

Tuesday, May 27th, 2025

5:00 p.m.

City Hall

Council Chambers

415 W. 6th Street

Vancouver, WA

<https://us02web.zoom.us/j/87517686517>

+1 (253) 205-0468, Meeting ID: 875 1768 6517

AGENDA

1. Call to order and roll call
2. Workshop: Impact Fee Deferral Code Changes – Chim Chune Ko, Real Estate Project Manager, Bryan Monroe, Housing Project Planner, Economic Prosperity & Housing Department
3. Break 6pm-6:30pm
4. Community Forum – see below
5. Public Hearing: Eliminate Parking Minimums for Affordable Housing – Chim Chune Ko, Real Estate Project Manager, Economic Prosperity & Housing Department; Bryan Snodgrass, Principal Planner, Community Development Department
6. Staff and Commissioner Communications

Adjournment approx. 8:00 pm

Members

Patrick Adigweme
Chair

Zach Pyle
Vice Chair

Marjorie Ledell
Nena Cavel
Sandra Beck
Allyssa Wheeler
John Jay

Community Development Department

415 W. 6th Street
P.O. Box 1995
Vancouver, WA 98668
360-487-7800
Relay: 711
cityofvancouver.us

To request accommodation or other formats, please contact:

Community Development Department | 360-487-7813 | Relay: 711 | PlanningCommission@cityofvancouver.us

Community Forum

The public is invited to speak regarding any issue. Members of the public testifying are asked to limit testimony to three minutes. There are three ways to provide comments:

1. In Writing: Public comments can be submitted in writing (name, address, contact information and comments) via email to PlanningCommission@cityofvancouver.us by noon on the day of the meeting.
2. Remotely: Complete the [online form](#) before noon the day of the meeting and join via phone or Zoom (details on each agenda). Staff will call on you to speak when it's your turn. If dialing into Zoom by phone, use *6 - Toggle mute/unmute and *9 - Raise/lower hand
3. In Person: Complete the [online form](#) before noon the day of the meeting or a speaker request form in person prior to the start of the Community Forum portion of the meeting.



MEMORANDUM

DATE: May 21, 2025

TO: Chair Adigweme and Planning Commission members

FROM: Bryan Monroe, Associate Housing Coordinator, Economic Prosperity and Housing Department; Bryan Snodgrass, Principal Planner, Community Development Department

RE: **May 27, 2025 workshop review of proposed code changes to defer impact fee collection timing for residential development**

CC: Patrick Quinton, Director, Economic Prosperity and Housing
Chad Eiken, Director, Community Development
Jason Nortz, Development Review Manager, Community Development
Steve Wall, Deputy Public Works Director
Dave Perlick, Parks, Recreation and Cultural Services Director

Introduction

City of Vancouver residents continue to struggle with affordable housing costs. Over 50% of households in Vancouver are renters, and many of these households experience significant financial burdens from paying more than 30% of their household income for rent and utilities. In response, the City has been expanding incentives to facilitate an increase in affordable and market rate housing production through programs such as: 1) the Multifamily Tax Exemption program, 2) the Construction Sales and Use Tax deferral program, 3) the Affordable Housing Fund, 4) Community and Development Block Grant and HOME program funding, and 5) zoning code amendments to promote density and development feasibility. Unfortunately, housing production within the city continues to fall well short of the annual production goal of 2,000 units needed to close the housing deficit. As a result, additional actions by the City are necessary to facilitate development activity until market conditions improve.

Proposed Changes

To provide immediate relief, City staff is proposing several additional incentives to spur new housing production. One such incentive is tied to amending the development impact fee ordinance in the Vancouver Municipal Code (VMC) at 20.915. The proposed change would defer the timing of transportation and park impact fee payment from the building permit issuance to the issuance of a temporary building occupancy permit. The estimated deferral period is expected to be approximately 18-36 months depending on the length of construction on a project. Note that this will not apply to school impact fees.

The benefit to housing developers would be savings in carried interest costs and a decrease in risk for lending entities and investors. The savings from this change combined with other changes in City incentives are intended to help projects that would not otherwise be financially viable. The potential impact to the City would be a loss of interest earned by the impact fee accounts during the construction period between permit issuance and occupancy permits. Currently, the City is generating fewer impact fee payments because of the slowdown in development.

VMC Overview

Development Impact Fees

The City has a development impact fee ordinance adopted under VMC section 20.915. Impact fees are one-time charges assessed by local governments against new development projects to help pay for new or expanded public capital facilities that will directly address the increased demand for services created by that development. The purpose is to maintain and improve public infrastructure such as roads, parks, and schools up to the level of service standards set by the local jurisdiction to keep up with the increased demand created by the development. The developers pay a proportionate share based on the expected service demands of the development. The fees are paid into an interest-bearing account to await dispersal towards infrastructure projects on the capital facility plan for parks, traffic and schools. Impact fees received must be expended or encumbered within 10 years of receipt or they may be subject to a refund.

Currently impact fees are calculated at the time permits are applied for (the vesting date) and collected at the time building permits are issued.

Next Steps

City staff will discuss the proposals at the May 27, 2025 workshop. At the workshop the Planning Commission is invited to discuss any concerns and identify what additional information would be needed for consideration at an anticipated July 8, 2025 Commission public hearing to evaluate the proposal and formulate a recommendation to the City Council.

Staff will discuss the full slate of short-term proposed changes to support development viability at an upcoming Council workshop on June 9, 2025. Staff anticipates that Council

will consider the specific impact fee timing change at their August 4 (consent agenda) and August 11, 2025 (public hearing) meetings.



CITY OF
Vancouver
WASHINGTON

Zoning Code Amendment / Impact Fee Deferral

Vancouver Planning
Commission Workshop
May 27, 2025

Bryan Snodgrass Principal Planner- Community
Development Department

Bryan Monroe- Associate Housing Coordinator-
Economic Prosperity and Housing Department

