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

February 22, 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 February 22, 2022, meeting of the Planning Commission was called to order at 5:00 p.m. by Chair Ledell.

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

ADOPTION OF MINUTES

Motion by Vice Chair Pyle, second by Commissioner Cavel, to adopt the January 25, 2022 minutes as written.

Roll Call Vote

Larry Blaufus	Yes
Steve Schulte	Yes
Hannah Burak	Yes
Nena Cavel	Yes
Zach Pyle	Yes
Marjorie Ledell	Yes

COMMUNICATIONS FROM CHAIR AND STAFF

Chair Ledell provided a summary of the Planning Commission Annual Retreat, which took place on February 12, 2022.

Rebecca Kennedy, Deputy Director, noted the retreat materials are available to view on the Retreat agenda page. The Commission adopted a new procedure for voting during meetings. The housing code update may require additional time either after the public hearing or at a future meeting. .

WORKSHOPS

5:13 P.M. HOUSING CODE UPDATES

Bryan Snodgrass, Principal Planner; Becky Coutinho, Associate Planner

Rebecca Kennedy, Deputy Director, introduced the workshop. Bryan Snodgrass, Principal Planner, provided a summary of the goals and components of the project, the process to date, and the proposed new single-family R-17 zoning district standards.

Commission Discussion

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

- Garage width limits and concerns from the building industry regarding the demand for larger garages. Staff responded the recommendation is the same as at previous workshops, with the width limited to half the distance of the front façade or 10 feet.
- If garage width restrictions apply to alley facing garages. Staff responded the restrictions do not apply if the garage faces the alley.
- Whether on street parking counts towards guest parking. Staff responded it does, and can be fulfilled either by on street or a small parking lot offsite within the development
- Standard lengths of garages. Staff responded they were unsure if there is a standard for length. There is a market for single car garages that are not alley loaded. Staff talked with Ridgefield officials regarding their standards, which allow for wider garages, but require design treatments of the front façade. This helps with the appearance but would limit the amount of street parking due to a larger curb cut for a wider garage. Staff noted there is existing housing stock with multi-car garages to meet the needs of homeowners who prefer a larger garage.
- If all the code updates were approved, would there be a large rush of applicants? Staff responded they didn't think so. With the large number of apartment construction in the last few years, there have only been a few requests for demolition of houses. Staff also outlined additional process for a rezone to R-17, which requires an application, neighborhood notice, site posting, and workshops and public hearings before both the Planning Commission and the Council.

Staff continued the presentation, covering the proposed new multi-family R-50 zoning district and recommendations to address State mandated parking reductions near transit.

Commission Discussion

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

- For disabled housing, is the category for assisted living and senior living? Staff indicated it would include those categories and also include housing for non-seniors.
- Frequency of stops and discussion of a general push for more frequent transit in the City. Staff responded that C-TRAN controls the routes and frequency. Staff are working through the Transportation System Plan update with the Transportation and Mobility Commission, and is partnering with C-TRAN to identify enhanced transit corridors, where land use and development support more frequent service. This is an example of how the City can partner with C-TRAN to support enhancements to current service levels.
- If there is no parking at senior housing, is there a process to check for accessibility to transit? Staff responded the feedback is through people contacting staff, often after the development is completed. There is not currently a proactive process. For people who are transit dependent, and cannot walk to a stop, C-TRAN has implemented The Current, an on demand transit service option.
- For very affordable housing, is there data to support less parking? Staff responded there is data that indicates people who reside in these types of housing have fewer cars. There is specific data from California and Oregon that supports this. In development review, typically developers know their tenant needs in terms of parking needs. If more than the minimum is needed, they can and often do provide it.

- When were the state mandates established? Staff responded the last change was to add Market Rate in 2020 or 2021. The others were added in 2019.

Staff continued presenting on the density bonus for affordable housing providers and cottage cluster housing.

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

- The restrictions described for cottage cluster housing may be too restrictive for builders. Staff responded the process for a developer would be a subdivision or site plan review. There have been a few of these developments in Clark County, and in other areas of the state. There's no requirement that parking spaces can't be provided in front of the house, in a garage, or in a parking lot.
- Affordability at 80% of AMI to address housing affordability. Staff responded there is not an affordability requirement for the cottage cluster houses, which is a strategy to support incremental increases in the types and sizes of housing options available in the community. The 80% requirement is a threshold specifically called out in state law related to the mandated density bonus for affordable housing near transit. Staff agreed that 80% is not typically included in what we think of as affordable housing, but that housing at this price range can help meet market housing needs more broadly.
- Development community feedback regarding cottage cluster housing. Staff responded the development community has been supportive and they seem interested, with some that have done similar developments in other towns and states. One piece of feedback was a request for bigger or taller houses, and flexibility for garages. One challenge is the garage area counts towards the overall square footage of the house. Staff found a compromise where a portion of the garage counts towards the size, but the rest does not. In other jurisdictions, they did not have as high of a density bonus as proposed here and required smaller sized houses. This is a niche form of housing with a specific market.

COMMUNITY FORUM

Glen Yung was present to provide comments on the housing code updates. He was supportive of many of the proposed changes. The 80% AMI is above market rate housing, and if the City is allowing density bonuses, it should not be above market rate. On the R-17 zone, he was concerned with splitting lots with this new zone and the process through Council and where the new zone will be allowed. On cottage housing, he asked if the houses will be rentals or sold individually, and indicated he is supportive of it being primarily an ownership rather than a rental product.

Christine Dickinsen was present to provide comments on the housing code updates. She expressed concern for unintended consequences with the changes, including the potential that new units would be used primarily or in high numbers for short term rentals. On affordable housing, she expressed concern that cottage houses that were as large as 2,000 square feet wouldn't address the issues of affordable or middle housing. She was also concerned regarding the trend of single family build to rent houses.

Don Steinke was present to provide comments on the Council goal to reduce greenhouse gases, and urged the Commission to consider that goal in all decisions made by the Commission. He urged the Commission to plan for future green building infrastructure, to avoid having to retrofit buildings in the future.

Monica Zazueta was present to provide comments on the housing code updates. She was supportive of affordable housing options and described the benefits of living in an affordable housing community. She was supportive of mixed age community and those that facilitate community interactions, as well as more accessible and frequent transit routes.

Margaret Milem was present to provide comments on the housing code updates. Regarding the proposed change the minimum setbacks between new apartments and existing homes, she suggested a sliding scale setback. For example, if the apartment is on a larger property, the setback would also be larger. Regarding daily trips and parking, she asked if the data discussed during the presentation is based on national, state, or local data.

Terence Ibert was present to provide comments on the housing code updates. He asked how the proposed changes are tied to concrete outcomes. He supported the increase of housing options, but argued it is important to understand the consequences of the suggested changes. He suggested holding on some of the changes now, to tie the affordable housing components with the changes to short term rentals.

Cathryn Chudy was present to provide comments on the housing code updates. She expressed support for the housing code updates to address housing affordability through increased housing density and adding lower-cost middle housing. Housing and climate should be urgent priorities for the City and the Planning Commission should move forward as soon as possible to address these priorities.

HEARING

6:39 P.M. HQ VANCOUVER/FISHERS QUARRY MASTER PLAN

Keith Jones, Senior Planner

Rebecca Kennedy introduced the hearing item. Keith Jones presented an overview of the Riverview Gateway Subarea Plan and Plan District requirements, the HQ Master Plan proposal, the approval process, and a summary of the findings and recommendations from the staff report.

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

- The proposal shows 1.5 parking spaces per unit, and if it's possible to change the parking requirement to 1 per unit to align with proposed changes for higher density housing outlined in the earlier workshop. Staff responded current City Code requires 1.5 parking spaces per unit, but there is no vesting, and it could be amended to 1 per unit if the code is changes following master plan adoption. At the site plan review stage, staff would review the planned parking and require alignment with the code in place at that time.
- The number of planned units for the site. Staff responded that approximately 1,950 units are planned. Earlier versions of the application had approximately 2,100, but this was later revised.
- If the units above commercial counted towards total number of units for the site. Staff responded they do. With the RGX zone, there is no minimum or maximum density. The zone has restrictions for its use allocation, height, floor area ratio, parking, etc. and the proposal must fit within those requirements.

- Phasing of the development. Staff responded there are not triggers for phasing this development. Public works typically does not allow phasing for infrastructure, but the developer could phase other aspects of the project.
- Who can change the design guidelines and the approval process. Staff responded that within the code there are triggers for reviews of the master plan. Changes to the design guidelines is a Type III change and would go to the hearing examiner for review.

The applicant, Ryan Hurley, Hurley Development, and land use planner and project manager, Li Alligood, Otak, were present. The provided testimony and a presentation that covered the project history, design considerations for the master plan, land use allocations, and addressed some public comments and concerns.

Commission Discussion
The Commission asked questions on the following topic, and staff provided the following response:

- Lots 1 – 8 do not include tree coverage. The applicant responded there will be street trees, and there will be building canopies, but it will mostly be urban style development. The developer noted they are making an effort to balance energy, water and health of those living in the space, including the goal to be carbon neutral.
- Will the bike lanes be protected? The applicant responded they will be protected from travel lanes by physical barriers such as curbs, and the walk and bikeways are separated by landscape and other low barriers. The west end transitions to an on-street painted bike lane as it leaves the project area.

Public Testimony
Gloria Quintana-Bennett was present to comment on the proposal. She lives adjacent to the development site and expressed concern for the area near her property which is sloped and unusable for development. She requested the Commission review all the privately owned land that borders the development site, as the parcels are unique to the development. She said the land should be gifted or sold to the property owners, and if not, the developer should be required to maintain the land.

