.070 Minimum Off-Street Parking Requirements.

A. Parking requirements for unlisted uses.

1. The planning official may rule that a use not specifically listed in Table 20.945.070-2 below is a use similar to a listed use and that the same parking standards shall apply. If the applicant requests that the planning official's decision be rendered in writing, it shall constitute an interpretation, as governed by Chapter [20.255](#) VMC; and
2. The planning official shall maintain a list of approved unlisted use parking requirements that have the same effect as an amendment to this chapter.

B. Choice of parking requirements. When a building or use is planned or constructed in such a manner that a choice of parking requirements could be made, the use which requires the greater number of parking spaces shall govern.

C. Measurements. The following measurements shall be used in calculating the total minimum number of vehicle parking spaces required in this chapter:

1. *Fractions.* Fractional space requirements of up to 0.5 shall be rounded down to the next whole number and 0.5 or greater rounded up to the next whole number.
2. *Employees.* Where employees are specified for the purpose of determining the minimum vehicle parking spaces required, the employees counted are those who work on the premises during the largest shift at the peak season.
3. *Students.* When students are specified for the purpose of determining the minimum vehicle parking spaces required, the students counted are those who are on the campus during the peak period of the day during a typical school term.

4. *Space.* Unless otherwise noted, where gross square feet (gsf) are specified, the area measured shall be gross floor area under the roof measured from the faces of the structure, excluding only space devoted to covered off-street parking or loading.

D. *Exclusions to minimum vehicle parking requirements.* The following shall not be counted towards the computation of the minimum parking spaces as required in Table 20.945.070-2 below:

1. *On-street parking.* Parking spaces in the public street or alley shall not be eligible as fulfilling any part of the parking requirement except as provided elsewhere in this title;
2. *Fleet parking.* Required vehicle parking spaces may not be used for storage of fleet vehicles, except when a use can show that employee and fleet parking spaces are used interchangeably, (e.g., the employee drives the fleet vehicle from home, or the spaces are used for fleet storage only at night and are available for employee use during the day). For the purposes of this title, space exclusively devoted to the storage of fleet vehicles will be considered as outdoor storage.

E. *Reductions in minimum required vehicle parking.*

1. The planning official may reduce the minimum off-street vehicle parking spaces required in Table 20.945.070-2 by up to 10 percent in new nonresidential developments by means of a Type I procedure, when an applicant for a development permit can demonstrate in a parking study prepared by a traffic consultant or in parking data from comparable sites that:
 - a. The requested reduction in parking will not have an adverse impact on uses in the immediate vicinity.
 - b. Use of transit, demand management programs, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared with Institute of Transportation Engineers (ITE) vehicle trip generation rates and minimum city parking requirements.
 - c. The city shall not be responsible for providing parking for a development should a reduction in required parking under this section result in a deficit in parking that is not desirable to the owner of the property or use.
2. The planning official may reduce the minimum off-street vehicle parking spaces required in Table 20.945.070-2 up to 20 percent if the required conditions detailed in VMC [20.945.070\(E\)\(1\)](#) and [\(2\)](#) are met. Reductions in parking minimums shall be cumulative and inclusive of reductions allowed under any provision of VMC Title [20](#).
 - a. For every five bicycle parking spaces provided which meet bicycle parking design standards or for each bicycle locker (two-bicycle capacity), the minimum motor vehicle parking requirement may be reduced by one space up to seven percent of total required vehicle parking spaces. Mixed-use developments using this provision shall provide bicycle parking indoors.

b. Sites where at least 20 parking spaces are required and where at least one street lot line abuts a designated arterial roadway, transit supportive plazas may be substituted for up to five percent of required vehicle parking.

1. The plaza must be adjacent to the arterial street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop.
2. The plaza must be at least 300 square feet in area and be shaped so that a 10-foot-by-10-foot square will fit entirely within the plaza.
3. The plaza must be open to the public, contain a bench or other sitting area, contain a shelter or other weather protection covering at least 20 square feet, and shall have at least 10 percent and no more than 25 percent landscaping.

c. *Building Orientation/Site Design Incentive.* Developments which incorporate all of the following building orientation/site design characteristics into the site plan shall be eligible for a five percent reduction in required on-site parking.

1. *Build to the Sidewalk.* Buildings located as close as possible to the public street and sidewalk, preferably at the minimum required setback. Primary entrance shall be oriented toward the street.
2. *Provide public spaces.* Commercial development should provide spaces for civic interaction. To make these more accessible and accommodating to the public, pedestrian plazas, street furniture and landscaped open spaces should be incorporated as site amenities.
3. *Build to the corner.* Buildings on corner lots should be located on the street corner with building frontage on both streets with primary entrances oriented toward the intersection. If no buildings are located at street corners, pedestrian plazas and amenities should provide a focus for the area. Intersection vision clearance standards shall apply.
4. *Pad Development.* Pad development should be located at the corners of a development or at the intersection created by the site driveway with the public street. The location and site design of pad development should integrate seamlessly with the on-site pedestrian circulation plan and all off-site pedestrian, bicycle and transit facilities.

d. Reductions allowed under this section may not be applied to the following uses:

1. Market-rate multi-family housing.
2. Housing for very low and extremely low income households (earning under 60% median area income per VMC).
3. Housing for seniors.
4. Housing for people with disabilities.

{comment: the above is intended to not allow parking reduction options already in this chapter to apply in addition to the new state mandates, which are capture in the tables}

3. A request to reduce the required minimum parking more than 20 percent is subject to a Type II Variance procedure.

F. *Parking in City Center (CX) Zone.* The following minimum requirements shall apply, in accordance with VMC [20.630.050](#) (Parking Control), in all areas zoned City Center District (CX):

Table 20.945.070-1 CX District Parking Space Requirements	
Land Use	Parking Requirements
Multi-Family Housing, market rate and low-income	0.75 space/dwelling unit
Senior Housing	0 spaces for residential units 0.75 space per employee ¹ plus one visitor space per 10 residents
All Other Residential Uses	1 space/dwelling unit
Transient lodging	1 space/living unit
Congregate care facilities for non-senior residents	1 space/two (2) living units
All other uses	1 space/1,000 sq. ft. of floor area

1. The number of employees based on maximum number of employees present at any given time (i.e., during the largest shift of employees)

G. *Parking in Transit Overlay District.* Developments located within the Transit Overlay District may be subject to special parking standards contained in Chapter [20.550](#) VMC.

H. *Application of Parking Requirements.*

1. Notwithstanding any other requirement of this chapter, no parking shall be required for any commercial use located in an existing structure which abuts Main Street between Fifth Street and McLoughlin Boulevard, up to and including the first two floors above street level, and any basement levels. The requirements for uses in all floors of

three stories or above shall be the same as that in all other areas in the City Center District (CX).

2. In addition, notwithstanding any other requirements of this chapter, requirements for off-street parking shall not apply within the Community Commercial District (CC) extending from McLoughlin Boulevard to Fourth Plain Boulevard in the event of a change in commercial occupancy of a building or of a remodeling of a commercial structure if the original floor area is not exceeded by 25 percent. This provision does not apply to conversion of residential occupancy to commercial occupancy. The requirements for off-street parking for the Community (CC) Commercial District within this area shall be based on the City Center (CX) District Parking Requirements of Table 20.945.070-1 and shall only be for the total area of additions in excess of 25 percent of the floor area in existence on July 19, 2010.

3. Commercial uses in the CN, Neighborhood Commercial District may count available on-street parking spaces which are immediately adjacent to the development toward the minimum on-site parking requirement.

4. Parking stalls used for Electric Vehicle Basic Charging Stations and Rapid Charging Stations shall be counted toward the minimum number of required parking stalls in a development.

I. *Use of Public Parking.* The requirements for off-street parking can be satisfied by execution of a long-term lease for a segment of equivalent parking in an existing public or private parking facility. Lease fees in public facilities would be at market rates as established and adjusted by the Vancouver city council after considering the advice of the parking advisory committee. Continued leasing of such space shall be required, and failure to provide the required parking shall be cause for revocation of the occupancy permit for the structure involved.

J. *Specific requirements for minimum parking.* Parking shall be provided for uses as per Table 20.945.070-2 below.

Use	Minimum
Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements	
RESIDENTIAL	

Use

Minimum

Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements

Household Living	See Housing Types below
Group Living	1 space/7 residents served under age 12 1 space per resident served ages 12 – 17 1 space per resident served age 18 or older
Transitional Housing	1:3 beds
Home Occupation	None
HOUSING TYPES	
Single Dwelling, Attached	1.0/DU ¹
Single Dwelling, Detached	1.0/DU
Accessory Dwelling Units	None
Duplexes	1.0/DU
<u>Market rate Multi-Dwelling Units located more than ¼ mile from frequent transit service line.⁶</u>	<u>4.5 0.75/DU if located within 1.4 mile of frequent transit line,⁶ 1.0/DU otherwise</u>
<u>Housing for low income households (earning under 60% median area income)</u>	<u>0.75/DU</u>
Manufactured Home Subdivisions	1.0/DU
Manufactured Home Parks	1.0/DU
<u>Senior housing facilities and housing for people with disabilities</u>	<u>0 spaces for residential units</u> <u>0.75 space per employee⁷ plus one visitor space per 10 residents</u>
CIVIC (Institutional)	

Use	Minimum
-----	---------

Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements

Basic Utilities	None
Community Centers	Per Approved Parking Study
Community Recreation	Per Approved Parking Study
Cultural Institutions	1:400 sq. ft.
Day Care	
- Child Care	Family Day Care Home: none Institutional: 1.0/employee + 1.0/12 children served
- Adult Day Care	Family Day Care Home: none Institutional: 1.0/employee + 1.0/12 clients served
- Dog Day Care	1.0/employee + 1.0/12 animals served
Emergency Services	1:300
Medical Centers	1.0/4 beds (hospital, residential care center); 1.0/2 beds for patients or residents (convalescent hospital, nursing home, congregate care facility)
Parks/Open Space	
- Neighborhood Parks	Parks Department to Determine
- Community Parks	
- Regional Parks	
- Trails	

Use	Minimum
-----	---------

Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements

Use	Minimum
Postal Service	1:300
Religious Institutions	1.0/6 seats or 12' of bench in main assembly area
Social/Fraternal Clubs	1/100
Transportation Facility	None
Schools	
- Preschool	2/ classroom
- Elementary and Middle	1 space/4 seats or 8 feet of bench length in auditorium or assembly room, whichever is greater
- High School	1 space/employee, plus 1 space/each 6 students, or 1 space/4seats or 8 feet of bench length in auditorium, whichever is greater.
- College* *Classrooms = 30 students. Lecture halls require additional parking of 12 spaces per 30 seats. Additional parking may be required as determined by planning official.	1 space/3 seats in classrooms
COMMERCIAL	
Commercial and Transient Lodging	1.0/lodging unit
Eating/Drinking Establishments	1/250
Entertainment-Oriented	

Use	Minimum
-----	---------

Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements

- Adult Entertainment	Refer to specific use, i.e., theater, book or video store
Indoor Entertainment	
- Movie/Live Performance Theaters	1.0/6 seats or 12' of bench
- Skating Rinks/Arcades	1.0/150
- Bowling Alleys	5 spaces per lane
- Shooting Ranges	1 space per lane
- Major Event Entertainment	1.0/6 seats or 12' bench
General Retail	
- Sales-Oriented	1/300
- Personal Services	1/400
- Repair-Oriented	1/400
- Bulk Sales	(a) Properties with less than 10,000 square feet of open sales or rental area shall provide 1 space for each 1,000 square feet of gross floor area, plus one space for each 2,500 sq. ft. of open sales or rental area. (b) Properties with 10,000 square feet or more of open sales or rental area shall provide 1 space for each 1,000 square feet of gross floor area, plus 4 spaces, plus one 1 space for each 10,000 square feet of open sales or rental area in excess of 10,000 sq. ft.