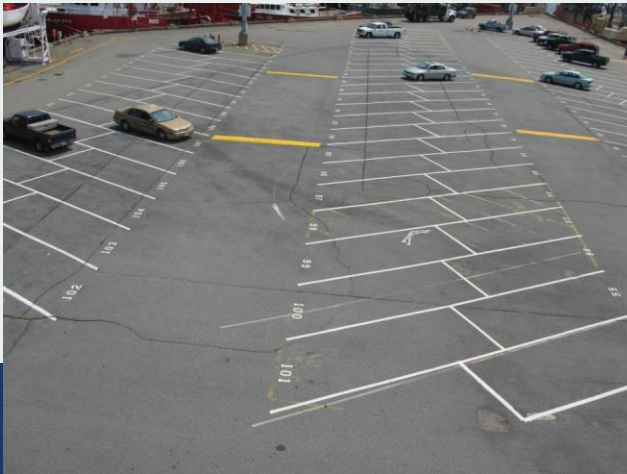


Agenda

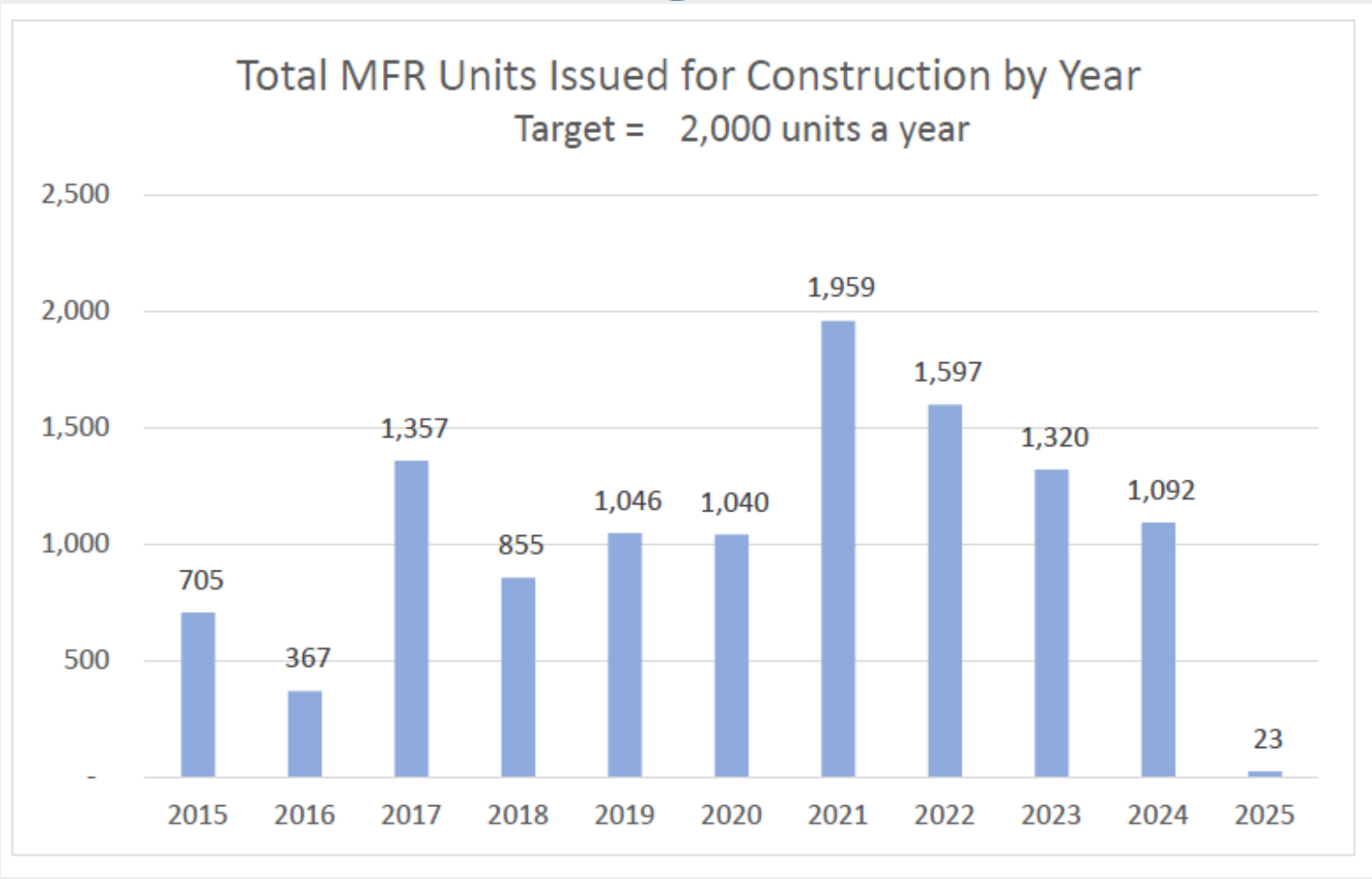
- Current Incentives
- MF Unit Production
- Proposed Incentives
- Impact Fee Details
- New Payment Timeline
- Potential Impacts
- Application Precedent
- Next Steps

Current Incentives

- Multifamily Tax Exemption
- Construction Sales Tax Deferral
- Affordable Housing Fund
- Federal CDBG/HOME
- Zoning code amendments

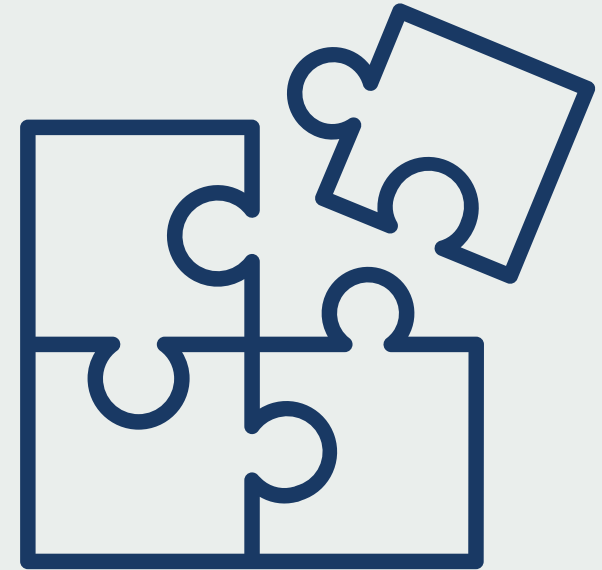


Total MF Housing Units Built Annually



Proposed Incentives

- Parking Minimum Reductions
- MFTE Fee in Lieu deferred payment and exemption extension
- System Development Charge fee payment deferral
- Permit review timeline and fee reductions
- Impact fee payment deferral



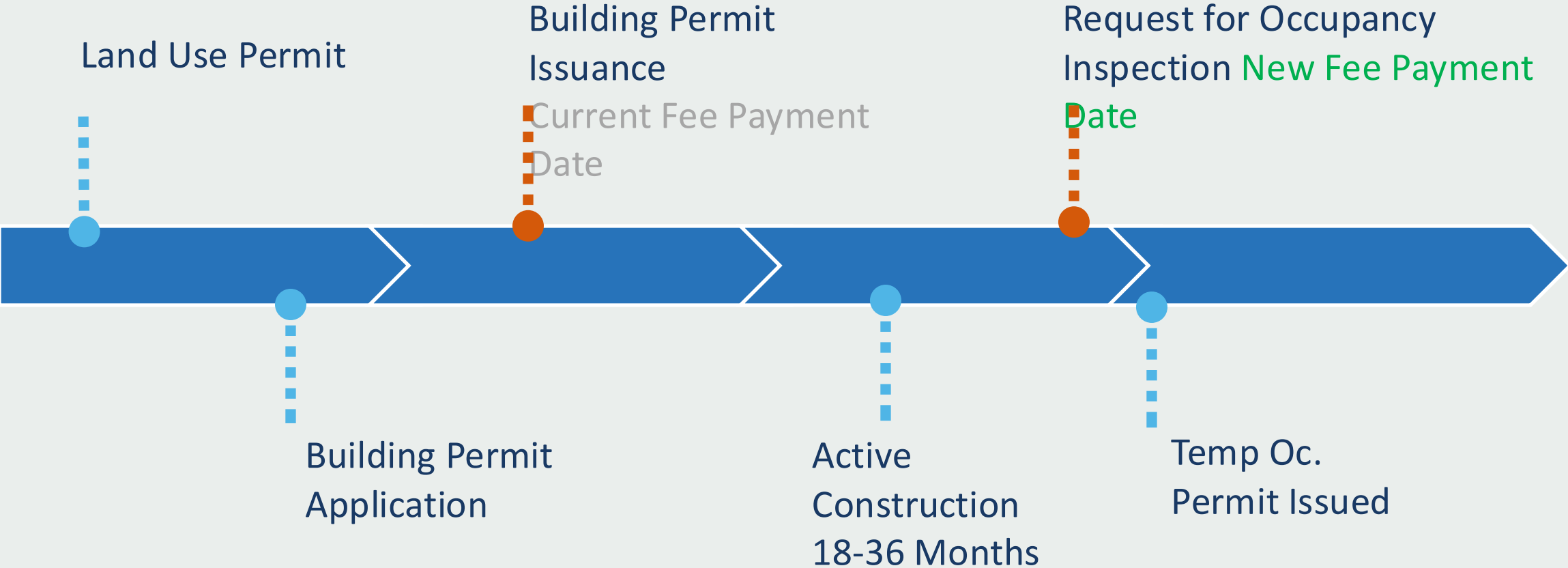
Impact Fees VMC 20.915

- One time fee for new developments
- Proportionate share of the impacts caused to level of service standard
- Impact Fees include Park, Traffic, and School
- Fees calculated upon permit application
- Fees paid upon issuance of approved permit
- Fees placed in interest bearing accounts until encumbered
- Subject to refund in not encumbered after 10 years

**Note that School Impact Fees are not included in the proposed change*



Proposed Impact Fee Payment Timeline



Potential Impacts (1,000 units per year)

Estimated impact fee account interest:

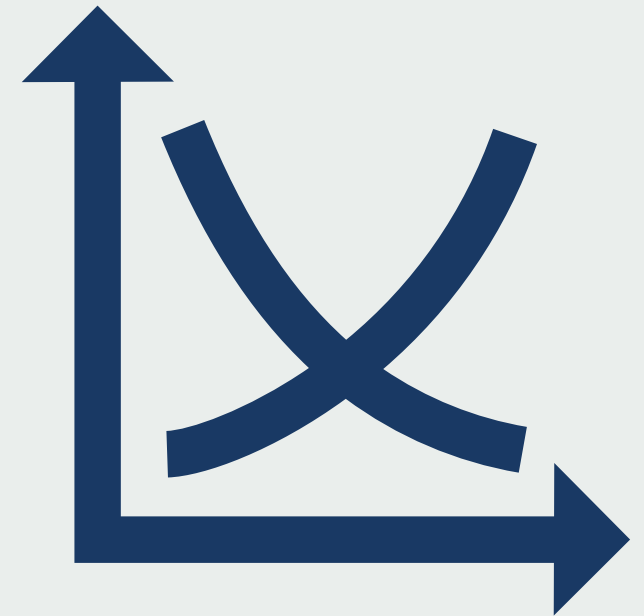
Park: \$4,206 per unit x 1,000 units = 4.2 million