Jaynee Haygood was present to comment on the proposal. She argued the project falls short of meeting current master plan goals and policies. The subarea plan calls for diverse housing options, but primarily includes only high density housing. Related, she expressed concern for children living in the neighborhood possibly not being allowed to enroll in the neighborhood school. She expressed concern regarding the increase in traffic and subsequently, safety in neighboring communities. The planned park space is not large enough to support the number of residential units. She also urged further review of the proposed gondola before approving the plan.

The Chair closed public testimony.

Ryan Hurley responded to the public testimony, referring back to the Master Plan, which he argued supports the underlying zoning and requirements for the development. He noted the gondola is an idea that could be removed from the proposal. The feature was meant to be a unique aspect to the project to try to meet the territorial view requirements of the project.

Motion, by Commissioner Blaufus, seconded by Vice Chair Pyle, and passed unanimously to reopen public testimony.

Roll Call Vote

Larry Blaufus	Yes
Steve Schulte	Yes
Hannah Burak	Yes
Nena Cavel	Yes
Zach Pyle	Yes
Marjorie Ledell	Yes

Patrick Lanagan was present to comment on the proposal. Regarding the proposed pedestrian path on what is currently called Haul Road, a section of the road crosses his property. The plan fails to address the impacts to his property. He raised concern for safety, liability, and environmental impacts from the proposal to his private property.

The Chair closed public comment for a second time.

Li Alligood continued the response to the public testimony. The master plan shows a connection to the trail, and an extension of a future trail from the quarry to a trail along Evergreen Highway. The developer was asked to show the connection, but the project does not extend onto Mr. Lanagan's property at this time. Regarding open space, there are 8 acres of open space provided on the site in the proposed plan. Regarding the schools, the school district noted students may not be able to attend the neighborhood school for a time. The mechanism to receive more funding is based on over capacity.

Commission Discussion and Deliberation
The Commission asked questions on the following topic, and staff and the applicant provided the following response:

- The proposed trail on the north end of the site and safety concerns (Condition 10). Ryan Lopossa, Public Works Streets and Transportation Manager, responded to the safety and planning of the trail. Staff are still determining how the ADA guidelines would apply to this trail. The trail needs to be protected from the slope and needs to be designed in a way to discourage biking on the trail and support safe use. There is not a final design for the trail at this point, but staff believe it can be designed to be safe. Condition 10 aims at the timing of finishing the trail, so the single family housing can access the other parts of the master plan site.
- Multimodal trail intersection with Brady Road, and a raised crosswalk. Staff described how raised crosswalks can slow traffic and may include beacons to accentuate the crossing to improve visibility and safety.
- Pedestrian crossing of SE 192nd Ave. Staff responded there is likely to be more traffic on the road and could possibly see a need for a pedestrian crossing to connect to the Columbia Palisades development across 192nd Avenue.
- Regarding land use and transportation, the site is currently not served by C-TRAN, and perhaps a joint letter of intent between the applicant and C-TRAN to serve the site could be developed. The applicant agreed that coordination with C-TRAN will be key to improve transit service to the site over time as development occurs that will support a greater transit investment. There will also be a robust bike and pedestrian network. They anticipated a C-TRAN stop at a minimum, and the applicant is committed to identifying future stops on the site. The infrastructure would need to be built before C-TRAN would develop any plans for the area. An option to ensure that the intent to provide transit service in the future is part of the record would be a Letter of Intent between the applicant and C-TRAN.

- Regarding sustainability, design guidelines are only aligned with the current building code, and support for more language to strengthen the stated sustainability goals of the applicant. The applicant responded the development intends to meet the standards of green building certification. They are committed to sustainability and the goal to be carbon neutral. The buildings are being prepared for rooftop solar. Some of the sustainability details will be determined at the planning and construction phase.
- When was the last traffic study conducted? Staff responded the original traffic study was conducted in June 2021 and revised in January 2022. The revision addressed concerns with trip generation assumptions and the amount of internal capture assumed in the development. Staff concur with the findings of the updated study. Each site plan within the master plan will need to update the study to analyze impacts to the transportation system and when improvements to intersections are needed.
- Chair Ledell was supportive of the staff recommendation and offered an option to amend the staff recommendation to add language regarding the statements during the hearing from the applicant on sustainability, trail safety, and working with C-TRAN.
- Commissioner Cavel was supportive of a commitment from the applicant to work with C-TRAN but wary of strengthening the sustainability language since emissions reduction is greater with fewer vehicle trips and increased density. Environmental certifications may just add cost to the project.
- Vice Chair Pyle noted the applicant's design guidelines don't require certification for green buildings, just that the site plans could meet the certification and was supportive of keeping the language as written.
- Vice Chair Pyle proposed the following amendments to the recommendation:
    1. Modify Condition 2 to state "The landscaping percentage for sites with a parking structure is 0% if rooftops are utilized for renewable energy generation. The remaining areas shall comply with the minimum landscape percentage"
    2. Within the Design Guidelines, Green Building Certifications commitments be strengthened.
    3. Development of a mutual letter of intent between the Applicant and C-Tran to serve the site as a key site within the transit network.
    4. The Design Guidelines name specific transit and multimodal design incentives, including bifurcation of rent and parking costs.
    5. Strengthen Condition 10 to include safety as a top priority within development of the trail.
- Ryan Hurley suggested removing "certifications" regarding green building in the design guidelines. On the trail, there are still questions of whether it can be done and suggested a stated commitment to work together with the City toward development of a safe trail facility.
- Vice Chair Pyle agreed with removing "certifications", and staff removed that term from the draft recommendations.
- Commissioner Burak requested clarification of "renewable energy generation" in the first condition. Vice Chair Pyle suggested it might mean solar, but it could be flexible to mean another type of energy generation.
- Commissioner Blaufus suggested requiring infrastructure for renewable energy, such as electric vehicle charging stations, rather than solar or green roofs. The cost of the condition as written may be prohibitive. Staff noted the building code currently requires a certain level of installation of infrastructure for vehicle charging.

- Commissioner Blaufus questioned whether the Commission can impose these conditions at this stage. Philip Gigler, Assistant City Attorney, noted some of the suggested additions are more specific than what is intended in the master plan process. Some of the suggested additions would typically be worked through during the site plan review process.
- Commissioner Burak was supportive of amendments 2, 3, 4 and 5. Commissioner Schulte was supportive of the five amendments. Commissioner Cavel was supportive of the staff recommendation and including amendment 3. Chair Ledell was supportive of amendments 2, 3 and 5.
- Commissioner Schulte asked the applicant to weigh in on the proposed amendments. Ryan Hurley responded, noting the amendments appear doable. He expressed concerns regarding the trail, given the steep slope, and if it were required to be ADA compliant. The developer is committed to work with the City to find a reasonable and safe trail solution.
- Rebecca Kennedy suggested leaving amendment 5 as written, and staff would work with the applicant team to clarify what the amendment means. Staff would bring forward a modified proposal to City Council that responds to what the Planning Commission directed. The developer agreed with that condition.
- Vice Chair Pyle suggested removing amendment 1. The Commission agreed to that change.
- The amendment regarding Condition 10 was revised: Staff and the applicant team work together to strengthen Condition 10 to include safety as a top priority within development of the trail, prior to taking an updated recommendation to Council.

Motion, by Commissioner Burak, seconded by Commissioner Cavel, and passed unanimously to forward to City Council a recommendation for approval of the HQ Master Plan, subject to the conditions detailed in the staff report and with the following amendments:

1. Within the Design Guidelines, Green Building commitments be strengthened.
2. Development of a mutual letter of intent between the Applicant and C-Tran to serve the site as a key site within the transit network.
3. The Design Guidelines name specific transit and multimodal design incentives, including bifurcation of rent and parking costs.
4. Staff and the applicant team work together to strengthen Condition 10 to include safety as a top priority within development of the trail, prior to taking an updated recommendation to Council.

Roll Call Vote

Larry Blaufus	Yes
Steve Schulte	Yes
Hannah Burak	Yes
Nena Cavel	Yes
Zach Pyle	Yes
Marjorie Ledell	Yes

ADJOURNMENT 9:22 PM

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Marjorie Ledell, Chair

Housing Code Updates

CITY OF Vancouver WASHINGTON

March 8, 2022 Vancouver Planning Commission

Bryan Snodgrass, Principal Planner

Becky Coutinho, Associate Planner

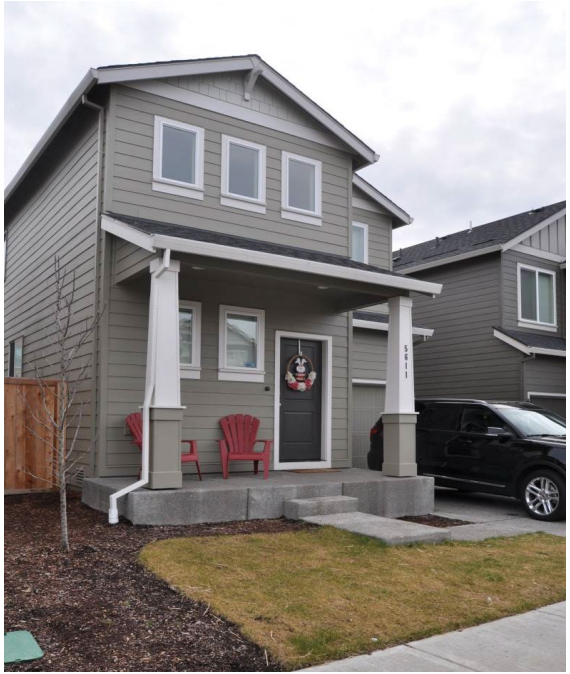
www.cityofvancouver.us/cdd/page/housing-code-updates

Project Goals and Context

- Part but not all of the City approach to attainable housing. City also makes programmatic investments in rent restricted affordable housing. Follows Council direction to increase flexibility in types and sizes of housing that the private market can build.
- Intended to increase options, particularly of smaller housing types which are less costly, with incremental change envisioned to overall housing supply.
- Two code changes pursuant to state mandates reference affordability thresholds. Density bonus for up to 80% AMI level specified by state. Proposals more affordable than this would also be eligible.
- Other components intended to allow new housing types but recognized as being less costly but not truly affordable, which private markets typically don't provide.