Use	Minimum
-----	---------

Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements

- Outdoor Sales	Same as Bulk Sales
Animal Kennel/Shelters	1/600 plus 1 per employee
Motor Vehicle Related	
- Motor Vehicle Sales/Rental	(a) Properties with less than 10,000 square feet of open sales or rental area shall provide 1 space for each 1,000 square feet of gross floor area, plus one space for each 2,500 sq. ft of open sales or rental area. (b) Properties with 10,000 square feet or more of open sales or rental area shall provide 1 space for each 1,000 square feet of gross floor area, plus 4 spaces, plus one 1 space for each 10,000 square feet of open sales or rental area in excess of 10,000 sq. ft.
- Motor Vehicle Servicing/Repair	1/500
- Vehicle Fuel Sales	No less than 2
- Elec. Vehicle Recharging Station	None
Office	
- General	1/400
- Medical	1/200
- Extended	1/300
Non-Accessory Parking	NA
Self-Service Storage	Based on area of office

Use

Minimum

Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements

Marina	
INDUSTRIAL	
Industrial Services	1/600
Manufacturing and Production	1/800
Railroad Yards	None
Research and Development	1/600
Warehouse/Freight Movement	1/2000
Wholesale Sales	1/1250
Waste-Related	1 space per 200 sq ft. of office space, plus 1 space per employee
OTHER	
Agriculture/Horticulture	None
Airport/Airpark	None
Cemeteries	1.0/6 seats or 12' of bench in chapels
Detention Facilities	1.0/3 beds
Heliports	None
Mining	1 per employee maximum shift
Rail Lines/Utility Corridors	None
Temporary Uses	None
Wireless Communication Facilities	One

1 DU=Dwelling Unit

2 Does not include outpatient clinics or medical offices; see Medical/Dental Offices.

3 Gasoline stations offering other retail goods for sale, in enclosed spaces accessible by the customer, shall also comply with the parking requirements for convenience stores. Gasoline stations providing vehicle repair or maintenance services shall also comply with the parking requirements for vehicle repair or service facilities.

4 Senior multi-family housing projects shall provide on-site parking at a minimum rate of one space per dwelling unit.

6 Frequent transit service means a bus rapid transit or other high capacity transit corridor, or transit corridors with existing weekday peak service frequencies of 35 minutes or less, as indicated in the C-Tran 2018-2033 Transit Development Plan.

7. The number of employees based on maximum number of employees present at any given time (i.e., during the largest shift of employees).

New Chapter 20.955

Cottage Cluster Housing

20.950.010 Purpose.

These standards are intended to allow groups of small-scale cottages around common areas in single or multi-family zoning districts in a manner promoting accessible housing and community interaction. The individual homes are smaller and shorter than what is allowed in the underlying zoning district, but they may be built at a higher density.

20.920 Applicability.

- A. Permitted zones and required minimum project size. Cottage Cluster housing developments shall be allowed on properties 20,000 square feet or larger in size, in the R-17, R-9, R-6, R-4 and R-2 zoning districts.
- B. Permitted Uses. Cottage Cluster development uses shall be limited to attached and detached single family homes and associated outbuildings, public or private open space, and parking areas. Duplexes or attached single family homes may constitute no more than 20% of the total number of units. Home Occupations pursuant to [VMC 20.860](#) shall be permitted only if there are no employees residing off-site. Accessory dwelling units pursuant to [VMC 20.810](#) shall be permitted only if located entirely within the single family homes.
- C. The narrow lot development standards in [VMC 20.927](#) and R-17 zoning district standards of [VMC 20.410](#) shall not apply to cottage housing developments.

20.930 Site Development and Design Standards

- A. General Standards.
 - 1. Cottage housing developments may be allowed at up to two hundred percent (200%) of the maximum density of the underlying zone, including any accessory dwelling units.
 - 2. Cottage housing developments shall contain a minimum of four (4) and a maximum of twelve (12) units in a cluster; provided, that a cottage development may contain up to two (2) clusters.
 - 3. Each single- family cottage shall not exceed 1,600 square feet in total floor area, and each duplex cottage 3,000 square feet. Floor areas of attached or detached garages and outbuildings shall count towards these size limits, with the exception of the first 200 hundred square feet of garage or outbuilding per single family cottage, or 400 square feet per duplex.
 - 4. Building heights may not exceed 25 feet within 50 feet of the project site perimeter, and 30 feet elsewhere in the site. Roofs higher than 18 feet shall be pitched at a ratio of at least 6:12.
 - 5. Covered porches shall be at least 60 s.f., with no dimension less than 5 feet

6. Buildings shall be set back at least 10 feet from the nearest public or private road, and at least five feet from other buildings. Building setbacks to exterior property lines shall be that of the underlying zoning district.

B. Cottage Orientation. Cottages must be clustered around a common courtyard and must meet the following standards.

1. At least 75% of the cottage units shall be located within 25 feet of a common courtyard, and shall have covered porches and main entries which face the common courtyard.
2. The Planning Official may at their discretion grant exceptions for as needed to allow cottages abutting a public street at the site perimeter to face the street, and as needed in cases of very narrow or unusually configured project parcels may reduce the required percentage of lots located within 25 feet of the common courtyard to 50%.

C. Common Courtyard Design Standards. Each cottage cluster must share a common courtyard in order to provide a sense of openness and community of residents. Common courtyards must meet the following standards.

1. The common courtyard must contain a minimum of 200 square feet of usable open or congregating space per cottage units within the associated cluster.
2. The common courtyard must be generally square or round, and no narrower than 15 feet wide at its narrowest dimension.
3. The common courtyard shall be developed with a mix of landscaping, lawn area, pedestrian paths, and/or paved courtyard area, and may also include recreational amenities. Impervious elements of the common courtyard shall not exceed 50 percent of the total common courtyard area.
4. Pedestrian paths must be included in a common courtyard. Parking areas, required setbacks, and driveways do not qualify as part of a common courtyard.

D. Required Parking and Parking Design

1. Required spaces. Each dwelling unit shall include at least one parking space within the project area. On street parking spaces abutting the project area may be counted towards this requirement.
2. Common Parking Areas. Parking may be located adjacent to an individual unit or in a common parking area. Common parking areas are subject to the following standards.
 - a. Cottage cluster projects with fewer than 12 cottages are permitted parking clusters of not more than 5 contiguous spaces.
 - b. Cottage cluster projects with 12 cottages or more are permitted parking clusters of not more than 8 contiguous spaces.
 - c. Parking clusters must be separated from other spaces by at least 4 feet of landscaping.
 - d. Clustered parking areas may be covered.
3. Parking location, access and screening.
 - a. Off-street parking areas with 5 or more spaces shall not be located within 20 feet from any property line that abuts a street other than an alley;
 - b. No off-street parking space or vehicle maneuvering area is permitted between a property line that abuts a street (other than an alley) and the front façade of cottages located closest to that property line.

- c. No off-street parking space is permitted within 10 feet of any other property line external to the cottage cluster, except property lines abutting an alley. Driveways and drive aisles are permitted within 10 feet of other external property lines.
- d. Sight-obscuring landscaping, fencing, or walls at least three feet tall shall separate clustered parking areas and parking structures from common courtyards and property lines external to the cottage cluster.

E. Pedestrian Access.

- 1. A pedestrian path must be provided that connects the main entrance of each cottage to the following:
 - a. The common courtyard;
 - b. Shared parking or solid waste storage areas;
 - c. Community buildings; and
 - d. Sidewalks in public rights-of-way abutting the site or rights-of-way if there are no sidewalks.
- 2. The pedestrian path must be hard-surfaced and a minimum of 3 feet wide.

F. Community Buildings. Cottage cluster projects may include community buildings for the shared use of residents that provide space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, community eating areas, community gardens, or picnic shelters. Community buildings must meet the following standards.

- 1. Each cottage cluster is permitted one community building.
- 2. The community building shall have a maximum floor area of 1,200 sf.

G. Maintenance of Common Areas. The development application shall include a plan for ongoing maintenance of shared or common areas, including a mechanism for ensuring that the maintenance plan will be implemented.

H. Solid Waste Provisions. The development application shall include a plan for access for solid waste and recycling collection service, indicating common or individual unit collection points with demonstrated access and turning space for solid waste vehicles

20.940 Approval Process.

Cottage Cluster housing projects shall be reviewed under [VMC 20.320](#), subdivision, where individual lots are proposed to be owned separately, or as a Type II review subject to [VMC 20.270](#), Site Plan Review, where common ownership of lots is proposed.

{Comment. The following definitions should be added to VMC Code Section 20.150:

A. Dwelling. Cottage Cluster. A grouping of detached or attached dwelling units that includes a common courtyard. Cottage clusters are not multiple-unit dwellings.

B. Cottage Cluster Development. A site with one or more cottage clusters. Each cottage cluster as part of a cottage cluster project must have its own common courtyard. Cottages may be on the same lot or parcel or each cottage may be on its own lot or parcel.

C. Common Courtyard. A common area for use by residents of a cottage cluster or other type of residential development. A common courtyard may function as a community yard. Hard and soft landscape features may be included in a common courtyard, such as but not limited to pedestrian paths, lawn, groundcover, trees, shrubs, patios, benches, recreational amenities, community gardens, gazebos or other usable features.

D. Community Building. A building intended for the shared use of residents in a development (such as a cottage cluster) that provides space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, community eating areas, community gardens, swimming pools, or picnic shelters.}

Chapter 20.925

LANDSCAPING

{Recommendations for setback standards for new apartments abutting existing single family homes are underlined and highlighted in yellow}

Sections:

- 20.925.010 Purpose.**
- 20.925.020 Applicability.**
- 20.925.030 General Provisions.**
- 20.925.040 Protection of Existing Vegetation.**
- 20.925.050 Installation Requirements.**
- 20.925.060 Street Trees.**
- 20.925.070 Buffering, Screening and Open Storage.**
- 20.925.080 Interior Parking Areas.**
- 20.925.090 Re-vegetation.**
- 20.925.100 Water Conservation Standards.**
- 20.925.110 Landscape Plan Requirements.**
- 20.925.115 Certificate of Landscaping Installation.**

20.925.010 Purpose.

A. *Purpose.* The intent of this Chapter is to ensure that all new or substantially remodeled buildings, accessory uses and parking lots are provided with landscaping to ameliorate air and noise pollution; to afford protection from wind and inclement weather protection; and to regulate open storage to protect and enhance property values and make the City a more aesthetically pleasing place to live and work.

B. The City recognizes the aesthetic, ecological and economic values of landscaping to:

Establish and protect vegetation in urban areas for aesthetic, health (e.g. improved air quality, reduction in atmospheric carbon dioxide, etc.) and urban wildlife reasons;

Reduce stormwater runoff pollution, temperature, and rate and volume of flow;

Promote compatibility between land uses by reducing the visual, noise and lighting impacts of specific development on users of the site and abutting uses;

Aid in energy conservation by providing shade from the sun and shelter from the wind; and

Restore natural communities through reestablishment of native plants. (Ord. M-3643, 01/26/2004)

20.925.020 Applicability.

Applicability. The provisions of this Chapter shall apply to all development including the construction of new structures, the remodeling of existing structures where the landscaping is nonconforming, as outlined in Chapter [20.930](#) VMC, Nonconforming Situations, and to any changes of use which result in the need for increased on-site parking or loading requirements or otherwise change the access requirements.

Landscape plan. A landscape plan prepared in accordance with Section [20.925.110](#) VMC and [20.770](#) VMC shall be submitted to the Planning Official for review and approval. The plan shall be drawn to scale and shall be approved prior to land use approval.

Review procedures. Landscape plans shall be reviewed in conjunction with the associated land use application. In the event that the landscape plan is proposed as a separate action, the Planning Official shall approve, approve with conditions, or deny a plan submitted under the provisions of this Chapter by means of a Type I procedure, per Chapter [20.210](#) VMC, Decision-Making Procedures. (Ord. M-4179 § 89, 10/17/2016; Ord. M-3643, 01/26/2004)

20.925.030 General Provisions.

A. *Landscaping requirements.* Landscaping shall be provided and maintained per Table 20.925.030-1 and 20.925.030-2 of this section.