– At 4% interest over 36-month deferral = \$504,720

Traffic: 4,540 Trips x \$341 x 0.85 = \$1,315,919

– At 4% interest over 36-month deferral = \$157,910

Estimated interest of \$662,630 per year



Fee Deferral Precedent

Spokane

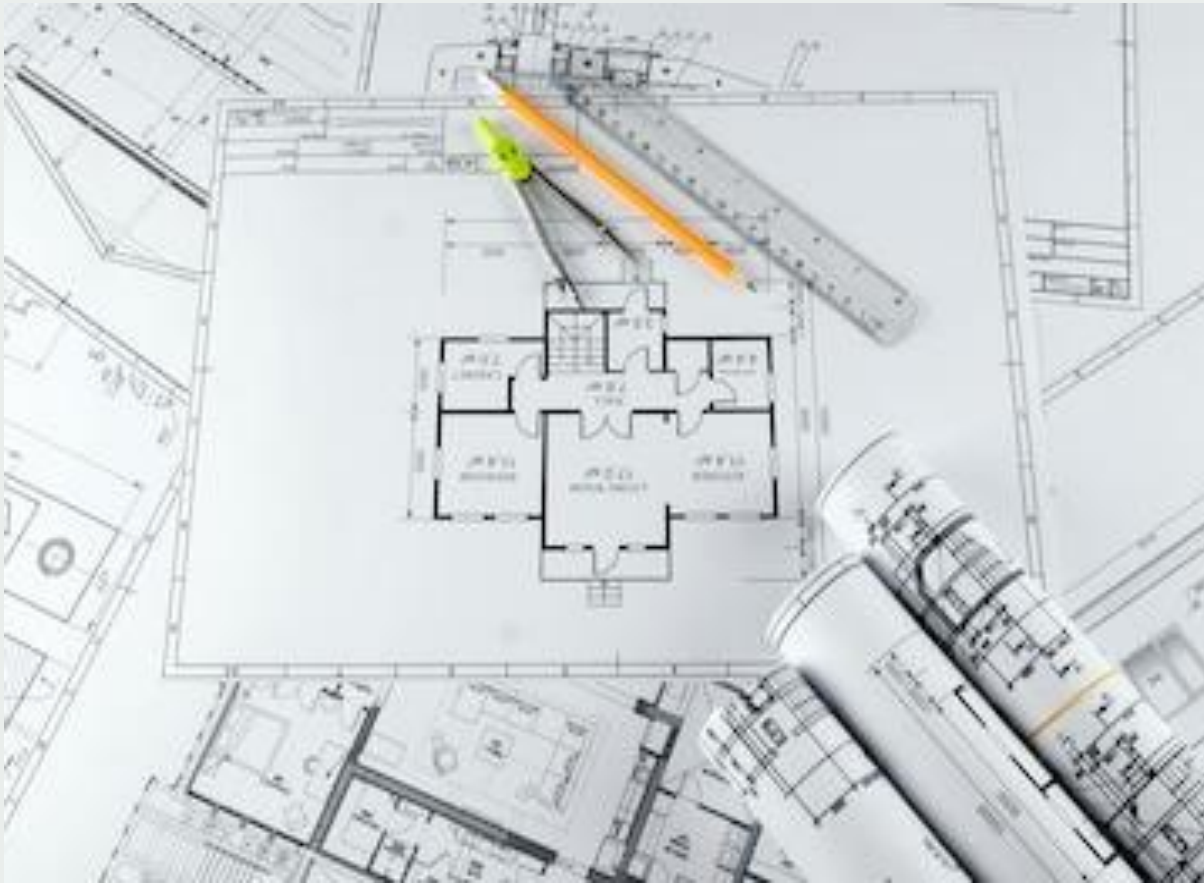
Olympia

Washougal



Next Steps

- Planning Commission Hearing- July
- City Council Hearings- August



Thank You



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STAFF REPORT

TO: Chair Adigweme and Planning Commission members

FROM: Chim Chune Ko, Real Estate Project Manager, Economic Prosperity and Housing Department
Bryan Snodgrass, Principal Planner, Community Development Department/ Comprehensive Planning Division

RE: May 27, 2025 Planning Commission public hearing review of proposed zoning code text change to exempt affordable and attainable housing projects from off-street parking requirements

CC: Rebecca Kennedy, Deputy Director, Community Development Department

REPORT DATE: May 17, 2025

Introduction

The Growth Management Act requires jurisdictions to annually consider proposed Comprehensive Plan or zoning map or text changes. Comprehensive Plan map or text changes must be reviewed collectively and no more than once per year, whereas zoning map or text changes can be reviewed at any time.

In recognition of the pending adoption of a new Comprehensive Plan and associated zoning map and text anticipated in December 2025 or early 2026, the Vancouver City Council has directed that all map or text changes be reviewed within and concurrently to the new Comprehensive Plan and zoning standards rather than separately, with limited exceptions. Those exceptions include changes needed to advance previously adopted action, to facilitate near term housing production, to avoid sub-optimal outcomes, and to provide predictability in the development process. The proposed text change to exempt affordable housing projects from minimum off-street parking requirements is brought forward at this time under the housing exception.

Background/Overview

The proposed zoning code text change to exempt affordable housing projects from minimum off-street parking requirements was reviewed at the May 13 Planning Commission workshop. The May 27 Planning Commission public hearing was advertised in the Columbian newspaper. A SEPA Determination of Non-Significance (DNS) was published and circulated along with an associated checklist on May 13, 2025. A City Council Communications discussion of the proposed text changes is scheduled for June 2. A public hearing is scheduled for June 16 following ordinance first reading on June 9.

As discussed at the [May 13 workshop](#), Vancouver and other communities in Washington and beyond are facing a deep housing affordability crisis. The City of Vancouver formed an Affordable Housing Task Force in 2015 which developed a series of recommendations. In recent years the Washington legislature has enacted a range of new statutory changes, among them requirements for local governments to create capacity for a set number of new housing units affordable at a range of income levels. The City of Vancouver is required to accommodate over 36,000 additional housing units citywide over the next 20 years, half of them affordable at below market levels. To coordinate efforts of addressing the housing affordability crisis, the City has adopted the [Housing Action Plan](#), a coordinated effort across City departments and leadership to formulate and execute actions and policies to combat the housing crisis. This effort is working to increase housing production through implementing policies and actions that reduce housing development costs, improve City processes and streamline reviews, grow resources to support affordable housing developments, and reduce regulatory and code barriers, the latter occurring through the Comprehensive Plan and code update process that the Commission is already highly engaged with. Eliminating parking minimums for affordable housing projects has been identified as a significant opportunity to reduce the cost burdens on new housing developments, incentivizing more affordable housing development proposals and improving their chance of success.

Parking is costly to build, particularly when structured parking is necessary, and requiring excess parking can add a significant financial burden that negatively impacts the feasibility of new housing production. Parking minimums often force developments to build more than they need, leading to added unnecessary costs and inefficient land uses. The City conducted a parking study for Downtown Vancouver in August 2024, which found that most of the 10,000 private parking spaces are underutilized due to single use agreements and other restrictions.¹

¹ Walker Consultants. "Downtown Access, Mobility and Parking Plan: Focusing on People | Be Heard Vancouver." 2025. [Beheardvancouver.org](https://www.beheardvancouver.org/24436/widgets/88706/documents/59436). 2025. [35b8ad66fa539debcc0e95db25024f87_Downtown_Parking_Plan_2025_1_13_Working_Draft.pdf](https://www.beheardvancouver.org/24436/widgets/88706/documents/59436).<https://www.beheardvancouver.org/24436/widgets/88706/documents/59436>.

Currently Vancouver Municipal Code (VMC) section 20.945.070 requires a minimum of 0.75 spaces/dwelling unit for multifamily housing, both market rate and affordable. Though the code does allow for up to 20% reduction, the City requirement was based on statutory changes at the state level several years ago and does not reflect the current market for building housing.