Project Components

- Eight zoning code text changes and one process change intended to expand housing choices and affordability
- Also 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



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Presentation Overview

Workshop intended to identify what additional information or code changes needed before hearings. Suggested order:

- R-17
- R-50 and mandated parking reductions
- Mandated AH density bonus
- Cottage cluster
- MFR to SFR setback
- Micro-housing,
- ADU
- Building permit review incentives for aging in place

Process thus far

- Nine Planning Commission and Council workshops
- 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

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New Single-Family R-17 Zoning District Standards

- Requires rezone approval, and land division approval, with hearings.
- Limits garage widths to ½ 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
- New – requires compliance with existing city narrow lot standards, including provisions for utilities, parking, alley incentives
- New – alleys required unless unfeasible for lots below 3,000 square feet, encouraged otherwise
- New – Home fronts required to vary between adjacent two homes only, not those across a street

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

New Single-Family R-17

Pause for Commission questions, discussion, and identification of additional information needed to before hearings.

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.

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State Mandated Parking Reductions Near Transit

Housing Type	***Current City***	***State Mandate***	***Recommended New City***
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, 1.0 spaces/unit elsewhere*
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*

R-50 and State Mandated Parking Requirements

Pause for Commission questions, discussion, and identification of additional information needed to before hearings.

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:
  - 25% in R-2, R-4, R-35, and R-50
  - 50% in R-6, R-9, and R-17
  - 100% in R-18, R-22 and R-30
- Bonus would not authorize structures or building heights not allowed by underlying zone

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Density Bonus for Affordable Housing

Pause for Commission questions, discussion, and identification of additional information needed to before hearings.

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.

Cottage Cluster Housing (cont.)

- At least 75% of cottage units must be oriented to common courtyard that is generally square or round, and connected to it by pedestrian path
- Courtyard must be sized at 200 sf per cottage
- One parking space per cottage unit required. On-street parking credited.
- Requires public hearing if subdivision involved, site plan review with notice otherwise.

Cottage Cluster Developments

Pause for Commission questions, discussion, and identification of additional information needed to before hearings.

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.

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Setbacks for New Apartments next to Existing Homes

Pause for Commission questions, discussion, and identification of additional information needed to before hearings.

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

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ADUs in Existing Garages within Setbacks

- Existing historic garages in 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 18 feet.

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New Homes to allow Aging-in-Place

- Incentivize new home construction to supports aging in place through wide doorways, first floor bathrooms, and zero-step entries
- Proposal would expedite building permit review timelines, provide information for applicants, and designate a staff contact.

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Micro-housing/ADU/Aging-in-Place

Pause for Commission questions, discussion, and identification of additional information needed to before hearings.

Next Steps – Housing Code Updates

- Continue to refine specific draft code language for public and stakeholder comment in winter 2022
- Continue meeting any neighborhood, developer or other groups requesting presentations.
- April 12 Planning Commission hearing

Questions and Discussion

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

CITY OF Vancouver WASHINGTON

Memorandum

DATE: February 18, 2022

TO: Chair Ledell and Planning Commission members

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

RE: February 22, 2022 workshop review of Housing Code Updates

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Background

The Housing Code Updates project consists of eight amendments to City zoning standards, and one permitting review change, 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 December 14, 2021, and January 25, 2022. The City Council has also had multiple workshops, and another is scheduled for March 21. Planning Commission or 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.

Proposal

The proposed components are summarized at a high level in the enclosed table. See proposed zoning code language attachments for details, included embedded explanatory comments. Note that some zoning code sections implement multiple project components, as indicated, and that no zoning code language is provided for the proposed building permit processing adjustments to incentivize aging-in-place features, since no changes to Title 20 are involved, and Planning Commission review on this item will consist of general advice.

Housing Code Updates – General Summary. Significant new changes to recommendations noted.

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. New – requires compliance with existing city narrow lot standards, including provisions for utilities, parking, alley incentives New – alleys required unless unfeasible for lots below 3,000 square feet, encouraged otherwise New – Home fronts required to vary between adjacent two homes only, not those across a street	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 6 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 23 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 low income affordable 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. New - 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 38 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	General acceptance. Developer request led to expansion of eligibility from state mandated religious organizations to any party	See pages 31-32 herein for code language State requirement listed under RCW RCW 36.70.A.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	Generally supportive public comment with questions about affordability. Developer requests to allow larger units and garages, and generally more flexiblity	See page 51 herein for code language. Clusters allowed in Clark County, Battleground and Ridgefield

6. Updated setback and buffering requirements for new apartments next to existing homes	New – 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	General public concern about apartments and interest in larger setbacks	See page 54 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 72 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 New – limits height within setback to 18 feet	General public support for ADUs although concern about short term rentals. Questions about height of ADUs in setbacks	See page 74 herein for code language
9. New building permit processing incentives for aging-in-place home features	Building Department envisions reduction in review from potentially 14 to 10 days, resource materials to assist applicants, and designated staff contact person	Limited feedback, general support	Ridgefield provides 10% permit fee rebate, but no takers in two years

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
- 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 them 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

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 scheduled to speak at the Shumway neighborhood association on March 3rd, 2022 and have a standing offer to speak at any neighborhood association or similar group.

Next Steps

City planning, development review, and transportation staff will attend the workshop to answer questions. Commission hearing dates and if needed further workshops have not yet been scheduled.

ATTACHMENT A: DRAFT ZONING CODE RECOMMENDATIONS

Chapter 20.410
LOWER DENSITY RESIDENTIAL DISTRICTS

{Recommended changes for R-17 standards underlined and in yellow. Changes 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]

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

Table 20.410.040-1 Minimum and Maximum Densities and Lot Sizes[1]				
Zone	Minimum Lot Size	Maximum Net Density	Maximum Average Size	Minimum Net Density
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."

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.

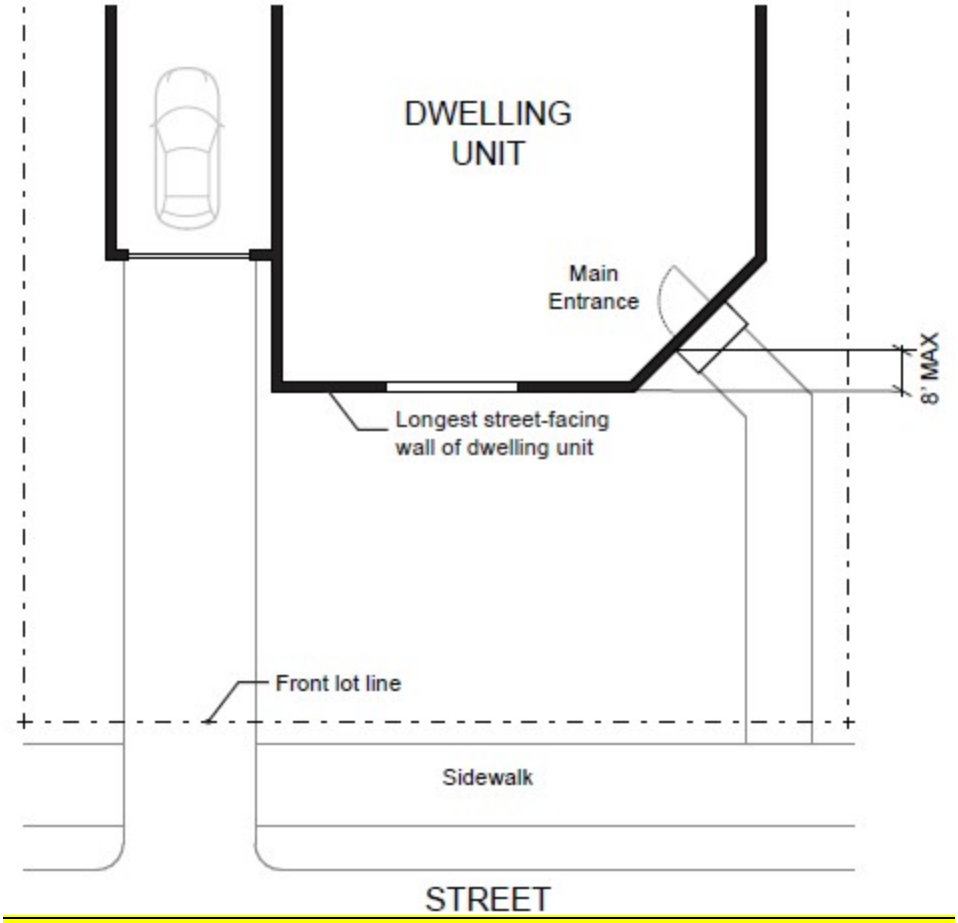
a. Garages. The width of the garage door facing the street may be up to 50 percent of the width of the street-facing building façade or 10' in length, whichever is greater. Garage limitations do not apply to residential development accessed through rear alleys, or where the garage is located in the rear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

Table 20.410.050-1 Development Standards in Lower-density Residential Zones					
STANDARD	**R-2**	**R-4**	**R-6**	**R-9**	**R-17**
Minimum Lot Size[5]	20,000 sf	10,000 sf	7,500 sf	5,000 sf	2,000 sf
Maximum Lot Size	30,000 sf	19,000 sf	10,500 sf	7,400 sf	5,000 sf
Maximum Lot Coverage	50%	50%	50%	50%	65%
Minimum Lot Width[5]	100′	80′	50′	45′	25′
Minimum Lot Depth[5]	100′	90′	90′	65′	65′
Minimum Setbacks					
Front yard	10′	10′	10′ [6]	10′[6]	10′[6]
Rear and through yards [4]	5′	5′	5′	5′	5′
Side yard	10′	7′	0′ [1]5′ [2]	0′ [1]/5′ [2]	0′ [1]/5′ [2]
Street side yard	10′	10′	~~10′~~ 8	~~10′~~ 8	8
Garage/Carport from public/private street right-of-way or sidewalk easement	20′	20′	18′	18′	18′
Garage/Carport from alley[3]	15′	10′	5′	5′	5′
Maximum Height	35′	35′	35′	35′	35′
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 protesc̲ting 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 per unit. 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]	L[3]
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]	X[5]
Accessory Dwelling Units	P[1]	P[1]	P[1]	P[1]	P[1, 24]
Duplexes	P[4]	P[4]	P[4]	P[4]	P[4]
Multi-Dwelling Units	P[4]	P[4]	P[4]	P[4]	P[4]
Manufactured Home Developments	L[7]	L[7]/X	L[7]/X	L[7]/X	L[7]/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]	C[8]
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
R-50	35.1 – 50 units per acre

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 on Property Owned or Controlled by a Religious Organization or Provided by Other Qualifying Property Owners.

a. Housing project 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.

i. Up to 25% in the R-2, R-4, R-35, and R-50 zones.