Table 20.925.030-1. Minimum Landscaping and Buffer Setback Standards

Zoning of Proposed Development (Buffer width is the setback for the commercial and industrial zoning districts)													
Required street trees and parking area landscaping do not count towards these requirements except as allowed by the street tree and parking code sections.		Lower Density Residential ³		Higher Density Residential ³		Commercial and Mixed Use ¹		Industrial ¹					
		R-2, R-4, R-6, R-9		R-18, R-22, R-30, R-35		CN, CC, CG, HX and MX only		OCI		IL A		IH	
Zoning Of Land Abutting Development Site		Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street
Lower Density Residential	R-2, R-4, R-6, R-9	None	None	L2 10-ft	L3 5-ft ⁶	L2 10-ft	L4 10-ft	L2 10-ft	L4 10-ft	L3 20-ft	L4 in 40-ft ⁵ L5 in 50-ft ⁵	L3 20-ft	L4 in 40-ft ⁵ L5 in 50-ft ⁵
Higher Density Residential	R-18, R-22, R-30, R-35	None	L3 5-ft ⁶	L1 10-ft	L1 5-ft	L2 10-ft	L4 10-ft	L2 5-ft	L2 5-ft	L3 20-ft	L4 in 40-ft ⁵ L5 in 50-ft ⁵	L3 20-ft	L4 in 40-ft ⁵ L5 in 50-ft ⁵
Commercial and Mixed Use	CN, CC, CG, MX	L1 10-ft	L3 5-ft ⁶	L2 10-ft	L3 5-ft	L2 10-ft	L1 ² 0-5 ft	L2 5-ft	L1 ² 0-5 ft	L2 10-ft	L3 5-ft	L2 10-ft	L3 10-ft
Industrial	OCI	L1 10-ft	L3 5-ft	L1 10-ft	L3 5-ft	L2 10-ft	L1 ² 0-5 ft	L2 5-ft	L1 ² 0-5 ft	L2 10-ft	L3 5-ft	L2 10-ft	L3 10-ft
	IL, A,	L1 10-ft	L3 5-ft	L2 10-ft	L3 5-ft	L2 10-ft	L2 5-ft	L2 5-ft	L1 ² 0-5 ft	L2 10-ft	L1 5-ft	L2 10-ft	L3 10-ft
	IH	L1 10-ft	L3 5-ft	L2 10-ft	L3 5-ft	L2 5-ft	L3 5-ft	L2 5-ft	L3 5-ft	L2 10-ft	L3 10-ft	L2 10-ft	L1 ² 0-5 ft
Resource	FR-80,	L1 10-ft	L3 50-ft	L2 10-ft	L3 50-ft	L2 10-ft	L2 5 ft	L2 5-ft	L3 10-ft	L2 10-ft	L1 5-ft	L2 10-ft	L3 10-ft

Zoning of Proposed Development (Buffer width is the setback for the commercial and industrial zoning districts)													
Required street trees and parking area landscaping do not count towards these requirements except as allowed by the street tree and parking code sections.		Lower Density Residential ³		Higher Density Residential ³		Commercial and Mixed Use ¹		Industrial ¹					
		R-2, R-4, R-6, R-9		R-18, R-22, R-30, R-35		CN, CC, CG, HX and MX only		OCI		IL A		IH	
Zoning Of Land Abutting Development Site		Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street
(County)	FR-40, AG-20, AG-WL, Park /WL												

1 Zero lot line developments shall comply with the standards and requirements of VMC [20.910.050](#).

2 If building is to be built on the property line there is no required buffer for that portion of the site.

3 Applies to multi-family site plan applications and the perimeter of land divisions not to individual single-family lot developments.

4 In case of conflict with yard, setback, landscape, screening, or buffer standards specified in other sections of Title [20](#), the stricter standard shall apply, except for plan districts where the district standards shall always apply even if less strict than the standards of this table.

5 Buffer widths abutting parking areas that are landscaped in accordance with the requirements of VMC [20.945.040\(I\)](#) can be reduced to 25 feet.

6 Where a directly abutting site not separated by a street is currently developed with a single-story residential structure, the minimum setback is 5-ft plus one (1) additional foot for each three (3) feet of proposed building height above 35 feet, up to a maximum setback of 15 feet. The additional setback for buildings above 35 feet in height applies only to the portions of those buildings above 35 feet.

Table 20.925.030-2. Landscaping and Screening Design Standards¹

Type	Name	Description	Minimum Shrubs Based on Buffer Depth	Minimum Trees	Wall or Berm or Fence Required – Standards
L1	General (for open areas)	Used where distance is primary means of separating uses or development, and landscaping enhances area between them	a. 10 ft or less = None b. Over 10 ft = 2 high or 3 low shrubs per 400 sq. ft. landscaped area	a. One tree per 30 lineal ft b. One tree per 800 sq. ft.	None
L2	Low Screen	Distance and low-level screening intended to separate uses or development. Applied where low level screening sufficiently reduces the impact of a use or development, or where visibility between areas is more important than a greater visual screen.	Continuous screen 3 ft high, 95% opaque year-round. 3+ gallon containers or equivalent with spread 18+ inches.	One tree per 30 lineal ft of landscaped area or as needed to provide a tree canopy over the landscaped area	3 ft high masonry wall or F2 fence or a berm may substitute for shrubs
L3	High Screen	Physical and visual separation between uses or development principally using screening. Used where full	Enough shrubs to form a 6-ft high buffer screen 95% opaque year-round; 5+ gallon containers or		6 ft F1 or F2 high wall or fence with or without berm may substitute for shrubs

Type	Name	Description	Minimum Shrubs Based on Buffer Depth	Minimum Trees	Wall or Berm or Fence Required – Standards
		separation is warranted by impacts of proposed development, notwithstanding loss of direct views.	equivalent with spread of 30+ inches		
L4	High Wall	Used where extensive screening of visual and noise impacts is needed to protect abutting sensitive uses and/or there is little space for separation between uses.	Four high shrubs required per 30 lineal ft of wall		6 ft F2 high wall required
L5	High Berm	Used instead of L4 where extensive screening is warranted and more space is available for separation between uses.	L2 low shrubs on top of berm so total screen height = 6 ft		4 – 6 ft high berm required. If under 6 ft high, plant L2 low shrubs on top of berm so overall screen height is 6 ft.
F1	Partially Sight-Obscuring Fence	Partial visual separation applied where a proposed use or development has little impact, or where visibility between areas is more important than a total visual screen.			6 ft high – at least 50% sight-obscuring – wood, metal, chain link with slats, bricks, masonry or other permanent materials.
F2	Fully Sight-Obscuring Fence	Full visual separation where complete			6 ft. high – 100% sight-obscuring – made of wood,

Type	Name	Description	Minimum Shrubs Based on Buffer Depth	Minimum Trees	Wall or Berm or Fence Required – Standards
		screening is needed to protect abutting uses, and landscaping alone cannot provide that separation.			metal, bricks, masonry or other permanent materials – no chain link fences with slats or similar construction.

1 Additional Requirements:

L1, L2, L3, L4, L5 – Groundcover plants, grass lawn or approved flowers must fully cover the landscaped area not in shrubs or trees.

L2, L3 – When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area.

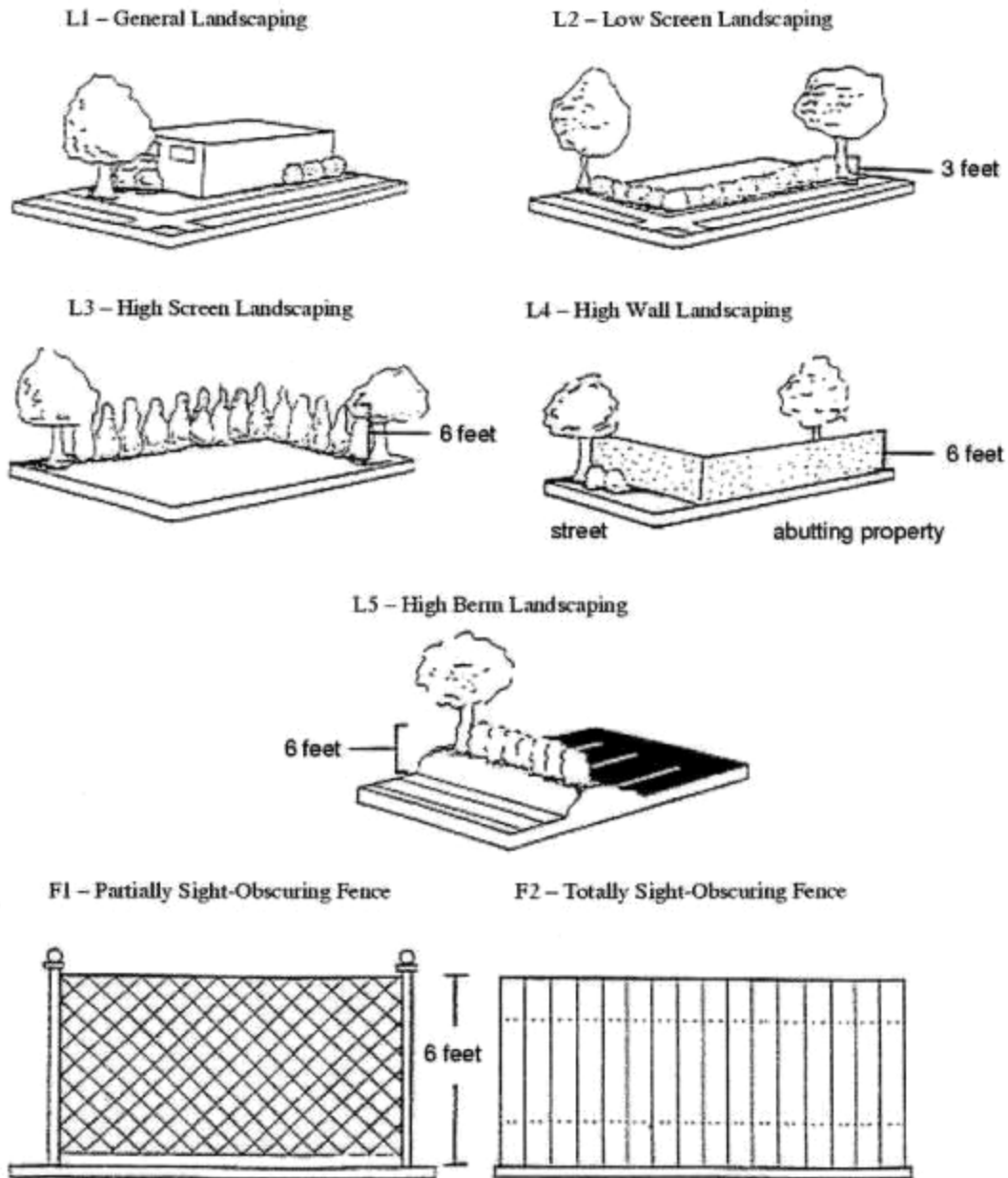
L4 – When abutting another property, the wall shall abut the property line. When abutting a street or road right-of-way, the wall shall be on the interior side of the landscaped area.

L1 – Within the commercial districts where a building is to be placed at the buffer line for a front setback, concrete or brick pavers may be used in place of the required groundcover for the length of the building for the front setback only; provided, the required trees are still supplied, the paved area is connected to the public sidewalk, and pedestrian amenities are provided such as benches or pedestrian plazas. Building need not be placed at the required buffer line to utilize this section if the area between the buffer line and the building is devoted entirely to pedestrian only areas.

L1, L2, L3, L4, L5 – Groundcover plants to be placed not more than thirty (30) inches on center and thirty (30) inches between rows. Rows of plants shall be staggered for a more effective covering. Groundcover shall be supplied in a minimum four (4) inch size container or a two and one-quarter (2 1/4) inch container or equivalent if planted eighteen (18) inches on center.

Figure 20.925.030-1.

Figure 20.925.030-1



B. *Obligation to maintain.* Unless otherwise provided by the lease agreement, the owner, tenant and his agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping and screening, which shall be maintained in good condition so as to present a healthy, neat and orderly appearance, shall be replaced or repaired as necessary, and shall be kept free from refuse and debris.

C. *Pruning required.* All plant growth in landscaped areas of developments shall be controlled by pruning, trimming or otherwise so that:

1. It will not interfere with the maintenance or repair of any public utility;
2. It will not restrict pedestrian or vehicular access;
3. It will not constitute a traffic hazard because of reduced visibility; and
4. Trees shall be pruned to provide at least 8' of clearance above sidewalks and 13' above a local street, 15' above a collector street, and 18' above an arterial street roadway surfaces.

D. *Installation requirements.* The installation of all landscaping shall be as follows:

1. All landscaping shall be installed according to accepted planting procedures;
2. The plant materials shall be of high grade, and shall meet the quality and size standards of the American Standards for Nursery Stock (ANSI Z60, 1-1986, as updated); and
3. Landscaping shall be installed in accordance with Section [20.925.050](#) VMC.
4. All landscaped areas shall be provided with an irrigation system or a readily available water supply with at least one outlet located within 50' of all plant material.
5. All landscaped areas shall be provided with a 6 inch curb which could include curb cuts, wheel stops or other protective measure to allow for stormwater flow as part of LID.
6. Landscaped areas shall have a minimum length or width dimension of 5 feet in order to count toward the minimum required landscaped area..