An average of 236 affordable units are funded annually by the City, which is a small fraction of the annual average of 1,619 units built each year. Though less parking will likely be produced overall under the proposed code change, affordable housing providers will continue to need to meet the needs of their residents. The proposed code change also represents the City taking an early action to implement, and go beyond, new legislation passed in the 2025 session that requires further parking reductions for housing and commercial uses.

The proposed code change would amend Vancouver Municipal Code 20.945.070 Minimum Off-Street Parking Requirements which applies citywide, and also amend VMC 20.670.040 The Heights (HX) Plan District Design and Development Standards, which addresses the Heights District. Changes in both areas would reduce the required off-street parking requirement to zero spaces per unit for housing projects that provide at least 50% of their units at 100% AMI or below for a minimum of 10 years.

This will be treated as a land use approval and enforced through the typical code enforcements methods outlined in Title 22.

Review Criteria and Findings

Zoning map designations changes are reviewed under VMC [20.285.070](#)

A. Text amendments to the comprehensive plan or VMC Title [20](#) zoning standards shall demonstrate the following:

- 1. The proposal is consistent with applicable policies of the Vancouver strategic plan and comprehensive plan; and*
- 2. The proposal is necessary to further the public interest based on present needs and conditions. (Ord. M-3959 § 19, 07/19/2010; Ord. M-3643, 01/26/2004)*

Staff finds that the proposed zoning code text change complies with the balance of [Strategic Plan](#) and [Comprehensive Plan](#) policies, most prominently Strategic Plan policy HH.Cl.2 and Comprehensive Plan policy H-2 regarding affordable housing. By facilitating affordable housing production it furthers the public interest, in response to recent economic conditions that have been less favorable to affordable housing. The typical financing mechanism for most affordable housing where City financial assistance is involved ensures an appropriate mechanism for monitoring and compliance.

Recommended Action

Following applicant and public testimony at the May 13 hearing, staff recommends the Planning Commission forward a recommendation of approval to the City Council to revise the Vancouver Municipal Code sections 20.945.070 Minimum Off-Street Parking Requirements and 20.670.040 The Heights (HX) Plan District Design and Development Standards to reduce the required off-street parking requirement to zero spaces per unit for housing projects that provide at least 50% of their units at 100% AMI or below for a minimum of 10 years.

Exhibit B: Redlines to VMC 20.945.070

20.945.070 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.

1. The following uses shall be exempt from minimum parking requirements outlined in Tables 20.945.070-1 and 20.945.070-2 below and their required off-street parking shall be 0 for all residential units.

a. Any residential developments where the Owner certifies and provides evidence that at least 50% of dwelling units are rented or sold at levels affordable to households earning 100% Area Median Income or lower as defined by in accordance with the U.S. Department of Housing and Urban Development for a minimum of 10 consecutive years from final occupancy.

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1. The following shall not be counted towards the computation of the minimum parking spaces as required in Table 20.945.070-2 below:

2.

a. 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;

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a.

b. 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.

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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 subsections (E)(1) and (E)(2) of this section are met. Reductions in parking minimums shall be cumulative and inclusive of reductions allowed under any provision of this title.
- 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.
 - i. 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.
 - ii. 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.
 - iii. 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:

The Vancouver Municipal Code is current through Ordinance M-4465, passed October 14, 2024.

- i. *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.
- ii. *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.
- iii. *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.
- iv. *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.

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 [20.630.060](#), Parking Control, in all areas zoned City Center (CX) district:

Table 20.945.070-1. CX District Parking Space Requirements

Land Use	Parking Requirements
Multifamily housing, market rate and low-income	0.75 space/dwelling unit
Senior housing, and housing for persons with	0 spaces for residential units

Commented [PM1]: Do we need to update or remove this?

Commented [CK2R1]: Good call. Yes, probably

The Vancouver Municipal Code is current through Ordinance M-4465, passed October 14, 2024.

Land Use	Parking Requirements
disabilities	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 nonsenior residents	1 space/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 (CC) district 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 Commercial (CC) 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 Neighborhood Commercial (CN) 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	
Household Living	See Housing Types below
Group Living	1.0 space per 7 residents served under age 12
	1.0 space per resident served ages 12 – 17
	1.0 space per resident served age 18 or older

The Vancouver Municipal Code is current through Ordinance M-4465, passed October 14, 2024.

Use	Minimum
Transitional Housing	1.0:3 beds
Home Occupations	None
HOUSING TYPES	
Single Dwellings, Attached	1.0/DU ¹
Single Dwellings, Detached	1.0/DU
Accessory Dwelling Units	None
Duplexes	1.0/DU
Market Rate Multifamily Dwelling Units	0.75/DU if located within 0.25 mile of frequent transit line, ⁶ 1.0/DU if located 0.25 mile or further from a frequent transit line
Housing for Low-Income Households Earning Under 60% Median Area Income	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 1.0 visitor space per 10 residents

The Vancouver Municipal Code is current through Ordinance M-4465, passed October 14, 2024.

Use	Minimum
CIVIC (Institutional)	
Basic Utilities	None
Community Centers	Per approved parking study
Community Recreation	Per approved parking study
Cultural Institutions	1.0:400 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	1.0:300
Medical Centers	1.0/4 beds (hospital, residential care center); 1.0/2 beds for patients or residents (convalescent hospital, nursing home,

The Vancouver Municipal Code is current through Ordinance M-4465, passed October 14, 2024.

Use	Minimum
	congregate care facility)
Parks/Open Space	
- Neighborhood Parks	Parks Department to determine
- Community Parks	
- Regional Parks	
- Trails	
Postal Service	1.0:300
Religious Institutions	1.0/6 seats or 12' of bench in main assembly area
Social/Fraternal Clubs	1.0/100
Transportation Facilities	None
Schools	
- Preschool	2.0/classroom
- Elementary and Middle	1.0 space/4 seats or 8 feet of bench length in auditorium or assembly room, whichever is greater

The Vancouver Municipal Code is current through Ordinance M-4465, passed October 14, 2024.

Use	Minimum
- High School	1.0 space/employee, plus 1.0 space/each 6 students, or 1.0 space/4 seats or 8 feet of bench length in auditorium, whichever is greater
- College* *Classrooms = 30 students. Lecture halls require additional parking of 12.0 spaces per 30 seats. Additional parking may be required as determined by planning official.	1.0 space/3 seats in classrooms
COMMERCIAL	
Commercial and Transient Lodging	1.0/lodging unit
Eating/Drinking Establishments	1.0/250
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

The Vancouver Municipal Code is current through Ordinance M-4465, passed October 14, 2024.

Use	Minimum
- Bowling Alleys	5.0 spaces per lane
- Shooting Ranges	1.0 space per lane
- Major Event Entertainment	1.0/6 seats or 12' of bench
General Retail	
- Sales-Oriented	1.0/300
- Personal Services	1.0/400
- Repair-Oriented	1.0/400
- Bulk Sales	(a) Properties with less than 10,000 square feet of open sales or rental area shall provide 1.0 space for each 1,000 square feet of gross floor area, plus 1.0 space for each 2,500 square feet of open sales or rental area. (b) Properties with 10,000 square feet or more of open sales or rental area shall provide 1.0 space for each 1,000 square feet of gross floor area, plus 4.0 spaces, plus 1.0 space for each 10,000 square feet of open sales or rental area in excess of 10,000 square feet.
- Outdoor Sales	Same as Bulk Sales
Animal Kennels/Shelters	1.0/600 plus 1.0 per employee

The Vancouver Municipal Code is current through Ordinance M-4465, passed October 14, 2024.

Use	Minimum
Motor Vehicle Related	
– Motor Vehicle Sales/Rental	(a) Properties with less than 10,000 square feet of open sales or rental area shall provide 1.0 space for each 1,000 square feet of gross floor area, plus 1.0 space for each 2,500 square feet of open sales or rental area. (b) Properties with 10,000 square feet or more of open sales or rental area shall provide 1.0 space for each 1,000 square feet of gross floor area, plus 4.0 spaces, plus 1.0 space for each 10,000 square feet of open sales or rental area in excess of 10,000 square feet.
– Motor Vehicle Servicing/Repair	1.0/500
– Vehicle Fuel Sales ³	No less than 2.0
– Electric Vehicle Recharging Station	None
Office	
– General	1.0/400
– Medical	1.0/200
– Extended	1.0/300
Nonaccessory Parking	N/A

The Vancouver Municipal Code is current through Ordinance M-4465, passed October 14, 2024.