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

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

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

Use	Minimum
RESIDENTIAL	

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

Use	Minimum
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
Market rate Multi-Dwelling Units located more than ¼ mile from frequent transit service line. [6]	~~1.5~~ 0.75/DU if located within 1.4 mile of frequent transit line,[6] 1.0/DU otherwise
Housing for low income households (earning under 60% median area income) located within ¼ mile of frequent transit service line[6]. [6]	0.75/DU
Manufactured Home Subdivisions	1.0/DU
Manufactured Home Parks	1.0/DU
Senior housing facilities and housing for people with disabilities	0 spaces for residential units 0.75 space per employee[7] plus one visitor space per 10 residents

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

Use	Minimum
CIVIC (Institutional)	
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	

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

Use	Minimum
- Trails	
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

Use	Minimum

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

Entertainment-Oriented	
- 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

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

Use	Minimum
	feet of open sales or rental area in excess of 10,000 sq. ft.
- 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[3]	No less than 2
- Elec. Vehicle Recharging Station	None
Office	
- General	1/400
- Medical	1/200
- Extended	1/300

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

Use	Minimum
Non-Accessory Parking	NA
Self-Service Storage	Based on area of office
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

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

Use	Minimum
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 grant exceptions for as needed to allow cottages abutting a public street at the site perimeter to face the street.

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 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.

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	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

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**
Mixed Use													
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 (County)	FR-80, FR-40, AG-20, AG-	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**
	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

Table 20.925.030-2. Landscaping and Screening Design Standards[1]

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 per30 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 separation is warranted by	Enough shrubs to form a 6-ft high buffer screen 95% opaque year-round; 5+ gallon containers or equivalent with		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
		impacts of proposed development, notwithstanding loss of direct views.	spread of 30+ inches		
L4	High Wall	Used where extensive screening of visual and noise impacts is needed to protect abutting senstive 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-ObscuringFence	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-ObscuringFence	Full visual separation where complete screening is needed to			6 ft. high – 100% sight-obscuring – made of wood, metal, bricks, masonry or other

Type	Name	Description	Minimum Shrubs Based on Buffer Depth	Minimum Trees	Wall or Berm or Fence Required – Standards
		protect abutting uses, and landscaping alone cannot provide that separation.			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.

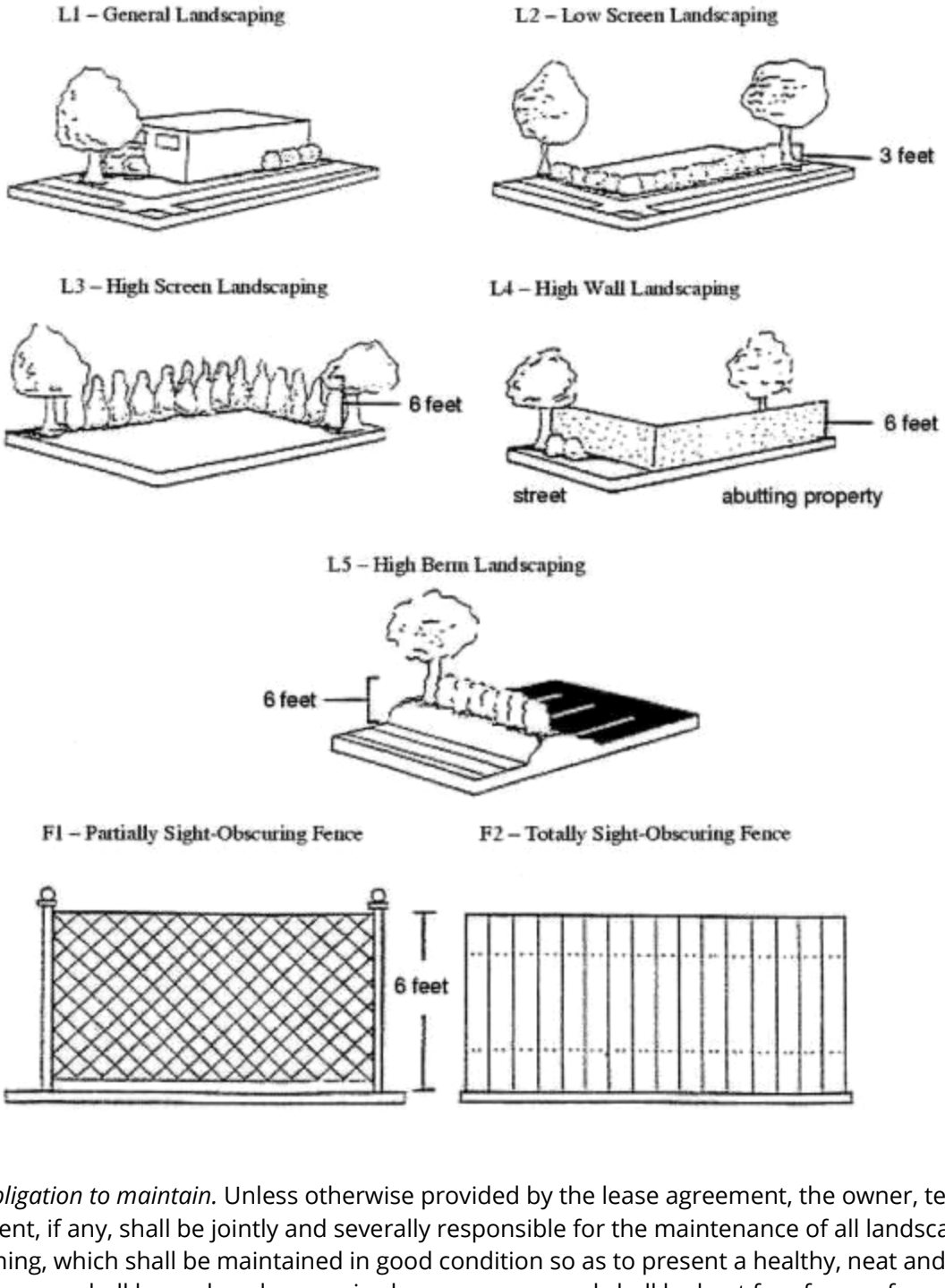
L4 – When abutting another property, the wall shall abut the property line. When abutting a street or road right-of-way, the wall shall be on the interior side of the landscaped area.

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 nontreed 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 nonturf 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(I)(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 multifamily rental properties in multifamily zoning districts. These are small footprint units, typically between 120 square feet and 400 square feet.

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, 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. Installation of cooking facilities. Cooking units shall be installed so as to provide a minimum clear workspace in front and above of the cooking appliance, to reduce and prevent hazards of health, sanitation or fire.

C. 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.

D. Maximum Unit Size. Units shall be not exceed 400 square feet in size.

E. Bathroom. 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.

F. Parking. Micro housing units require 1 parking space per 2 dwelling units.

G. Bathroom and Kitchen Facilities. Bathroom and kitchen facilities shall be provided in accordance with subsections (1) and (2) below.
    1. Bathroom. A unit is not required to but may contain partial or full bathroom facilities. A partial bathroom facility must have at least a toilet and sink; a full facility must have a toilet, sink, and bathtub or shower, or bathtub/shower combination. If a full bathroom facility is not provided, 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.

2. 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:
    i. A community kitchen facility on each floor available for shared use by the residents of that floor; or
    ii. Individual kitchens for the private use of the residents of the unit. Cooking units shall be installed so as to provide a minimum clear workspace in front and above of the cooking appliance, to reduce and prevent hazards of health, sanitation or fire.
    iii. A combination of private and community kitchen facilities.

{ 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

From: Michael Beanland
To: Snodgrass, Bryan
Cc: Coutinho, Becky
Subject: Housing Code Updates
Date: Wednesday, February 2, 2022 7:47:54 AM

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 just completed your survey on the proposed code changes. The survey requires the responded to be articulate and a facile typist. If you really want broad input, add multiple choice questions. Also, the photos used are all of aesthetically pleasing examples of the code changes, these unfairly bias respondents. Provide a fair sample of good and bad examples or provide no photos at all to avoid biasing responses. Survey design to get unbiased and broad results takes special design skills and methods, make some improvements to get broader and better responses. As it is now, the survey is heavily biased and will give biased results.

Not listed in your housing code update considerations is the problem of new high-density tall development adjacent to existing low-density single-family homes. The code changes all seem to be pushing toward higher density, more development, more profit for developers and builders, and damn the impact on the existing properties. If you lived in a single-family one-story home, which is much of the existing housing stock, would you like a 50-foot tall apartment being built 10-feet from your property line? Even though code allows it? And, since the code allows it, developers will do it. And since code allows it, you have no recourse.