E. *Certificate of Occupancy.* Certificates of occupancy shall not be issued unless the landscaping requirements have been met or other arrangements have been made and approved by the city such as described in Section [20.909.020\(B\)](#) VMC.

F. *Care of landscaping along public rights-of-way.* Appropriate methods for the care and maintenance of street trees and landscaping materials shall be provided by the owner of the property abutting the rights-of-way, unless otherwise required for emergency conditions and the safety of the general public.

G. *Conditions of approval of existing vegetation.* The review procedures and standards for required landscaping and screening shall be specified in the conditions of approval during development review and in no instance shall be less than that required for site development.

H. *Height restrictions abutting public rights-of-way.* No trees, shrubs or plantings more than 18" in height shall be planted in the public right-of-way abutting roadways having no established curb and gutter.

I. *Sight visibility.* Sight visibility requirements of Chapter [20.985](#) VMC Vision Clearance shall be met. (Ord. M-4341 § 3 (Exh. B), 2021; Ord. M-4179 § 90, 2016; Ord. M-3931 § 30, 2009; Ord. M-3840 § 43, 2007; Ord. M-3701 § 31, 2005; Ord. M-3643, 2004)

20.925.040 Protection of Existing Vegetation.

Protection of existing vegetation. Existing vegetation on a site shall be protected as much as possible, and the protection of existing vegetation during development activities shall whenever possible, include open field or non-treed areas. Chapter [20.770](#) Tree, Vegetation, and Soil Conservation Ordinance contains additional standards for protection and retention of trees, vegetation, and soil.

Methods of protection. The developer shall provide methods for the protection of existing vegetation to be retained, such as protective fencing to remain during the construction process.

Remaining plants and undisturbed areas. Plants to be saved and areas not to be disturbed shall be noted on the landscape plans. The plan shall locate fencing used to protect vegetation and soils from damage during construction. (Ord. M-4179 § 91, 10/17/2016; Ord. M-3643, 01/26/2004)

20.925.050 Installation Requirements.

A. Minimum plant specifications.

1. All required trees shall be at least 2" in caliper and shrubs at least 1 gallon.
2. Trees shall optimize tree diversity; include native species and at last 60% conifers; utilize insect and disease resistant trees unless determined by the Planning Official as not appropriate for the site conditions.
3. Trees, shrubs, perennials, perennial grasses, and groundcovers shall be located and spaced to accommodate their mature size on the site.

B. Soils, soil conditioning and mulching.

1. A minimum of 12" depth of non-mechanically compacted soil shall be available for water absorption and root growth in planted areas.
2. A minimum of a 4" layer of porous mulch shall be applied to all exposed soil surfaces of non-turf areas within the landscape area. Plant types that are intolerant of mulch shall be exempt from this requirement. Non-porous material, such as plastic sheeting, shall not be placed under the mulch. However, porous landscape fabric is permitted.
3. Areas that have been cleared, graded, or compacted and that have not been covered by impervious surface, incorporated into a drainage facility or engineered as structural fill or slope shall be amended with organic matter. (Ord. M-4179 § 92, 10/17/2016- Effective 12/31/2016; Ord. M-3643, 01/26/2004)

20.925.060 Street Trees.

A. *Street trees required.* All development projects fronting on a public street or a private street approved after the adoption of this Title shall be required to plant street trees in accordance with the standards in VMC [20.925.060\(C\)](#).

B. *Street tree planting list.* Approval of any planting list shall be subject to review by the Planning Official, since certain tree species can damage utilities, streets and sidewalks.

C. *Size, and spacing and placement of street trees.* The specific spacing of street trees by size of tree shall be as follows:

1. One 2" caliper deciduous tree shall be provided for every 30' of frontage on a public or private street., provided that the Planning Official may adjust the spacing to accommodate access points or other obstructions;
2. The species selection and spacing of trees to be planted shall be such that it provides for the eventual mature size of the trees. Soil type, soil conditions and other site constraints shall be considered when selection species for planting;
3. No new utility pole location shall be established closer than 5' to any existing street tree;
4. Tree pits shall be located so as not to include utilities (e.g., water and gas meters) in the tree well;
5. On-premises utilities (e.g., water and gas meters) shall not be installed within existing tree well areas;
6. Street trees shall not be planted closer than 20' to light standards;
7. New light standards shall not be positioned closer than 20' to existing street trees except when public safety dictates, then they may be positioned no closer than 10';
8. Where there are overhead power lines, the street tree species selected shall be of a type which, at full maturity, will not interfere with the lines;
9. Trees shall not be planted closer than 2' from the face of the curb; and
10. Trees shall not be planted closer than 2' from any permanent hard surface paving or walkway:
 - a. Space between the tree and the hard surface may be covered by a nonpermanent hard surface such as bricks on sand, paved blocks and cobblestones; and
 - b. Sidewalk cuts in concrete for tree planting shall be at least 4' x 6' or 6' x 9', or larger depending on the space constraints and the mature size of the tree, to allow for air and water into the root area.

D. *Cut and fill around existing trees.* Existing trees may be used as street trees if no cutting or filling takes place within the drip-line of the tree unless an adjustment is approved by the Planning Official by means of a Type I procedure, per Chapter [20.210](#) VMC Decision-Making Procedures.

E. *Replacement of street trees.* Existing street trees removed by development projects or other construction shall be replaced by the developer with those types of trees approved by the Planning Official. The replacement trees shall be of a size and species similar to the trees that are being removed unless lesser sized alternatives are approved by the Planning Official.

F. *Granting of adjustments.* Adjustments to the street tree requirements may be granted by the Planning Official by means of a Type I procedure, as regulated in Chapter [20.210](#) VMC Decision-Making Procedures. (Ord. M-3847 § 14, 11/19/2007; Ord. M-3663 § 25, 08/02/2004; Ord. M-3643, 01/26/2004)

20.925.070 Buffering, Screening and Open Storage.

Buffering and screening of parking, solid waste containers, and open storage shall be required as follows:

A. *Parking lots.* All parking, loading and maneuvering areas including driveways and drive-through lanes shall be screened from view per the standards of [20.945.040](#)(l)(2) VMC.

B. *Screening of service facilities.* Except for one-family and two-family dwellings, any solid waste container or recycling or disposal area and ground-level service facilities such as gas meters and air conditioners which would be visible from a public street, parking area, or any residentially-zoned property shall be screened from view per the standards of [20.970](#) VMC by placement of a solid wood fence, evergreen hedge or masonry wall. All refuse materials shall be contained within the screened area.

C. *Open Storage.* Open storage, or storage not wholly within an enclosed building shall be required to meet the following requirements of Table 20.945.070-1

Table 20.925.070-1 Open Storage Standards	
District	Open Storage Requirement
R-2, R-4, R-6, R-9	Not allowed
R-18, R-22, R-30, R-35	Storage no higher than 5', screened by site-obscuring fence or evergreen hedge 6' in height
City Center District (CX)	Storage no higher than 5', screened on all sides by a site-obscuring fence or evergreen hedge 6' in height
OCI	Not allowed

Table 20.925.070-1 Open Storage Standards	
District	Open Storage Requirement
All other Commercial Districts	Same as for R-18, R-22, R-30, R-35
IL, IH	Open storage facing a street shall be screened
Open Space Districts	Not allowed except for agricultural implements

(Ord. M-3643, 01/26/2004)

20.925.080 Interior Parking Areas.

New developments and redevelopments shall provide interior parking lot landscaping per the standards of [20.945.040](#)(I)(3). (Ord. M-3643, 01/26/2004)

20.925.090 Re-vegetation.

When revegetation is required. Where natural vegetation has been removed through grading in areas not affected by the landscaping requirements and that are not to be occupied by structures, such areas are to be replanted as set forth in this Section to prevent erosion after construction activities are completed.

Preparation for re-vegetation. Topsoil removed from the surface in preparation for grading and construction is to be stored on or near the sites and protected from erosion while grading operations are underway.

1. Such storage may not be located where it would cause suffocation of root systems of trees intended to be preserved; and
2. After completion of such grading, the topsoil is to be restored to exposed cut and fill embankments or building pads and amended with compost to provide a suitable base for seeding and planting.

Methods of revegetation

1. Acceptable methods of re-vegetation include replanting with native trees, shrubs, and groundcover and hydro-mulching or the planting of rye grass, barley, or other seed with equivalent germination rates;

- a. The use of native trees, shrubs and groundcovers plant materials is encourages to reduce irrigation and maintenance demands;
- b. The use of lawn and turf should be minimal. Where lawn or turf grass is to be established, lawn grass seed or other appropriate landscape cover is to be sown at not less than 4 pounds to each 1,000 sq. ft. of land area;
- c. Other revegetation methods offering equivalent protection may be approved by the approval authority;
- d. Plant materials are to be watered at intervals sufficient to ensure survival and growth; and
- e. Employ other erosion control techniques as required in Chapter [14.24](#) VMC Erosion Control. (Ord. M-4179 § 93, 10/17/2016; Ord. M-3643, 01/26/2004)

20.925.100 Water Conservation Standards.

A. Water conservation standards.

1. *Applicability.* In order to ensure efficient water use in landscaped areas, the following standards shall be applied to all landscaping associated with office, commercial, industrial, institutional, parks and greenways, multiple family residential projects, and commonly-owned and/or maintained areas of single family residential projects.
2. *Exemptions.* These standards do not apply to landscaping in private areas of single-family projects. Parks, playgrounds, sports fields, golf courses, schools, and cemeteries are exempt from specified turf area limitations where a functional need for turf is established. All other requirements are applicable.
3. Plant selection and use limitation.
 - a. Minimize the amount of irrigated turf.
 - b. Turf, high-water-use plantings (e.g. annuals, container plants) and water features (e.g. fountains, pools) shall be considered high-water-uses and shall be limited to not more than 40% of the projects landscaped area if nondrought resistant grass is used, and no more than 50% of the landscaped area if drought resistant grass is used.
 - c. Plants selected in all areas not identified for turf or high-water-use plantings shall include native vegetation or be well suited to the climate, soils, and topographic conditions of the site, and shall be low water use plants once established.
 - d. Plants having similar water use shall be grouped together in distinct hydrozones and shall be irrigated with separate irrigation circuits.
 - e. No turf or high-water-use plants shall be allowed on slopes. Slopes shall be revegetated with native trees, shrubs, and groundcover.

f. No turf or high-water-use plants shall be allowed in areas 8' wide or less except public right-of-way planter strips.

g. No turf shall be installed with Tree, Vegetation, and Soil Protection Areas VMC [20.770](#).

B. *Water efficient landscape (xeriscape) standards.*

1. As an alternative to traditional landscaping, the City encourages the use of xeriscape practices, which minimize the need for watering or irrigation. Xeriscape principles can be summarized as follows:

- a. Using plants with low moisture requirements;
- b. Selecting plants for specific site microclimates that vary according to slope, aspect, soil, and exposure to sun and moisture;
- c. Using native, noninvasive, adapted plant species;
- d. Minimizing the amount of irrigated turf;
- e. Planting and designing slopes to minimize storm water runoff;
- f. Use of separate irrigation zones adjusted to plant water requirements and use of drip or trickle irrigation systems.
- g. Using mulch in planted areas to control weeds, cool the soil and reduce evaporation; and
- h. Emphasizing soil improvement, such as deep tilling, adding organic matter and other amendments based on soil tests.

2. *Appropriate plant species.* Trees and plants used in xeriscape plantings pursuant to this Section shall:

- a. Appropriate for the ecological setting in which they are to be planted;
- b. Have noninvasive growth habits;
- c. Encourage low maintenance and sustainable landscape design
- d. Be commercially available;
- e. Shall not be plant material that was collected in the wild; and
- f. Be consistent with the purpose and intent of this Section.

3. *Native vegetation.* Within xeriscape areas, a minimum of 50% native plants shall be used.

4. *Prohibited species.* The City shall maintain a list of prohibited species, which are invasive or noxious. Where such species already exist, their removal shall be a condition of development approval.

5. Additional planting standards

- a. For xeriscape areas, soil samples shall be analyzed to determine what soil conditioning or soil amendments should be used at the time of planting. Soil conditioning measures shall be adequate for the plant species selected.
- b. Trees, shrubs, perennials, perennial grasses and groundcovers shall be located and spaced to accommodate their mature size on the site.