Use	Minimum
Self-Service Storage	Based on area of office
Marinas	
INDUSTRIAL	
Industrial Services	1.0/600
Manufacturing and Production	1.0/800
Railroad Yards	None
Research and Development	1.0/600
Warehouses/Freight Movement	1.0/5,000
Wholesale Sales	1.0/1,250
Waste-Related	1.0 space per 200 square feet of office space, plus 1.0 space per employee
OTHER	
Agriculture/Horticulture	None
Airports/Airparks	None
Cemeteries	1.0/6 seats or 12' of bench in chapels

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Use	Minimum
Detention Facilities	1.0/3 beds
Heliports	None
Mining	1.0 per employee maximum shift
Rail Lines/Utility Corridors	None
Temporary Uses	None
Wireless Communication Facilities	1.0

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 multifamily housing project shall provide on-site parking at a minimum rate of one space per dwelling unit.

5 *(Reserved for future use)*

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).

(Ord. M-4425 § 5, 2023; Ord. M-4377 § 2(c), 2022; Ord. M-4255 § 12, 2018; Ord. M-4254 § 3(QQ), 2018; Ord. M-4223 § 4, 2017; ACM dated 2/18/2014, Correction to E.3 Type III Variance changed to Type II; Ord. M-4002 § 12, 2011; Ord. M-3959 § 48, 2010; Ord. M-3931 § 33, 2009; Ord. M-3922 § 44, 2009; Ord. M-3847 § 16, 2007; Ord. M-3701 § 33, 2005; Ord. M-3643, 2004)

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Exhibit A: Redlines to VMC 20.670.040

20.670.040 Design and Development Standards.

A. MASSING AND SCALE.

1. *Minimum Density.* The minimum residential densities in Table 20.670.040-1 shall apply in the HX district.

Table 20.670.040-1. Minimum Residential Density

Sub-District	Minimum Density
Activity Center	75 dwelling units/acre
Residential Neighborhood	45 dwelling units/acre
Innovation Hub	30 dwelling units/acre
District Gateway	30 dwelling units/acre

2. *Building Heights.* The building height standards in Table 20.670.040-2 shall apply in the HX district.

Table 20.670.040-2. Maximum Building Heights

Sub-District	Maximum Height
Activity Center	Maximum of 85 feet
Residential Neighborhood	Maximum of 85 feet
Innovation Hub	Maximum of 50 feet
District Gateway	Maximum of 55 feet not abutting residentially zoned properties
	Maximum of 40 feet abutting residentially zoned

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Sub-District	Maximum Height
	properties
	Maximum of 35 feet fronting Idaho Street

Note: For the Heights district, “abutting” is defined as sharing a property line with residentially zoned property.

3. *Height exceptions.* In addition to the height exceptions allowed by VMC [20.910.030](#), maximum height limitations set forth in this chapter and elsewhere in this title shall apply to the following in the HX district:

- a. *Parapets and railings.* Parapets and rooftop railings may extend four feet above the maximum height limit;
- b. Walls or fences located between individual rooftop decks may extend six feet above the maximum height limit if the wall or fence is set back at least four feet from the edges of the roof;
- c. Rooftop mechanical equipment, any required screening for the mechanical equipment, and stairwell enclosures that provide rooftop access may extend above the maximum height limit as follows, with the requirement that the equipment and enclosures must be set back at least 15 feet from roof edges on street-facing façades:
 - i. Elevator mechanical equipment may extend up to 16 feet above the maximum height limit; and
 - ii. Other mechanical equipment, required screening, and stairwell enclosures may extend up to 10 feet above the maximum height limit.
- d. Roof-mounted solar energy production equipment may extend up to three feet above the maximum height limit; and
- e. Wind energy production equipment may extend up to 30 feet above the maximum height limit.

4. *Building step downs and transitions.* In the District Gateway sub-district, building heights shall be reduced to a maximum of 40 feet within 60 feet of a shared property line with residential uses, and a maximum of 35 feet within 140 feet of Idaho Street.

5. *Building façades.* Building façades shall not exceed 165 feet in length without an intervening break.

6. *Build to Line.*

a. Building shall comply with the provisions of VMC [20.630.020](#) that describe building lines provisions for street frontages except no portion of the structure shall extend into the right-of-way except as specified in subsection (E)(2) of this section. Residential uses may include setbacks per subsection (C)(2) of this section.

b. *Setbacks for Pedestrian Amenities.* Setbacks up to 20 feet for up to 50 percent of the building frontage are allowed if the setback is used for a walkway, plaza, courtyard, or other pedestrian-oriented amenity or public space.

7. *Ground floor plane.* For buildings five stories and above, the maximum ground floor plane area shall not exceed 16,000 square feet. An option to this standard is to demonstrate significant massing breaks in the building façade to include breaks and ground plane openings as pedestrian connections.

B. MODULATION AND FAÇADE ARTICULATION.

1. *Ground floor transparency.* Buildings with ground floor commercial uses visible from the public way or public areas such parks and other publicly accessible space shall have a minimum 75 percent ground level façade transparency between two feet and eight feet above sidewalk grade.

2. *Ground floor to floor height.* The ground floor of commercial buildings shall have a minimum of 16 feet building floor to floor height.

3. *Modulation.* A minimum building modulation along the façade shall be one foot in depth and the minimum width shall be five feet.

4. *Building entry.* Main entrances shall be easily identifiable through the use of building articulation and modulation.

C. ENTRANCES.

1. *Ground floor level.* Ground floor residential uses shall be elevated above the sidewalk grade a minimum of two feet six inches to create privacy adjacent to the public realm. For these units, ensure an alternate access point that is accessible (as required by the building code).
2. *Entryways.* Ground floor residential entrances shall be set back from the property line a minimum of six feet and a maximum of 10 feet to ensure privacy from the public realm. Porches, patios, private spaces allowed within the setback.
3. *Recessed ground floor level.* Recessed ground floors shall be restricted to one level height, except at main entrances.
4. *Vehicle entries.* For mixed use residential and commercial buildings requiring vehicular garage entrances, the garage opening shall be set back from the building frontage a minimum of six feet. Adhere to all required visual sight setbacks.
5. *Townhome Garage Parking.* A minimum of three-foot setback shall be applied for alleyway garage or tuck under parking.

D. ROOF FORMS.

1. *Roof lines.* The length of any continuous flat roofline shall not exceed more than 165 feet without modulation.
2. *Roof Materials.* Roof materials shall meet the minimum SRI (solar reflectance index) standards to reduce urban heat gain. Inappropriate materials such as wood shingles, cement tiles and plastic slate and shingles shall be discouraged.
3. *Rooftop Projections.* Elevator cores, stair projections, solar panels and mechanical equipment shall be incorporated into the architecture of the building with consistent building materials. See subsection [\(A\)\(3\)](#) of this section for provisions regarding height, setbacks, and screening of rooftop features.
4. *Roof Decks.* Accessible roof decks shall provide safety setback standards from the roof edge and mechanical equipment as required.

E. SECONDARY ARCHITECTURAL FEATURES.

1. *Visual Interest.* Add visual depth to façades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design.
2. *Encroachment.* A building's enclosed occupiable space shall not encroach into the right-of-way, with the exception of bay windows or balconies. Bay windows and balconies shall not extend more than four feet into the right-of-way and 30 percent of width of residential units or 50 percent of the width of hospitality units.
3. *Weather Protection.* Overhead weather protection shall be provided along all streets with a minimum clear height of 10 feet and maximum clear height of 15 feet consistent with the provisions of VMC [20.630.030](#) except in instances where the pedestrian amenities articulated in subsection [\(A\)\(6\)\(b\)](#) of this section are utilized.
4. *Pedestrian oriented features.* At least 75 percent of the width of any new or reconstructed ground-level building wall facing a street shall be devoted to pedestrian-oriented features or material variation, pedestrian entrances and/or windows affording views into retail, storefront, office or lobby space.
5. *Blank walls.* Continuous blank walls shall not exceed 15 feet in length. Where blank walls are present, incorporate a range of design approaches such as green walls, façade articulation, art or other approved applications to create interest at the adjacent pedestrian area.