The impacts on adjacent properties needs to be considered in every development and the codes need to reflect that need for consideration. Higher density development can be compatible with lower density neighborhoods if they are not too tall and are set back form property lines. But, the impacts of new development from the adjacent existing homes perspective needs to shape the new development.

Further, "good fences make goof neighbors". The code now requires only a 6-foot tall fence between a high density development and the low density housing around it. That code needs to be reconsidered. The fence or wall between developments needs to consider the impacts of the new development on the adjacent properties. I live in a neighborhood where apartment dwellers regularly jump the fences to walk through our neighborhood since they see it as a short cut. Would you like your yard to be a short cut for a 200-unit apartment complex? The fence codes need to be revised to allow the City to require and for the developer to build fences that are taller than 6-feet and more robust than wooden slat fences? Robust walls at least 8-feet tall need to be the rule not the exception.

When developing housing code updates, do not forget to consider some of the building code issues that shape the impacts of the changes the housing codes have on neighborhoods.

Michael Beanland, P.E.

From: S Murphy <smurphy@cyberacoustics.com>
Sent: Sunday, January 30, 2022 4:52 PM
To: Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>
Cc: Coutinho, Becky <Becky.Coutinho@cityofvancouver.us>
Subject: Parking Issues
.
Hey Brian,

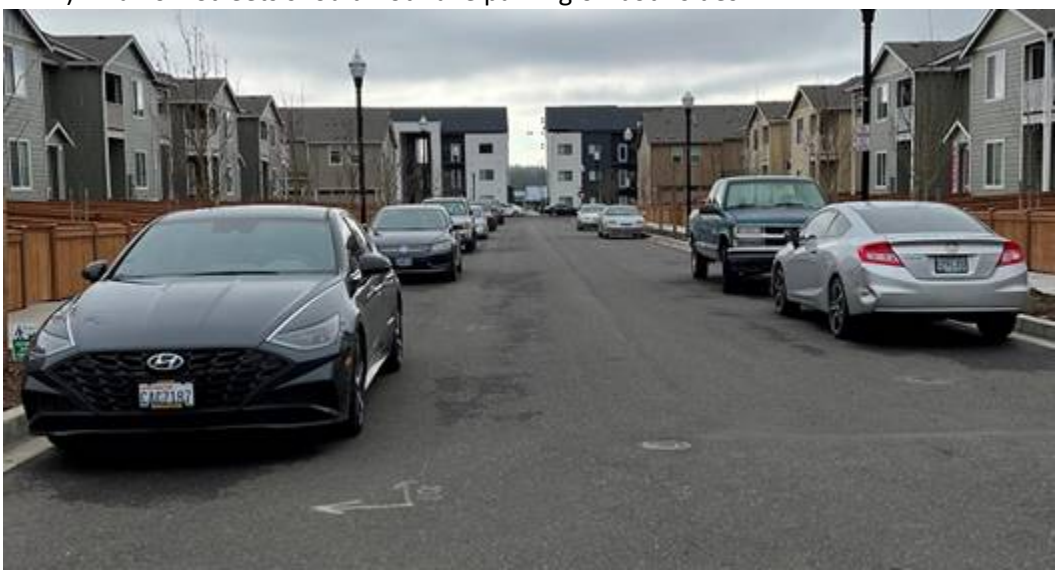
Sorry for the delay. I spent some time driving to 8 locations where there is a high density of housing. Parking is an issue at 7 out of the 8 locations. Here are some interesting findings:

1) Many streets were full of parked cars.

2) There appears to be a lot of residents who don't park their cars in the garage. A lot of driveways were full.

3) No Parking and No Parking Fire Zone signs did nothing to deter parking in those zones.

4) Narrow Streets should not have parking on both sides.



5) What did work in one location, if the curb was painted red and marked as a Fire Zone, drivers did not park in those locations.

I know these are not easy times and change is always going to be challenging. Unfortunately, parking issues are not a priority for enforcement, but for those that deal with it, day after day, it creates dissention between neighbors. You would agree, that is not the goal with these new code modifications. We do need to add something in the code to curb the parking problem. The only thing that appears to be working is designating one side of the street as a fire zone with painted curbs. I hope you can incorporate this, as a must have, in future developments. No parking signs just don't work.

Thank you for your time,

Stephen Murphy

BUILDING INDUSTRY ASSOCIATION OF CLARK COUNTY

103 E 29th St.
Vancouver, WA 98663

Tel: 360-694-0933
Fax: 360-694-1606

www.biaofclarkcounty.org

January 24th, 2022

Vancouver Planning Commission
415 W 6th St.
Vancouver, WA 98660

COV Housing Code Updates

Dear Chair Ledell and fellow Commissioners,

I am writing to you on behalf of the Building Industry Association of Clark County to provide input on the proposed housing code updates for the City of Vancouver. Building more affordable and middle housing is crucial to solving the housing crisis we face in this state. The majority of the code updates would aid in that effort, however some of the design standard requirements proposed would increase costs, and severely limit the type of housing and amenities that our member's clients demand. As an industry, we want to work collaboratively with the city to provide livable, attractive neighborhoods while providing the necessary flexibility so our members can maximize space, which creates greater value for those seeking housing. Our specific concerns are outlined below.

1. Small-Lot Subdivisions: R-17

The creation of this new zoning type is vital. Land supply is constrained throughout the city and small lot subdivisions create the option for more density, affordable housing, and a neighborhood feel. However, the requirement of onerous design standards would slow down the development of this product type. Specifically, the garage frontage restrictions and rear alley requirement (where feasible) are two standards that would severely limit our members in the type of product they can produce for the public. The rear alley requirement would increase the cost of housing while creating more impervious surface. The elimination of the rear alley requirement wouldn't take any on-street parking away. Moreover, many potential home buyers don't want a backyard surrounded by a sea of asphalt and the noise pollution associated with neighbors' car/garage use. The backyard is a sanctuary, and we should keep it that way. The industry would like to see more flexibility on the rear alley requirement and an explanation on the purpose of rear alleys because they seem to function exclusively for vehicle use. Who will be responsible for the unregulated intersections, sightlines, and maintenance needs that will come from the creation of these rear alleys? Will the front façade garage standard apply to rear alley access frontage?

In addition, the front façade restrictions on garages would severely limit the type of product our members can build. In the R-17 zone, we are talking about lots less than 50ft in width. To provide a bare minimum two car garage, the garage needs to be a little over 20ft in width. A 50% cap on garage frontage would unduly restrict the size of garages on top of current requirements like setback standards. How will allowing more than 50% of the front façade to be garage discourage neighborhood pedestrian activity? At the builder/developer open house presented by staff there was also mention of requiring 9ft of front facing lot width dedicated to the front entry. We support the front entry requirement but implementing a 9ft requirement would limit what homeowners can buy and what our members can build. Both the front façade garage restriction and the 9ft front entry dedication requirement would restrict garage width. This could create massive, unintended consequences. The market wants garage space, and grand theft auto has increased 179% since 2019 within the City of Vancouver. These new street front requirements should not be extended to R-9 and R-6 zoning.

The concerns of homogenous neighborhoods are valid. Our members recognize this and want to work with the city and staff to devise solutions. One solution that the City of Ridgefield has used is instituting both structural and decorative elements to break-up the garage and enhance curb appeal. Structural elements could include a covered porch area with a minimum of 15sqft, dormers, gables, bay windows, 12-inch offset from one exterior wall to another, and balconies. Decorative elements could include garage doors., pillars/posts, eave or barge boards with two material variations, shingles or varied siding in gables, siding shingles, shake, batten board, wainscoting, or similar, brick, stone or cedar accents covering at least ten percent of the front facade wall surface area, variable siding (e.g. shed roof above windows), belly band cladding, etc. The City could require the use of a set number of the previously mentioned design elements that would visually break-up the garage frontage.

The commission should also consider recommending an increase in allowable height in this zone. The 25ft height cap should be increased to 35ft so our members can provide additional value for both homeowners and renters. That 10ft could allow for a work from home space, fitness space, and additional bedrooms to accommodate more individuals living under one roof. This additional space would also benefit renters, allowing for more roommates in one dwelling, thereby lowering the cost of housing.

2. Cottage Housing

Cottage housing provides a unique opportunity for our members to build more affordable homes with the benefit of a doubling density in the underlying zone. We applaud the efforts of City Staff and the planning commission in modifying the cottage cluster standards. Specifically, allowing 200% density in the underlying zone and the allowance of cottage duplexes would increase housing capacity in the City of Vancouver. However, the industry believes there are additional ways to modify the code, push boundaries, and provide essential housing for the citizens of Vancouver.

First and foremost, the market wants an attached garage. Our members can achieve greater density using attached garages compared to a communal parking arrangement. The citizens of Vancouver are fearful for the safety of their vehicles, and attached garages are one of the solutions and what the market demands. Staff has acknowledged this and provided a 200sqft exemption to the 1,600sqft maximum for an attached garage. While we commend this provision, it clearly doesn't satisfy the intent. A one car garage **bare minimum** is 250sqft. The Planning Commission should recommend an exemption over 250sqft so that garage space is usable. If cottage duplexes are to be allowed, both units should be entitled to the same garage space exemption as a single cottage.

Also, like the R-17 zone, we would like to see the height cap increase from 25ft to 35ft, which would provide the necessary flexibility our members need to create the type of product the public wants. Quite frankly, we are in a housing crisis, and we need more flexibility in our design standards to match the need. Further flexibility on courtyard orientation and open space requirements would be a step in the right direction. Recently, the City of Bend, OR made those changes to their cottage cluster code. It may also suit the commission to contemplate an increase in the number of cottages allowed per cluster as well.

3. Supporting Strategies

Despite our concerns, we appreciate the important work the commission is taking on. We are in full agreement with the changes to ADUs as it relates to garages and setbacks, shared kitchen and bath for apartments, state mandated parking reductions, incentives for visitability, the creation of a denser multifamily zone, and many others. Our association and its members want to build livable, attractive communities so the citizens of Vancouver can achieve the American dream and build generational wealth. Communication with our local jurisdictions is vital and our industry appreciates the opportunity to provide input.