6. *Plant replacement.* The developer shall maintain xeriscape plantings for a two-year period from the date of planting. Within the two-year period, the developer shall replace or otherwise guarantee any failed plantings:

- a. Dead or dying trees or shrubs shall be replaced; and
- b. Plantings of perennials, perennial grasses or groundcovers shall be replanted to maintain a maximum 20% mortality rate from the date of planting.

C. *Stormwater.* Applicants are encouraged to incorporate landscaping into the on-site stormwater treatment system to the greatest extent practicable. (Ord. M-4179 § 94, 10/17/2016; Ord. M-3643, 01/26/2004)

20.925.110 Landscape Plan Requirements.

A. *General.* Any development, except individual lots for single family or duplex structures, requiring landscape installation shall require the submission of a landscape development plan. The landscape development plan shall become part of the Site Plan required elsewhere in this Title for the purposes of review, approval, and compliance for any land use development permit, building permit and / or certificate of occupancy.

B. *Information Required.* Landscape plans shall contain the following information:

1. North arrow, scale, date, title, and name of owner;
2. Accurate site plan (at a scale of 1" = 20' or larger, or as appropriate for the scale of development) showing the location of property lines and their dimensions;
3. Existing and proposed water courses, drainage features, streets, sidewalks, utility lines and easements, and other public or semi-public improvements within or adjacent to the site;
4. Delineation of existing residential structures, if any, on adjacent properties;
5. All existing plant material to be removed or retained and delineation and specification of protection methods for plant materials to be retained;
6. Existing and proposed elevations at sufficient locations of the site to show drainage patterns;
7. Contour lines when the slope exceeds 6%;

8. Existing and proposed buildings and other structures, paved areas, curbs, walks, light standards, signs, fences and screen walls, and other permanent features to be added and/or retained on the site;
9. Calculation of total site area, setback areas, required buffer areas, paved vehicular use areas, required proportional landscape areas, and required plant quantities and types;
10. Location, type, and quantity of any soil amendments;
11. The location, approximate mature size, and type of all plant materials graphically depicted on the plan;
12. Complete description of plant materials shown on the plan, including common and botanical names, quantities, spacing, container or caliper size at installation, and mature height and spread;
13. Irrigation plans showing location and type of all outlets (spray, bubbler, drip, etc.); location and size of water meter or other connection; location, type, and installation details of backflow prevention device; and delineation of each watering zone or circuit; and
14. Landscape areas where xeriscape principles are to be applied shall be clearly delineated in the plan submittal; and native and nonnative species plants should be clearly distinguished.
(Ord. M-3643, 01/26/2004)

20.925.115 Certificate of Landscaping Installation.

A certificate from a licensed landscape architect shall be provided verifying that landscaping indicated on the final landscape plan has been installed. (Ord. M-4187, Added, 12/05/2016, Sec 4)

New Chapter 9.55

Micro Housing Units

20.955.010 Purpose

These standards are intended to allow smaller unit size apartments with shared kitchen and/or bathroom facilities in multifamily zoning districts.

20.955.020 Applicability

- A. Use Classification. Micro housing units are included under the residential use type of Household Living.
- B. Zoning. Micro housing units are allowed by right in R-18, R-22, R-30, R-35, R-50 or as part of a mixed-use development in the CC, CG and CH zones

20.955.030 Required Provisions

- A. Kitchen Facilities. One or more of the following options shall be provided to ensure residents have access to facilities for cooking, refrigeration, and washing utensils:
 - 1. A community kitchen facility on each floor available for shared use by the residents of that floor; or
 - 2. Individual kitchens for the private use of the residents of the unit; or a combination of private and community kitchen facilities.
- B. Maximum Number of Bedrooms. Each living unit may have up to one bedroom that is separate from the remainder of living facilities within the unit.
- C. Unit Size. Units shall be between 120 and 400 square feet in size.
- D. Bathrooms. A unit is not required to but may contain partial or full bathroom facilities. A partial bathroom facility means includes a toilet and sink; a full facility includes a toilet, sink, and bathtub or shower, or bathtub/shower combination. If a full bathroom facility is not provided in each room, common bathroom facilities must be provided that meet the standards of the Building Code for congregate residences with at least one full bathroom per floor.
- E. Parking. Micro housing units require 1 parking space per 2 dwelling units.

{ Comment. The following definitions should be added to VMC Code Section 20.150 Use Definitions:

Micro housing: single room living units with a minimum floor area of 120 square feet offered on a monthly basis or longer where residents either can share bathroom and/or kitchen facilities or may have such facilities in their own unit. "Micro housing" does not include dwelling units, assisted living facility, bed and breakfast house, convalescent center, nursing home, facility housing individuals who are incarcerated as the result of a conviction or other court order, or secure community transition facility. }

Chapter 20.810

ACCESSORY DWELLING UNITS

{Recommended changes to ADU allowances for conversion or replacement of existing garages located within rear or sideyard setbacks are underline and highlighted in yellow}

Sections:

- 20.810.010 Purpose.**
- 20.810.020 Definition.**
- 20.810.030 Applicability.**
- 20.810.040 Development Standards.**
- 20.810.050 Submission Requirements.**
- 20.810.060 Conversion of Existing Accessory Structures.**

20.810.010 Purpose.

Purpose. The purpose of these code provisions for accessory dwelling units (ADUs) is to: (1) provide homeowners with flexibility in establishing separate living quarters within or adjacent to their homes for the purpose of caring for seniors, providing housing for their children or obtaining rental income; (2) increase the range of housing choices and the supply of accessible and affordable housing units within the community; and (3) ensure that the development of accessory dwelling units does not cause unanticipated impacts on the character or stability of single-family neighborhoods. (Ord. M-4209 § 2, 08/07/2017; Ord. M-3643, 01/26/2004)

20.810.020 Definition.

Accessory Dwelling Unit (ADU). One or more rooms with private bath and kitchen facilities comprising an independent, self-contained dwelling unit within or attached to a single-family dwelling or in a detached building on the same lot as the primary dwelling unit. An ADU is distinguishable from a duplex in that, unlike a duplex, it is clearly subordinate to the primary dwelling unit, both in use and appearance. (Ord. M-4209 § 2, 08/07/2017- Effective 09/06/2017; Ord. M-3931 § 25, 11/02/2009; Ord. M-3643, 01/26/2004).

20.810.030 Applicability.

A. *Accessory dwelling unit applicability.* ADUs shall be allowed as limited uses in all residential zoning districts (R-2, R-4, R-6, R-9, **R-17**, R-18, R-22, R-30, and R-35) if in compliance with all of the

development standards contained in Section 20.810.030 VMC below. ADUs shall not be allowed within nonresidential zoning districts or in the following circumstances:

1. On properties not containing a detached single-family dwelling
2. On properties containing activities requiring a home occupation permit pursuant to VMC 20.860.

B. *Approval process.* A proposed ADU shall be reviewed by means of a Type I procedure, pursuant to Section 20.210.040 VMC, subject to the development standards contained in Section 20.810.040 VMC below. An ADU use is not subject to Site Plan Review. (Ord. M-4209, Added, 08/07/2017, Sec 2)

20.810.040 Development Standards.

Development standards for accessory dwelling units. An ADU shall comply with the following standards:

A. *Configuration.* An ADU may be located either within, attached to, or detached from the primary structure.

B. *Density.* Only one ADU may be created in conjunction with each single-family residence.

C. *Minimum lot size.* An ADU may be established on any legally established parcel meeting applicable standards of this chapter.

D. *Maximum unit size.* The gross floor area, calculated from finished wall to finished wall. ADU shall not exceed 800 square feet or 50 % of the primary single-family structure, not including garage and/or detached accessory buildings (whichever is less). ADUs created entirely within existing basements may exceed 800 square feet provided they are not larger than the size of the remainder of the overall home.

E. *Minimum unit size.* The gross floor area of an ADU shall not be less than the requirements of the Washington State Building Code.

F. *Setbacks and lot coverage.* Additions to existing structures, or the construction of new detached structures, associated with the establishment of an ADU shall not exceed the allowable lot coverage or encroach into required setbacks as prescribed in the underlying zone. The applicable setbacks shall be the same as those prescribed for the primary structure, not those prescribed for detached accessory structures.

G. *Scale and visual subordination.* New detached ADUs, or ADUs extending from existing structures shall not comprise more than 50% of total visible façade area of the primary structure and other outbuildings not including the ADU, as seen from the front of the lot. ADUs shall be subject to a maximum height of 25 feet.

H. *Parking.* No additional on-site parking is required in conjunction with the establishment of an ADU.

I. *Design and appearance.* ADUs that are separate or extending from existing structures shall be architecturally compatible with the principal dwelling.

J. *Construction standards.* The design and construction of the ADU shall conform to all applicable standards in the building, plumbing, electrical, mechanical, fire, health and any other applicable codes. (Ord. M-4209 § 2, 08/07/2017; Ord. M-3959 § 38, 07/19/2010; Ord. M-3701 § 24, 05/02/2005; Ord. M-3643, 01/26/2004)

20.810.050 Submission Requirements.

The following information shall be submitted as part of an application for review:

A. *Application.* Completed and signed application provided by the Planning Official.

B. *Fee.* Fee pursuant to VMC 20.180.

C. *Site plan.* To-scale site plan showing the exact location of the primary residence and any accessory structures, parking, landscaping and setbacks.

D. *Floor plan.* Floor plan, drawn to scale, of entire house and accessory unit within the primary residence or within free-standing accessory structure.

E. *Elevations.* Elevations drawn to scale, of the accessory unit within the primary residence or within free-standing accessory structure. (Ord. M-4209 § 2, 08/07/2017; Ord. M-3643, 01/26/2004)

20.810.060 Conversion of Existing Accessory Structures.

A. *Conversion of an existing structure.* An existing garage structure or other outbuilding may be converted to an ADU provided that the structure complies with established setback standards for a primary structure, not accessory structure, as prescribed in the underlying zone, **and complies with applicable building codes, and all other standards of this section.** Conversion of such garage shall not result in the elimination of the requirement of one legal on-site parking space to serve the single family residence.

B. Conversion of existing garages located in non-conforming setbacks. Garages constructed before January 1, 2021 that are legally nonconforming as to side or rear yard setback may be eligible to be converted or replaced at their current location, provided that:

1. All applicable ADU, building, and other standards are met

2. Conversion or replacement structure or portion of the structure located within the setback does not exceed 18 feet in height. Conversions or replacements of garages shall not result in the elimination of the requirement of one legal on-site parking space to serve the single family residence.

B. *Off-street parking requirements.* The off-street parking requirements for the primary residence shall be provided for elsewhere on the site in conformance with the setback, paving and other development standards described in VMC 20.945 Parking and Loading. (Ord. M-4209 § 2, 08/07/2017; Ord. M-3701 § 25, 05/02/2005; Ord. M-3663 § 20, 08/02/2004; Ord. M-3643, 01/26/2004)

ATTACHMENT B: EMAIL COMMENTS RECEIVED OR AFTER MARCH 8, 2022, COMMISSION WORKSHOP.