F. *MATERIALS AND COLORS.*

1. *Prohibited materials.* The following are prohibited exterior building materials: plastic laminate, glossy or large expanses of acrylic or plexiglass, pegboard, mirror, highly polished or plated metals (except as a trim), mirrored glass, fabric or paper wall coverings, plywood or particle board, sheet or modular vinyl, shingles, shakes and horizontal lap siding.
2. *Mechanical equipment.* Mechanical equipment and above grade utilities shall be located or screened with quality materials to minimize visual impact on the public right-of-way.

G. *LANDSCAPE DESIGN.*

1. *Adaptive Plant Types.* Use The Heights-Specific Preferred Native and Adaptive Plant Species List as a primary resource for all at-grade planting areas both on site and within the public right-of-way. If the plant species are not available, applicants shall submit no less

than five statements from wholesale plant nurseries stating that plant materials are not available. If the planning official approves, applicants must provide plant substitutions that meet the same characteristics of the preferred plants such as but not limited to size, shape, fall color, flower, genetic potential. The characteristics must come from objective sources, such as books, manuals, or green industry cut sheets. The full Heights-Specific Native and Adaptive Plan Species List can be found in The Heights District Urban Design Standards and Guidelines, Appendix 1.0.

2. *Landscape requirements.* All development will meet or exceed landscaping standards in VMC 20.925.030-1 for the HX zone.

3. *Tree Cap Program.* Establish minimum standards for the district consistent with the city of Vancouver Tree Canopy Achievement Program (Tree CAP) neighborhood Gold Leaf standard for neighborhoods. More information about the city of Vancouver Tree CAP program can be found at: <https://www.cityofvancouver.us/publicworks/page/tree-canopy-achievement-program-treecap>.

4. *Landscaped Buffers, Planter Strips, and Vegetated Swales.* All landscape buffers, planter strips and vegetated swales approved as part of the development on site and/or within the public right-of-way shall be maintained. Plants shall be maintained in a vigorous and healthy condition, free from diseases, pests, and weeds. Competing vegetation shall be controlled to the extent necessary to allow establishment, survival, and growth of the plantings per the approved landscape plan. Plants which become diseased, severely damaged, or which die, shall be removed and replaced by the owner as soon as possible but no later than 60 days if notified by the city. All plants removed shall be replaced with a healthy plant of the same size and species as required by the approved landscape plan for the property.

H. *STORMWATER.* In addition to the standards of Chapters [14.24](#), [14.25](#) and [14.26](#) VMC, the following standards apply in The Heights:

1. *Integrated Stormwater Management Systems.* The district shall incorporate stormwater management systems as a principle design element in order to manage and direct stormwater runoff while creating an opportunity to integrate public space amenities as part of the sustainable site management approach.

2. *System Design.* Stormwater infrastructure shall be designed as a complete system connecting buildings, sites, parcels and blocks as an interconnected system. The loop feature is a key stormwater management infrastructure that shall be connected to the MacArthur Greenbelt. These corridors shall serve as a passive public space and amenity while integrating functional roadway and stormwater features using the existing street rights-of-way.

3. *Sustainable Plant Materials.* Select plant materials conducive to periods of high-water levels, as well as prolonged periods of drought shall be utilized to mitigate varying seasonal conditions.

4. *Stormwater Management Infrastructure.* Stormwater infrastructure located in the public right-of-way shall be provided consistent with the city of Vancouver Transportation Standard Details for The Heights District and The Heights District Stormwater and Urban Forestry Guidance Document.

I. *SIGNAGE.*

1. All signage shall comply with the provisions of Chapter [20.960](#) VMC for number, location and size restrictions unless as modified herein.

2. *Sign Location.* Building signage shall be located no higher than the first floor of the building.

3. *Monument Signage.* Standalone monument signage is permitted if located on private property and shall not impede right-of-way vision triangles. Monument signs shall be no taller than eight and one-half feet above grade, no wider than four feet and be constructed of materials contained on the exterior of adjacent buildings.

4. *Electronic Message Center signage.* Electronic message center signage shall not be permitted.

5. *Master Sign Program – Individual Buildings.* Individual buildings that accommodate multiple businesses and require signage for each business shall produce a master signage program that defines the size, number, and locations of signs. The design of signs shall be reviewed and approved by the city as a part of the master sign program and building design review process to ensure the signage is integrated into the architecture and overall development.

6. *Master Sign Program – District.* All signs shall adhere to the master development signage program for The Heights district.

7. *Materials.* Signage shall be constructed of high quality, durable materials.

8. *Illumination.* Direct illumination such as goose neck, exterior illumination as well as halo style lettering or back lit lettering are the preferred method of signage illumination. Channel letter signage is allowed as an option only if exterior lighting applications are demonstrated to not be possible based on constraints for the mounting location, ambient light levels or to eliminate the use of a backer board.

9. *Prohibited signage.* In addition to prohibited signage contained in VMC [20.960.030](#), the following signage or signage materials are prohibited:

- a. Cabinet signage/box signage/can signage.
- b. No exposed raceways.

10. *Application.* Signage shall be appropriate for its intended use such as residential, office, and retail.

11. *Public Realm Signage.* Kiosk, wayfinding and interpretive signage intended to promote a comprehensive district placemaking strategy shall be allowed upon review from the city.

J. *PARKING.*

1. *Parking Strategy.* Provide a dispersed, shared parking strategy through a combination of surface, at-grade, podium and above-grade mixed-use parking structures that meet the demand of residents, visitors, and employees.

2. *Parking Ratios.*

- a. Any residential uses where the Owner certifies and provides evidence that that at least 50% of dwelling units are rented or sold at levels affordable to households earning 100% Area Median Income (AMI) or lower in accordance with by the U.S. Department of Housing and Urban Development Area-Median-Income as defined by the U.S. Department of Housing and Urban Development for a minimum of 10 consecutive years from final occupancy shall be exempt from parking minimums.

outlined in Table 20.670.040-3 below, and their required off-street parking shall be 0 for all residential units.

b. All other uses shall provide~~Parking will be provided~~parking to meet the acceptable city of Vancouver standards for the HX zone as listed in Table 20.670.040-3 and 20.670.040-4 below.

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Table 20.670.040-3. Parking Minimums for Non-Exempt Residential Uses

Sub-district	Required off-street parking	Parking reductions with transportation demand management (TDM) measures
Activity Center	1 space per dwelling unit	0.75 spaces per dwelling unit
Residential Neighborhood	1 space per dwelling unit	0.75 spaces per dwelling unit
Innovation Hub	1.25 spaces per dwelling unit	1 space per dwelling unit
District Gateway	1.25 spaces per dwelling unit	1 space per dwelling unit if development not abutting residentially zoned properties
		No reductions for development abutting residentially zoned properties

Note: For The Heights district, abutting is defined as sharing a property line with residentially zoned property

Table 20.670.040-4. Parking Minimums for Nonresidential Uses

Nonresidential Uses

Uses	Required off-street parking
Office	1 space per 1,000 square feet
Hotel	0.5 spaces per lodging unit
Senior Living	1 space per living unit
Commercial/All Other Uses	No minimum requirement for ground floor uses

- a. The minimum number of parking spaces required for residential uses may be reduced per Table 20.670.040-3 below, if the city approves a transportation demand management (TDM) plan for the proposed development.
- b. The TDM plan described in subsection [\(j\)\(2\)\(a\)](#) of this section shall include the following elements:
 - i. Narrative describing the characteristics of the proposed development and how it is served by the larger transportation system, including roads, transit facilities and services, and other multimodal transportation facilities.
 - ii. Specific TDM measures to be employed to reduce transportation via single-occupancy vehicles and resulting on-site parking needs. Eligible TDM measures are listed in subsection [\(j\)\(2\)\(c\)](#) of this section.
 - iii. A description of how TDM measures will be communicated to users of the development.
 - iv. A description of how users will be required or encouraged to use TDM measures.
 - v. A proposed process for monitoring individual and overall use of TDM measures and reporting their use to the city on an annual basis.
- c. TDM plans must include specific provisions to be eligible for residential parking reductions. TDM plans must include either measure from subsection [\(j\)\(2\)\(c\)\(i\)](#) or [\(ii\)](#) of this section, and at least three other measures selected from subsection [\(j\)\(2\)\(c\)\(iii\)](#), [\(iv\)](#), [\(v\)](#), [\(vi\)](#) or [\(vii\)](#) of this section, for a total of at least four measures:

- i. Provision of annual transit pass or equivalent for residents at no charge or a rate reduced by 75 percent or more.
 - ii. Pricing for parking spaces that is charged separately from residential units.
 - iii. Designation of at least five percent of available parking spaces for high occupancy vehicle use.
 - iv. On-site presence of car-share vehicles and parking spaces (which account for at least five percent of the total number of parking spaces).
 - v. Use of a guaranteed ride home program or an agreement to pay into and utilize the city of Vancouver's existing guaranteed ride home program.
 - vi. On-site presence of shared cargo bikes available to all residential tenants.
 - vii. On-site provision of repair facilities and/or services for bicycles and other nonvehicular mobility devices available for all residential tenants.
- d. Operators of an approved TDM program shall submit a report summarizing operation, and results of the program on an annual basis beginning one year after occupancy of the building. The report shall describe the following:
- i. Specific TDM measures used.
 - ii. Certification that all TDM measures selected for the TDM program are operating as described in the TDM plan.
 - iii. Documented participation of program users, including average number and frequency of use of measures and services.
- e. Additional information about TDM program requirements shall be provided to participants by city staff.
3. *Parking Standards.* All parking shall meet the requirements contained in Chapter [20.945](#) VMC as applicable unless as contained herein.
4. *Parking Structures.*

- a. All structured parking shall be accessory to and integrated into a block and building envelope and will support multiple permitted uses in the district. Standalone parking structures are not permitted.
- b. Any above grade structured parking shall be screened from public view by integrating into the overall building design, and/or through a combination of screen walls and landscape buffer areas. Screening provides an opportunity to enhance building design through the use of art, green walls, and innovative materials.
- c. Semi subterranean parking shall be screened along all sides with the exception of entrances and exits. Separate openings for ventilation shall be screened with evergreen landscape planting and/or metal mesh screens.

5. *Surface Parking.* New surface parking lots shall be located behind buildings and screened from the public right-of-way. In the event screening by the building is not feasible, staff may consider surface parking lots located along the right-of-way with required screening.

6. *Parking Lot Screening.* A wall, fence, or evergreen planting is required between an off-street parking area and a street frontage in the HX district.

- a. This screening is required for new construction or paving or repaving of a parking area over 1,000 square feet.
- b. The wall or planting shall be a minimum height of two and one-half feet and a maximum height of three feet.
- c. A fence shall be a maximum height of five feet. The total height of a combined wall and fence structure also shall be a maximum of five feet.
- d. A pedestrian access (break in the screening) is required a minimum of every 150 feet or a minimum of one per street frontage.
- e. Fencing shall be wrought iron.
- f. A wall shall be a solid, decorative concrete, or masonry wall.
- g. If a solid, plain wall, the wall must incorporate one of the following design features:
 - i. Decorative panels;

- ii. Integrated planting (systems);
- iii. Public art; or
- iv. Other features as approved by the planning official.

7. *Existing Parking.* Existing surface parking lots will be allowed to be maintained until replaced by development of the parcels.

8. *Parking Access.* Access to structured parking shall only be from alleys or side streets. Access to structured parking is anticipated to be from designated secondary streets consistent with the city of Vancouver standards or approved road modifications.

9. *Parking Lot Lighting.* Parking lots shall be well lit to provide for visibility at night.

10. *Garage Openings.* Garage openings visible from public streets shall include decorative screening to soften the appearance of the garage façade.

11. *Parking Setbacks.* Parking garage entrances and exits shall be set back six feet from the building façade.

12. *Parking Signage.* All parking shall have clear signage and entrances/exits lighted.

13. *Bicycle parking.* Bicycle parking shall be provided to meet acceptable city of Vancouver standards for the HX zone as listed below in Table 20.670.040-5, and shall be consistent with the standards of VMC [20.945.050](#) and the city of Vancouver Bicycle Parking Guidelines.

a. Up to 50 percent of long-term bicycle parking spaces may be provided in individual residential dwelling units, if they meet the following criteria:

- i. The bicycle parking is located within 15 feet of the entrance to the dwelling unit.
- ii. The bicycle parking is located in a closet or alcove of the dwelling unit that includes a rack.
- iii. For buildings with no elevators that utilize the in-unit long-term bicycle parking provisions, in-unit long-term bicycle parking spaces may only be located in ground floor units.

Table 20.670.040-5. Bicycle Parking Minimums

The Vancouver Municipal Code is current through Ordinance M-4465, passed October 14, 2024.

Uses	Required Short-Term Bicycle Parking	Required Long-Term Bicycle Parking
Residential	0.05 per dwelling unit, 2 spaces minimum	1 per dwelling unit for buildings with 5 or more dwelling units
Commercial	1 per 5,000 sf of floor area, 2 spaces minimum	1 per 15,000 sf of floor area, 2 spaces minimum
Office	1 per 25,000 sf of floor area, 2 spaces minimum	1 per 5,000 sf of floor area, 2 spaces minimum
Civic/Institutional Buildings	1 per 5,000 sf of floor area, 2 spaces minimum	1 per 15,000 sf of floor area, 2 minimum
Lodging	2 spaces minimum	1 per 10 rooms, 2 spaces minimum
Parks	1 per 5,000 sf park area, 2 spaces minimum	None

b. *Additional Development Standards.* The following standards apply to sites where more than 20 long-term bicycle parking spaces are required and provided in one or more shared bicycle parking facilities outside of individual dwelling units:

- i. *Minimum Number of Horizontal Bicycle Parking Spaces.* At least 20 percent of spaces must be in a horizontal rack, or on the lower level of a stacked bicycle parking rack.
- ii. *Parking for Larger Bicycle Spaces.* At least five percent of spaces must accommodate a larger bicycle space for cargo bikes, placed in a horizontal rack. These spaces must be a minimum of three feet (36 inches) in width, 10 feet (120 inches) long with three feet and four inches (40 inches) of height clearance.

iii. *Electrical Outlet Requirement.* At least 20 percent of spaces must have electrical sockets within four feet of the spaces. Each electrical socket must be accessible to horizontal bicycle parking spaces.

K. *UTILITIES AND SCREENING.*

1. *Utility and Solid Waste Locations.* Utilities shall be located away from primary streets and pedestrian sidewalks and located on alleys or from secondary streets wherever possible.

2. *Below Grade Utilities.* Utilities shall be located below grade in vaults or inside buildings where possible. Solid waste containers and disposal areas shall be located inside buildings. If not possible, screening shall be provided per Chapter [20.970](#) VMC.

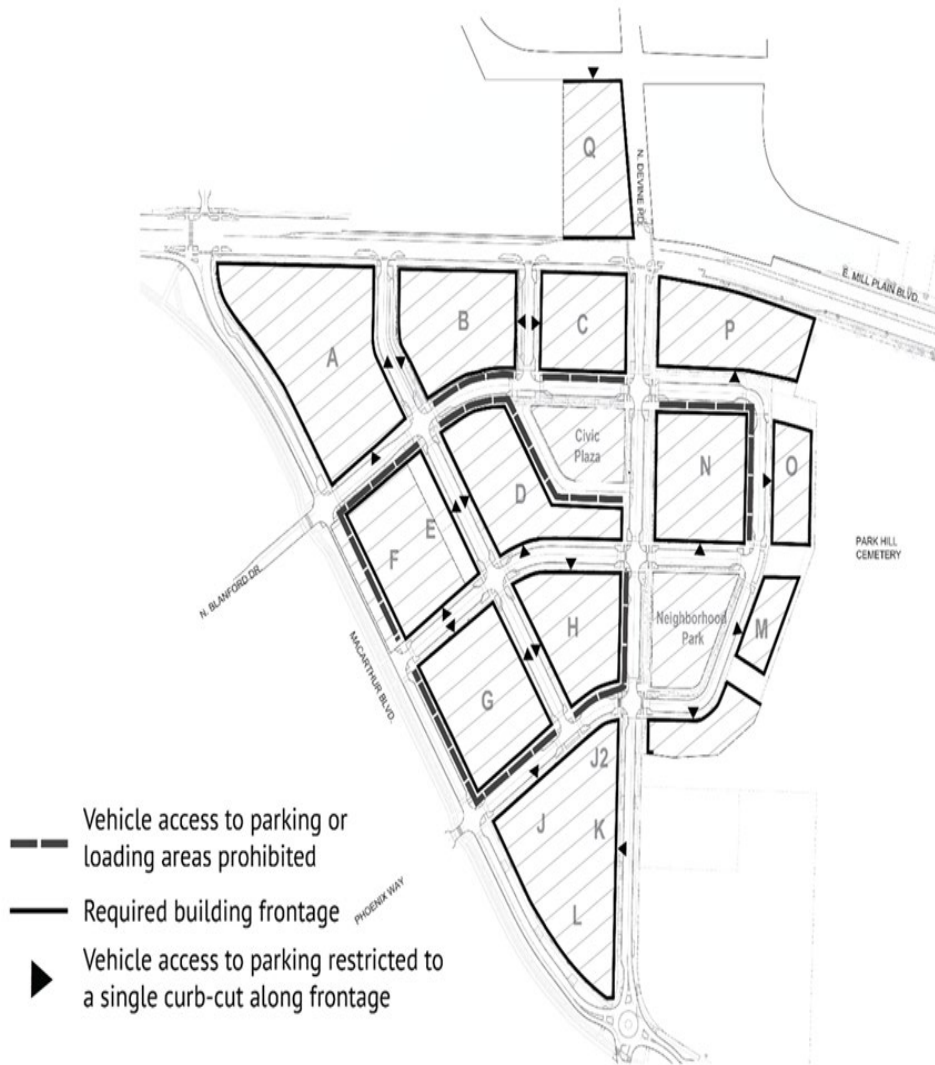
3. *Venting System Locations.* Venting of air exhaust and mechanical building systems shall be away from primary streets and main pedestrian areas and shall be architecturally incorporated into buildings.