Sincerely,

Justin Wood
Government Affairs Manager

From: Peter L. Fels <plfels@gmail.com>
Sent: Tuesday, December 14, 2021 10:20 AM
To: Planning Commission <PlanningCommission@cityofvancouver.us>; Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>
Subject: Housing Code revisions

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.

Dear Commissioners and Bryan Snodgrass:

Please consider these two comments regarding proposed Housing Code changes in lieu of my oral testimony today:

1) at VMC 20.410.030(24), (regarding duplexes, triplexes and quads) replace the word "family" with the word "household". The word "family" has sometimes been interpreted unnecessarily restrictively, e.g., to prohibit unrelated persons from living together, as in group homes, unmarried couples, etc. My suggested change in wording may avoid future legal challenges.

2) I appreciate that changes to single family residential zones will be taken up in the coming year. I have encouraged their elimination in order to advance the City's climate and equity goals. Current SFR neighborhoods tend to be unavailable to lower income households and are vestiges of historic privilege and housing discrimination. When people tell you that allowing duplexes, triplexes, quads and smaller lot sizes will destroy the "historic character" of a neighborhood or lower property values, they are also saying they want to protect their privileged status. Going forward on this issue, please keep in mind the importance of density to reduce climate change and the value of increasing neighborhood diversity.

Thank you,

Peter Fels

From: Peter L. Fels <plfels@gmail.com>
Sent: Monday, September 20, 2021 10:28 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>; Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>
Subject: Housing Code Updates, Climate change and Homelessness

Peter Fels
5121 NW Franklin Street
Vancouver WA 98663
telephone: (360) 737-3154 • plfels@gmail.com

Via email to: cmo@cityofvancouver.us; Bryan.Snodgrass@cityofvancouver.us

To: Mayor McEnerny-Ogle and Vancouver City Councilors, Bryan Snodgrass

RE: Public Forum Testimony concerning Housing Code Updates

Dear Mayor and Councilors:

I appreciate the efforts of the planning staff to increase housing options as presented at the workshop today. However, I am surprised that staff is so reluctant to pursue one of the recommendations of the Affordable Housing Task Force made over 5 years ago.

As noted in Mr. Snodgrass' memo, the Task Force recommended changes to the SFR zone to allow increased density in the form of duplexes and triplexes. Single family zoning has been outlawed statewide in both Oregon and California in recognition of the affordable housing shortage and climate change.

Homelessness and global warming are both urgent issues and need immediate attention.

Increased density helps increase affordability and reduce greenhouse gas emissions. It also improves equity by reducing the exclusivity of SFR neighborhoods. All three of these issues, climate, homelessness and equity, are top priorities of the City according to your strategic plan.

Mr. Snodgrass' memo states that discussion of changes to the SFR zones will begin in 2022 and will require more extensive community feedback. I have no doubt that some residents of current SFR zones will object to any proposed changes that increase density for fear of increased crime and reduction of their property values. However, there already are duplexes and triplexes in many SFR neighborhoods and there is no evidence of increased crime related to those units, while property values throughout Vancouver have soared in recent years. Furthermore, while some increased density may change the character of neighborhoods, in my opinion increased diversity will change their character for the better.

One of the things you can do as part of your climate planning is to move forward quickly on this issue. While history shows that infill and small MFR units are built up slowly, allowing them sooner rather than later is an important step and will move us closer to a more equitable and affordable city.

I also encourage you and the planning staff to look at revising current codes to allow long term parking and habitation of RV units and campers on private property at least during the current housing crisis, treating them as similar to ADUs. This can be a short term solution to the housing crisis while also allowing family members to stay together and allowing some residents to stay in their homes by sharing expenses with extended family or multiple generations.

Please urge the planning staff to move more quickly to recommend changes to increase density in SFR zones.

Thank you.
/Peter Fels

Fossil Fuel Facilities
Proposed Code Changes

CITY OF
Vancouver
WASHINGTON

March 8, 2022
Vancouver Planning Commission
Workshop

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

Presentation Overview

- Moratorium Background and direction from Council
- Prior PC Review
- General Approach to Regulating Bulk Fossil Fuel Uses
- Current Fuel Storage Facilities in Vancouver
- Summary of Stakeholder Input
- Next Steps

Prior Planning Commission Review

- Planning Commission workshops were held on:
  - May 25, 2021
  - July 27, 2021
- During the May workshop staff gave general overview and background information
- During the July workshop, staff presented answers to Planning Commissioner's questions brought up during the May workshop

Fossil Fuel Facility Moratorium Background

- Enacted June 2020, most recently extended on December 8, 2021; set to expire June 8, 2022 unless extended
- Moratorium applies to new or expanded large-scale fossil fuel facilities engaged in:
  - Distribution, extraction, refinement, processing, transshipment and bulk storage (over 2 million gallons) of fossil fuels used for energy production
  - Includes coal, petroleum, natural gases (methane, propane, butane, etc.)
  - Does not apply to storage or use of petroleum for commercial sales or industrial processes (e.g. fertilizer or plastics manufacturing, asphalt plants, etc.), or maintenance or repair of existing facilities

Prior Council Direction

- Amend the Title 20 land use code to prohibit new large-scale fossil fuel facilities in all zoning districts
  - Provide definitions for regulated fossil fuels and large-scale facilities consistent with moratorium
  - Consider whether expansion of existing large-scale fossil fuel facilities should be allowed and, if so, what standards should apply
- Same approach as was used in 2014 to restrict the expansion of crude oil storage and refining facilities

Approach to Revising VMC Title 20

- City of Tacoma and Whatcom County have recently updated their land use regulations regarding fossil fuel facilities; city staff looking to learn from their experiences but keep changes “simple”
- Both Tacoma and Whatcom County received guidance and expertise from BERK Consulting, including drafting code language and writing SEPA checklists; city staff currently in process of contracting with BERK
- BERK is interested in assisting Vancouver, but will not have capacity until late April
- An extension of the moratorium will likely be needed prior to June

Approach to Revising VMC Title 20 (cont.)

- Code changes will prohibit new large-scale fossil fuel storage, processing, transfer facilities if fuel is used to generate energy;
- Code changes will likely prohibit expansion of existing facilities unless switching to cleaner fuel product, possibly subject to a conditional use permit whereby impacts can be assessed (PC Discussion on this later)
- Fix existing code which currently allows biomass and coal electricity generation and solid fuel yards in certain zoning districts
- Need for a number of new definitions related to petroleum and related fossil fuels

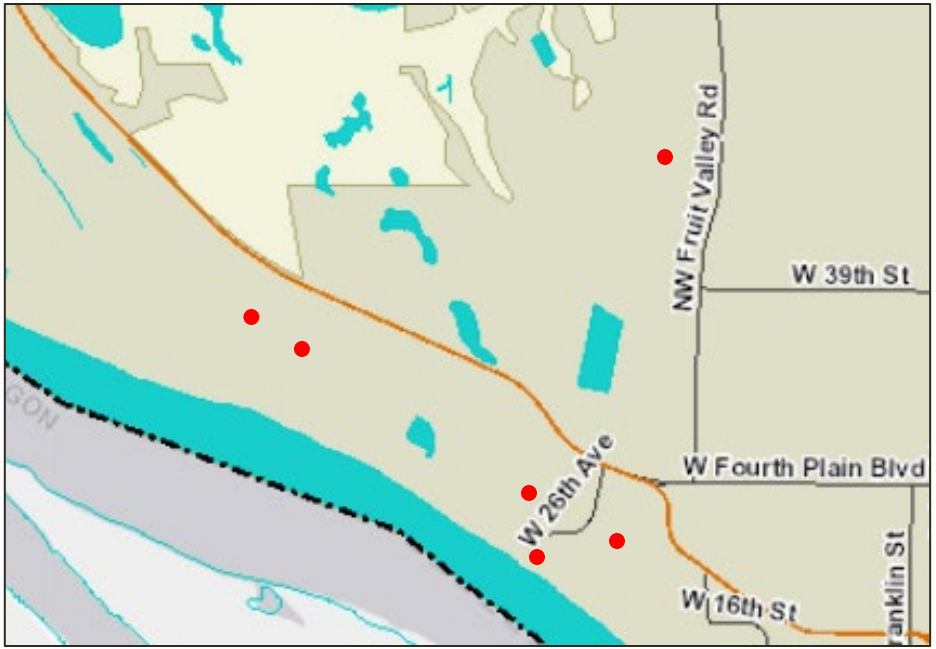
Approach to Revising VMC Title 20 (cont.)