(Prior email comments available [here](#), beginning on page 77)

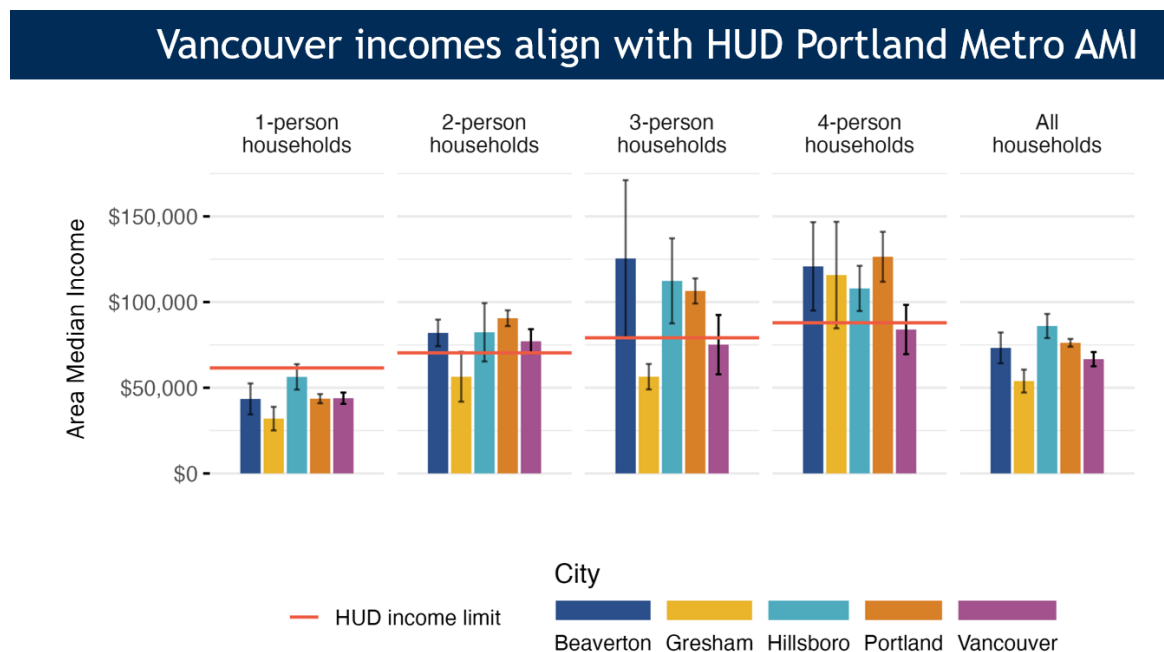
From: Snodgrass, Bryan
Sent: Friday, March 25, 2022 4:53 PM
To: Glen Yung <incrediblehistorichomes@gmail.com>
Subject: Questions

Glen

In follow up, attached is a link to a recent table summarizing local AMI levels taken from the City website. The City of Vancouver, as part of the region, reported an overall AMI of \$96,900. For a two person household, the 80% AMI level is \$61,900. This works out to \$5158 income per month, of which no more than 30 % or \$1,547 per monthly including utilities could be devoted monthly rent to be considered affordable at that level. This would be around \$1,463 per month not including utilities.

[FY 2009 Income Limits Summary \(cityofvancouver.us\)](#)

Below is table comparing Vancouver's AMI with the region. I took it from a presentation on overall housing economics that the consulting firm ECO NW is providing the City Council at a workshop this coming Monday.



Regarding the ADU safety issue, the allowance for conversion of historic garages to ADUs wouldn't allow for placement of new converted structures in the setback any closer to the alley than the existing garages that are already there, and City transportation staff indicated that the speeds and volumes of alley traffic are very limited.

Let me know if you have further questions. BRS

From: Glen Yung <incrediblehistorichomes@gmail.com>
Sent: Thursday, March 24, 2022 9:37 AM
To: Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>
Subject: Re: Questions

Thank you for responding. I can't emphasise enough the safety element around the sight clearance area. Also, please do find out what 80% AMI means. If it is near or above market rate, correct me if I am wrong, but since there would theoretically be no real sacrifice asked of the developer it would be the same as a blanket rezone of the density bonus.

Thank you,
Glen

On Wed, Mar 23, 2022 at 10:17 AM Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us> wrote:

Glen, see preliminary answers below. There are a couple of items I will need to check further. BRS

From: Glen Yung <incrediblehistorichomes@gmail.com>
Sent: Monday, March 21, 2022 8:26 PM
To: Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>
Subject: Questions

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

Bryan,

I have a few questions generated by your report to the Council this evening:

During the conversation about allowing for density bonuses for religious organizations...

- I missed a tiny bit of your comments on the AMI subject. Did you mention that the figure used to calculate 80% AMI which will be required has dropped significantly? If so, do you know how much and why it was reduced? Last I heard it was at approximately \$94,000.00/yr. From my understanding, 80% AMI at (\$94,000.00/yr) results in a very weak requirement of \$2,200.00 per month monthly rent. How close is this to reflecting any actual affordability when compared to Vancouver's median income? The statute gives us no choice but to provide some form of density bonus for 80% AMI or lower. I understand the difference between AMI calculated just for Vancouver and the regional AMI is less than previous. I will try to get some numbers.

- When the expansion to organizations other than religious organizations is considered, will there be a requirement that these organizations, at a minimum, are non-profit organizations? Not as currently envisioned. The emphasis of the code change is to produce more affordable housing, so if a for-profit entity is able to meet the thresholds it would be eligible.

-When these two issues are combined, are we ensuring that we do not see normal businesses take advantage of this and be allowed to qualify for the density bonus with their only restriction being that they are required to offer rates that are actually higher than our current market rate? (\$2,200.00+ per month) Normal businesses could be eligible, but by definition 80% AMI is slightly less than market

On the issue of allowing non-conforming garages to be converted/re-built as ADUs in their existing non-conforming conditions...

-I have mentioned a couple of times the danger that currently exists in the downtown area where one of the frequently occurring non-conforming conditions leading to significant safety concerns is the lack of code required sight clearance areas as vehicles are exiting the alleys. I will check further with transportation staff but thus far there have not been significant concerns, as the allowance for conversion of historic garages with non-conforming setbacks would not allow the converted structure to be any closer to the property line. Have you considered NOT giving approval for this particular non-conforming condition? If not, will any significant mitigation be required? (Alarms, mirrors, etc.) If this is not currently being considered, I highly urge you to do so. I would be happy to meet you at a location that can clearly demonstrate the gravity of this situation if you aren't aware of its significance.

-Is the mentioned height maximum of 15' to the midline of the roof or the tallest point at the peak of the building? Midline of roof

Thank you for taking the time to respond to my questions!

Glen Yung



City of Vancouver
Planning Commission
415 W 6th Street
Vancouver, WA 98660

March 7, 2022

RE: Housing Code Updates

As a local residential real estate developer focused on providing new missing middle homes to our community – Ginn Group commends the City's initiative to address the housing shortage with revisions to the zoning code. We are encouraged by the City's proposed updates to allow for a broader range of product types and wider range of densities, specifically creating more opportunities for missing middle housing. In general, we want to express our support for the City's proposed draft code updates and incentives. City Staff has directly reached out to us for our feedback as well as others within our local building community and we appreciate those efforts. A few comments that we shared with city staff and would like to reiterate are as follows:

R-17 Low Density Residential District Standards

- **VMC 20.140.040, -050, Tables 20.410.040-1 and 20.410.050-1**
 - **Proposed Minimum Lot Size: 2,000 SF; Proposed Maximum Lot Coverage: 65%**

We recommend a minimum lot size of 1,800 - 2,000 SF to allow for smaller detached and, particularly, attached product types. Similarly, we recommend increasing the allowed lot coverage to 65-70% to have the flexibility to build a functionally and thoughtfully designed two-story, small, single-family home. Center units on narrow-lot attached multiplexes are typically pretty small.

- **Proposed Lot Width: 25'**

We recommend a minimum lot width of 18' – 20' as opposed to 25' since 20'-wide attached products wouldn't require a full 25'. It also provides flexibility to provide a 16'-18' wide, 2- or 3-story, detached product, requiring less than a 25'-wide lot.

R-50 High Density Residential District Standards

- **VMC: 20.420.020E. R-50: Higher-Density Residential District. The R-50 zoning district is designed to accommodate multi-dwelling structures at a minimum lot size of 800 square feet per unit. Professional office uses are permitted under certain provisions. Some retail, civic and institutional uses are allowed conditionally.**

We recommend removing the requirement for a minimum lot size of 800 square feet per unit and not placing a minimum square footage per unit. The provision as written is potentially very





limiting to vertical, multi-story development, preventing the ability to achieve higher densities. Footnote 1 appears to only require 800 square feet per unit as long as the required residential density is met on an overall project basis, but that provision could still be restrictive to achieving maximum density on a site.

Cottage Clusters

- **VMC 20.930A.2.** Cottage housing developments shall contain a minimum of four (4) and a maximum of twelve (12) units in a cluster; provided that a cottage development may contain up to two (2) clusters.

Recommend allowing more than a maximum of two cottage clusters in a cottage cluster development. As it reads, the provision seems limiting to small 24-unit cottage communities.

- **VMC 20.930A.3.** 3. Each single- family cottage shall not exceed 1,600 square feet in total floor area, and each duplex cottage 3,000 square feet. Floor areas of attached or detached garages and outbuildings shall count towards these size limits, with the exception of the first 200 hundred square feet of garage or outbuilding per single family cottage, or 400 square feet per duplex.

Recommend increasing the amount that can be exempted to 400 square feet to allow for a two-car garage – the distinction is really between conditioned and unconditioned space (i.e., up to 400 square feet of unconditioned space should be exempt).

- **VMC 20.930B Cottage Orientation.** Cottage must be clustered around a common courtyard and must meet the following standards.
- **VMC 20.930B.1.** At least 75% of the cottage units shall be located within 25 feet of a common courtyard, and shall have covered porches and main entries which face the common courtyard.
2. The Planning Official may grant exceptions for as needed to allow cottages abutting a public street at the site perimeter to face the street.

We appreciate the flexibility allowed in these provisions and recommend considering some additional flexibility, especially for constrained sites (critical areas, topography, site dimensions), where the homes could be oriented toward a natural feature that also provides a common open space for a cottage cluster community, rather than a typical courtyard. Similarly, on narrow sites, it may not be feasible to orient cottages towards a shared courtyard, instead, it may be more beneficial to the residents to provide a common open space on a portion of the site that is connected by a pedestrian pathway to each home. Depending on a site's existing features and shape, it may not be feasible to create a layout where cottages are oriented toward a typical courtyard, but meaningful common open space can still be provided. Even where feasible, our practical experience with cottage subdivisions in urban Clark County is that common open space that meets the technical requirements of the cottage code doesn't always result in quality spaces that serve a central function and give unique identity to a cottage subdivision.





Aging in Place Building Incentives

We are enthusiastic about the potential development incentives for aging in place products. We recommend considering a density bonus as an incentive and some flexibility in the development standards to allow for an increase in density and a mix of product types.

Again, we support the strategic changes that the City is making through proposed code updates and incentives that will allow more opportunities to deliver missing middle homes in our community.

Sincerely,

DocuSigned by:
Patrick Ginn
544CEAB494E9432...

Patrick Ginn, CEO
Ginn Group, LLC

memo

to **Bryan Snodgrass and Becky Coutinho, City of Vancouver**
from Kate Rogers, MIG | APG
re **Permit Projections Related to Housing Code Updates (Draft)**
date **3/30/22**

The purpose of this memo is to provide a high-level estimate of the number of development applications that the City of Vancouver might see in coming years for components of the Housing Code Updates project. Specifically, this memo provides estimates related to the following project components:

- Rezone requests under the new R-17 and R-50 residential zoning districts
- Cottage Cluster Housing developments
- Micro Housing Units

To research these questions, we contacted planners from a number of other jurisdictions in Washington and Oregon, looked at development permit records available on jurisdictions' websites, and looked at resources such as the Municipal Research and Services Center (MRSC).

REZONE REQUESTS

Implementation of both the R-17 (small lot single-family) and R-50 (high-density multi-family) zoning designations would require property owners to go through the City's rezone application process. In considering how many applications for such rezones the City of Vancouver might see in the coming years, key determinants likely include:

- ✓ What are the barriers to rezoning (e.g., fees, process, approval criteria)?
- ✓ What is the demand for the housing types that would be allowed in by the new zone?

Vancouver staff informed us that they typically receive three to five rezone applications each year. According to the City's current fee schedule, a Zoning Change application costs \$9,170; if a Comprehensive Plan Amendment is also needed, the fee is \$14,036.

We reached out to our contacts at the Cities of Eugene, Hillsboro, and Beaverton to gauge their recent experience with residential rezoning applications. Their responses are summarized below.

- **Eugene:** The planner estimated that between 1-3 zone changes are received each year moving from one residential zone to a higher-density residential zone to match their Comprehensive Plan designation. Eugene's Zone Change fee within City limits is \$3,983.95.
- **Hillsboro:** Over the last few years the City has only received 1-2 property owner-initiated zone changes which were not associated with annexations. Prior to that, the City was receiving roughly 4-6 zone change applications per year (including nonresidential applications). Staff noted that for

residential development, unless a zone change could achieve significantly more density, applicants most commonly use PUDs to increase the density of their projects. Staff noted that a PUD in tandem with a subdivision plat and Development Review application was procedurally less onerous than a zone change followed by development applications. Hillsboro's Zone Change fee is \$2,625.

- **Beaverton:** Relative to other application types, the City does not receive many zone change applications. The planner estimated that on average they receive one application per year where an applicant wishes to "up zone" from their existing city zoning. The planner also noted that the application requires demonstrating compliance with the Comprehensive Plan, which can deter applicants with smaller sites from pursuing the amendment. Beaverton's Zone Change application fee is \$4,616.10.