4. *Wall-Mounted Utilities.* Utilities mounted on building walls shall not intrude on the public right-of-way space adjacent to a pedestrian path of travel, shall be set back, or have a landscape zone for a buffer.

5. *Mechanical Vents.* Mechanical vents required on building exteriors shall be located eight feet above grade or between grade and 18 inches and shall be integrated into the façade design to minimize visual impacts.

L. *Limited Access Frontages.* Vehicular access to development sites is prohibited along key frontages, where indicated, to reduce conflicts between automobiles and pedestrians and promote a safe and pleasant experience for walking. Vehicular access is restricted to one curb-cut per block frontage where indicated in Figure 20.670-3:

Figure 20.670-3. Vehicular Access Restrictions



(Ord. M-4424 § 2, 2023; Ord. M-4402 § 3(Q), 2023; Ord. M-4341 § 3 (Exh. A), 2021)

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Removal of Parking Minimums Citywide for Affordable and Attainable Housing

Planning Commission Public Hearing

Bryan Snodgrass, Principal Planner, City of Vancouver Community Development
Department, Comprehensive Planning Division

Chim Chune Ko, Real Estate Project Manager, Economic Prosperity and Housing
Department

May 27, 2025



Agenda

- Process for review of separate map and text changes in advance of updated Comprehensive Plan
- Staff recommendations for removal of parking minimums for affordable and attainable housing



Individual changes prior to updated Comprehensive Plan and zoning

- Citywide updates anticipated December 2025 or early 2026.
- Advance changes limited to providing short term housing, addressing unmet Council priorities, or process issues.



Zone text change approval criteria under VMC 20.285.070

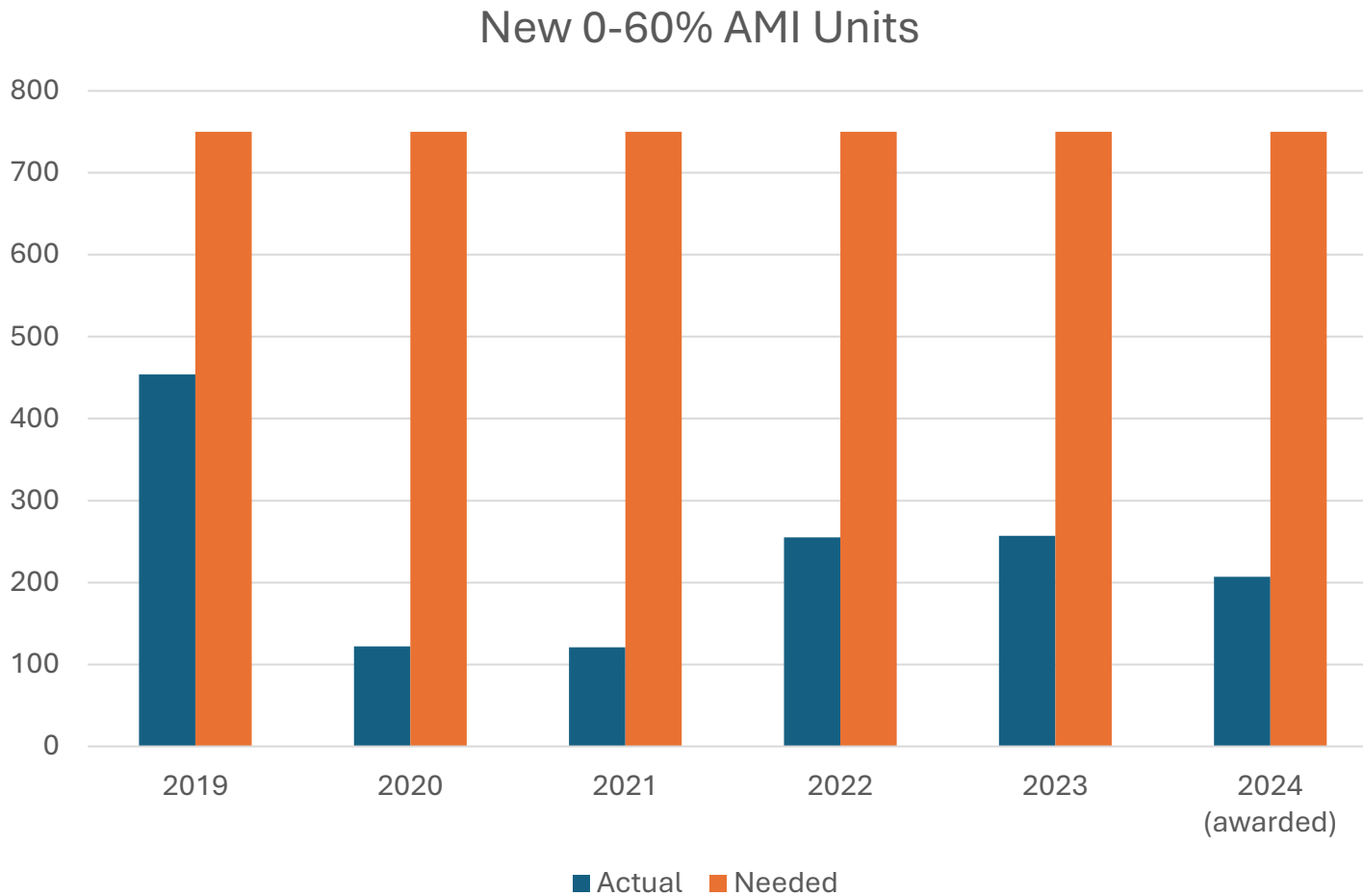
- 1. The proposal is consistent with applicable policies of the Vancouver strategic plan and comprehensive plan; and*
- 2. The proposal is necessary to further the public interest based on present needs and conditions.*



Alignment with Strategic Plan

- Eliminating parking minimums has been shown to
 - Reduce housing costs
 - Promote efficient Land use
 - Improve walkability
- These impacts align with strategic plan focus areas for
 - Transportation and Mobility
 - Housing and Human Needs
 - Vibrant and Distinct Neighborhoods

Slowdown in Housing Production



- Affordable Housing production has fallen short of the identified need
- Eliminating parking minimums is part of a series of actions to reduce costs and barriers to housing production and serve the public interest by addressing the critical need of access to housing



Removing Parking Minimums - Change

- Reduce the required off-street parking requirement to zero spaces per unit for housing projects that provide at least 50% of their units at 100% AMI or below for a minimum of 10 years.
- Update VMC sections 20.670.040 The Heights (HX) Plan District Design and Development Standards , and VMC 20.945.070 Minimum Off-Street Parking Requirements to accommodate



Remove Parking Minimums – Analysis and findings

- Reduces the burden of parking costs by allowing properties to right size the amount of parking built instead of needing to build to a predetermined standard
- As development will still need to build parking to meet market demand, no significant impact is expected



Return to Planning Commission

- Questions of staff, public testimony, deliberations
- Sample motion: *Based on findings in the staff report and May 27 public hearing, the Planning Commission recommends approval of the removal of parking minimums citywide for affordable and attainable housing projects .*

Thank You



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