Exemptions from fossil fuel regulations:

- Railyards, airports, or marine serving facilities where fuel is ancillary
- Facilities producing energy from landfill gas, fossil fuel by-products such as asphalt or others, or direct consumer sales such as gas stations
- Upkeep, repair, maintenance, or City-mandated health and safety improvements to existing facilities
- Recommend that ancillary fuel storage for industrial processing be clearly allowed in conjunction with the primary use

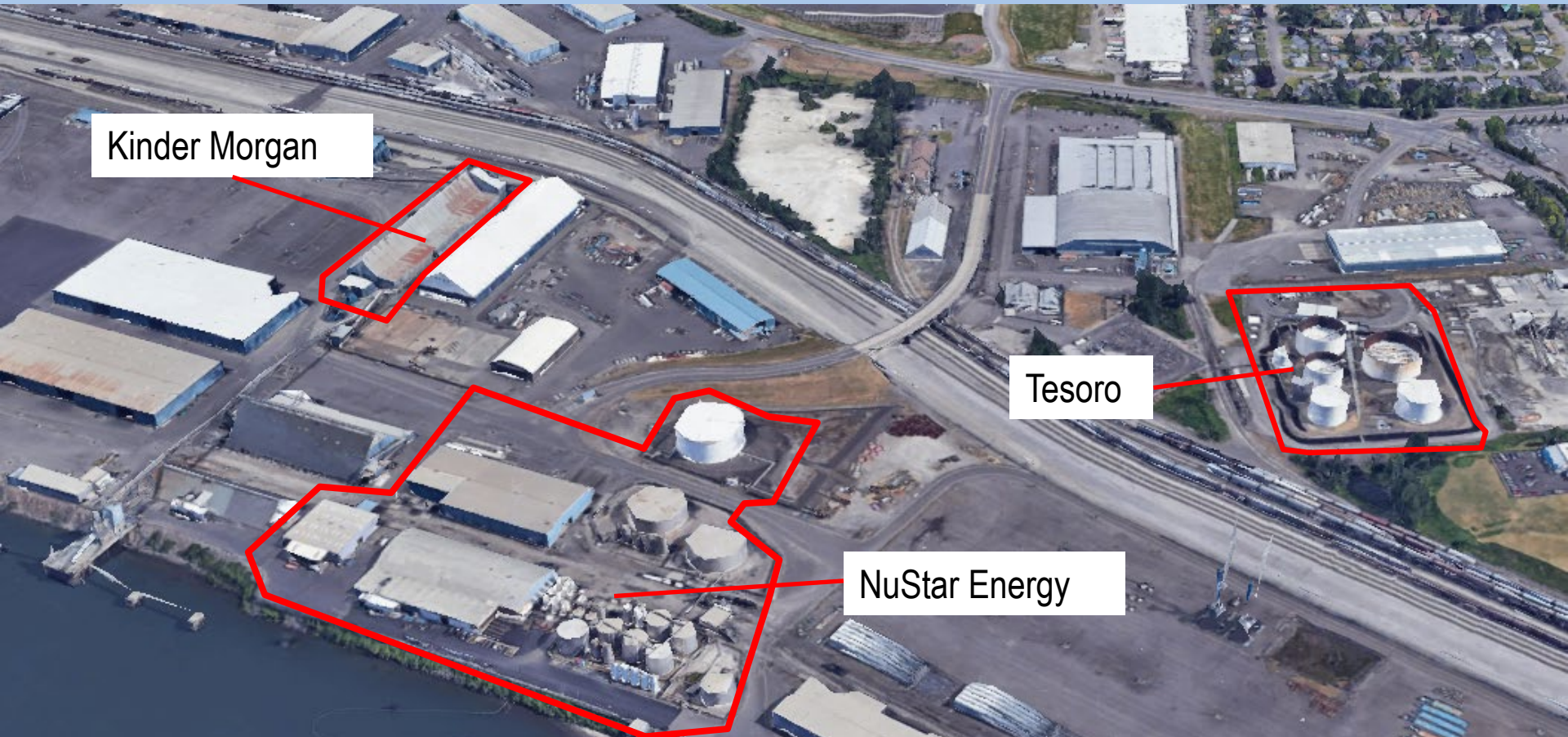
Fossil Fuel Code Changes– Impacted Facilities

- 6 existing facilities initially identified, on lands with moderate to high liquefaction susceptibility in the event of an earthquake
- The facilities generally process, store, or transport propane, natural gas, and petroleum products



Fossil Fuel Code Changes– Impacted Facilities

Fossil Fuel Code Changes– Impacted Facilities



Fossil Fuel Code Changes– Impacted Facilities

Trillium CNG (also referred to as NuStar Annex)
Fruit Valley Rd.
Compressed Natural Gas Facility

Stakeholder Outreach To-Date

- Port of Vancouver and NuStar (tenant)
- Western States Petroleum Association (WSPA)
- Tidewater
- SW Washington Beyond Fossil Fuel Task Force
- Columbia Riverkeeper
- Washington Environmental Council
- Friends of the Gorge
- Physicians for Social Responsibility
- NW Natural

Stakeholder Feedback

- Environmental-interest groups generally supportive of approach
- Industry group concerns: impacts to overall economy; unclear if existing facilities able to make seismic retrofits or consolidate tanks; transition to renewable fuels; possible need for future expansion in capacity
- Port of Vancouver and Western States Petroleum Association (WSPA) commented on the City's SEPA Mitigated Determination of Non-Significance; WSPA filed an appeal citing inadequacy of analysis
- City withdrew the MDNS, and will enhance the analysis and reissue it based on updated proposed code changes

Issue #1 Requiring PC Input

1. Threshold for Large-Scale Fossil Fuel Storage Facilities = 2 million gallons

- Moratorium appears to allow new fuel storage less than 2 M gallons; should all new bulk storage be prohibited? (Tacoma threshold = 1 M gallons)
- Should clean fuel infrastructure including storage and processing be allowed?

2 M gallon tank

Issue #2 Requiring PC Input (cont.)

2. Allow Expansion of Existing Facilities?

- Existing code prohibits any expansion of existing bulk crude oil storage facilities
- If expansion of other fossil fuel facilities is allowed, issues include:
  - Under what conditions? (seismic upgrades, switch to cleaner fuels with lower Greenhouse Gas impact, relocation/consolidation of tanks?)
  - How much of an expansion? (up to a max. total gallons, % or total volume, or % increase?)
  - By what process? (allowed outright or conditional use permit?)

Expansions: Tacoma Case Study

- Staff met with Tacoma staff to discuss their fossil fuel ordinance approved in December 2021
- Tacoma prohibits new petroleum fuel facilities; limits expansion of existing facilities to 15% cumulative limit on petroleum tankage for the purpose of producing cleaner fuels
- Tacoma includes extensive definition for “cleaner fuels” as carbon-free fuels that generate no carbon emissions including green hydrogen as well as other alternative fuels

Issue #3 Requiring PC Input (cont.)

3. Confirm Staff's Recommended Approach Regarding:

- Amend VMC 20.160.020 D,1 Use Classification – "Industrial Services" to delete *fuel oil distributions* and *solid fuel yards* from the description, as these are currently allowed in all four industrial zoning districts
- Amend VMC 20.440.030-1 Industrial Districts to prohibit *biomass and coal energy generating plants* in the IH Heavy Industrial District (footnote 33)
- Expressly state that fuel storage for vehicles or manufacturing processes is permitted as ancillary to an allowed use

Next Steps

- Q1: Ongoing stakeholder outreach on revised draft code provisions
- Q1: Staff to contract with BERK Consulting
- Q2: Write ordinance, enhance SEPA analysis and reissue determination
- Q2: Staff to request a three-month extension of moratorium
- Q2: Planning Commission workshop and public hearing on code amendments
- Q3: Council workshop(s) and public hearing

Questions and Discussion

Chad Eiken, Director of Community Development
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Bryan Snodgrass, Principal Planner
bryan.snodgrass@cityofvancouver.us

CITY OF Vancouver WASHINGTON

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GINN GROUP™

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

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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.

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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

From: Toby St. Clair
To: Planning Commission
Subject: Public comment regarding ADU
Date: Tuesday, March 1, 2022 7:02:25 PM

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

Good evening,

My wife and I are moving to Vancouver WA this spring and currently looking to purchase a small home in a walkable community for us and a baby on the way, and in which we might also be able to have our parents move to as they age (ideally in a separate space). I was surprised to see the lack of multi-family homes and properties on the market, but I'm glad to hear about the upcoming changes being considered in Vancouver that could help support this.

I have two primary concerns that I would like considered.

1. The current maximum unit size rule (**20.810.040 - D)** that an ADU must be 800 sq ft or 50% or less of the primary single family structure (whichever is less) is unfair to those who can only afford small homes, which would not allow a reasonably sized ADUs.

I understand that the city would want to limit ADUs to a reasonable size, but the limitation based on the size of the primary house is an unfortunate rule that seems to benefit the wealthy (people who can afford larger homes) by providing them an opportunity not available to those who can only afford smaller homes. It seems to me that this rule would perpetuate and exacerbate inequality by providing yet another advantage / enhanced opportunity to those that have more wealth. I think any aesthetic rationale for this decision (i.e., a house should appear visually subordinate) is a poor excuse for denying those with smaller homes the same opportunity to develop a reasonably sized ADU to supplement their income or provide space in which family or other members of their community can live.

2. I'd like to voice my support for removing requirements for vehicle parking in areas serviced by public transit. Living space is at a far greater premium than parking space in places like downtown/uptown Vancouver and we should be encouraging people to take transit, or create space to work from home rather than commuting, to help reduce our collective carbon footprint.

Thanks for your time and consideration,

Toby St. Clair

3.8.22

Heidi Cody | Testimony for Planning Commission

re: Fossil Fuel Moratorium/Ordinance

Hello Commissioners,

My name is Heidi Cody and I live in Vancouver. I would like to thank the Commission and City staff, for your time and research, in forging a permanent, defensible fossil fuel ordinance. This process takes patience and dedication, and your efforts are appreciated.

The permitting process for new fossil fuel facilities consumes time and resources, and is divisive for our community. However, the current fossil fuel moratorium has the community's ongoing support. Vancouver's clean energy future is at stake. Preventing toxic bulk fossil fuel projects that endanger our community is crucial. A switch to cleaner fuels can also happen without expansion, without using existing storage, and without swapping fossil fuel storage for cleaner fuels.

A meaningful fossil fuel ordinance will protect community safety and health, and do so without loopholes. Expectations about what is allowed need to be clear. I worry about what happened in Portland with Zenith, where a pre-existing tenant, a defunct asphalt facility, no less, converted its use and flouted local regulations. An effective ordinance will prevent that from happening here in Vancouver.

The City should complete a SEPA analysis that will demonstrate the environmental justice impacts of these large-scale fossil fuel projects, which would be situated in areas already burdened disproportionately by environmental health impacts from pollution. Any expansion of existing facilities would add to that burden, and would be inconsistent with the City's "Leading Edge" efforts to address climate-changing, air-polluting, spill-risking pollution. It is encouraging that City staff propose to center equity, as they turn this moratorium into a permanent, protective ordinance.