Rezoning is typically seen by developers as a time-consuming, costly, and potentially risky proposition. However, if demand for the housing type/density is present, reducing those concerns could increase interest in the rezoning process. If the City wanted to look into this further, they might look at what the existing demand is for housing that would be allowed in the R-17 and R-50 zone. For example, attached single-family housing is known to be a favored product in the region; some of the potential townhouse developers in Vancouver might pursue the R-17 zone for attached or small-lot detached housing. In addition to considering demand, the City could evaluate whether there are opportunities to reduce other barriers (e.g., the approval criteria).

Given other jurisdictions' experience, the other factors noted above, and considering that Vancouver's zone change fee is significantly higher than in the other cities we surveyed, it seems unlikely that the City would receive more than a few applications per year. We estimate approximately one to three rezoning applications per year specific to the R-17 zone.

COTTAGE HOUSING

A number of jurisdictions in Washington and Oregon have adopted cottage housing ordinances to date. Of course, the specifics of each jurisdiction's cottage housing codes will influence the extent to which they stimulate development.

As a local example, Clark County has allowed cottage housing since January 2017. A planner at the County informed us via email that they have received an estimated 12 applications for cottage developments since 2017. That equates to an average of 2-3 applications per year. There are two cottage developments currently listed on the County's project webpage (which goes back to July 2021).¹ One of these applications was recently denied by the Hearings Officer.² It should be noted that Clark County's code requires each cottage to be on its own lot and has high open space requirements, whereas Vancouver's draft code allows units on the same lot and doesn't require as much open space. However, Clark County may have more land available to be subdivided for cottages than Vancouver.

Other Washington cities that allow cottage housing include Kirkland and Redmond. The City of Kirkland's Major Development Projects list for January 2022 includes four cottage projects in various stages of development. The projects range from 6 to 14 units.³ The City of Redmond's planning projects webpage

¹ Clark County, Proposed Developments, <https://clark.wa.gov/community-development/proposed-developments>

² Clark County, Notice of Decision, <https://clark.wa.gov/sites/default/files/media/document/2022-03/119thStCottages-d.pdf>

³ City of Kirkland, Major Development Projects, <https://www.kirklandwa.gov/files/sharedassets/public/planning-and-building/development-activity-major-projects-january-1-2022.pdf>

lists two cottage housing projects current under development. These are both larger cottage developments, with 28 and 33 cottages, respectively.⁴

As part of the State of Oregon's administrative rulemaking process for House Bill 2001 implementation, ECONorthwest to prepare Fiscal and Housing Impact Statements (FIS and HIS), which included research into increased development potential for middle housing in Oregon. The FIS/HIS noted that development potential for middle housing "depends on a number of factors, including unit size and tenure." Generally, ECONorthwest found that cottage clusters were not as feasible or likely as townhouses, but that because they are detached, they would be built if the financial returns exceed those for traditional single-family. (Note that this analysis was prepared prior to passage of Senate Bill 458, which requires Oregon cities to allow land divisions for all middle housing types. Fee simple cottage lots may be more market feasible than single-lot development.) ECONorthwest also prepared a financial analysis for the City of Eugene's middle housing code update, which had similar findings.⁵ That study noted that "Cottage clusters are less financially feasible than some other middle housing types but may appeal to buyers who prefer detached housing, which could make them more likely to be built than the financial results would suggest." While the study was specifically linked to the Eugene housing market, similar takeaways may apply to other large cities in the region.

Based on the above information, it seems unlikely that the City of Vancouver would receive more than 2-3 cottage cluster applications annually. However, that number may increase as this housing type catches on with the development community and lenders see more successful examples.

MICRO HOUSING UNITS

Vancouver's draft code amendments define micro housing units as living units with a minimum floor area of 120 square feet where residents may or may not share bathroom and/or kitchen facilities. It is more difficult to come up with an accurate estimate for the potential for micro housing in Vancouver. This is not a housing type that many other jurisdictions define separately from typical apartments, and we are not aware of any such developments in Oregon outside of Portland. However, micro housing appears to be more prevalent in Washington. The MRSC website lists example codes from the Cities of Seattle, Olympia, and West Richland, and notes that micro-unit developments have been built in cities like Spokane, Kirkland, and Redmond. A quick Zillow search found:

- One micro-unit development in Kirkland ("eco flats" as small as 180 SF and communal kitchens)
- At least three developments in Spokane with units under 300 SF. Each of these units has individual kitchens.
- Two micro-unit developments in Redmond (both with "eco flats" as small as 235 SF and communal kitchens)

There are a handful of apartment buildings listed in Vancouver with units under 400 SF (not with shared facilities), which suggests there could be local demand for micro-units. *However, given how few examples there are in other cities, it does not seem likely that Vancouver would receive more than one application every few years.*

⁴ City of Redmond, Planning Projects, <https://www.redmond.gov/406/Projects>

⁵ ECONorthwest, Evaluation of Middle Housing Development Potential in Eugene, <https://www.eugene-or.gov/DocumentCenter/View/61751/Economic-Analysis-Summary-Memo>

Hello

Just a note to share our thoughts regarding housing code changes. Please feel free to email them to hosts of the next FNA meeting. We recognize that these are not questions; however, our hope is that the recommendations will be discussed at the meeting.

Our recommendations:

1. Property line barriers code allows for 6 ft high shrubs or fencing between established neighborhoods and 3 apartments. Recommend Verti-Crete 8 ft wall barriers between established neighborhoods and development over 25 ft tall (i.e., 3 story apartments).
2. Current code allows for a 5 ft building setback between properties for building new construction. Recommend builders create designs allowing parking lots and old growth tree lines between established neighborhoods and the start of multiple new buildings creating as much space as possible between developments to preserve privacy and shadow lines. This design can be view at Park Apts in our neighborhood.
3. If extending established building heights to accommodate ADU development such as one might find on a garage, recommend the builder place limited 2 story visualization into neighboring back yards. Multiple windows along property lines tends to minimize neighboring privacy and cast shadows. Many neighbors are planting small gardens and need sunshine versus shade.
- 4, If new construction is to receive a discount for using aging in place designs, recommend established senior households wishing to upgrade receive the same discount.
5. We are not in favor of front door designs facing the street. If packages are left on the porch they can be easily viewed and retrieved by anyone.
6. We are not in favor of decreasing apartment building code parking from 1.5 to 1. We believe this will promote more street parking, vehicle theft and safety site endangerment. The extra parking is needed for families owning more than 1 car and visitors.

Ken and Bev Tyler,
1403 NE 131st Ave, Vancouver, Wa 98684

From: [Kennedy, Rebecca](#)
To: [Nischik, Julie](#)
Subject: FW: Community Forum testimony for April 11, 2022; Eliminate Single Family Zoning
Date: Monday, April 11, 2022 1:48:30 PM
Attachments: [image001.png](#)

Julie- please forward the message below to the PC and appropriate staff. Thank you,

Rebecca Kennedy | Deputy Director
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
M: (360) 624-6070 | **O:** (360) 487-7896
rebecca.kennedy@cityofvancouver.us
www.cityofvancouver.us



Please note that I am working remotely. Please call my mobile number if you need to reach me over the phone. Learn more about the [City's COVID19 Response here](#).

From: Peter L. Fels <plfels@gmail.com>
Sent: Sunday, April 10, 2022 3:39 PM
To: City Council <council@cityofvancouver.us>
Subject: Community Forum testimony for April 11, 2022; Eliminate Single Family Zoning

You don't often get email from plfels@gmail.com. [Learn why this is important](#)

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

Hello Mayor, Council Members and staff,

Thank you for the opportunity to testify tonight.

In a few weeks you will have before you proposed code changes to the housing code. I applaud the intention to increase housing density, especially near areas served by transit. It is obvious we still need to increase available housing options and affordability. These proposed changes are consistent with the City's goals to reduce climate impacts and improve equitable access to housing.

I am concerned that the proposed changes for very dense housing may move our city into even more increased division of housing types, segregating low income communities in certain areas while reserving long-standing single-family zones for higher income and privileged citizens.

The Planning Department has indicated it is putting off changes to the Single Family Residential (SFR) zones that were recommended by the 2016 Affordable Housing Task Force Report to “encourage housing diversity and affordability in residential zones while maintaining neighborhood character.” While the current proposed changes allow for cluster/cottage housing and ADUs, duplexes up to 8-plexes are still not specifically allowed in SFR zones. This is despite the existence of duplexes and triplexes already in some of our historic SFR neighborhoods.

We are moving too slowly to change SFR zoning. A proposal in the state legislature to eliminate SFR zoning statewide this year failed based on arguments that local jurisdictions should be allowed to make their own decisions. It is time to make that decision here in Vancouver.

SFR zoning is a vestige of the past where privileged citizens wished to preserve their exclusive benefits. It is inconsistent with the City’s goals to improve equity and reduce climate impacts. I ask you to start now to eliminate SFR zoning either separately or as part of your Climate Action Plan.

Thank you.

s/

Peter Fels



City of Vancouver
Planning Commission
415 W 6th Street
Vancouver, WA 98660

4/11/2022

RE: Housing Code Updates 2022

Housing Initiative LLC is a local non profit housing developer specializing in housing for very low-income and extremely low-income individuals. We have developed several projects in the City of Vancouver and are in strong support of the City's efforts to increase access to affordable housing through strategic changes to the code and select development incentives. We generally agree with the proposed changes in the draft, though we would like to recommend that the CX District Parking Space Requirements align more closely with requirements elsewhere in the draft code revisions as well as state RCW 36.70A.620 requirements when it comes to Seniors and People with disabilities. Specifically in Table 20.945.070-7, CX District Parking Space Requirements in the draft memo, we would like the code to reflect our addition in red below:

Table 20.945.070-1 CX District Parking Space Requirements	
Land Use	Parking Requirements
Multi-Family Housing, market rate and low-income	0.75 space/dwelling unit
Senior Housing and people with disabilities	0 spaces for residential units 0.75 space per employee ¹ plus one visitor space per 10 residents
All Other Residential Uses	1 space/dwelling unit
Transient lodging	1 space/living unit

We commend the City on its forward thinking approach to tackling the affordable housing crisis. City staff has been inclusive in giving the local housing development community, including ourselves, opportunities to voice concerns and share ideas, many of which are reflected in the draft. We support the draft Housing Code Updates the City is proposing.

Cordially,

A blue ink handwritten signature, appearing to read "Sierk Braam", is written over a horizontal line.

Sierk Braam, CEO
Housing Initiative LLC

From: ssilvey643@aol.com
To: [Planning Commission](#)
Subject: Citizen Communication
Date: Tuesday, April 12, 2022 8:05:38 AM
Attachments: [Comments for 12 april meeting.pdf](#)

You don't often get email from ssilvey643@aol.com. [Learn why this is important](#)

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

Sir,

I have attached my comments in the PDF

these are in regards to the two power point presentations and title accordingly

TA

Steven Silvey
PO BOX 5216
Vancouver, WA 98668
360-882-3181

Comprehensive Plan –Project Initiation

Slide # comment

4

So what are community values? Which community? Are these segmented to an unfortunate method of race based?

Given that must accommodate state, is the infrastructure capable?

5

Please explain the definition of Equity? Nowhere does it seem to be written down as this is what is deemed such a term, only what someone thinks it is in their mind, since this term and others are used though out where is the definition that is to be used for it?

6

What is with letters, where are definition?

Use of % is false when in fact all data is not present, while this appears large 76% what is that of total community, area, etc? Why not include the greater Portland Vancouver zone?

8-10

Where are photos of these areas, taken at night when parking is not available, or of fields and 3 to 4 story units, Why is it again separation as to race, is this not going backwards as to all are to be equal, or is this a divide the groups up to create hostility.

11

Basically it is called supply and demand,

12

Equity, does not hard work count for anything? If one group gets something based on race, that is racist, if one group uses drugs and so forth are we to give them all the stuff that others worked and sweated for? Build outcome? Currently local building codes are not enforced, poor quality workmanship, no inspections and no code requirements for basic enclosure

13

Climate, sorry, things change, and if you put 40 people in a room designed for 10 it gets a bit warm, if jobs are spread all over and not in a central location there is no public transportation to take care of it,

Housing Code Updates

Slide 6

- a- So no 2 car garage?
- b- Parking is minimal at best in today's approved developments, how come no pictures of mess it creates?

Slide 8

- a- Are street trees going to be better than in past
- b- Is line of sight going to be considered
- c- When purchasing a house is builder and seller and buyer all given notice that guest have no parking space
- d- When purchasing home or renting is tenant buyer made aware only 1 vehicle is allowed?

Slide 10

- a- So these apartments are for only a single person?
- b- With only 1 parking space then they shall be affordable so only 1 member need work

Slide 12

- a- Where are jobs?
- b- Transit runs 24 hours a day
- c- Transit runs to my work space
- d- Since no one can visit due to lack of parking how is care to get and take care of my medical needs

Slide 16 to 17

- A- Nice pictures but where are the ones of units off 79 Ave, Burton road, and surrounding area?
- B- What is fire code considerations in parking plan
- C- Too many neighborhoods have only streets with parking one side, and short driveways that do not accommodate average car, and no transits in the near.

Slide 20

- A- What about fire hazard? Since require plants,
- B- What about type of plant
- C- No driveway with 5 foot set back

Slide 24

- a- Where is parking?

Slide 27

- a- No approval of code changes,
- b- Do any of the folks writing these live in these areas or look at what have currently created
- c- Since current and past codes have not been followed what guarantee is there that these shall be followed, but only to add cost to building
- d- Are all these units equipped with 400 amp power for their electric cars?
- e- Is the power grid capable for these units
- f- Shall buyers and tenants be made aware there is no parking, or only 1 vehicle and that size of vehicle is such and such given the 10 foot space allowed to park in?
- g- Shall the tenant and or buyer be made aware that guest parking is only 1 space for 3 units, and since there is only 1 space for a unit parking, his spouse shall have to park in street somewhere else, thus eliminating guest parking.

From: [Margaret Milem](#)
To: [Planning Commission](#)
Subject: Public Comment re Housing Code Update proposal
Date: Monday, April 11, 2022 9:06:51 PM

You don't often get email from mgmitem@comcast.net. [Learn why this is important](#)

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

I would like to continue to advocate for increased setbacks between new apartment construction and existing homes. Developers could incorporate these setbacks into their designs by placing parking between apartment buildings and existing homes.

-- Margaret Milem

From: Snodgrass, Bryan
Sent: Monday, April 11, 2022 6:05 PM
To: Glen Yung <incrediblehistorichomes@gmail.com>
Subject: FW: Fair market rent v AMI

Glen

City CDBG staff advise that HUD has recently updated the Fair Market Rents for Vancouver. Now FMR for a Vancouver studio is \$1,416 and for a 1-BR is \$1,512, while a single person earning 80% AMI can afford \$1,354 in monthly rent and utility costs. Here is a table with other household and unit sizes.

Household size	80% AMI	Affordable @ 80%	FMR	Difference
1 person	\$54,150	\$1,354	\$1,416 studio	-\$62
2 people	\$61,900	\$1,548	\$1,512 1-BR	\$36
3 people	\$69,650	\$1,741	\$1,735 2-BR	\$6

From: Glen Yung <incrediblehistorichomes@gmail.com>
Sent: Monday, April 11, 2022 7:29 AM
To: Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>
Subject: Re: Fair market rent v AMI

Thanks Bryan. Please keep me posted. Thanks!

Glen Yung

On Sun, Apr 10, 2022, 10:46 PM Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us> wrote:

Glen

I am still tracking some of this down, but wanted to report back with what I had. Fair Market Rent and Median Income are different things. My general understanding of FMR is that it is basically a percentile of the average rents being paid in an area (see HUD definition [here](#), and federal statute [24 CFR 888.113](#)) They are estimates of 40th percentile gross rents being paid for standard quality units within a metropolitan area or nonmetropolitan county. AMI as you know is the median income for a typically multi-county area. I'll let you know what else I can get on this before Tuesday. BRS

The statute requires we provide a density bonus for projects meeting the 80% threshold. Local communities can decide if they want to extend eligibility beyond faith based groups and what the extent of the bonus is, but we can't decide to offer it only for projects at 60% AMI or less, for example.

From: Glen Yung <incrediblehistorichomes@gmail.com>
Sent: Wednesday, March 30, 2022 1:23 PM

To: Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>

Subject: Re: Questions

Thank you for the information. So this would mean that in order to maintain compliance with an 80% AMI restriction, they can rent the restricted units for up to \$1,547/month (incl. utilities). From the same packet that the chart comes from, it states that the Vancouver fair market rent for a one bedroom apartment is \$1,331.00 (incl. utilities). From my understanding, this means that an 80% restricted one bedroom unit can be rented at \$216.00 (1547-1331) ABOVE market rate and still be in compliance. Is this correct? If so, this indicates that we would likely be offering a density bonus for the purpose of producing below market rate units, but could very well end up with at or above market rate rents.

As far as the ADU issue, the problem is that the EXISTING garages are ALREADY in the restricted sight clearance areas and a dangerous condition already exists. My point was that I don't think that it is responsible to allow a building being converted/rebuilt as an ADU to remain non-conforming IF it is ALREADY non-compliant to the sight clearance restriction area. (See attached section of VMC)

Thank you!

Glen

From: Mark Madden <madden@wdcproperties.com>

Sent: Friday, April 1, 2022 12:10 PM

To: Nischik, Julie <Julie.Nischik@cityofvancouver.us>; vasupv@fvrl.org; charles_a_spear@yahoo.com; karpjd@comcast.net; DAHP <SEPA@dahp.wa.gov>; Fish & Wildlife Group <R5Planning@dfw.wa.gov>; Mary Mattix <mmattix@portvanusa.com>; Matt Graves <mgraves@portvanusa.com>; Matt Harding <mharding@portvanusa.com>; Patty Boyden <pboyden@portvanusa.com>

Cc: Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Coutinho, Becky <Becky.Coutinho@cityofvancouver.us>; Frank Stock <fstock@wdcproperties.com>

Subject: Re: SEPA DNS and Checklist for Housing Code Update

Thanks Julie,

WDC Properties has completed eight affordable multifamily rental projects in the mid town Vancouver and Evergreen Corridor Districts, approx. 282 units. It has been a very successful relationship with the city, and the community. Our desire was to build more, but have found recent zone code changes and tax abatement program changes, have impacted the economics of the new project proforma, stopping our ability to proceed.(so far 3 new projects at 350 units total).

The key to our developments has been a mixture of both parking on site offsets, site FAR density, limited retail requirements, coupled with affordability component to abate real estate taxes.

(For the record please note all new multifamily project lenders(and appraisers) do not weigh street facing mixed use retail at old valuations -pre pandemic, more like 25-50% post pandemic, so the project has to carry that retail sq ft as a deficit long term and the owner has to provide more equity LTC for the offset decreased valuation).

The ideal mix for affordable product in Vancouver is as follows:

*4-6 story density with limited property line setbacks, up to 100 units per acre.

(Example: Rosa Apartments built last two years, on 16th/17th-C / D block has 96 units, four story-two buildings facing streets, 56 parking stalls on site, with on street parking as an offset prior to code changes, retail live work on street facing units, and ten year real estate tax abatement at 20% of total units meeting 100% MFI for family of four).

*On site parking at .75 per unit, with street facing stalls as a contributing factor

*10 year real estate abatement on 100% of the project units and improvements, with 85% MFI family of four, effecting 20% of the total project units.(prefer 15-25 year Tax abatement program agreements).

*Retail requirements allowing live work units on ground level up to a maximum 100% street frontage units, with none on non street facing units.

On site surface parking in urban projects is extremely difficult even for market rate multifamily projects. Affordable multifamily projects cannot support a 1:1 per unit vehicle requirement (nor more expensive underground or structured parking options) but do provide lesser cost housing opportunities for the lower income tenants. Many affordable tenants do not have the funds or income for private vehicles ownership, instead using (and supporting) mass transit or third party vendor services. Thereby lowering the need for on site surface parking. Overflow parking can be allotted to project street facing parking. A majority of project street overflow is during the non peak business hours & days, evenings and weekends. Basically, if the city wants more density, for affordable rental housing, parking offsets and building height (4-6 stories) are required.

We hope there will be further discussions regarding zone code changes as we would love to participate in creating more workforce low income rental housing in Vancouver.

Thank you for your time in this matter

Best regards

Mark Madden CEO
WDC Properties
503-221-2900

Memorandum

To: City of Vancouver Planning Commission
From: Chuck Green, PE 
Copies: Tim Leavitt, PE
Date: April 11, 2022
Subject: Comments on Proposed Parking Code Changes, Housing Code Updates

Planning Commissioners: thank you very much for this opportunity to provide comment and feedback related to the consideration for parking code changes related to the slate of Housing Code Updates you are considering. My comments below specifically refer to proposed changes in off-street parking requirements for affordable housing, senior housing and disabled housing. I have been the author of several recent parking studies, reduction requests, and variance requests related to these specific uses.

Affordable Housing Parking (50% AMI)

In the last few years as a consultant with my firm of Otak, Inc., I have authored a number of parking studies focusing on various affordable housing proposals, including those with very-low household incomes (50% or less of Area Median Income or AMI) on behalf of affordable housing development applicants. These studies have included case study research from local as well as west coast projects. One of these for The Meridian (Housing Initiative, LLC) was provided to the Planning Commission as part of a February 2020 staff memo on proposed off-street parking changes¹.

Case study research concluded that multi-family housing targeting families of very-low income (50% or less of the AMI) and extremely-low income (30% or less of AMI) experienced low levels of auto ownership. In other words, owning and operating an automobile tends to be beyond the financial capability of many of these families. Auto ownership under these economic situations was much less than the 75% of the number of dwelling units included in the statute as well as what is being proposed in the code changes citywide, and in most cases these auto ownership rates were less than 30% of the number of units.

In many of these case studies, instead of trips being made in automobiles owned by tenants, they were either ride-sharing arrangements (pick up and drop off at the site by others), transit, or bicycle.

We appreciate the recognition of applicability of changes in state statute related to affordable housing in the past 2-3 years. RCW 36.70A.620 "Minimum residential parking requirements". I support the proposed code change

¹ https://www.cityofvancouver.us/sites/default/files/fileattachments/planning_commission/page/40196/06_parking_variance_request_2_2.pdf

with regard to affordable housing; however, I would recommend that there be a consideration for a lower minimum requirement based on cases where the development proposal is within ¼ mile of high-frequency transit (15-minute peak service or more frequent), provision of protected bicycle parking above the minimum requirements, and/or a pick-up/drop-off space for ridesharing trips.

Disabled Housing

Similar to the affordable housing situation, case studies have shown that for housing targeting people with disabilities, automobile ownership by residents is also low. In many cases, residents are unable to drive themselves and must rely on ridesharing, paratransit/C-VAN, walking or bicycling as transportation modes.

As with the affordable housing category, the recognition of applicability of changes in state statute related to housing primarily intended for disabled residents contained in RCW 36.70A.620 "Minimum residential parking requirements" is also appreciated. I support the proposed code change with regard to housing primarily for disabled residents; however, I would recommend that there be a consideration for a lower minimum requirement based on cases where the development proposal is within ¼ mile of high-frequency transit (15-minute peak service or more frequent), provision of protected bicycle parking above the minimum requirements, and/or a pick-up/drop-off space for ridesharing or paratransit trips.

Senior Housing

Senior housing is a little more complex. There are a variety of types of senior living facilities: Independent living, assisted living and memory care. There is subsidized senior housing (Vancouver Housing Authority) as well as private operators. Each experiences different parking capacity needs, especially in terms of memory care, where residents are generally unable to possess a driver's license or own an automobile. Some allowance or guidance in code to reflect the different senior living arrangements should be included.

My case study research includes information from the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, several local senior living facilities of various mixes of the three types of senior living facilities, and some national case studies as well.

ITE's *Parking Generation Manual* for senior housing indicates an average of 67% peak parking demand per living unit. Local case studies have shown much lower percentages, ranging from less than 20% to approximately 60% of the number of living units. National studies have indicated similar conclusions.

The proposed ratio of 75% of the number of living units, plus one visitor space per ten (10) residents, seems reasonable except for the case of estimating the number of residents. While in many cases senior housing tends to be single-occupant units, not all of them are, especially for private-operator independent living facilities. Perhaps one space per unit would be something that could be more easily estimated.

Also, newer privately built and operated senior living facilities have other uses which allow outside customers, such as salons and pubs/restaurants. While the 75% ratio may seem high, it should be high enough to capture resident parking demand, office and maintenance staff, and on-site commercial establishments such as salons and pubs. The number of visitor spaces should then be based on number of units, rather than number of residents, to be more readily estimated.