The Planning Commission should support an ordinance that 1) prohibits all new large fossil fuel terminals, such as LNG, LPG, coal, or other types of fuels; 2) prohibits the conversion of existing facilities to fossil fuel facilities; and 3) prohibits the expansion of storage facilities for large-scale quantities of fossil fuels.

Thank you for your work in securing a healthier, safer and more equitable future for Vancouver.

From:	Cathryn Chudy
To:	Planning Commission
Cc:	Eiken, Chad; Snodgrass, Bryan; Kennedy, Rebecca
Subject:	Follow Up Response to 3/08/22 to Fossil Fuel Regulations Workshop
Date:	Monday, April 4, 2022 12:55:39 PM
Attachments:	4.04.22 Planning Commission Follow Up.pdf

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.

Planning Commission and Staff,

Please see the attached letter, our Alliance For Community Engagement (ACE) response to the March 8 "Fossil Fuels Facilities Proposed Code Changes" workshop.

We appreciate the time and research under way and will continue to follow this process closely as the work continues.

Cathryn Chudy for ACE

chudyca@gmail.com

April 4, 2022

Alliance for Community Engagement SWWA (ACE)

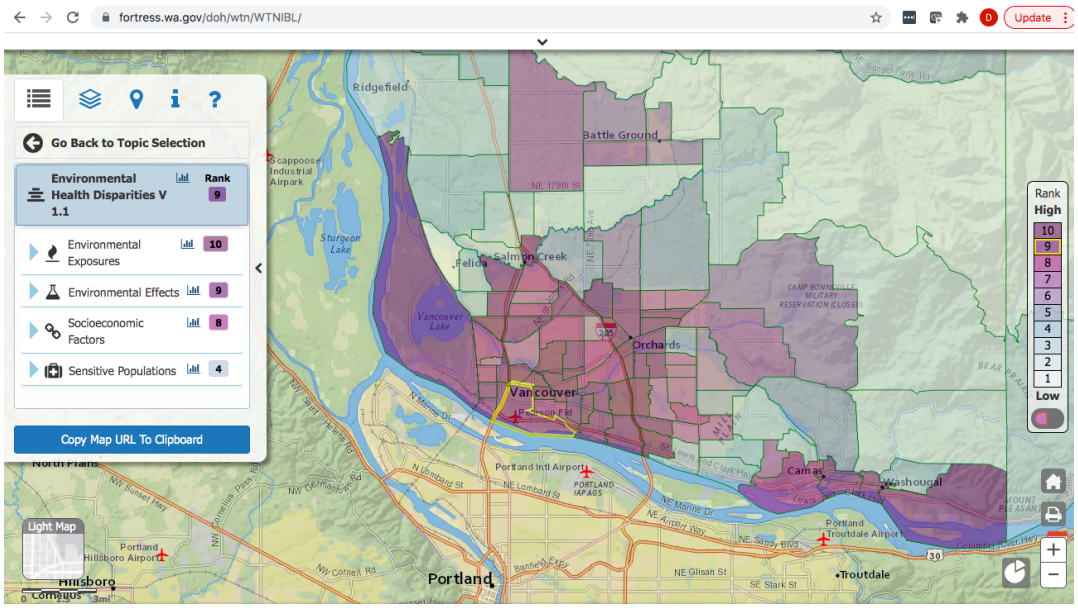
Planning Commission and Staff
City of Vancouver

Hello Commissioners and Staff,

Thank you for your time and research to move forward a permanent, defensible fossil fuel ordinance for Vancouver. This process takes patience and dedication. Your efforts are appreciated. We are Alliance for Community Engagement (ACE), and we advocate for equitable policy that protects community health and safety at the City, at the Port, and at Clark PUD.

New and expanded toxic bulk fossil fuel facilities endanger our community, which has already experienced decades of disproportionate health and safety impacts from our existing facilities. The proposed Tesoro-Savage oil-by-rail facility also showed how resource-intensive and divisive the permitting process for new fossil fuel facilities is. The moratorium on new fossil fuel facilities, which protects against these risks while a permanent code change is developed, is essential, and must be maintained for the duration of the planning process.

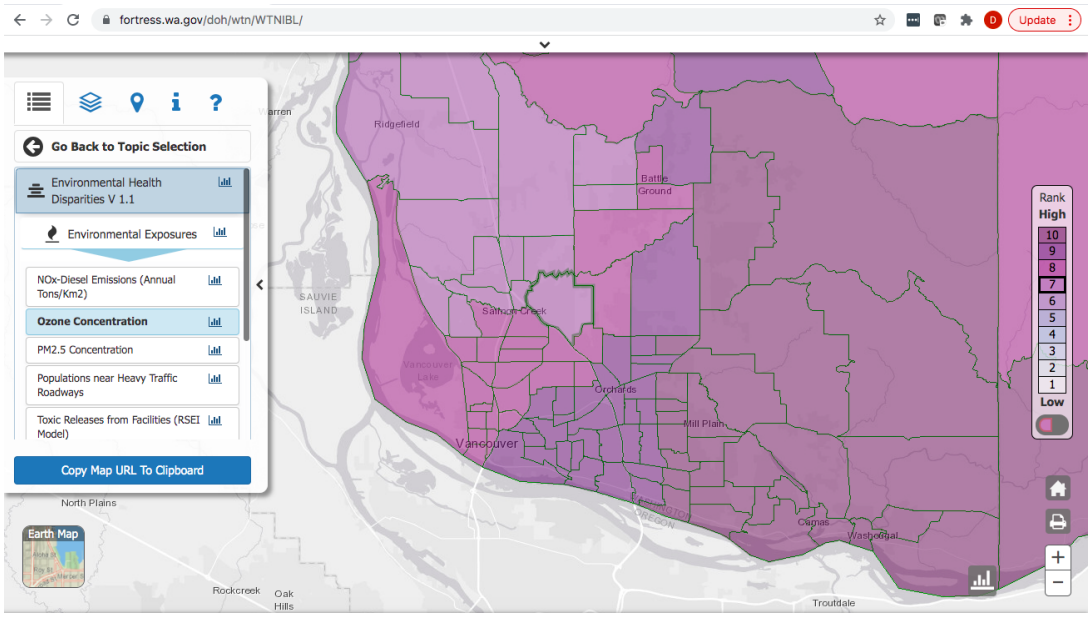
It is encouraging that City staff propose to center equity as it turns this moratorium into a permanent, protective ordinance. As the Environmental Health Disparities Map below shows, Vancouver's BIPOC communities, people with lower incomes, and people experiencing houselessness, often experience the pollution and safety risks of fossil fuel infrastructure, first and worst. We would like to hear staff openly address the environmental justice implications of the current situation. Vancouver's environmental health disparity problem remains stark and troubling.



Source: Environmental Health Disparities Map. Accessed December 2021. https://fortress.wa.gov/doh/wtn/WTNIBL/

To support these regulations, the City should complete a SEPA analysis that assesses the environmental justice and safety impacts of these large-scale fossil fuel projects, which would be situated in areas already burdened disproportionately by environmental health impacts from pollution. Any expansion of existing facilities would add to that burden, and would be inconsistent with the City's "Leading Edge" efforts to address climate-changing, air-polluting, spill-risking pollution.

The second graphic from the Environmental Health Disparities map below, shows that most of Vancouver rates between 7-10 on a scale of 10 in ozone pollution, which forms as a product of nitrogen oxides, volatile organic compounds, and sunlight. Burning fossil fuels emits smog-forming pollution. For example, fracked gas combustion contributes significantly to volatile organic compounds and other air pollution in the Vancouver area. Vehicular traffic plays a major role also. Vancouver must step up to address the major impact of pollution on its communities. Vancouver's health, safety, and clean energy future is at stake.



A meaningful fossil fuel ordinance must safeguard community safety and health, and do so without loopholes that allow for unnecessary expansions or changes of use that create new health, safety, or environmental impacts. This includes:

- A prohibition of any new bulk fossil fuel facilities above 1 million gallons in volume.
- A prohibition on the expansion of fossil fuel storage and transloading capacity at existing facilities beyond the current baseline.
- The code should build on the 2016 ordinance prohibiting bulk oil facilities, and remain clear in banning new or expanded bulk fossil fuel terminals without seeking to create any new definitions or incentives for "cleaner fuels." The current land use code on bulk oil terminals does not include "transition" language related to biofuels or renewable fuels,

since it doesn't affect or address those uses. Adding in new definitions or allowances complicates the code and potentially opens the door to unintended loopholes.

- A requirement that permitted equipment replacements needed for maintenance, safety, or seismic upgrades shall never be used to expand existing storage capacity.
- Protections against change of use, for facilities to convert from otherwise allowed uses (for example, clean fuel facilities that are not touched by this code), to bulk fossil fuel facilities that are prohibited by this code. Vancouver should learn from the lessons in Portland, where Zenith Energy, a defunct asphalt facility, leveraged a loophole in the local regulations prohibiting new fossil fuel facilities by converting its existing facility to store and transload tar sands crude oil. An effective ordinance must clearly prohibit similar activity at existing facilities here in Vancouver.

The Planning Commission should support an ordinance that 1) prohibits all new large fossil fuel terminals, such as LNG, LPG, coal, or other types of fuels; 2) prohibits the conversion of existing facilities to fossil fuel facilities; and 3) prohibits the expansion of storage facilities for large-scale quantities of fossil fuels.

Thank you for your work in securing a healthier, safer and more equitable future for Vancouver.

Sincerely,

Alliance for Community Engagement SWWA (ACE)

Contact: Dan Serres 503-810-6924 | Cathryn Chudy 971-221-4180 | Heidi Cody 718-986-2348